California Memorial Stadium
Berkeley, California

HISTORIC LANDSCAPE REPORT

Prepared for the University of California, Berkeley
In collaboration with PGAdesign Inc.
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# Table of Contents

## I. Introduction
- Purpose and Scope
- Subject of this Study
- Methodology

## II. Historical Context
- Early History of Berkeley
- College of California
- University of California
- The 2200 Block at the End of the Nineteenth Century
- Berkeley’s Building Boom
- California Memorial Stadium
- Stadium Plans
- Stadium Construction
- Alterations to Stadium Environs
- Composite Plans

## III. Description & Conditions Assessment
- Site Summary
- Area A: Western Side of Stadium
- Area B: Northern Side of Stadium
- Area C: Eastern and Southern Sides of Stadium
- Existing Conditions Inventory for Landscape

## IV. Areas of Significance
- Specimen Tree Program
- Summary
- Area A: Western Side of Stadium
- Area B: Northern Side of Stadium
- Area C: Eastern and Southern Sides of Stadium

## V. Historical Significance
- Current Historic Status
- National Register of Historic Places
- Evaluation of Significance

## VI. Historic Photographs

## VII. Existing Conditions Photographs

## VIII. Drawings & Maps
- Historic Drawings
- Maps

## IX. Bibliography

## X. Appendix
- Tree Inventory
I. INTRODUCTION

PURPOSE AND SCOPE

This Historic Landscape Report (HLR) has been completed at the request of the University of California, Berkeley (University) to inform planning for the Southeast Campus Integrated Projects (SCIP), initiated in 2005. The preparation of this report implements provisions of the UC Berkeley 2020 Long Range Development Plan Environmental Impact Report addressing cultural resources.1

This HLR was undertaken as part of a larger study of the Piedmont Avenue block between Bancroft Way and the Haas School of Business, specifically the former single-family dwellings at 2222, 2224, 2232, 2234, and 2240 Piedmont Avenue; the former single-family dwellings at 2241 and 2243 College Avenue; Calvin Laboratory; and the surrounding landscape and streetscape.

The National Park Service has established guidelines for the assessment and treatment of historic landscapes, also known as cultural landscapes. According to the National Park Service’s “Preservation Brief 36: Protecting Cultural Landscapes: Planning, Treatment and Management of Historic Landscapes”:

A Cultural Landscape Report (CLR) is the primary report that documents the history, significance and treatment of a cultural landscape. A CLR evaluates the history and integrity of the landscape including any changes to its geographical context, features, materials, and use.

CLRs are often prepared when a change (e.g. a new visitor's center or parking area to a landscape) is proposed. In such instances, a CLR can be a useful tool to protect the landscape's character-defining features from undue wear, alteration or loss. A CLR can provide managers, curators and others with information needed to make management decisions.

A CLR will often yield new information about a landscape's historic significance and integrity, even for those already listed on the National Register. Where appropriate, National Register files should be amended to reflect the new findings.2

This Historic Landscape Report examines the eligibility of the California Memorial Stadium landscape for listing in the National Register of Historic Places. The report also provides a historic context and a detailed description of the landscape, identifies character-defining features, and evaluates conditions.

1 UC Berkeley 2020 LRDP EIR Continuing Best Practice CUL-2-a states in part: “If a project could cause a substantial adverse change in features that convey the significance of a primary or secondary resource, an Historic Structures Assessment (HSA) would be prepared.” University of California, Berkeley, “Draft Environmental Impact Report: UC Berkeley 2020 Long Range Development Plan, Volume 1,” 4.4-54.
SUBJECT OF THIS STUDY
The subject of this report is the landscape surrounding California Memorial Stadium. The Stadium is located in the southeast quadrant of the University of California, Berkeley campus. The study area is roughly bounded by Maxwell Family Field to the north, Stadium Rim Way to the east, International House to the south, and Piedmont Avenue to the west. This report focuses solely on the California Memorial Stadium landscape and does not include a study of the Stadium itself or any auxiliary structures.

METHODOLOGY
Utilizing standards established by the State of California Office of Historic Preservation, Page & Turnbull and PGAdesign conducted a conditions assessment and analysis of the California Memorial Stadium landscape and evaluated its eligibility for the National Register of Historic Places. The conclusions in this report are based on fieldwork and archival research undertaken between August 2005 and December 2005 by Page & Turnbull and PGAdesign. Landscape Architects Cathy Garrett and Karen Krolewski conducted the site survey, conditions analysis, and assessment of the landscape. Architectural Historian Eileen Wilde and University of California, Berkeley Planning Analyst/Historian Steve Finacom undertook research at repositories including the Bancroft Library; the University of California, Berkeley Capital Projects and Facilities Management Archives; the University of California, Berkeley Environmental Design Library; the University of California, Berkeley Environmental Design Archives; the University of California, Berkeley Earth Sciences & Map Library; the City of Berkeley City Clerk Department and Public Works Department; the Alameda County Public Works Department; the Berkeley Public Library; Berkeley Architectural Heritage Association (BAHA); Berkeley Historical Society; the Oakland Public Library; the Oakland Museum of California; Oakland Heritage Alliance; San Francisco Architectural Heritage; California Historical Society; and the Library of Congress.
II. HISTORICAL CONTEXT

EARLY HISTORY OF BERKELEY

The land that encompasses the present-day City of Berkeley was formally granted to Luis Maria Peralta by the King of Spain in 1820. Peralta named the 48,000-acre parcel “Rancho San Antonio” after Saint Anthony of Padua. After receiving the grant, Luis Maria Peralta continued to live in San José, and sent his four sons to live on Rancho San Antonio. In 1842, Luis Maria Peralta divided the rancho between his sons, giving most of what is now Berkeley to son José Domingo Peralta.

Less than a decade later, gold fever struck California, and “Forty-niners” flooded into the remote Mexican state. In 1850, the United States annexed California after winning the territory from Mexico under the terms of the Treaty of Guadalupe-Hidalgo. Statehood brought about the demise of the ranchos. In April 1852, the California State Legislature passed a law stating that a squatter could gain possession of any land not reasonably known to be claimed under an existing title. The only provisions were that the squatter had to make at least $200 of improvements to the land and live on the land either within sixty days or within twelve months if a $15 fee was paid to the county treasurer. In reality, many squatters did not live on their land for years. Since American settlers generally viewed Spanish titles as illegitimate, the new law was used to claim land from the ranchos, resulting in costly and lengthy legal battles for the Spanish owners.

In the summer of 1852, William Hillegass, James Leonard, Francis Kittredge Shattuck, and Shattuck’s brother-in-law, George Blake, filed claims to a square mile of land in the central section of what is now Berkeley. As was common, these four men did not live in Berkeley for years after making their claims. At this time, the future City of Berkeley was almost uninhabited. Mrs. M.K. Blake, the widow of George Blake, wrote in 1896 of Berkeley in 1852: “Not a house between Oakland and Berkeley. Not a house in Berkeley except one small cabin; for, if the Americans attempted to erect a building, the Spanish would tear it down. The cabin they allowed to remain, as they had become friendly with the Americans.”

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4 Susan Dinkenspiel Cerny, Berkeley Landmarks (Berkeley, California: Berkeley Architectural Heritage Association, 1994), 64.
5 Quoted in Ferrier, 28.
Vincente and José Domingo Peralta filed claims for ownership of their rancho lands in January 1852, and the U.S. Supreme Court would eventually confirm their titles in 1855 and 1856. During the intervening years, the Peraltas were unable to hold onto all of their land after suffering huge losses from lawsuits, the dwindling price of land, and cattle thievery. In 1852, Vincente Peralta sold 2,000 acres of his land for a townsite in Oakland, and additional land was sold by both brothers throughout 1852 and 1853. Captain Orrin Simmons gained squatters’ rights to 160 acres of Rancho San Antonio bounded by Strawberry Creek to the north, and the future site of the State Asylum for the Deaf, Dumb and Blind to the south, a tract that includes the present-day project site. In 1857, Simmons purchased the land now occupied by the Greek Theater and California Memorial Stadium from John Bonneron. Captain Simmons’ family lived in a house on the banks of Strawberry Creek approximately where Piedmont Avenue used to terminate (Map 2).

**COLLEGE OF CALIFORNIA**

In 1853, Contra Costa Academy, the forerunner to the College of California, was established in Oakland; two years later, the College of California was incorporated. Soon thereafter, the trustees of the College of California began searching for a new campus site removed from the perceived unwholesome temptations of San Francisco and Oakland. One of the only settlers in Berkeley, Captain Orrin Simmons, invited the trustees to look at his land holdings as a possible site. Although Berkeley was still an isolated outpost, it had the advantages of a temperate climate, and a range of hills that provided spectacular vistas of San Francisco Bay and the Golden Gate. After consideration, the trustees decided to relocate the campus to the hills surrounding Strawberry Creek. On April 16, 1860, the future site of the College of California was dedicated at Founders’ Rock.

The process of raising money and acquiring land for the new campus proved to be arduous. Four years after dedicating the new site, the College of California purchased 40-acre tracts from F.K. Shattuck, G.M. Blake, William Hillegass, and James Leonard; each man was given $8,000 for their tract except for Hillegass, who received $9,000. At that time, only Leonard lived in Berkeley at a house on the corner of Telegraph Avenue and Dwight Way. Hillegass would move around 1871 to his land on College Avenue near Bancroft Way, just west of the project site. In August 1864, the College of California purchased a tract of land from Captain Simmons that encompassed part of what

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6 Ferrier, 26.
7 Ibid.
8 Ibid., 79.
9 Ibid., 80.
10 Ibid., 49.
11 Ibid., 74-75.
became the Berkeley Property Tract and the northern part of present-day Piedmont Avenue. The Simmons tract was particularly desirable because it came with water rights.\textsuperscript{13}

A key objective of the College of California trustees was to raise money for the school. To further this goal, the trustees decided to form a real estate group that would sell residential lots to provide financial support for the College. On September 1, 1864, the first real estate venture in Berkeley was launched with the incorporation of the College Homestead Association. 125 shares were offered at $500 apiece, and each share entitled the owner to a one-acre lot. The Association stipulated that a $25-per-share fee could be implemented for improvements like street grading and tree planting. The trustees actively promoted the new development, praising the ideal weather—warmer and sunnier than foggy San Francisco, but not as hot as central California—and noting that upstanding citizens associated with the College would inevitably become residents of the neighborhood.\textsuperscript{14} A map of the College Homestead Association was recorded on May 15, 1866 (Map 1).

By October 1864, noted landscape architect Frederick Law Olmsted had been retained by the College of California to create a plan for the land north and east of the College Homestead Tract, part of which would become known as the Berkeley Property Tract (Map 3).\textsuperscript{15} Olmsted apparently completed a draft survey of his plan by the 3 October 1865 meeting of the trustees:

\begin{quote}
The Secretary presented the draft of a portion of the Survey, from Mr. Olmsted, conveying that portion of the Simmons tract lying immediately East of the College Homestead Grounds, showing the Park and the Piedmont Way, as ground reserved for public purposes. By vote the Map was adopted...Messeurs Sherman, Simson and Willey were by vote, appointed a Committee to divide the portion of the Simmons land covered by the map just received from Mr. Olmsted, into lots for same, and determine the prices of the same.\textsuperscript{16}
\end{quote}

This map had presumably been lost, but a copy of an 1868 map of the Berkeley Property Tract surveyed by Alameda County Surveyor William Boardman was recently discovered at the Alameda County Public Works Department with the original College of California seal; the seal appears to contain a date of 1865 (Map 2). Although the title block of the map indicates a date of 1868, the title block could easily have been a later addition, and it is possible that the base of the map is the

\textsuperscript{12} Ibid., 109, 84.
\textsuperscript{13} Victoria Post Ranney, ed., The Papers of Frederick Law Olmsted: Volume V. The California Frontier, 1863-1865 (Baltimore, Maryland: Johns Hopkins University Press, 1990), 572; Ferrier, 81.
\textsuperscript{14} Ferrier, 53-57.
\textsuperscript{15} Ranney, 571.
\textsuperscript{16} 3 October 1865 meeting minutes of the College of California trustees. Documents of the College of California, 1850-1869. Held by the Bancroft Library.
Olmsted/Miller map approved at the October 3 meeting. If this is the 1865 map, this would confirm that Olmsted and Miller laid out the alignment and dimensions of this portion of Piedmont Way.

**UNIVERSITY OF CALIFORNIA**

During the mid-1860s, California Governor F.F. Low moved to use money provided under the 1862 Morrill Land Grant Act to start a new state university. After viewing the beautiful—albeit empty—College of California campus, Berkeley was chosen as the new home for an Agricultural, Mining and Mechanical Arts College to be built on land next to the College of California site.¹⁷

At the 1867 College of California commencement, Governor Low proposed merging the College of California with the planned university—the College had the land, and the State had the money to develop an institute of higher learning. After some debate, the College of California trustees voted on October 7, 1867 to dissolve. The College of California assets were given to the State for the university with the stipulation that the new school must include a College of Letters for the study of humanities and liberal arts, instead of solely being an agricultural and mechanical school. The State agreed with these terms, and on March 23, 1868, California Governor Henry H. Haight signed the Organic Act, forming the University of California.

Shortly after the University was officially established, Alameda County Surveyor William F. Boardman completed the “Map of a Portion of the Berkeley Property Situated between the University of California and the State Deaf, Dumb and Blind Asylum, Oakland, Alameda Co., As Laid Out by F.L. Olmsted, Officially adopted by the Board of Trustees of the College of California, May 5, 1868” (Map 4). Boardman was hired by the College of California trustees to draw the map to increase sales. Only five lots in the Tract had been sold by 1867, but after the map was drawn, twenty-two lots were sold in the next year.¹⁸ Olmsted’s name was likely attached to the map for prestige, and in fact, a handbill advertising the Berkeley Property Tract also noted that Olmsted had laid out the neighborhood.¹⁹ On August 31, 1869, just before the College trustees disbanded, they recommended that Olmsted be paid $2,000 plus interest for his work on the campus.

The new University of California was slow to develop. The University first moved into the former College of California campus in Oakland while they embarked on a building campaign. By December

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¹⁷ Ferrier, 101.
¹⁹ Ibid., 19.
1872, University President Daniel G. Gilman wrote Frederick Law Olmsted to tell him that the University had decided to construct University buildings on the lots marked on Olmsted’s plan for the Berkeley Neighborhood as designated for residential use, undermining a key element in Olmsted's vision for the college (Map 3). However, Gilman was likely not referring to the Berkeley Property Tract. It appears that the Berkeley Property Tract was not transferred to the University of California when the College of California dissolved, likely because lots in the Tract had already been sold and no longer belonged to the College of California. This is further underscored by the title block on the 1868 Boardman map, which states that the Tract was situated “between” the University of California campus and the State Asylum for the Deaf, Dumb and Blind. Gilman was likely referring to other portions of the campus that had been marked for residential use, labeled with a “B” on Olmsted’s plan (Map 3). Gilman also asked Olmsted to return to work on the campus.

I have been greatly instructed by your printed report on the site. You know probably that the University has inherited these grounds from the college—that they have been partially laid out and planted with trees, and that large costly buildings are going up…I wish every day that you were here that the University might avail itself of your counsels during the development of the estate.

Gilman also remarked that Olmsted’s plat was missing, and Olmsted said he could not find the design or topographical map in his papers. Just a few weeks later, Gilman asked Olmsted again: “The only thing to be done is to get you here again. Would you consider the subject next summer?” But Olmsted would never work on the campus again.

By the beginning of 1873, a topographical survey was being completed by the United States Coast Survey, and trees and plants donated by a Mr. Nolan “and other liberal nurserymen” were transplanted on campus. Throughout the summer of 1873, campus buildings were constructed and the site was graded, and in September 1873, the University of California officially moved from Oakland to their new home in Berkeley. In 1874, William Hammond Hall was hired to create a new plan for the University; Hall possibly used Olmsted’s report, or at least read his report, when he

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20 Ranney, 571.
22 Olmsted’s missing plans have not been found. In a 26 December 1949 letter, Frederick Law Olmsted, Jr., wrote that he had “searched in vain for this plan and for several others prepared by my father when in California in the 1860’s… I assume that his copies of these plans must have been lost before his papers and other records of that period… were put for safekeeping in the files of the Olmsted firm in Brookline.” Frederick Law Olmsted, Jr., to A.L. Sylvester of the University of California, 26 December 1949. Records of the Olmsted Associates, Box B107, project number 2047. Held by the Library of Congress.
23 FLO papers, 21 December 1872, quoted in Stevenson, 315.
planned the campus. Hall wrote Olmsted for advice on laying out the Berkeley campus and Golden Gate Park, and mentioned to Olmsted that he thought the University gardener had been in possession of Olmsted’s plat and took it with him when he left.

The campus town grew very slowly, mainly because of a lack of public transportation to and from Berkeley. Most of the students and professors continued to live in Oakland or other neighboring areas. Oakland was burgeoning because it was the docking point for ferries traveling to San Francisco, and in 1869, became the western terminus for the transcontinental railroad after the terminus relocated from Alameda. In 1872, the horse-drawn streetcar had finally been extended to Berkeley from Oakland but moved at a glacial pace. President Gilman reported to the University regents in 1875: “The neighborhood of Berkeley grows but slowly. There is in it no school, no practicing physician, and but few and indifferent stores. The walks and roads are in a bad condition most of the year, and the inconveniences of family life are great.”

In 1876, the railroad arrived in Berkeley with a station at the intersection of Center Street and Shattuck Avenue. By 1877, the trains were connected to San Francisco via ferry, and in 1878, cross-country trains were connected to the Berkeley stations. The arrival of the railroad caused the small business center of Berkeley to move west from Telegraph Avenue closer to Shattuck Avenue. On April 1, 1878, the Town of Berkeley was officially incorporated, combining the small academic village of Berkeley with the bayside manufacturing settlement of Ocean View (now West Berkeley). The University also expanded, and when Olmsted returned to California in 1886 to work on a plan for Stanford University, he wrote to Leland Stanford in dismay after seeing the Berkeley campus, saying that the college buildings and “all the grounds and offices about them betrays heedlessness of the requirements of convenience and comfort under the conditions of the situation and climate.”

**THE 2200 BLOCK AT THE END OF THE NINETEENTH CENTURY**

Although the arrival of the railroad did spur some growth, at the end of the nineteenth century, Berkeley was still a small town. Development clustered in three spots: around the University campus; at the pier on San Francisco Bay; and along University Avenue. The Berkeley Property Tract had only

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27 Ferrier, 117.
28 Gilman himself might have been frustrated by the lack of civic growth, because that same year he took a job as the president of the newly formed Johns Hopkins University in Baltimore. Quoted in Ferrier, 122.
29 Ferrier, 118.
31 FLO to Leland Stanford, 27 November 1886. Reproduced in Ranney, 457.
been partially developed with several private homes and a few group living quarters and still had an almost rural feel in places (Image 2).

The 2200 block of Piedmont Way and College Avenue began to be developed in the 1870s. It was located very close to the University and had a beautiful setting next to Strawberry Canyon with spectacular views of San Francisco Bay, making it likely one of the more sought-after areas of the Berkeley Property Tract. Several structures on the 2200 block were residences of people associated with the University, including Professor Frederick Slate, future University Appointments Secretary Lucretia May Cheney, Dean of Mining Samuel Christy, and Professor Joseph LeConte. The Slate house (1883) stood in the vicinity of today’s Calvin Laboratory, immediately to the north of the Cheney house at 2241 College (1885). Dean Christy’s house (1887) was located on Piedmont Way. The LeConte house (circa 1884) was just west of Piedmont Way on Bancroft Way. The Zeta Psi Fraternity, the first Greek letter collegiate organization formed at a college west of the Mississippi, occupied a large, Mansard-roofed house (1876) approximately where 2251 College (1911) stands today.

In addition, residents unaffiliated with the University owned or rented homes on the block. The lot at 2245 College was infilled around 1894-96 with a house built by Mrs. Harriet J. Lee. Lee does not appear to have had a direct University affiliation, although she appears to have rented space to students. By 1900, the Berkeley Property Tract was becoming one of the most desirable neighborhoods in Berkeley, as evidenced by this remark in the Berkeley Daily Gazette: “M.L. Wurtz has lately finished three very beautiful and spacious houses on College avenue [sic], near Bancroft way [sic]. They form a superb addition to the architectural beauty of this choice residence district.”

Some of the houses on the 2200 block of Piedmont Way were developed as Olmsted intended, especially the houses on the east side of the block, which were large single-family houses set far back on their lots to afford the best views of San Francisco Bay and the town below. The most notable of these homes were the two “Palmer Houses;” separate mansions designed for two prosperous brothers named H.A. Palmer and C.T.H. Palmer, by noted architect Clinton Day, who designed several early buildings on the University campus. The Palmer brothers and Day had a familial connection; both Palmer brothers had married sisters of Clinton Day. The Palmer Houses stood on

33 Berkeley Daily Gazette, 30 January 1900
34 George Albert Pettitt, Berkeley: the Town and Gown of It (Berkeley, California: Howell-North Books, [1973]), 68.
the wooded slope on the east side of the 2200 block of Piedmont Way where California Memorial Stadium currently stands (Image 1). Clinton Day owned a substantial home at the northwest corner of Bancroft and Piedmont Ways (1877) (Image 2).

Despite the presence of these large, ornate homes, by the end of the nineteenth century, it became common for large lots in the Berkeley Property Tract to be auctioned off to create smaller house sites. For example, in 1893, the Benton Property, located at the northeast corner of Piedmont and Channing Ways, was auctioned off and subdivided into 38 lots, which were far smaller in size than Olmsted’s ideal. The lots on the 2200 block of College Avenue and Piedmont Way varied in size. The two lots at the northeast corner of the block—owned by the Simmons family—were quite large and took up more than one-quarter of the block. The Simmons family had moved to Oakland after selling their tract to the College of California, but re-purchased part of their land for recreational use, adding a house to the site in 1890. Block books from the 1880s suggest that most of the lots along College Avenue were 100 feet wide and approximately 260 feet deep, but by 1887, the lots in the center of the block had been divided in half, resulting in 50-foot frontages along College Avenue. On the northwest corner of the block, Bernard Moses had amassed three adjacent lots by 1902, giving him a large parcel with a 283’ frontage along College Avenue. Most of the lots on the west side of the 2200 block of Piedmont Avenue remained undeveloped during the nineteenth century.

**BERKELEY’S BUILDING BOOM**

The beginning of the twentieth century would bring phenomenal growth to Berkeley. By 1910, Berkeley had become the fifth largest city in California after its population tripled between 1900 and 1910, a pace only bettered by three other United States cities. Although a great deal of the expansion was due to the 1906 Earthquake and Fire in San Francisco, which drove many refugees to Berkeley, the town was expanding even before the Earthquake. The construction of the Key System ferryboat and streetcar network made transportation between San Francisco and the East Bay quick and affordable, spurring the development of numerous residential tracts in Berkeley and Oakland. This growth in turn led to more intensive commercial development in downtown Berkeley. Berkeley’s commercial and civic core evolved during this period from a district of low-rise, wood-frame buildings into a substantial urban district, with numerous large masonry buildings and stately public facilities. General economic prosperity, and the rapid growth of the University in enrollment,

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35 Ferrier, 82.
programs, and prestige under the leadership of President Benjamin Ide Wheeler (1899-1919), also factored in the physical growth of the town during this era.

The rapid population growth in Berkeley spurred new civic improvements for both the University and the town. Between 1898 and 1899, Phoebe Apperson Hearst sponsored an international competition to find an architect to design a master plan for the University campus. The contest brought international recognition to the University. The winning campus plan, submitted by French architect Emile Bénard, was laid out on the concept of thematically grouped buildings. Bénard’s plan was revised by fourth-place-finisher John Galen Howard, who was appointed Supervising Architect for the University. During this same time period, the town of Berkeley embarked upon a series of civic improvements. Street improvements were a high priority; in 1889, there was only one mile of macadamized street, but by 1900, there were 46 miles of paved road. The passage of the Vrooman Act in the California State Legislature in 1887 authorized city councils to improve streets by financing street work through the issuance of bonds.

**Piedmont Way Improvements**

Talk of improving Piedmont Way began as early as 1890, when the *Oakland Enquirer* reported under Berkeley news: “The macadamizing of Piedmont way [sic] will be begun next spring.” Despite this report, it does not appear that Piedmont Way was substantially improved until 1900. Around February of that year, Berkeley Town Engineer Charles Loyal Huggins proposed a plan to make improvements to the road. Huggins had attended the University of California, Berkeley and graduated in 1884. In 1885, Huggins designed the first major bridge to cross Strawberry Creek near present-day Sather Gate, replacing the existing wooden footbridge. “Huggins’ Bridge” served as the southern entryway to campus until 1908, when it was replaced by a concrete bridge. In 1894, Huggins was elected Berkeley Town Engineer. Huggins would eventually be lured away from town employment by noted real estate developer Duncan McDuffie of Mason-McDuffie, and in fact, there is some possibility that Huggins laid out many of the developments attributed to the Olmsted Brothers firm, which also prepared plans for Mason-McDuffie.

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37 Ferrier, 252.
38 *Oakland Enquirer*, 14 November 1890.
40 Various documents in the “Huggins” file held by the Berkeley Historical Society.
Charles Loyal Huggins drew up a plan to formalize Piedmont Way by incorporating oval medians containing tiny parks (Map 7). Huggins had previously worked with the idea of a divided road in the design for improving Hearst Avenue, which created a “unique street” with two parts separated by a masonry wall: one side ascended the hill, and the other side remained level.

At a March 12th meeting of the Berkeley Board of Trustees, Trustee LeConte presented Huggins’ plan for the Piedmont Way improvements, and the clerk was told to send copies of the plan to the affected property owners and set up a meeting with them. On May 28, Trustee Turner reported that an agreement had been reached regarding improvements to Piedmont Avenue, as it was now being called, and directed a work resolution to be prepared. On June 11, Professor Christy, who lived in the neighborhood, petitioned with other neighbors to change the plan for the Piedmont Avenue improvements. Unfortunately, no record has been found of their particular objections, but protesting road improvements was common at that time in Berkeley because the residents of a road were charged with paying for the improvements. The disagreement was apparently resolved or ignored, and on July 10, the Berkeley Board of Trustees unanimously passed Resolution 646-A “Establishing Street grades and the widths of sidewalks on Piedmont Avenue or Way from the northerly line of Dwight Way to the northerly terminus of said Avenue”:

Be it resolved by the Board of Trustees of the Town of Berkeley as follows:

Section 1. That the official grades and the widths of the sidewalks and roadways on Piedmont Avenue or Way from the northerly line of Dwight Way to the northerly terminus of said avenue shall be as shown on the improvement map and cross-sections attached hereto.

Section 2. All elevations shown on said improvement map and cross-sections are curb elevations above the official base of the Town of Berkeley. Between consecutive points the elevations of which are given the rate of grade shall be uniform.

The improvements were undertaken by the Oakland Paving Company, with sewer work going to the Plumber Improvement Company. Work progressed throughout the fall.

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41 Berkeley Daily Gazette, 8 February 1900.
42 Berkeley Daily Gazette, 5 February 1900.
43 Resolution 646-Â, 10 July 1900. Held by the Berkeley City Clerk Department.
44 Minutes of the Berkeley Board of Trustees, 13 August 1900; 14 June 1900. Held by the Berkeley City Clerk Department.
In October, the *Berkeley Daily Gazette* reported on the progress.

The most unique boulevard ever constructed in Berkeley is now in the process of construction in the extreme east limits of Berkeley, near the Blind Asylum extending toward the University site. This is Piedmont avenue [*sic*], from where the grandest panorama of the bay is obtained. Grading the street and removing of the old trees skirting the avenue is now in progress. A striking feature of the improvements of this avenue are the handsome little plots that are laid off in the center of the boulevard. These extend along the avenue from Dwight way to its most northern limit.  

By November, the curbs were being installed, and the water pipes were lowered to accommodate the new grading.

Added to the handsome attractions of beautiful trees and gardens of flowers on this avenue is the parking that is being provided for in the center of the avenue. Old residents of Berkeley will part reluctantly with the old walnut trees that have for so many years given that portion of the city an eastern and rural aspect, but are compensated in the plans for a handsome boulevard in the future.

In March 1901, trees and shrubs from San José were planted on Piedmont Way “in the plots which were set along the spacious thoroughfare. The planting of the trees is in line with the general improvements that have been taken up by the residents of upper Dwight way [*sic*].” The Oakland Paving Company petitioned to build sidewalks on the east side of Piedmont Avenue between Dwight Way and Kearney that same month. The improvements to Piedmont Avenue were likely completed in 1901.

**Development of the 2200 Block**

Berkeley’s population boom sharply increased the amount of new construction in the city, especially between 1905 and 1912; the majority of the building permits were issued in 1906, 1907, 1908. One consequence of this flurry of construction was the infill of new private residences along Piedmont Avenue, consisting mainly of single-family homes along with some group living quarters and apartment buildings. To accommodate demand for new residences, remaining larger tracts were subdivided into smaller lots. At the northern terminus of Piedmont Avenue, a tract formerly owned by the widow of Captain Orrin Simmons was subdivided into multiple lots, and in 1909, the road was extended to create a cul-de-sac known as Piedmont Place (Map 8).

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45 *Berkeley Daily Gazette*, 22 October 1900.
46 *Note that “parking” here refers to the median parks, not automobile parking. Berkeley Daily Gazette*, 12 November 1900.
47 *Berkeley Daily Gazette*, 1 March 1901.
48 Minutes of the Berkeley Board of Trustees, 11 March 1901. Held by the Berkeley City Clerk Department.
49 Ferrier, 255.s
Along the west side of the 2200 block of Piedmont Avenue, three single-family homes were built in quick order on relatively small lots; 2222 Piedmont was built in 1908, and 2224 and 2232 Piedmont were both constructed in 1909. 2222, 2224, and 2232 Piedmont Avenue infilled the block between Piedmont Place to the north, and older homes, including the Christy and Day residences, to the south. On the east side of the 2200 block, the house currently located at 2234 Piedmont Avenue was constructed in 1908 on an infill lot at 2251 Piedmont, now the site of International House. In sum, four of the five extant Piedmont houses in the 2200 block were constructed in 1908/09. On the 2200 College Avenue block, several small cottages were added to existing properties to accommodate increasing housing demands, including the Cheney rental cottage at 2243 College Avenue (circa 1902) and two cottages designed by Julia Morgan at the rear of the 2245 College lot.

The location of these homes was convenient not only to the University campus, but also to the Telegraph Avenue commercial district. Streetcar lines established during the late nineteenth and early twentieth centuries ran up College Avenue, down Bancroft Way, and along Telegraph Avenue. Like neighboring dwellings to the south and southeast in other parts of the old Berkeley Property Tract, the houses in the 2200 block of Piedmont and College Avenues stood against the base of the Berkeley Hills, in a district that was easily accessible yet somewhat removed from the bustle and through traffic of other neighborhoods. At that time, Piedmont Avenue dead-ended just south of Strawberry Creek at Piedmont Place and had not yet been connected to the north side of campus via Gayley Road. In addition, neither Tunnel Road to the southeast, nor a through road up Strawberry Canyon to the northeast, yet existed to draw traffic through the district. Homes in the area were thus very advantageously located in a pleasantly developed, secluded cul-de-sac, but within a short walk to shopping, transportation, and the University. It is no surprise that the area was appealing to prosperous single-family homeowners during the early twentieth century.

As the Berkeley Property Tract continued to develop during the early twentieth century, the neighborhood became increasingly populated by residents not connected to the University who found it a pleasant and convenient place to live. At least some of these residents moved from the lower parts of Berkeley, a pattern repeated throughout twentieth-century Berkeley history as residents moved from the “Flatlands” to the more exclusive view districts of “the Hills” after a gain in material prosperity. At least two of the original occupants of the Piedmont houses—Doctor Benjamin Wall at 2234 Piedmont and Walter Kellogg at 2232 Piedmont—apparently followed this pattern, the former moving from Atherton Street and the latter from Oxford Street to their more elevated, custom-built, 

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50 The electric streetcars stopped running in Berkeley during the 1940s.
Piedmont residences. The neighborhood also remained the home for University families and some private student residences, particularly fraternal groups and residential clubs.

**CALIFORNIA MEMORIAL STADIUM**

During the early twentieth century, intercollegiate sports surged in popularity. In response, universities began constructing athletic facilities to support this growing interest, elevating athletics to major moneymaking enterprises. Football was considered to be one of the most prestigious sports among elite universities. The University of California, Berkeley had hosted a football team since the 1880s, and in 1892, the famous rivalry between Stanford and California began with the first “Big Game.”

By 1920, the University realized that a larger football stadium would result in more seats, and consequently, in more ticket sales. As a result, the decision was made to construct a new football stadium, which would be built as a monument to alumni who had died in World War I. California Memorial Stadium would be one of the first major stadiums constructed in the nation. Fund-raising for California Memorial Stadium began in October 1921. The Stadium had to be financed privately, and the primary means of raising money for construction was the sale of seat subscriptions.

With fundraising underway, the University embarked on the difficult task of finding a site for the new Stadium. The most likely candidate was a site at the southwest corner of campus that had been designated under the master plan as the area for campus athletics. Other sites were also considered, including a site further west in Berkeley and the higher ground of the southeast portion of campus. As of October 1921, the stadium site was located on a block bounded by Allston, Atherton, Bancroft, and Chapel. The cost of acquiring the necessary property, however, proved high. By January 1922, the decision was made to build the Stadium in Strawberry Canyon, which was already partially owned by the University. Although the Regents were convinced that the Strawberry Canyon site would be cheaper to develop, in fact, the Canyon site, with Strawberry Creek and seismic fault lines running through it, presented significant challenges and affected the budget accordingly.

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52 Ibid., 5.
53 Ibid., 3.
55 “University of California Stadium Designed Like a Theatre,” *The Architect and Engineer* 67 (October 1921): 87.
The choice to site the Stadium in Strawberry Canyon was extremely controversial. Residents decried the anticipated loss to their property value and perceived destruction of their neighborhood. At that time, Strawberry Canyon was used primarily for horticulture and as a nature preserve. During the late nineteenth and early twentieth centuries, as the residential neighborhood around Strawberry Canyon grew, paths and a carriage road were built to provide access through the Canyon to the ridge of the hills. In his report to the College of California, Frederick Law Olmsted had discussed the merits of providing comfortable access through the Canyon to provide both access to excellent views from the top and to enjoy the “great change of scenery within a short distance [which] will constitute a unique and most valuable appendage to the general local attractions of the neighborhood.” In the nineteenth century, the hills above the young campus were vegetated in grassland. The great diversity of species that Olmsted referred to occurred only in the Canyon where there was a moist, protected microclimate. The microclimate readily supported a stable, mature plant community that had reached equilibrium after evolving to become fully adapted to its environment.

William Henry Smyth described Strawberry Canyon before the construction of California Memorial Stadium as a place with paths and benches placed to enjoy the views of Strawberry Creek, native vegetation including bracken, wild currant, oaks, and bay trees, and wildlife like quail and rabbits. Photographs from the 1920s show the nursery and botanical garden that had been cultivated in the Canyon, and the riparian vegetation of the area (Images 4 & 5).

Critics said building in Strawberry Canyon would result in a loss to California taxpayers, because instead of having the University raise money to buy land from private property owners, State-owned land would be used for the Stadium—land that had been earmarked for reservoir construction and was currently a nature sanctuary. A group known as the Campus Protective Association published a pamphlet protesting the choice. The objections were laid out in five arguments: 1) the stadium would be isolated from the remainder of campus athletics; 2) there would be serious problems with transportation and accessibility; 3) the size and orientation of the Canyon would make architectural design problematic—the equivalent of “crowding a large house on a small lot;” 4) the stadium would have a negative effect on the Greek Theatre; and 5) the construction would destroy an irreplaceable natural biology laboratory currently on the site. Many University faculty members opposed the siting.

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57 Smyth, 33.
58 Ibid., 38.
59 Campus Protective Association pamphlet, located in Records of the California Memorial Stadium Executive Committee, 1920-1923. Held by the Bancroft Library.
Campus architect John Galen Howard was also unhappy with the choice of the site. Howard objected that the Strawberry Canyon site was inaccessible, currently contained a nature preserve, and was not in keeping with the master plan, designed to keep all athletic uses in one spot. In an August 29, 1921 letter to University President David P. Barrows, Howard wrote:

Strawberry Canon [sic] site. **Advantages**: Already owned. Beautiful region. Large area. **Disadvantages**: Far from center of University life (about half an hour’s walk up hill. Nothing west of the swimming pool is wide enough; the vicinity of the Such dairy is the only part of the canon [sic] readily adaptable.) Very inaccessible for crowds at present, and difficult if not impossible to make conveniently accessible. No street cars or railway short of College Avenue. Very irregular, and mostly steeply sloping land, not favorable for stadium construction on the scale contemplated, and presenting great difficulties in handling crowds on account of lack of level space. Expensive for building operations; long uphill haul.\(^{60}\)

Howard wrote a second letter in January 1922 outlining the difficulties of the site, warning about a potential catastrophe resulting from overcrowding and lack of access: “But most serious of all would be the impossibility of properly handling the crowds at the Stadium itself. The three approaches—from the campus, from Piedmont Way, and from Canyon Road—are utterly inadequate even for the west half of the bowl…”\(^{61}\) Howard was opposed by consulting engineers Edward E. Carpenter and George F. Buckingham, who told the University regents that the Canyon site was more feasible and economical than the site at the southwest corner of campus.\(^{62}\)

Despite Howard’s protests, on February 1, 1922, the Executive Committee of the California Memorial Stadium unanimously chose the Strawberry Canyon site because, in part, “The natural surroundings in Strawberry Canyon and the possibilities of attractive landscaping of the slopes of the proposed bowl, are particularly appealing to all.”\(^{63}\)

**STADIUM PLANS**

John Galen Howard presented his plans for a stadium at the Strawberry Canyon site to the Executive Committee of the California Memorial Stadium on April 10, 1922. At that meeting, a discussion was had about the memorial feature, and an idea was presented to create a memorial feature by

\(^{60}\) John Galen Howard to President D.B. Barrows, 29 August 1921, Records of the California Memorial Stadium Executive Committee, 1920-1923, “Correspondence, 1920-1923.” Held by the Bancroft Library.


\(^{63}\) Executive Committee of the California Memorial Stadium to Board of Regents, 4 February 1922, Records of the California Memorial Stadium Executive Committee, 1920-1923, “Correspondence, 1920-1923.” Held by the Bancroft Library.
“elaboration of the retaining wall on Piedmont Avenue,” presumably referring to the extant stone wall on Piedmont Avenue, dating from the early residential development of the Berkeley Property Tract. Howard’s first iteration of the stadium was not approved, and the Stadium Committee ultimately accepted a design completed by George E. Buckingham that combined Howard’s design with a design by E.E. Carpenter of Baker & Carpenter Co., Engineers. In order to implement the design and construction, a Stadium Commission consisting of Howard, Buckingham, and Carpenter was organized by the Board of Regents.

In February 1923, the Board of Regents announced the new design for California Memorial Stadium (Drawing 3). The stadium was to be a combination of earth bowl and coliseum construction. Access was through “tunnels and stairways radiat[ing] from the interior to portals in the coliseum wall, which open on a wide surrounding plaza. Inclined pathways and short, easy flights of steps connect with Piedmont avenue [sic].” In March 1923, an article appeared in The Architect and Engineer about the work of landscape engineers MacRorie & McLaren, who had been chosen to landscape the Stadium site, and included a landscape plan for California Memorial Stadium (Drawing 4).

MacRorie & McLaren

The firm of MacRorie & McLaren was formed in September 1910 in San Mateo County, and founded by Daniel A. MacRorie and Donald McLaren. MacRorie & McLaren ran a landscaping business out of offices in San Francisco and had a large nursery in San Mateo that produced “between two and three hundred thousand plants per year” and imported “between ten and fifteen carloads from different parts of the world.”

Donald McLaren was the only child of noted Golden Gate Park Superintendent John McLaren. John McLaren was born in Scotland and arrived in San Francisco in 1873; he married Jane Mill in 1876 and Donald was born in 1879. According to a family history of John McLaren, Donald wanted to be a baseball player but pressure from his father convinced him to become a landscape gardener. Donald attended the University of California, Berkeley and married Martha Leonard of Berkeley, who died in childbirth around 1907; their only child, a daughter named Matie, survived and lived at the lodge in

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64 Minutes of the California Memorial Stadium Executive Committee, 10 April 1922, Records of the California Memorial Stadium Executive Committee, 1920-1923, “Correspondence, 1920-1923.” Held by the Bancroft Library.
65 Siegel & Strain, 23.
66 Ibid.
Golden Gate Park with her McLaren grandparents. Almost nothing is known about McLaren’s partner, Daniel A. MacRorie.

Although little is known about the firm, it appears that MacRorie was in charge of the nursery business, and McLaren acted as head of the landscape division. In 1916, a history of San Mateo County said of McLaren: “his great ability has been displayed in the many estates and private gardens which have been laid out under his supervision.” Noted architect Gardner Dailey and landscape architect Conrad Wirth worked at MacRorie & McLaren, and Wirth reported that he was the “first and only professional landscape architect in the firm” when he worked there after 1923. Donald McLaren also worked with his father on the landscape design for the Panama-Pacific Exposition, acting as assistant Chief of Horticulture.

MacRorie & McLaren worked on several large estates in the San Francisco area. Donald McLaren discussed California gardening in his 1920 article for The Architect and Engineer, saying landscape gardening and landscape architecture in California build on an understanding of the expansiveness of space. Photographs of his projects demonstrate an understanding of the shaping of land and a harmonious use of California native and ornamental plant species. A 1923 article in The Architect and Engineer shows the breadth of the firm’s practice in private residential projects from a San Francisco courtyard to estates on many acres. Also illustrated are MacRorie & McLaren’s public projects, including work for real estate developers as at Balboa Terrace subdivision, landscapes for the 1921 Stanford University stadium, California Memorial Stadium and Sather Gate at the University of California, Berkeley, and public parks. Both of the University of California, Berkeley projects involved architect John Galen Howard.

The firm called themselves “landscape engineers” possibly because they had expertise in the larger framing of landscapes, particularly those with substantial grading of topography. Based on the large number of species grown in their San Mateo nursery and in their glass and lath houses, they might also be considered very capable horticulturalists. In the early twentieth century, the phrases “landscape gardener” and “landscape architect” were used and applied to the work of MacRorie &

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69 Alexander and Hamm, 196.
McLaren. They may have avoided the latter term, as neither MacRorie nor McLaren were professionally licensed landscape architects. The landscape scope of work at California Memorial Stadium included a diverse range of skills. Tasks included stabilization and repair of the excavated hillside, integration of existing trees into the design, protection of existing mature trees during construction, circulation paths for vehicles and 72,000 spectators, and grandly scaled plazas and esplanades.

MacRorie & McLaren fell into tragedy in the 1920s. In June 1923, Daniel MacRorie died in San Francisco Hospital at the age of 53 while he was getting ready to leave after recovering from an illness. The San Francisco Chronicle reported that MacRorie was a “well known landscape engineer and nurseryman of San Francisco and San Mateo.” The death of MacRorie left McLaren with the sole burden of running the company, and the pressure led him to alcoholism and depression.

In October 1924, Donald McLaren was appointed landscape architect for the Transcontinental Highways Exposition in Reno, Nevada that would be held in 1926 to celebrate the completion of the Truckee-Reno Highway. After returning from a trip in May 1925 to scope out the Exposition site, McLaren disappeared; a week later, his body was discovered in a motel on Mission Street in San Francisco. McLaren had died of gas asphyxiation from a gas burner that was left on in his hotel room, but since he had left no note, it was unclear if he died from suicide or from an accident. The San Francisco Chronicle reported on his funeral, remarking: “McLaren was head of the firm of MacRorie & [Mc]Laren, landscape gardeners, and was himself one of the leading landscape engineers in the West, having laid out the gardens of the Panama-Pacific International Exposition.” The coroner eventually ruled that McLaren’s death was “Suicide Brought on By Overwork.” After McLaren’s death, his second wife and MacRorie’s widow decided to dissolve the business.

**Evolution of the Landscape Plan**

The plan for the landscape around the Stadium evolved in response to changes to the plan for the structure. The 1922 John Galen Howard plan (Drawing 2) shows large expanses of roadbed at the south entrance at Prospect Court. The steep slope adjacent to and above Prospect Court is planted. The 1922 plan also shows large expanses of roadbed where Piedmont Avenue meets Tunnel Court.

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73 “Daniel A. MacRorie to Be Buried Today,” San Francisco Chronicle, 8 June 1923, 8.
74 Aikman, 83.
75 “Death of S.F. Park Designer Still Puzzle,” San Francisco Examiner, 6 June 1925, 1; “Services Held for M’Laren,” San Francisco Chronicle, 7 June 1925, 12.
76 Aikman, 84.
77 Wirth, Parks, Politics, and the People.
The planted median islands of Piedmont Avenue do not extend into this area. In contrast, the 1923 plan (Drawing 6) shows two medians extending the line of Piedmont Avenue’s planted medians. Planted medians, or steep, planted banks, are shown at the new Stadium Drive and between Tunnel Court, the minor Stadium access path, and Rimway Approach (now Stadium Rim Way).

STADIUM CONSTRUCTION

In January 1923, the houses and most of the trees on the site were removed, and a massive culvert was constructed to divert Strawberry Creek. At least five structures on the Stadium site, including one of the Palmer houses, were moved to the 2200 block of College Avenue. The site for the relocated buildings included the rear of the Cory property at 2227 College and a parcel of land to the north of the Cory property that was purchased by the University from the Pacific School of Religion in 1922.

Construction Engineers Bates & Borland, based in Oakland, began the excavation work, which involved removing 300,000 cubic yards of soil and rocks from the Canyon.\(^7\) The general contract for the California Memorial Stadium construction was finalized in May 1923, and construction officially began on July 1 after excavation delays. The general contractor was the Clinton Construction Company under the supervision of superintendent William H. Cagle.\(^7\) The Clinton Construction Company was in charge of installing fences and gates, and also dug holes for the thousands of trees that were planted.\(^8\) As mentioned above, landscape firm MacRorie & McLaren was in charge of improving the grounds around the Stadium. During construction, partner Daniel MacRorie fell ill and died, meaning Donald McLaren would have overseen most, if not all of the design.

The level of collaboration between the architect and landscape engineers is not known, particularly in relation to the grading. Certain levels would have been dictated by the intention to retain existing trees on the slope west of the Stadium and in the vicinity of Tunnel Court on the north side. The 1923 MacRorie & McLaren plan does not take into account the retention of specific trees but does retain a number of trees, predominantly Live Oaks, to the west of the building (Images 8 & 12). Elsewhere, tree planting, likely for slope stabilization and enclosure of views, is identified on the approaches to the Stadium from the northwest on Stadium Avenue, to the north on the face of the excavated slope at Charter Hill, and to the east wrapping along the east side of the new Rimway Drive (now Stadium Rim Way).

\(^7\) “California’s Memorial Stadium,” The Detonator (December 1923): 46.
\(^8\) A. Huber, Jr., “The University of California Memorial Stadium,” The Architect and Engineer 75 (October 1923): 98.
The plantings chosen by MacRorie & McLaren included 2,500 pine trees planted on Big “C” Hill and 6,000 ornamental shrubs. MacRorie & McLaren recommended pine trees for the northeastern slope of the hill because pine trees are fire-resistant and would thrive there. Almost certainly, MacRorie & McLaren recommended pine trees in response to the 1923 wildfires, which destroyed hundreds of homes in the Berkeley Hills and burned some trees above the Stadium.

W.H. Smyth, in his reports to the Berkeley Gazette, described the progress in October 1923:

…acres of level concourse, of grass lawns and of garden areas have been formed on hill and fill and one-time canyon bed. Wide auto-roads and pedestrian paths are rapidly assuming curves of beauty; here carved out of the hillside, there traversing fills across depressions, winding in graceful lines among the groves of Oaks, Laurels and Eucalyptus, connecting, in one long garden, the Park area of Piedmont Avenue and Plaza, and the Stadium entrance Concourse with the Campus drive-way in front of the Greek Theater. Landscape gardeners are busy here, there and everywhere, on hillside and roadside with pick and shovel, fork and hoe planting in seemingly unlimited thousands, trees and shrubs and flowering plants. Rugged and unsightly hill cuts and bare fills at which so recently steam shovels clawed with giant fists and great trucks dumped their loads, are now smoothed and verdant with shrubbery and flowering plants all lush and blooming, looking as though they were quite at home and beautifully happy to be there.

By the end of October, the surrounding roads were being macadamized, and the topsoil previously removed from the Canyon and stored during construction was being spread for new garden sites. Smyth wrote: “A gang of landscape gardeners is busy on the steep slopes of Charter Hill…These busy beautifiers have already planted a respectable proportion of the three thousand and more young pine trees, and the holes for the remainder are rapidly nearing completion.” A five-foot-high barbed wire fence was also constructed around the Stadium, including the “excavated, pine-planted area.” This fence, designed in part to protect the newly planted areas, gave a new nickname to Charter Hill: “Tightwad Hill,” presumably named because it blocked access to views into the Stadium.

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82 Minutes of the California Memorial Stadium Commission and Stadium Executive Committee, 12 October 1923, Records of the California Memorial Stadium Executive Committee, 1920-1923, collection of the Bancroft Library.
83 Siegel & Strain, 31.
84 Smyth, 36.
85 Ibid, 38.
86 Ibid.
87 Siegel & Strain, 49.
The first game held in the Stadium took place on November 24, 1923—the “Big Game” between Cal and Stanford. By December 1923, the landscaping was largely completed:

The Memorial Gardens, slopes, terraces and approaches improved under the direction of MacRorie & McLaren Company, Landscape Architects of San Francisco, not only add additional beauty to, but have covered up the scars made on the hill, and converted the whole into a finished and attractive memorial park.\(^8^8\)

The formal ornamental beds immediately adjacent to Piedmont Plaza shown on the MacRorie & McLaren plan (Drawing 4) also appear on the Howard plan of February 1923 (Drawing 2), and may be the Memorial Gardens referenced above. The intended nature of planting and possible slope of these beds is not explicit. The unusual selection of small ornamental conifers in the formal ornamental beds supports the notion that these were, in fact, the Memorial Gardens. The small conifers appear nowhere else on the site. Evergreen trees, particularly conifers, are frequently used in cemeteries or memorials to symbolize life everlasting of those lost. Additionally, photographs of MacRorie & McLaren’s other projects indicate a common pattern of the use of flowering plants, usually annuals and perennials, in focal or higher traffic areas.\(^8^9\) A treatment similar to this may have been intended to supplement the conifers opposite the entries to the Stadium on the northwest side.

The circa 1927 campus map (Maps 9 & 10) shows differences between the MacRorie & McLaren schematic design plan and the landscape of the Stadium site as it was actually implemented. In relation to roads and paths, the grand entry at Tunnel Court is greater defined in terms of vehicular circulation through the introduction of four medians or islands, including two that extend the Piedmont Avenue medians. These changes not only clarified circulation, but also contributed to establishing Tunnel Court and Stadium Drive as the primary and ceremonial approach to the Stadium. A 1930 photograph shows these medians as lawn (Image 14). The median in the foreground confirms that the original grade was matched because of the existence of a mature Oak tree. One tree can also be seen in the paving. Clearly, there were significant efforts to retain existing trees where possible. In the right rear of this photograph, a large Oak can be seen on the bank between Piedmont Avenue and the Stadium. This tree is at a higher level than the new paths around it, indicating that paths were reconfigured and a sizable mound retained so that this tree could be saved. It remains in this location in 2005 (Tree No. 105).

\(^8^8\) “California’s Memorial Stadium,” The Detonator 3 (December 1923): 46.
Seven, instead of three, radial pathways were installed emanating from the west side of the Stadium. The second one from the north is the path that was reconfigured to accommodate the Oak just mentioned. In addition, the divided path at modern-day Gate 4 also allowed the existing Oak trees to be retained. Each of the seven paths has three sets of stairs to accommodate the slope from Piedmont Plaza to Piedmont Avenue. A path parallel to Piedmont Plaza was added between the first and second sets of stairs. This added path and the introduction of the stairs occupy some of the ground for the previously discussed ornamental planting beds shown on the schematic design plan. Today, remnants of the collection of small ornamental conifers remain at this location. The circa 1927 map also shows a lawn panel in the marshalling area of Prospect Court on the south side of the Stadium around which vehicles circulated.

**ALTERATIONS TO STADIUM ENVIRONS**

The first change to the immediate environs of the Stadium was the construction of International House, located immediately southwest of the Stadium, and north and east of Bancroft Way and Piedmont Avenue. It was built in 1929 and replaced ten houses on seven parcels of land, including the Dr. Wall house, which was relocated to its current site at 2234 Piedmont Avenue. The 1929 Sanborn Fire Insurance map shows the area immediately prior to the construction of International House (Map 11). Since the previously landlocked houses were removed, the large curved drive extending from Piedmont Avenue became superfluous and was also removed.

Hence, during the 1920s, the east side of the 2200 Piedmont Avenue block transitioned from being entirely residential in use and character—with properties that included the elaborate Palmer houses—to becoming dominated by two institutional buildings, one large and the other immense. One of the most significant changes to the neighborhood was the connection of Piedmont Avenue to Stadium Road, which dramatically changed the flow and number of pedestrians and vehicles. The new Stadium Rim Way was a well-graded and gracious road in its proportions, and for the first time, provided a dominant east-west connection from the heart of the campus to Strawberry Canyon (Image 17). Piedmont Place, the cul-de-sac that previously terminated Piedmont Avenue, was retained as an offshoot to the northwest. The opening of the Stadium, the introduction of through traffic, and the construction of International House likely considerably altered the character of the formerly secluded neighborhood.

During these early years, the hundreds of planted trees and shrubs matured, helping to give the Stadium site—particularly the excavated hillside—a sense of permanence. The medians and alignment
of walks and drives appear to have remained unaltered during the 1920s and 1930s. Even on game
days, when thousands of spectators traveled to the Stadium, there were relatively few cars or buses on
the surrounding roads. A 1928 oblique aerial photograph shows a small number of cars at the Tunnel
Court entry and two buses at Prospect Court (Image 12). Nearby streets do not appear to be heavily
impacted by cars, suggesting that people came to the Stadium on foot. However, by 1946, Tunnel
Court appears to be heavily impacted by cars, while Prospect Court is used but not apparently
overwhelmed by buses at this time (Image 20).

Between 1942 and 1947, alterations were made that diminished the grandeur of the Stadium Drive
approach to Tunnel Court (Maps 13 & 14). The former cul-de-sac, Piedmont Place, was extended
through to Gayley Road, cutting off the gracious arc of Stadium Drive (Image 19). This provided a
more expedient and direct north-south route at the east end of campus (Image 21). The
transformation of the roads in this area can be seen by looking at a circa 1920 photo showing that the
dominant through route in this general vicinity was College Avenue to Gayley Road (Image 6).
Twenty-five years later, the old College Avenue/Gayley Road connection and the Stadium Drive
connection between the body of the campus and the Stadium show poorly resolved and ragged road
ends that resulted from the construction of the through road of Piedmont-to-Gayley.

Alterations to Tunnel Court and the disconnection of Stadium Drive from the campus proper left the
area no longer effective as a ceremonial entry or for accommodating large numbers of pedestrians to
the Stadium. This invited further alteration, and in 1951, the desire for a practice field led to the
construction of Kleeberger Field. Kleeberger Field was located to the north of the Stadium, roughly
bounded by Rimway Approach (now Stadium Rim Way) to the north and east, and the new
Piedmont-to-Gayley through road to the west. Its placement permanently altered Tunnel Court and
Stadium Rim Way (Map 16). The field was named for Frank L. Kleeberger, a professor of physical
education between 1913 and 1942. Kleeberger Field was renamed “Maxwell Family Field” in 2002.

The mounting pressure of the automobile continued to be felt in the mid-twentieth century. The
siting and access concerns raised by John Galen Howard and neighbors before the Stadium was built
were becoming a real problem. The Stadium had only three access roads, little or no public
transportation, and no appreciable parking to serve the 72,000 users on event days. At the same time,
development on campus continued to grow in an easterly direction. The density of buildings

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91 University of California, Berkeley, Space Management and Capital Programs.
increased towards Piedmont Avenue. With this came the need for large numbers of parking spaces on a daily basis. The occasional use nature of the Stadium seemed to offer space for parking in the many days when the Stadium was not in use. A 1954 photograph shows Kleeberger Field and all spaces between it and the Stadium and Rimway Approaches full of cars (Image 24). The 1952 campus map shows a paved area used as a parking lot located between the Stadium and Piedmont Avenue on the north side of International House (Map 16). By 1959, the lawn panel at Prospect Court had given way to parking (Map 17).

A 1960 partial plan, without a title block, shows a concept for a redesign of the west side of the Stadium and a formalization of Kleeberger Field (identified as North Field) and parking (Drawing 7). The revised path layout, on a diagonal grid pattern, was never built.

Fencing for safety and pedestrian control was installed along Stadium Rim Way and upper edge of the coliseum portion of the structure from the time of construction. During the 1920s and 1930s, there appears to have been no fencing on the west side at the Piedmont Plaza promenade. Chain link fencing and gates with steel pole supports are at this location in the 1940s and can be seen in a circa 1947 photograph (Image 22). Over time, and in most locations, fencing heights were raised, as evident from a 1923 description of the original fencing that indicates a lower height.92

Ticket booths have been added, relocated, and rebuilt at various times since the Stadium was completed. Freestanding ticket sales buildings were erected outside the south end of the Stadium in the 1930s. They were “small, square, wooden sheds with hipped roofs” designed to accommodate one ticket seller.93 The 1946 oblique aerial photograph shows two series of these small ticket sales buildings: one at the east side of Prospect Court, and the other between the Stadium and Piedmont Avenue just north of the International House parking lot (Image 20). As part of the 1949 improvements to the Stadium, “flat roofed, concrete block ticket booth and program distribution structures were built at Prospect Plaza.”94 During the late 1990s, five small concrete block booths were still in use. In 2005, these structures are gone, but their concrete pads remain extant.

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92 Smyth, 50.
93 Siegel & Strain, 32.
94 Ibid., 50.
COMPOSITE PLANS

The following composite plans detail the evolution of the California Memorial Stadium Landscape from the mid-nineteenth century to 2005.

1868 Composite Plan

This composite plan shows a portion of Olmsted’s 1866 “Map for the Berkeley Neighborhood.” When the full extent of this plan is seen, it includes Olmsted’s layout of the campus and two roads that lead to the east (up Strawberry Canyon) and south (the precursor of Piedmont Way and road to Oakland). The composite plan closely correlates with Olmsted’s conception of Piedmont Way and the road alignment surveyed by Boardman in 1868, and possibly initially Miller in 1865. Prospect Street, though unnamed, aligns with Olmsted’s eastbound road.

Strawberry Canyon exists where the future California Memorial Stadium will be located.

Audubon Street, now known as College Avenue, is surveyed, as are Bancroft Way and the surrounding lots. Most are half-acre lots, which are smaller than Olmsted’s envisioned one- to five-acre lots.

1911 Composite Plan

On the 1911 Sanborn Fire Insurance Map, Strawberry Canyon fills the location of the future California Memorial Stadium. Houses occupy the lower corner of the study area on the east side of Piedmont Avenue and Bancroft Way. The houses are set high on the rising slope rather than set on the street frontage.

Charles L. Huggins, the Berkeley Town Engineer, was responsible for re-grading and adding curbs to Piedmont Avenue in 1900. Huggins’ layout of Piedmont Avenue, showing the medians, aligns with the 1911 Sanborn Map. An extension at the northern end of Piedmont Avenue, Piedmont Place, makes its first appearance. Piedmont Place was mapped as a street to provide access to the eleven parcels into which the Simmons’ property was divided.
1929 Composite Plan

The most significant element in the 1929 plan is the completion of California Memorial Stadium and the subsequent loss of residential character on the east side of Piedmont Avenue north of Bancroft Way. Other changes are beyond the study area, and include the loss of Hearst Hall in a fire, the underground piping of Strawberry Creek, and the expansion of university facilities to the west and north.

At the site of the Stadium, of significance are the new access roads to the Stadium. These include Stadium Road, Stadium Approaches, and Rim Way. Prospect Court provided vehicular access to the south side of the Stadium. Retaining walls have been constructed to cope with the grade changes and provide access to the Stadium while enabling nearby existing houses to remain. There is also a planted oval within the entry court. Tunnel Court provides access to the north end of the Stadium. There are several grassy medians, which retain pre-Stadium Coast Live Oak trees. Oaks are planted among pre-Stadium oaks at the slope between Stadium Rim Way and Tunnel Court.

At the western side of the Stadium, several pre-Stadium Coast Live Oaks were retained. There are upper and lower pedestrian promenades, which correspond to the plans developed by MacRorie & McLaren and John Galen Howard for the Stadium. However, it appears that the ornamental plantings planned for the slope adjacent to the upper promenade were subsequently significantly simplified and narrowed. The relatively narrow beds currently containing overgrown ornamental evergreen plantings are evidence of this. A circular area dividing the modern-day Gates 1 and 2 was left in place in order to accommodate an existing Coast Live Oak tree. The pathway leading to present day Gate 4 has a divided set of stairs at Piedmont Avenue to accommodate another existing Oak tree. Some of the houses at the east side of Piedmont Avenue, where the future International House would be built, are still present at the time of the completion of the Stadium. A circular drive/walk provides access to a few of these houses. This circular drive was removed once International House is constructed at this location.

A large stand of Monterrey Cypress exists at the intersection of Rim Way and the future Centennial Drive. Charter Hill, which has been used for fill for the Stadium site grading, is newly planted with Pines toward the top of the slope and Oaks near the bottom of the slope. Today, these trees are mature.
A fence is shown on the eastern side of the Stadium between the promenade and Rim Way. No fence is shown on the western side.

1926 photographs show Strawberry Canyon still exists where present-day Rugby Fields are located at the corner of Centennial Road and Stadium Rim Way.

1952 Composite Plan
International House terminates the view to the east up Bancroft Way and has replaced the houses that existed there previously. Some houses that faced Bancroft Way have been replaced with the Boalt Hall of Law and the Garret McEnery Memorial Law Library. To the north, the Infirmary and Hospital Annex have replaced Piedmont Place. The new neighboring buildings are larger in scale and mass than buildings historically on the block.

A 1947 aerial photograph shows the realignment of Piedmont Avenue to Gayley Road. Parking replaces the planted median islands at Tunnel Court. In 1951, Kleeberger Field (now Maxwell Family Field) and surrounding parking lots are constructed, as shown in a 1954 photograph. This transition is also confirmed in 1947 and 1952 campus maps. The 1959 campus map shows that the landscape oval at Prospect Court has been removed.

2005 Composite Plan
Parking continues to fill in the area around the Stadium. Kleeberger Field has been renamed Maxwell Family Field. Beyond the study area, the Law Building has expanded and Simon Hall replaces the Clinton Day house on the corner of Bancroft Way and Piedmont Avenue. The Haas School of Business has also been constructed at the north end of the study area.
Key to Plans:
Red line: Project study area
Orange lines: Olmsted, Frederick Law. Plan of Berkeley Neighborhood Including the Grounds of the College of California [map]. 1866. From University of California Archives.
Black lines: William F. Boardman Co. Surveyors. Map of a Portion of the Berkeley Property Situated between the University of California and the State Deaf, Dumb and Blind Asylum, Oakland Alameda County, as Laid Out by F.L. Olmsted. Officially Adopted by the Board of Trustees of the College of California [map]. May 1868. From City of Berkeley Archives.
Key to Plans:

Red line: Project study area
Blue lines: Huggins, Charles L., Berkeley Town Engineer. Improvement Map of Piedmont Avenue [map]. 1900. from City of Berkeley Archives.
Just prior to construction of International House

Composite Plan

Key to Plans:
- Red line: Project study area
- Blue lines: Piedmont Avenue, Dwight Avenue to Piedmont Place, Concrete Curbs [map]. ca. 1928. City of Berkeley Department of Public Works.

March 2006
Key to Plans:

Red line: Project study area


Blue lines: Piedmont Avenue, Dwight Avenue to Piedmont Place, Concrete Curbs [map]. ca. 1928. City of Berkeley Department of Public Works.

III. DESCRIPTION & CONDITIONS ASSESSMENT

The following section provides a description and inventory of the surrounding landscape of California Memorial Stadium as it exists in 2005. The conditions assessment identifies the condition of each element based on the following rankings:

- **Excellent (E)** – The element is in near original condition.
- **Good (G)** – The element is mostly intact.
- **Fair (F)** – The element is showing signs of wear or deterioration.
- **Poor (P)** – The element is badly damaged, missing, or not functioning.
- **Unknown (U)** – The element was not accessible for inspection.

For clarity, the landscape around California Memorial Stadium has been divided into three areas as outlined in the figure below.

- **Area A**: Western side of Stadium
- **Area B**: Northern side of Stadium including Kleeberger Parking Lot; this area encompasses a portion of Tunnel Court as it was originally laid out.
- **Area C**: Southern and eastern sides of Stadium.
SITE SUMMARY

Designed by John Galen Howard and MacRorie & McLaren, the landscape surrounding the Stadium is a response to the design of the Stadium and its immediate environs. At its core, the Stadium is an earthwork project; it was constructed within a portion of Strawberry Canyon. In order to accomplish this, the Canyon was filled and Strawberry Creek was rerouted through a culvert. A cross section running from east to west, beginning at Centennial Drive, continuing through the center of the Stadium, and ending at Piedmont Avenue, descends 108 feet and gives some insight into the extent of grading required to reshape the topography for the Stadium and its environs. The elevations at key points include:

- Stadium Rim Way at intersection of Centennial Drive: 474.60
- Promenade at the eastern side of the Stadium: 473.80
- Stadium playing field floor: 407.90
- Piedmont Plaza/Promenade at western side: 406.70
- Second tier walkway at western side: 398.00
- Western roadway bed at Piedmont Avenue: 366.50
- Gate at northern Stadium entry: 432.00
- Gates at southern entry: 430.40
- Maxwell Family Field: 389.40

In addition to these grade changes, there is also a 3:1 sloped hillside located between Stadium Rim Way and Kleeberger Parking Lot on the eastern side of Maxwell Family Field. A second 3:1 sloped hillside occurs at the western side from Prospect Way to the southern entry at the Stadium.

The Stadium is encircled by a pedestrian promenade that steps down on the north and south sides via concrete stairs to accommodate the change in grade described above. Pedestrian gates are set within a chain link fence that encircles the Stadium promenade. Vehicular gates are present at the north, south, and east sides. Roadways surround the structure along with a complicated system of parking: parking along promenades, parking lots, and ad hoc parking of vehicles in spaces where there is room for one or more vehicles. In general, the landscape areas contain large trees without underplantings.

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95 1991 UCB Survey Base Datum Reference Point: Horizontal coordinate system used will be the North American Datum of 1983 (NAD 83), California State Grid - Zone 3; and vertical datum used will be the North American Datum of 1927 (NAD 27).
Of the trees that likely predate the Stadium or were planted as part of its construction, several species may reasonably be assigned considerable life expectancies. In the absence of events causing physical damage and given good growing conditions (adequate soil depth, healthy soil, adequate water, sufficient space, etc.), the native oaks and redwoods, as well as the introduced cedars, yews, and spruce, may be anticipated to live for a century, possibly two or more. A detailed report prepared by a certified arborist would inform this topic further.

**AREA A: WESTERN SIDE OF STADIUM**

See Existing Conditions Inventory for Landscape (III. Description & Conditions Assessment), Sheet 3. The features of this area include an upper (Piedmont Plaza) and lower pedestrian promenade, pathways connecting the gates to Piedmont Avenue, plantings in between these connecting pathways, and a parking lot near International House.

**Condition**

Overall, the physical condition of the elements appears to be good to fair. The tree canopy is overgrown on the north side while thinning on the south side. Parking is a change of use and occurs in areas originally envisioned as the exclusive use of either pedestrians or planting. This causes these elements to be in poor condition. Ratings for condition of each tree can be found in the 2005 California Memorial Stadium Tree Inventory (X. Appendix).

**Hardscape**

**Upper Western Promenade**

_Description:_ A 45-foot-wide asphalt-paved promenade surrounds the Stadium. On the edge of the promenade is a 15-foot-tall galvanized chain link fence. Several galvanized chain link gates that are numbered from Gate 1 to Gate 9 punctuate this fence. Gates 1 through 6 are each comprised of four individual sub-gates that are 4 feet wide. Each gate is at the top of a 15-foot-wide set of concrete stairs that connects with the lower promenade. Each stair has three galvanized steel handrails. Gates 1 and 2 straddle a landscaped earthen mound. Between Gates 1 and 2 is a second pair of gates also labeled as Gates 1 and 2 that are 6 feet wide and designed for vehicular entry. Gate 7 is a series of eight sub-gates: six for pedestrian entry and two for vehicular entry. Gate 8 is comprised of six sub-gates that are 4 feet wide. Vehicles park parallel to the chain link fence edge and perpendicular along the Stadium edge.

Although there is no specific information about what pedestrian pavement material was originally installed, it is recorded that the roads around the Stadium were being macadamized in October 1923. The material, macadam, was a precursor to asphalt and was the likely path material, although this is unconfirmed. The original paths were unlikely concrete paths, since the 1923 concrete stairs remain today, and if the paths were originally installed as concrete, they would likely also remain extant.
Condition: Good to Fair
The asphalt paving and chain link fence are in fair condition. The concrete steps and handrails are in good condition, but do not meet current ADA codes.

Lower Western Promenade
Description: A 22-foot-wide asphalt pedestrian pathway is set parallel and approximately 6 feet lower in elevation than the upper promenade. See “Upper Western Promenade” for notes regarding original pedestrian pavement materials. A 15-foot-wide 3:1 sloped planting bed separates the two promenades. Concrete stairs connect the two levels. Vehicles and pedestrians share this pathway. Vehicles often park along the eastern side of the promenade path. A bronze Cal Bear Statue is located in the landscape area below Gates 1 and 2.

Condition: Fair
The asphalt paving is in fair condition and is showing signs of cracking.

Area between Lower Promenade and Piedmont Avenue
Description: This area consists of planting beds separated by seven 15-foot-wide asphalt pedestrian pathways sloping toward and connecting to the eastern sidewalk along Piedmont Avenue. The pathways that lead from Gates 2, 3, and 5 have two sets of 15-foot-wide concrete stairs with galvanized steel handrails at the top and bottom of the paths. The path at Gate 1 is sloping but has no stairs. The path at Gate 6 has one set of concrete stairs and ends at the parking lot on the north side of International House. Between Gates 1 and 2 there is a path beginning at the circular landscape mound separating these gates. This path has two sets of concrete stairs. In the landscape area between the paths at Gates 5 and 6 there are six small concrete pads. The path at Gate 4 forks at the end with two sets of concrete stairs at Piedmont Avenue. The parking lot near International House has two parallel parking bays. Metal pipe bollards separate the parking lot from the lower pedestrian promenade. See “Upper Western Promenade” for notes regarding original pedestrian pavement materials.

Rhyolite stone retaining walls separate the grade between the hillside and the sidewalk at Piedmont Avenue. These retaining walls predate the construction of the Stadium and likely date from the earliest residential development along Piedmont Avenue (Images 1 & 2). This wall fronted the houses that were originally on the east side of Piedmont Avenue. The stone is no longer available and can only be seen in neighborhoods that date from the late nineteenth or early twentieth centuries. Similar walls were built nearby along Hillside Avenue and Hillside Court in the late 1890s and early 1900s at the instigation of property owner William Smyth. A wall of the same vintage and material also borders the University’s Dance Facility (Old First Unitarian Church, 1898) at the northeast corner of Bancroft Way and Dana Street.

Condition: Good
Physically the condition of the asphalt and concrete stairs is good. The stairs do not comply with current ADA codes.
**Landscape**

**Upper Western Promenade**

*Description:* No planting exists.

*Condition:* N/A

**Lower Western Promenade**

*Description:* A stand of eight Quercus agrifolia (Coast Live Oak) ranging between eight and 48 inches in diameter at breast height (dbh) is situated at the circular-shaped planting bed between Gates 1 and 2. The landscape area between the upper and lower western promenades contains what may be the remains of the Memorial Gardens, an unusual and eclectic mixture of coniferous evergreens and Coast Live Oak. No underplanting exists beneath these trees. The Oaks are between 8- and 20-inch dbh, while the coniferous evergreens are mature and overgrown. The evergreens include the following mix:

- Chamaecyparis lawsoniana (Port Orford Cedar)
- Thuja plicata 'Aurea' (Golden Giant Arborvitae)
- Sequoia gigantea (Giant Sequoia)
- Chamaecyparis obtusa (Hinoki False Cypress)
- Picea orientalis (Oriental Spruce)
- Taxus baccata (English Yew) or Taxus brevifolia (Western Yew)
- Calocedrus decurrens (Incense Cedar)

*Condition:* Fair to Excellent

**Area between Lower Promenade and Piedmont Avenue**

*Description:* The planting bed near the Cal Bear Statue contains three mature 40-inch dbh or larger Sequoia sempervirens (Coast Redwoods). The hillside canopy in the planting area between the pathways extending from Gates 2 and 3 consists of mature Pittosporum undulatum (Victorian Box). Within the stand of Victorian Box, a large Prunus ilicifolia (Holly Leaf Cherry) exists. In the planting bed between Gates 2 and 3, a 36-inch dbh Umbellularia californica (California Bay) exists.

The rest of the hillside plantings consist primarily of twenty-two mature Quercus agrifolia (Coast Live Oaks), which vary from 10- to 36-inch dbh. Six Cedrus at 30-inch dbh or greater, and four mature ornamental evergreens ring the western side of the lower promenade pathway. These trees are likely remnants of the Memorial Gardens. Notably, the following comprise the trees mentioned above:

- Cedrus atlantica ‘Glauc’ (Blue Atlas Cedar)
- Cedrus deodara (Deodar Cedar)
- Taxus brevifolia (Western Yew)
- Chamaecyparis obtusa (Hinoki False Cypress)

Pinus canariensis (Canary Island Pine) varying in size from 16 to 24-inch dbh, and Acacia melanoxyn (Blackwood Acacia) are planted on the north side of International House.

*Condition:* Good to Excellent

Generally, the trees are in healthy condition, though shading and age appear to be affecting their form.
AREA B: NORTHERN SIDE OF STADIUM INCLUDING KLEEBERGER PARKING LOT (FORMERLY PART OF TUNNEL COURT)

See Existing Conditions Inventory for Landscape (III. Description & Conditions Assessment), Sheet 1. This area includes a steeply sloped landscaped area, pedestrian and vehicular access to the north side of the Stadium, and a parking lot. Adjacent uses include a playing field. Area B encompasses a portion of Tunnel Court as it was originally laid out. The remainder lies under the adjacent field.

**Condition**

Overall, the physical condition of the elements appears to be good to poor. The pedestrian and vehicular circulation, along with heavily used parking areas, have turned the former ceremonial entrance to the north side of the Stadium into a chaotic area, and contribute to its poor condition. Ratings for condition of each tree can be found in the 2005 California Memorial Stadium Tree Inventory (see X. Appendix).

**Hardscape**

At hillside bordered by Stadium Rim Way and Kleeberger Parking Lot

*Description*: Edging the western side of Stadium Rim Way is a six-foot-wide asphalt sidewalk with a concrete curb and gutter. Two unimproved pedestrian pathways bisect the slope. A steeply sloped 12-foot-wide asphalt access drive cuts the landscape area in two and provides vehicular access to the Stadium promenade from the Kleeberger Parking Lot. A six-foot-wide wooden stairway with wooden handrails edges the chain link fencing surrounding the northern Stadium promenade. Since this is outside the fenced-in Stadium structure, it functions as a major route for pedestrians coming from Centennial Drive heading west towards the main campus.

*Condition*: Fair to Good

The sidewalk paving is in fair condition. The vehicular access road was recently resurfaced. The wooden stairs are in fair condition but do not meet current ADA codes.

Between Kleeberger Parking Lot bordering Maxwell Family Field

*Description*: An asphalt paved parking lot surrounded by concrete curbing borders the eastern and southern sides of Maxwell Family Field. In addition, a 16-foot-tall chain link fence surrounds the playing field. The lot also serves as the entry to the northern side of the Stadium. The main approach path of the original Tunnel Court was bilaterally symmetrical with the north entry to the Stadium. This main approach path, originally surfaced in macadam, now lies under the eastern asphalt parking lot bordering Maxwell Family Field.

*Condition*: Poor to Good

Parking lot and curbs are in good condition. Paths seen in historic photos are significantly altered or non-existent and are considered, at best, in poor condition.
Northern Stadium Entry and Promenade

Description: This area functions as the vehicular and pedestrian access to the Stadium playing field and surrounding promenade. Many parked vehicles use this area. Pavement is asphalt; pedestrians walk in the drive aisles as no pedestrian paths are differentiated. The 60-foot-wide, 16-foot-tall chain link gate is open during the daytime. Original Tunnel Court paths that converged on the northern Stadium entry were altered or lost after the installation of the adjacent field and lot.

Condition: Poor to Good
Paths seen in historic photos are significantly altered or non-existent and are considered, at best, in poor condition. Physically, the condition of the paving and materials is good. The area is chaotic in its function for both pedestrian and vehicular access.

Landscape

At Hillside bordered by Stadium Rim Way and Kleeberger Parking Lot

Description: Primarily mature specimens Quercus agrifolia (Coast Live Oak) occupy the 3:1 slope. Nine of the Coast Live Oak have diameters at breast height (dbh) measuring 30 inches or larger (tree numbers: T197, T209, T218, T222, T242, T248, T261, T272, T274, and T277). The other trees vary from 8- to 24-inch dbh. A few Aescules californica (California Buckeye) and Schinus molle (California Pepper Tree) are located in this area. No underplanting exists beneath the trees. Oak leaf-litter forms the ground plane.

Condition: Good to Excellent
Overall, the Coast Live Oaks and California Pepper trees appear to be in good to excellent health, although overcrowding is a concern.

Between Kleeberger Parking Lot and Maxwell Family Field

Description: Between the fence line and the parking lot curbing are plantings including shrubs and trees. At the south side of Maxwell Family Field are four mature Quercus agrifolia (Coast Live Oak), and two mature Pittosporum undulatum (Victorian Box). Trees on the eastern side of the field include one mature Coast Live Oak and several newly planted Sequoia sempervirens (Coast Redwood). Beneath the trees, either unplanted areas or Hedera canariensis (Canary Island Ivy) exists. A newly planted shrub hedge occurs where there are no trees.

Condition: Good to Excellent
All of the trees are in healthy condition. Noteworthy is Tree No. T169, which is a 48-inch dbh Coast Live Oak.

Northern Stadium Entry and Promenade

Description: There is a 40-inch dbh Calocedrus decurrens (Incense Cedar) Tree No. T158 located at the northern entry to the Stadium.

Condition: Excellent
AREA C: EASTERN AND SOUTHERN SIDES OF STADIUM

See Existing Conditions Inventory for Landscape (III. Description & Conditions Assessment), Sheets 2 & 4. The eastern side of the Stadium consists of a promenade surrounded by a 16-foot-tall chain link fence. To the east of the promenade is Stadium Rim Way. On the northern side is a continuation of the promenade with the north entrance to the Stadium, including ticket booths. There is also a terraced parking area with a steeply planted slope.

Condition

Overall, the physical condition of the elements appears to be good to fair. However, the vehicular circulation is chaotic and very heavily used, often with cars waiting and idling until a parking space becomes available. This vehicular use pattern makes pedestrian navigation difficult. See the 2005 California Memorial Stadium Tree Inventory (X. Appendix) for rating of each specific tree.

Hardscape

Parking Area and Southern Entry Gates

Description: At the south side of the Stadium is a series of four ticket booths. The ticket booths lead to the 16-foot-tall chain link fence and a cluster of six four-foot-wide gates designated as Gate 9. To the west is a cluster of eight four-foot-wide gates, known as the Concession and Media Will Call Gate. The parking area at the southern side consists of a switchback drive aisle that leads down from Prospect Way to the southern gate. The grade change of the roadway is enabled by concrete retaining curbs and a steep vegetated slope. The switchback has parallel parking on both sides. In front of the south entry ticket booths are four bays of parallel parking.

Condition: Poor to Fair

Existing elements themselves are in fair condition. Formerly known as Prospect Court, this was an inviting pedestrian entry with accommodation for marshalling and vehicular drop-off and turnaround. Today, it is paved and used primarily for parking. Due to a change in character, use patterns, dominance of some materials (such as fencing), and the only fair condition of the elements, this space as a whole is in poor condition.

Eastern promenade area and pedestrian route on western side of Stadium Rim Way

Description: Along the eastern side of the Stadium is a 25-foot-wide pedestrian promenade enclosed by a 16-foot-tall chain link fence on the side of Stadium Rim Way. The fence is punctuated by landscape planting beds and pedestrian chain link gates. The gates are generally in clusters of three and are each four feet wide. Within this promenade area are concession sheds. The 6-foot-wide asphalt paved pedestrian way is to the east of this fence and is at the same grade as Stadium Rim Way. The pedestrian path is delineated with metal pipe bollards filled with concrete.

Condition: Fair

The pedestrian pathway along Stadium Rim Way is narrow. Physically, the condition of the paving and materials is fair.
**Landscape**

**Parking area and Southern Entry Gates**

*Description:* Quercus agrifolia (Coast Live Oak) and Pinus pinea (Italian Stone Pine) inhabit the steep slope near the ticket booths. Overgrown Populus nigra ‘Italica’ (Lombardy Poplar) and Prunus cerasifera (Purple Leaf Plum) inhabit the slope between Prospect Way and the switchback entry road.

*Condition:* Fair to Good

**Eastern promenade area and pedestrian route on western side of Stadium Rim Way**

*Description:* On the western side of the chain link fence at the promenade are several smaller caliper Quercus agrifolia (Coast Live Oak). At the intersection of Centennial Drive and Stadium Rim Way are several mature specimen Cupressus macrocarpa (Monterey Cypress).

*Condition:* Good
IV. AREAS OF SIGNIFICANCE

The following section identifies the character-defining features of the landscape and assesses their historical significance. These character-defining features contribute to the historic landscape character of the southeast campus and stadium areas. Ratings for historical value and condition of each tree can be found in the 2005 California Memorial Stadium Tree Inventory (see X. Appendix). When evaluating the significance and condition of a resource, a scale is often used to rate the landscape architectural and historic value of the resource and its individual elements. The typical rating scale employs four categories: “Very Significant,” “Significant,” “Contributing,” and “Non-Contributing.” The definitions of these categories are included below.

- **Very Significant (VS)**
  - The building/element was built during the period of significance.
  - It is architecturally significant.
  - It is associated with a significant individual or event.
  - It remains intact or with only minor alterations.
  - It is physically in good to excellent condition.
  - It is highly sensitive to change.

- **Significant (S)**
  - The building/element was built during the period of significance, but…
  - It is of secondary importance,
  - It has been altered,
  - It is in deteriorated condition,
  - It was not built during the period of significance, but is architecturally significant,
  - It is sensitive to change.

- **Contributing (C)**
  - The building/element was built during the period of significance, but is not architecturally significant.
  - It is of secondary importance,
  - It has been altered,
  - It is in deteriorated condition,
  - It was not built during the period of significance, but is architecturally significant,
  - It is sensitive to change.

- **Non-Contributing (NC)**
  - The building/element was not built during the period of significance.
  - The building/element has been subjected to major additions or incompatible alterations.
  - It is incompatible in style, material, scale, character or use with the original building.
  - It is in poor to deteriorated or critical condition.
  - It is not particularly sensitive to change.

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*Please note that the use of the terms in this rating scale does not equate the meaning as used by the California Environmental Quality Act (CEQA) to determine a project's potential impact on the environment.*
**SPECIMEN TREE PROGRAM**

The rating of trees as Specimen is based upon the Campus Specimen Tree Program established by the University. The specimen rating can be applied to trees and other plants such as shrubs and grasses. In general, the specimen should be in good health and not pose a hazard to traffic, existing buildings, or utilities. This specimen must possess one or more qualities in the following categories: Aesthetics, Historical, Educational, Strawberry Creek or Natural Area. The Historical quality, which is most relevant for this report, is described as follows:

Historical: The tree was planted as part of a memorial planting or is a particularly outstanding example of the original botanical garden plantings. The tree is identified by landmark status, named with a plaque, is identified as a contributing feature in an historic structures report and/or identified in the LHP as a character defining feature of the landscape.

**SUMMARY**

Since the construction of the California Memorial Stadium, parts of the landscape surrounding the structure have remained relatively intact, although several exterior spaces have been affected by contemporary alterations, chiefly the addition of parking. The original landscape features that remain are largely intact, such as the landscape on the western side of the Stadium. Those that have been altered have either been so significantly changed that the original resource is unrecognizable, such as at Tunnel Court, which has been largely replaced by a parking lot and sports field, or the alterations and change of use have severely changed their original landscape character, such as at Prospect Court.

Landscapes have an inherent relationship with “space” in the way that architecture has a corresponding dialog with “objects.” Because of this, it is sometimes difficult to identify changes to landscapes. Their edges are not as clearly defined as those of a building or other built objects. This is relevant at the Stadium, because from the earliest era of development, part of the area to the west of the Stadium appears to have never been used as a building site. Instead, the land was used during the late nineteenth and early twentieth centuries as private gardens for the large houses on the hills, which were placed far back on their lots to afford the best views of San Francisco Bay.

In January 1923, houses and trees were removed from the Stadium site. The area that had previously been used as the generous front gardens of the three Victorian houses that lay between the Palmer property, Strawberry Creek, and Piedmont Avenue, transitioned from private gardens into the public grounds of the Stadium. Since the grade changes in the southwest quadrant were not as marked as
they were in other areas around the Stadium, a few of the mature trees from the residential grounds were allowed to be retained and new plantings were added (Images 12 & 14). John Galen Howard’s radial paths between the Stadium and Piedmont Avenue penetrated the residential stone retaining walls, demonstrating that the grades on the western edge were also kept intact. This quadrant is distinguished from other portions of the original Berkeley Property Tract because it has not undergone successive eras of building and rebuilding. As a result, this area is significant because it appears to have always have been used as open space.

The following examines the three exterior spaces as defined in the Description & Conditions Assessment section. Where landscape resources remain, their character-defining features are identified, and their overall historical significance is classified. Where resources have been significantly altered, and character-defining features are severely degraded or missing, they are not listed.

**AREA A: WESTERN SIDE OF STADIUM**

See Existing Conditions Inventory for Landscape (III. Description & Conditions Assessment), Sheet 3.

**Hardscape Character-Defining Features**

- **Description:** Upper promenade
  
  *Significance:* Very Significant
  
  Dates to original plans by Howard and MacRorie & McLaren and early photographs of the Stadium’s installation.

- **Description:** Lower pedestrian promenade
  
  *Significance:* Very Significant
  
  Dates to original plans by Howard and MacRorie & McLaren and early photographs of the Stadium’s installation.

- **Description:** Chain link fence with entry gates
  
  *Significance:* Non-Contributing
  
  Added for security and crowd control in the two decades after the Stadium opened.
• **Description:** Six pedestrian pathways connecting Gate 1 through Gate 8 from upper promenade to Piedmont Avenue.

  **Significance:** Very Significant  
  Dates to original plans by Howard and MacRorie & McLaren and early photographs of the Stadium's installation.

• **Description:** Concrete Stairs

  **Significance:** Significant  
  Dates to original plans by Howard and MacRorie & McLaren and early photographs of the Stadium's installation.

• **Description:** Rhyolite stone retaining walls

  **Significance:** Very Significant  
  The stone retaining walls date from nineteenth-century residential properties fronting the east side of Piedmont Avenue.

• **Description:** Five concrete pads at landscape area between Gates 6 and 7

  **Significance:** Non-Contributing  
  Remnant footings from Stadium's ticket booths, but the booths are no longer extant.

**Landscape Character-Defining Features**

• **Description:** Ornamental Conifer plantings between upper and lower pedestrian promenades, Tree Nos. T36, T37, T38, T40, T41, T42, T45, T87, T91, T93, and T448 and the ornamental conifers planted just below the lower promenade Tree Nos. T81, T67, T62.

  **Significance:** Very Significant  
  The plantings form a long band of trees. Based on age and size, the trees are attributed to the MacRorie & McLaren landscape design for the Memorial Gardens.

  **Specimen Tree Rating:** Historical and Educational  
  An eclectic mixture of evergreens planted as part of the MacRorie & McLaren Memorial Gardens. As unique flora for the Campus they meet the Educational criteria.

• **Description:** Quercus agrifolia (Coast Live Oak), Tree No. T150, at the circular-shaped earthen mound between modern day Gates 1 and 2.

  **Significance:** Very Significant  
  Predates construction of the Stadium. The **1929 Composite Plan** and the 1924 Aerial view of the Stadium ([Image 8](#)) show a mature oak tree at this location. The Plan for Memorial Stadium by Edwin Howard Walter shows a revision to the MacRorie & McLaren landscape plan for the Stadium where an oval-shaped planting bed is planned in order to save the existing Oak.
**Specimen Tree Rating:** Historical, Aesthetics, and Natural Area

Based on historic photos, this tree predates Stadium construction and is considered Historic. The tree is also integral to framing the Stadium and merits an Aesthetic rating. Part of the significant stand of mature Oaks surrounding the Stadium, the tree also meets the Natural Area criteria.

- **Description:** Cedrus deodara (Deodar Cedar) and Cedrus atlantica “Glauc” (Blue Atlas Cedar), Tree Nos. T34, T63, T106, T108 and T109, planted along western side of lower promenade.

  **Significance:** Very Significant
  The plantings form a ring of trees. Based on age and size, the trees are attributed to the MacRorie & McLaren Memorial Gardens.

  **Specimen Tree Rating:** Historical
  Part of the eclectic mixture of evergreens planted as part of the MacRorie & McLaren Memorial Gardens.

- **Description:** Three Quercus agrifolia (Coast Live Oak), larger than 30-inch dbh, located between the lower promenade and Piedmont Avenue.

  **Significance:** Very Significant
  The aerial photograph in the **1929 Composite Plan** depicts several of these mature Oak trees, which predate the construction of the Stadium.

  **Specimen Tree Rating:** Historical, Aesthetic, and Natural Area
  Based on the size of the trees and historic photos many of the trees on the hillside predate Stadium construction, thus merit a Historic rating. These trees are also integral to framing the Stadium and merit Aesthetic rating. Forming a significant stand of Oaks, the trees also meet the Natural Area criteria.

- **Description:** Twenty-five Quercus agrifolia (Coast Live Oaks), sized 11- to 30-inch dbh, located between the lower promenade and Piedmont Avenue.

  **Significance:** Significant
  Post-dates Stadium construction. Based on age and size, are attributed to the MacRorie & McLaren landscape design for the Stadium.

  **Specimen Tree Rating:** Historical, Aesthetic, and Natural Area
  Based on the size of the trees, as well as historic photos, many of the trees on the hillside were planted as part of the Stadium construction, thus are considered a Historic stand. These trees are integral to framing the Stadium and merit Aesthetic rating. Forming a significant stand of oaks, the trees also meet the Natural Area criteria.
- **Description:** Pittosprum undulatum (Victorian box) planted near Gate 2, between the lower promenade and Piedmont Avenue.

  **Significance:** Contributing
  Post-date Stadium construction. Trees are not attributed to the MacRorie & McLaren landscape design for the Stadium.

  **Specimen Tree Rating:** Not considered Specimen trees

- **Description:** Sequoia sempervirens (Coast Redwood), Tree Nos. T126, T153, T155, and T156.

  **Significance:** Very Significant
  Based on age and size, appear attributed to the MacRorie & McLaren landscape design for the Stadium.

  **Specimen Tree Rating:** Historical, Aesthetic and Natural
  Based on the size of the trees, they were likely planted as part of the Stadium construction, thus are considered a Historic stand. These trees are integral to framing the Stadium pedestrian path leading to Gates 1 and 2 and merit Aesthetic rating. Contributing to the significant stand of oaks and evergreens surrounding the Stadium, the trees also meet the Natural Area criteria.

- **Description:** Pinus canariensis (Canary Island Pine), Tree Nos. T18, T19, T20, T21, T22.

  **Significance:** Non-Contributing
  Post-date Stadium construction. Are not attributed to the MacRorie & McLaren landscape design for the Stadium.

  **Specimen Tree Rating:** Aesthetics
  Stand of trees screens International House, thus meeting the Aesthetic criteria.

- **Description:** Schinus molle (California Peppertree), Tree No. 31.

  **Significance:** Very Significant
  Post-dates Stadium construction. Based on age and size, is attributed to the MacRorie & McLaren landscape design for the Stadium.

  **Specimen Tree Rating:** Historical
  Based on its size, the tree was likely planted as part of the Stadium construction, and merits a Historic rating.
AREA B: NORTHERN SIDE OF STADIUM INCLUDING KLEEGERBERG PARKING LOT (FORMERLY PART OF TUNNEL COURT)

See Existing Conditions Inventory for Landscape (III. Description & Conditions Assessment), Sheet 1.

Hardscape Character Defining Features

- **Description:** Concrete sidewalk at Stadium Rim Way
  
  **Significance:** Very Significant
  Dates to original plans by Howard and MacRorie & McLaren and early photographs of the Stadium’s installation.

- **Description:** Asphalt access drive leading from Kleeberger Parking Lot to the northern Stadium promenade
  
  **Significance:** Significant
  Dates to original plans by Howard and MacRorie & McLaren and early photographs of the Stadium’s installation.

- **Description:** Pedestrian promenade at north side of Stadium
  
  **Significance:** Very Significant
  Dates to original plans by Howard and MacRorie & McLaren and early photographs of the Stadium’s installation.

- **Description:** North side Stadium entrance
  
  **Significance:** Very Significant
  Dates to original plans by Howard and MacRorie & McLaren and early photographs of the Stadium’s installation.

Landscape Character Defining Features

- **Description:** Coast Live Oak, Tree No. T169, located at the southwestern end of Maxwell Family Field with a 48-inch dbh.
  
  **Significance:** Very Significant
  Likely predates Stadium. It is possible that this tree was in the median island when Piedmont Avenue existed at this location. This cannot be confirmed by the existing photographs; however, trees of a similar size are documented in historical photographs from the early 1920s (Image 8).

  **Specimen Tree Rating:** Historical and Educational
  Based on size, likely predates the Stadium construction. In addition, the tree is an outstanding example of the California flora for the Campus and meets the Educational criteria.
• **Description**: Quercus agrifolia (Coast Live Oak). Eighty-two of the trees in the Tree Nos. ranging from 190 to 279 at the hillside between Stadium Rim Way and Kleeberger Parking Lot. Ten Coast Live Oaks at 30-inch dbh or larger are identified on the 1929 Composite Plan. See the inventory for a complete listing of specimen trees at this location.

**Significance**: Very Significant
These trees likely predate the Stadium. Early 1920s historic photographs (Image 8) as well as the 1929 Composite Plan show these oaks existing as mature specimens at this time. The majority of the other oaks at this hillside vary from 11- to 30-inch dbh and likely date to the Stadium period plantings.

**Specimen Tree Rating**: Historical, Aesthetics, and Natural Area
Based on the size of the trees, as well as historic photographs, many of the trees on the hillside either predate Stadium construction or were planted as part of the Stadium construction, thus are considered a Historic stand. These trees are also integral to framing the Stadium and merit Aesthetic rating. Forming a significant stand of oaks, the trees also meet the Natural Area criteria.

• **Description**: Coast Live Oaks with less than 11-inch dbh at the hillside between Stadium Rim Way and Kleeberger Parking Lot.

**Significance**: Non-Contributing
Likely to be self-sown.

**Specimen Tree Rating**: Not considered specimen trees.

• **Description**: Calocedrus decurrens (Incense Cedar), Tree No. T158, located at the northern entry to the Stadium.

**Significance**: Very Significant
This tree is part of the ornamental plantings installed as part of the Stadium planting between the upper and lower promenades. See Area A: Western Side for more discussion.

**Specimen Tree Rating**: Historical and Educational
Part of the eclectic mixture of evergreens planted as part of the MacRorie & McLaren Memorial Gardens. Meets the Educational criteria, as it is a unique floracultural display for the Campus.
AREA C: EASTERN AND SOUTHERN SIDES OF STADIUM

See Existing Conditions Inventory for Landscape (III. Description & Conditions Assessment), Sheets 2 & 4.

Hardscape Character-Defining Features

- Description: Promenade area and entrance gates at southern side of Stadium
  
  Significance: Very Significant
  Originally known as Prospect Court, this space dates to original plans by Howard and MacRorie & McLaren and early photographs of the Stadium’s installation.

- Description: Promenade area at eastern side of Stadium
  
  Significance: Significant
  Dates to original plans by Howard and MacRorie & McLaren, and early photographs of the Stadium’s installation.

- Description: Concrete retaining walls/curbs at switchback roadway leading down to north entry to Stadium
  
  Significance: Significant
  Dates to original plans by Howard and MacRorie & McLaren, and early photographs of the Stadium’s installation.

Landscape Character Defining Features

- Description: Pinus pinea (Italian Stone Pine), Tree Nos. T420, T421, T423, T424, located at the sloped landscape area at the southern entry to the Stadium.
  
  Significance: Significant
  Likely date to the MacRorie & McLaren Stadium plantings.

  Specimen Tree Rating: Historical and Aesthetics
  Likely date to the MacRorie & McLaren Stadium plantings. Provide a significant buffer at the southern entrance.

- Description: Cupressus macrocarpa (Monterey Cypress), Tree Nos. T280, T281, T282 located at intersection of Centennial Road and Stadium Rim Way.
  
  Significance: Very Significant
  These trees likely predate Stadium construction. The trees are shown as mature specimens in mid- to late 1920s aerial photographs of the newly built Stadium (Images 7, 8, 10, & 12).

  Specimen Tree Rating: Historical and Aesthetic
  These trees predate Stadium construction. These trees are also integral to framing the Stadium and merit Aesthetic rating.
V. HISTORICAL SIGNIFICANCE

CURRENT HISTORIC STATUS

California Memorial Stadium is not currently listed in the National Register of Historic Places, although it has been found eligible for the National Register in previous studies. A 1999 Historic Structure Report prepared by Siegel & Strain, Architects, found the Stadium eligible for the National Register under Criteria A (Event) and C (Design/Construction), viewing the entity as “the stadium and the surrounding land including roads that were designed and landscaped at the same time.”

NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places is the nation’s most comprehensive inventory of historic resources. The National Register is administered by the National Park Service and includes buildings, structures, sites, objects and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level. Typically, determination of eligibility for listing in the National Register applies to resources over fifty years of age; however, resources under fifty years of age can be eligible if it can be demonstrated that they are of “exceptional importance,” or if they are contributors to a potential historic district.

According to the National Register Bulletin Number 15: How to Apply the National Register Criteria for Evaluation, a property qualifies for the National Register by: 1) “Being associated with an important historic context;” and 2) “Retaining historic integrity of those features necessary to convey its significance.” There are four criteria under which a structure, site, building, district, or object can be considered eligible for listing in the National Register. The four criteria are as follows:

Criterion A (Event): Resources associated with events that have made a significant contribution to the broad patterns of our history;

Criterion B (Person): Resources associated with the lives of persons significant in our past;

Criterion C (Design/Construction): Resources that embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant distinguishable entity whose components lack individual distinction; and

Criterion D (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Siegel & Strain, 3.
In addition to qualifying for listing under at least one of the National Register criteria, a property must be shown to have sufficient historic integrity. The concept of integrity is essential to identifying the important physical characteristics of historical resources and hence, in evaluating adverse changes to them. Integrity is defined as “the authenticity of an historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance.” According to the National Register Bulletin: How to Apply the National Register Criteria for Evaluation, the seven characteristics that define integrity are as follows:

- **Location** is the place where the historic property was constructed.
- **Design** is the combination of elements that create the form, plans, space, structure and style of the property.
- **Setting** addresses the physical environment of the historic property inclusive of the landscape and spatial relationships of the building(s).
- **Materials** refer to the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form the historic property.
- **Workmanship** is the physical evidence of the crafts of a particular culture or people during any given period in history.
- **Feeling** is the property’s expression of the aesthetic or historic sense of a particular period of time.
- **Association** is the direct link between an important historic event or person and a historic property.

**EVALUATION OF SIGNIFICANCE**

**Historic Context**

The first step in determining the significance of a property is identifying its historic context. The historic context provides the framework for evaluating the significance of a resource. A resource can be considered significant on a national, state, or local level, and must be significant in the history, architecture, archaeology, engineering, or culture of an area. As described in Part II of this HLR, the historic context for this landscape is the development of new athletic facilities at the University during the early twentieth century in response to the growing popularity of intercollegiate sports. In addition, the planning and implementation of the California Memorial Stadium landscape is intertwined with the development of the Berkeley Property Tract neighborhood—in particular, the 2200 block of Piedmont Avenue—and the existing topography and landscape features that existed on the site prior to the Stadium’s construction.

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1 California Code of Regulations Title 14, Chapter 11.5
Significance of California Memorial Stadium Landscape

The following section examines the California Memorial Stadium landscape for eligibility to the National Register. This is solely an examination of the landscape’s individual eligibility for the National Register and does not address the eligibility of the Stadium itself. Viewing the landscape as a separate entity is somewhat problematic, as the landscape was an integral part of the Stadium, designed and utilized primarily to provide access to and from the Stadium and to repair the extensive damage to Strawberry Canyon that resulted from the Stadium’s construction.

Criterion A (Event)

The California Memorial Stadium landscape does not appear to be individually eligible for the National Register under Criterion A (Event). The landscape alone is not associated with any known events that are important to our history. However, surviving significant elements of the landscape could be eligible as contributors to the Stadium property, which is likely eligible to the National Register under Criterion A (Event).

Criterion B (Person)

The California Memorial Stadium landscape does not appear to be individually eligible for the National Register under Criterion B (Person). The landscape is not associated with any known person who is significant to our past.

Criterion C (Design/Construction)

The California Memorial Stadium landscape, had it retained sufficient integrity, may have been eligible for the National Register under Criterion C (Design/Construction). The plan for the landscape, likely the work of John Galen Howard and MacRorie & McLaren, was an innovative solution to a very complex and challenging site. The construction of the Stadium caused immense damage to Strawberry Canyon, necessitating a landscape plan that would quickly mask the scars and return some of the natural beauty to the area, a goal that was probably even more crucial given that the siting of the Stadium was vehemently opposed. In addition, the Stadium was built in an existing residential neighborhood, and the design incorporated features of the former residential development, including the stone retaining wall on Piedmont Avenue, some existing trees, and the open grounds directly facing the east side of Piedmont Avenue.
Criterion D (Information Potential)

Criterion D is most commonly applied to properties that contain, or are likely to contain, information relating to the field of archeology. The analysis of the California Memorial Stadium landscape for eligibility under National Register Criterion D (Information Potential) is beyond the scope of this report.

California Memorial Stadium Landscape Integrity

The landscape environs for California Memorial Stadium, encompassing hardscape and planted landscape areas, retain a low to moderate degree of integrity, and therefore, do not appear to retain a sufficient degree of integrity to be listed on the National Register.

The Stadium landscape does retain some aspects of the original plan designed by John Galen Howard and MacRorie & McLaren, including the monumental reshaping of the topography to create the Stadium site, Rim Way Road, and the pathways and planting area on the western side of the Stadium. However, several major modifications have altered the two main entrances to the Stadium: Tunnel Court and Prospect Court.

The north entrance to California Memorial Stadium has been largely obliterated by the construction of Maxwell Family Field (formerly Kleeberger Field), the construction of Gayley Road, the realignment of Piedmont Avenue to connect with Gayley Road, and the introduction of a parking lot where Tunnel Court used to stand. The loss of the once stately primary entrance to the Stadium significantly affects the overall integrity of the landscape plan.

The integrity of the Prospect Court entrance has also been degraded by the introduction of a parking lot. This entrance was originally designed for pedestrian use and as a vehicular drop-off and turnaround, but the oval-shaped planting area that once provided a place for pedestrians to meet or gather before entering the Stadium has been replaced by parking. Some trees and the basic outline and retaining walls of the roadways remain intact.

The Stadium has been fully encircled with fencing as a result of 1949 modifications. This, in turn, makes it difficult for a pedestrian to travel from Centennial Road to the western part of campus and alters the original circulation plan. The pedestrian must choose between a circuitous route and traveling through parking lots without sidewalks. On the north side of the Stadium, a set of wooden
stairs has been built adjacent to the concrete stairs of the promenade to allow pedestrians to pass from Rim Way Road through Kleeberger Parking Lot.

The California Memorial Stadium landscape does retain a moderate to high degree of integrity in terms of plantings. Many of the specimen oaks that predate the construction of the Stadium, and tree plantings most likely planned by the Stadium landscape engineers, still exist today. Of note are the oaks at the northern and western sides of the Stadium. Trees that are 30 inches or greater in diameter at breast height (dbh) likely predate the construction of the Stadium; the oaks that are 11- to 24-inch dbh were most likely planted as part of the Stadium landscaping. Ornamental coniferous evergreens reflect the extent of ornamental beds—likely the Memorial Gardens that were originally conceived—that were installed at the slope adjacent to the upper promenade (Piedmont Plaza). Cypress Pines at the corner of Centennial Drive and Stadium Rim Way predate Stadium construction. Rhyolite walls at Piedmont Avenue predate Stadium construction and were part of the nineteenth-century residential properties that once stood on the Stadium site; these walls are perhaps better considered as an element of the Piedmont Avenue landscape.

Overall, the landscape surrounding California Memorial Stadium does not appear to retain sufficient integrity to be individually eligible for listing on the National Register. Although some of the original plan is still intact, and many of the trees are extant, the loss of the two main entrances and their associated primary circulation routes are significant changes to the planned landscape. However, significant elements of the landscape do retain sufficient integrity to be listed as contributors to a potentially eligible National Register property; in this case, the California Memorial Stadium complex.
Image 1. The two Palmer Houses above Piedmont Avenue, on the California Memorial Stadium site, ca. 1882. Note apparent divided median on Piedmont Avenue at the bottom of the photograph. (Bancroft Library, UARC PIC 14Q:5)
Image 2. View of Clinton Day house at the corner of Piedmont and Bancroft Ways looking east, with the Palmer Houses in the background, ca. 1885. Note the stone wall running along Piedmont Way in front of the Palmer Houses. (Clinton Day Collection, Berkeley Architectural Heritage Association)
Image 3. Aerial view of the University of California, Berkeley campus, ca. 1913 (Bancroft Library, UARC PIC 03:177)
Image 4. California Memorial Stadium site with Rieber House, located on Canyon Road, in the background, ca. 1920 (Bancroft Library, UARC PIC 10D:16)
Image 5. California Memorial Stadium site, ca. 1920 (Bancroft Library, UARC PIC 10D:2)
Image 6. University of California, Berkeley campus, ca. 1920 (Bancroft Library, UARC PIC 03:067)
Image 7. Aerial view of California Memorial Stadium, 15 April 1924. The buildings above the Stadium include the Veterinary Lab, the dairy barn, and the reservoir. (Bancroft Library, UARC PIC 10D:96)
Image 8. Aerial view of California Memorial Stadium, 1924 (Bancroft Library, UARC PIC 10D:56)
Image 9. Color postcard of California Memorial Stadium during game day, ca. 1924. The houses along Piedmont Avenue are at the top of the postcard. (Bancroft Library, UARC PIC 10D:43)
Image 10. California Memorial Stadium, 1926 (Bancroft Library, UARC PIC 03:061)
Image 11. University of California, Berkeley campus, looking north, 30 October 1928
(Bancroft Library, UARC PIC 03:240)
Image 12. California Memorial Stadium, just before start of the Big Game, 1928 (Bancroft Library, UARC PIC 10D:91)
Image 13. View of California Memorial Stadium from the Campanile, 26 March 1929
(Photograph by Walter S. Richert, Bancroft Library, UARC PIC 10D:61)
Image 14. California Memorial Stadium, north wall of stadium and parking area, 1930 (Bancroft Library, UARC PIC 10D:10)
VI. Historic Photographs

University of California, Berkeley

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VI-15

Image 15. California Memorial Stadium filled for Cal-Stanford game, 22 November 1930. Note the pine trees on the hills behind the stadium.

(Library of Congress, LC-USZ62-128935)
Image 16. University of California, Berkeley campus, 1931 (Bancroft Library, UARC PIC 03:042b)
Image 17. University of California, Berkeley campus, ca. 1931 (Bancroft Library, UARC PIC 03:041)
Image 18. California Memorial Stadium, ca. 1945 (Bancroft Library, UARC PIC 03:119)
Image 19. Gayley Road under construction. View looking southwest near the intersection of Stadium Rim Way and Gayley Road, 1940s (courtesy of the Denny Family).
Image 21. University of California, Berkeley campus, ca. 1946 (Bancroft Library, UARC PIC 03:038)
Image 22. California Memorial Stadium, ca. 1947 (Bancroft Library, UARC PIC 10D:65)
Image 23. California Memorial Stadium, 30 April 1954 (Bancroft Library, UARC PIC 10D86f)
Image 24. California Memorial Stadium and Kleeberger Field (now Maxwell Family Field), 5 May 1954
(Bancroft Library, UARC PIC 10D:86ff)
Image 25. Aerial view of southeast part of campus, ca. 1987
VII. Existing Conditions Photographs

Figure 1. Looking west, Centennial Drive and Stadium Rim Way

Figure 2. At Centennial Drive and Stadium Rim Way

Figure 3. At Centennial Drive and Stadium Rim Way

Figure 4. Looking south, Centennial Drive and Stadium Rim Way

Figure 5. Looking north, Centennial Drive and Stadium Rim Way

Figure 6. Monterey cypress at Centennial Drive
Figure 7. East side, Centennial Drive and Stadium Rim Way

Figure 10. East side, Stadium Rim Way at Centennial Drive

Figure 8. East side, Stadium Rim Way at Centennial Drive

Figure 11. East side, Stadium Rim Way at Centennial Drive

Figure 9. East side, Stadium Rim Way at Centennial Drive

Figure 12. East side, Stadium Rim Way at Centennial Drive
VII. Existing Conditions Photographs

Figure 13. East side, Stadium Rim Way

Figure 14. Stadium Rim Way at Centennial Drive

Figure 15. Stadium Rim Way at Centennial Drive

Figure 16. Stadium Rim Way at timber stair

Figure 17. Stadium Rim Way at timber stair

Figure 18. Stadium Rim Way near oak-covered hillside
Figure 19. Eastern side, at timber stair

Figure 20. Eastern side, timber stair

Figure 21. Eastern side, timber stair

Figure 22. Eastern side, timber stair

Figure 23. Northern side, access road

Figure 24. Stadium Rim Way near oak-covered hillside
VII. Existing Conditions Photographs

Figure 25. Northern side, access road
Figure 26. Northern side, access road
Figure 27. Stadium Rim Way near oak-covered hillside
Figure 28. Northern side, access road
Figure 29. Northern side, access road
Figure 30. North side, oak-covered hillside at Kleeberger Parking Lot
Figure 31. Stadium Rim Way at oak-covered hillside

Figure 32. Stadium Rim Way at oak-covered hillside

Figure 33. Stadium Rim Way near Bowles Hall

Figure 34. Stadium Rim Way near Bowles Hall

Figure 35. Stadium Rim Way near Bowles Hall

Figure 36. Stadium Rim Way near Bowles Hall
Figure 37. Kleeberger Parking Lot entrance near Stadium Rim Way

Figure 40. Kleeberger Parking Lot entrance near Stadium Rim Way

Figure 38. Stadium Rim Way near oak-covered hillside

Figure 41. Kleeberger Parking Lot near Stadium Rim Way

Figure 39. Kleeberger Parking Lot

Figure 42. Kleeberger Parking Lot and Maxwell Family Field
Figure 43. Kleeberger Parking Lot

Figure 44. Kleeberger Parking Lot

Figure 45. Kleeberger Parking Lot and north Stadium entry

Figure 46. Kleeberger Parking Lot

Figure 47. Kleeberger Parking Lot

Figure 48. Kleeberger Parking Lot at Maxwell Family Field
Figure 49. Maxwell Family Field

Figure 50. Kleeberger Parking Lot

Figure 51. Kleeberger Parking Lot

Figure 52. Kleeberger Parking Lot

Figure 53. North Stadium entry

Figure 54. Kleeberger Parking Lot
Figure 55. Kleeberger Parking Lot

Figure 56. Kleeberger Parking Lot

Figure 57. Kleeberger Parking Lot

Figure 58. Kleeberger Parking Lot, service drive to north of Stadium

Figure 59. Kleeberger Parking Lot

Figure 60. Kleeberger Parking Lot
VII. Existing Conditions Photographs

Figure 61. Kleeberger Parking Lot, service drive to north of Stadium

Figure 62. Service drive, north of Stadium

Figure 63. Kleeberger Parking Lot

Figure 64. North of Stadium, oak-covered hillside

Figure 65. Service drive, north of Stadium

Figure 66. Service drive, north of Stadium
Figure 67. Kleeberger Parking Lot

Figure 68. Kleeberger Parking Lot

Figure 69. Northern Stadium entry and promenade steps

Figure 70. Kleeberger Parking Lot, slope planted with oak trees

Figure 71. Service drive, north of Stadium

Figure 72. Northern Stadium entry
VII. Existing Conditions Photographs

Figure 73. Timber stair at northern Stadium entry

Figure 74. Kleeberger Parking Lot

Figure 75. Kleeberger Parking Lot

Figure 76. Timber stair at northern Stadium entry

Figure 77. Promenade stairs at northern Stadium entry
VII. Existing Conditions Photographs

Figure 78. Northern entry plantings

Figure 79. Northern entry plantings

Figure 80. Northern entry

Figure 81. Southwest corner of Kleeberger Parking Lot with oak tree

Figure 82. North side, service road to Stadium

Figure 83. Northern entry plantings, redwoods
Figure 84. Western side, oak plantings between Gates 1 and 2

Figure 85. Western side, oak plantings between Gates 1 and 2

Figure 86. Western side, Gate 1

Figure 87. Kleeberger Parking Lot

Figure 88. Southwest corner of Kleeberger Parking Lot with specimen oak

Figure 89. Kleeberger Parking Lot
Figure 90. Western side, stairs between Gates 1 and 2

Figure 91. Western side, Redwoods & Cal Bear Sculpture near Gate 1

Figure 92. Western side, redwoods, Cal Bear sculpture & memorial plaque near Gate 1

Figure 93. Shrubs at Kleeberger Parking Lot and Gate 1

Figure 94. Piedmont Avenue, near Maxwell Family Field

Figure 95. Western side, redwoods near Gate 1
Figure 96. Western side, stairs between Gates 1 and 2

Figure 97. Piedmont Avenue near Gate 1

Figure 98. Western side, upper stairs between Gates 1 and 2

Figure 99. Western side, lower promenade near Gate 1, looking south

Figure 100. Western side, Gate 2 vehicular gate

Figure 101. Western side, Gate 2 radial path
Figure 102. Western side, lower promenade path

Figure 103. Western side, Coast Live Oak T50

Figure 104. Western side, lower promenade path, Cedrus T107

Figure 105. Western side, lower promenade path, Cedrus T107

Figure 106. Western side, radial path at Gate 2
VII. Existing Conditions Photographs

Figure 113. Western side, radial path at Gate 2

Figure 114. Western side, hillside near Gate 2

Figure 115. Western side, stair at Gate 2 at Piedmont Avenue

Figure 116. Western side, stair at Gate 2 at Piedmont Avenue, stand of Victorian box in background

Figure 117. Western side, radial path at Gate 2 at Piedmont Avenue

Figure 118. Western side, radial path at Gate 3 at Piedmont Avenue
Figure 119. Western side, stair at Gate 3 at Piedmont Avenue

Figure 120. Western side, stair at Gate 3 at lower promenade

Figure 121. Western side, radial path at Gate 4 at Piedmont Avenue, Cedrus T71 in foreground

Figure 122. Western side, radial path at Gate 4 at Piedmont Avenue

Figure 123. Western side, stair at Gate 4 at Piedmont Avenue, Cedrus T71 in foreground

Figure 124. Western side, stair at Gate 4 at Piedmont Avenue
Figure 125. Western side, radial path at Gate 4 at Piedmont Avenue

Figure 128. Western side, hillside near Gate 4

Figure 126. Western side, hillside near Gate 3

Figure 129. Western side, hillside near Gate 4

Figure 127. Western side, radial path at Gate 3

Figure 130. Western side, radial path at Gate 3
Figure 131. Western side, Gate 4

Figure 132. Western side, Gate 4

Figure 133. Western side, looking toward Gate 3 from Gate 4

Figure 134. Western side, radial path from Gate 4

Figure 135. Western side, radial path from Gate 4

Figure 136. Western side, radial path from Gate 4
Figure 137. Western side, hillside from radial path at Gate 4

Figure 138. Western side, Gate 5

Figure 139. Western side, lower promenade path at Gate 5

Figure 140. Western side, radial path at Gate 5

Figure 141. Western side, radial path at Gate 6, Cedrus T34

Figure 142. Western side
Figure 143. Western side, hillside at Gate 5

Figure 144. Western side, lower promenade at Gate 6

Figure 145. Western side, Gate 6

Figure 146. Western side, hillside at Gate 6, Cedrus T34

Figure 147. Western side, lower promenade at Gate 6

Figure 148. Western side, Cedrus T34
Figure 149. Western side, lower promenade at Gate 6

Figure 150. Western side, Canary Island pine at northeastern side of International House

Figure 151. Western side, Canary Island pine at northeastern side of International House

Figure 152. Western side, parking lot near International House
Figure 153. Western side, parking lot near International House, Cedrus T34 in distance

Figure 154. Western side, parking lot near International House

Figure 155. Western side, parking lot near International House and radial path stair at Gate 5

Figure 156. Western side, radial path stair at Gate 5

Figure 157. Western side, hillside between Gates 5 and 6

Figure 158. Western side, eastern side of International House, Cedrus T446
Figure 159. Western side, eastern side of International House, Cedrus T30

Figure 160. Western side, eastern side of International House, Cedrus T446

Figure 161. Western side, Gate 7

Figure 162. Looking toward northern side of International House

Figure 163. Concrete wall at rear of International House

Figure 164. Western side, looking toward Prospect Street
Figure 165. Western side, Gate 8

Figure 166. Southern side, at Gate 8 looking toward Gate 7

Figure 167. Southern side, near Gate 8

Figure 168. Southern side, near Gate 8

Figure 169. Southern side

Figure 170. Southern side, Concession Entrance and Media Will Call Gates
Figure 171. Southern side, looking towards Prospect Street

Figure 172. Southern side, Italian stone pines and ticket booths

Figure 173. Southern side, parking area

Figure 174. Southern side, Concession Entrance and Media Will Call Gates

Figure 175. Southern side, parking lot looking toward Prospect Street

Figure 176. Southern side, ticket booths
Figure 177. Southern side, ticket booths
Figure 180. Southern side, parking lot toward Panoramic Way
Figure 178. Southern side, parking lot looking west
Figure 181. Southern side, looking down Prospect Street
Figure 179. Southern side, parking lot looking west
Figure 182. Southern side, parking lot and ticket booths
Figure 183. Southern side, parking lot and switchback

Figure 184. Southern side, parking lot and switchback

Figure 185. Southern side, parking lot and switchback

Figure 186. Southern side, parking lot and switchback

Figure 187. Southern side, parking lot and switchback

Figure 188. Southern side, parking lot and switchback, looking west
Figure 189. Southern side, switchback at Panoramic Way

Figure 190. Southern side, switchback

Figure 191. Southern side, top of switchback

Figure 192. Southern side, switchback

Figure 193. Eastern side at Stadium Rim Way

Figure 194. Eastern side, Stadium Rim Way near Panoramic Way
Figure 201. Eastern side, Stadium Rim Way at Centennial Drive

Figure 202. Eastern side, Stadium Rim Way
VIII. Drawings & Maps

Historic Drawings

Drawing 1. Sketch of California Memorial Stadium by John Galen Howard, 1922
(Moulin, photographer, Bancroft Library, UARC PIC 10D:44M.S.)
Drawing 4. MacRorie & McLaren's Landscape Plan for California Memorial Stadium, 1923
(*Architect & Engineer*, March 1923, p. 99)
Drawing 5. MacRorie & McLaren’s Landscape Plan for Stanford Stadium, 1923
(Architect & Engineer, March 1923, p. 98)
Drawing 6. Plan of California Memorial Stadium by Edwin Howard Walter, 23 March 1923
Drawing 7. Proposed plans for improvements to Kleeberger Field and west approach, 1960
(Bancroft Library, UARC PIC 10D:85)
Maps

Map 1. 1866 Map of the College Homestead (Berkeley Department of Public Works)
Map 2. Map of the Berkeley Property, marked with the College of California Seal with the date 1865 (Alameda County Public Works)
Map 4. 1868 W.F. Boardman map of the Berkeley Property (Berkeley Department of Public Works)
Map 5. Map of Berkeley, ca. 1880 (University of California, Berkeley)
Map 6. 1897 Map of the northern end of Piedmont Way (Berkeley Department of Public Works)
Map 7. C.L. Huggins' 1900 plan for improvements to Piedmont Avenue (Berkeley Department of Public Works)
Map 9. Campus map of University of California, Berkeley, ca. 1927
(University of California, Berkeley)
Map 10. Campus map of University of California, Berkeley, ca. 1927
(University of California, Berkeley)
Map 12. Campus map of University of California, Berkeley, 1931
(University of California, Berkeley)
Map 13. Campus map of University of California, Berkeley, 1942
(University of California, Berkeley)
Map 14. Campus map of University of California, Berkeley, 1947
(University of California, Berkeley)
Map 15. 1950 Sanborn Fire Insurance Map
Map 16. Campus map of University of California, Berkeley, 1952
(University of California, Berkeley)
Map 17. Campus map of University of California, Berkeley, 1959
(University of California, Berkeley)
Map 18. Campus map of University of California, Berkeley, 1961
(University of California, Berkeley)
Map 19. Campus map of University of California, Berkeley, 1978
(University of California, Berkeley)
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March 2006 IX-1
Historic Landscape Report
California Memorial Stadium Landscape
University of California, Berkeley
Final Draft


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### X. APPENDIX

#### 2005 CALIFORNIA MEMORIAL STADIUM TREE INVENTORY

Surveyed on September 15, 2005 by PGAdesign

See 2005 Existing Conditions Inventory for Landscape for tree locations.

**Legend:**

<table>
<thead>
<tr>
<th>Historic Rating</th>
<th>Description</th>
</tr>
</thead>
</table>
| VS (Very Significant) | - The building/element was built during the period of significance.  
- It is architecturally significant.  
- It is associated with a significant individual or event.  
- It remains intact or with only minor alterations.  
- It is physically in good to excellent condition.  
- It is highly sensitive to change.  
- This include *Quercus agrifolia* on the western and northern sides that are 30" or greater dbh, and identified as pre-dating the construction of the Stadium through historic photographs. Also included are *Cedrus* and exotic conifers on western side of the Stadium that are attributed to Stadium landscaping. |
| S (Significant) | - The building/element was built during the period of significance, but…  
- It is of secondary importance.  
- It has been altered.  
- It is in deteriorated condition.  
- It was not built during the period of significance, but is architecturally significant.  
- It is sensitive to change.  
- Includes *Quercus agrifolia* on western and northern sides that are 12" to 30" dbh. This size approximates plantings that are attributed to Stadium landscaping. |
| C (Contributing) | - The building/element was built during the period of significance, but is not architecturally significant.  
- It is of secondary importance.  
- It has been altered.  
- It is in deteriorated condition.  
- It was not built during the period of significance, but is architecturally significant.  
- It is sensitive to change. |
| NC (Non-Contributing) | - The building/element was not built during the period of significance.  
- The building/element has been subjected to major additions or incompatible alterations.  
- It is incompatible in style, material, scale, character, or use with the original building.  
- It is in poor to deteriorated or critical condition.  
- It is not particularly sensitive to change.  
- Includes *Quercus agrifolia* that are less than 10" in diameter. Also includes *Quercus agrifolia* that are located in the planting beds between upper and lower promenades on the western side. |
Health Rating

Health of tree is a general health assessment; it is not a full horticultural assessment. Ratings are based on the following criteria for condition.

E (Excellent): The element is near original condition; i.e., the tree is a specimen quality tree in excellent form and health.
G (Good): The element is mostly intact; i.e., the tree is in good form and health.
F (Fair): The element is showing signs if wear or deterioration; i.e., the tree is in moderate health and form is poor.
P (Poor): The element is badly damaged, missing or not functioning; i.e., the tree is in poor health and form and should be considered for removal.

Legend:

Specimen Tree
The rating of trees as specimen is based upon the University of Berkeley's Campus Specimen Tree Program. A full description of this policy can be found on page 4.3-22 of the 2020 LRDP EIR; an abbreviated description is below.

The rating includes trees but can also be applied to evaluate other plants such as shrubs and grasses. In general, the tree or group of trees needs to be in good health, not pose a hazard, and should possess one or more qualities under the following categories:
· Aesthetics
· Historical
· Educational
· Strawberry Creek
· Natural Area

Tree Caliper
As recorded on 1991 UCB survey or as field approximated, measured at DBH (diameter at breast height).

2005 CALIFORNIA MEMORIAL STADIUM TREE INVENTORY

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See 2005 Existing Conditions Inventory for Landscape for tree locations.

March 2006
2005 CALIFORNIA MEMORIAL STADIUM TREE INVENTORY

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<table>
<thead>
<tr>
<th>Number</th>
<th>Botanical Name</th>
<th>Common Name</th>
<th>Historic Rating</th>
<th>Health Rating</th>
<th>Tree Caliper</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>T1</td>
<td>Taxus baccata ‘Stricta’</td>
<td>Irish Yew</td>
<td>NC</td>
<td>P</td>
<td>multi-stem</td>
<td></td>
</tr>
<tr>
<td>T2</td>
<td>Quercus agrifolia</td>
<td>Coast Live Oak</td>
<td>S</td>
<td>E</td>
<td>24&quot;</td>
<td>Specimen</td>
</tr>
<tr>
<td>T3</td>
<td>Acacia melanoxylon</td>
<td>Blackwood Acacia</td>
<td>NC</td>
<td>E</td>
<td>20&quot;</td>
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</tr>
<tr>
<td>T4</td>
<td>Pittosporum undulatum</td>
<td>Victorian Box</td>
<td>NC</td>
<td>G</td>
<td>(1) 12&quot; &amp; (1) 10&quot;</td>
<td></td>
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<tr>
<td>T5</td>
<td>Quercus agrifolia</td>
<td>Coast Live Oak</td>
<td>NC</td>
<td>E</td>
<td>6&quot;</td>
<td>severely leaning</td>
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<tr>
<td>T6</td>
<td>Quercus agrifolia</td>
<td>Coast Live Oak</td>
<td>NC</td>
<td>E</td>
<td>8&quot;</td>
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<tr>
<td>T7</td>
<td>Pinus canariensis</td>
<td>Canary Island Pine</td>
<td>NC</td>
<td>E</td>
<td>18&quot;</td>
<td></td>
</tr>
<tr>
<td>T8</td>
<td>Pinus canariensis</td>
<td>Canary Island Pine</td>
<td>NC</td>
<td>E</td>
<td>16&quot;</td>
<td></td>
</tr>
<tr>
<td>T9</td>
<td>Pinus canariensis</td>
<td>Canary Island Pine</td>
<td>NC</td>
<td>E</td>
<td>18&quot;</td>
<td></td>
</tr>
<tr>
<td>T10</td>
<td>Pittosporum undulatum</td>
<td>Victorian Box</td>
<td>NC</td>
<td>G</td>
<td>10&quot;</td>
<td></td>
</tr>
<tr>
<td>T11</td>
<td>Olea europaea</td>
<td>Common Olive</td>
<td>NC</td>
<td>E</td>
<td>(4) 12&quot;, 38&quot; base</td>
<td></td>
</tr>
<tr>
<td>T12</td>
<td>Schinus molle</td>
<td>California Peppertree</td>
<td>NC</td>
<td>G</td>
<td>12&quot;</td>
<td></td>
</tr>
<tr>
<td>T13</td>
<td>Quercus agrifolia</td>
<td>Coast Live Oak</td>
<td>C</td>
<td>E</td>
<td>14&quot;</td>
<td></td>
</tr>
<tr>
<td>T14</td>
<td>Schinus molle</td>
<td>California Peppertree</td>
<td>NC</td>
<td>G</td>
<td>8&quot;</td>
<td></td>
</tr>
<tr>
<td>T15</td>
<td>Schinus molle</td>
<td>California Peppertree</td>
<td>NC</td>
<td>G</td>
<td>12&quot;</td>
<td></td>
</tr>
<tr>
<td>T16</td>
<td>Schinus molle</td>
<td>California Peppertree</td>
<td>NC</td>
<td>G</td>
<td>10&quot;</td>
<td></td>
</tr>
<tr>
<td>T17</td>
<td>Aesculus californica</td>
<td>California Buckeye</td>
<td>NC</td>
<td>G</td>
<td>(1) 8&quot; &amp; (2) 10&quot;, 20&quot; base</td>
<td></td>
</tr>
<tr>
<td>T18</td>
<td>Pinus canariensis</td>
<td>Canary Island Pine</td>
<td>NC</td>
<td>E</td>
<td>24&quot;</td>
<td>Specimen</td>
</tr>
<tr>
<td>T19</td>
<td>Pinus canariensis</td>
<td>Canary Island Pine</td>
<td>NC</td>
<td>E</td>
<td>18&quot;</td>
<td>Specimen</td>
</tr>
<tr>
<td>T20</td>
<td>Pinus canariensis</td>
<td>Canary Island Pine</td>
<td>NC</td>
<td>E</td>
<td>18&quot;</td>
<td>Specimen</td>
</tr>
<tr>
<td>T21</td>
<td>Pinus canariensis</td>
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<td>NC</td>
<td>E</td>
<td>16&quot;</td>
<td>Specimen</td>
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<tr>
<td>T22</td>
<td>Pinus canariensis</td>
<td>Canary Island Pine</td>
<td>NC</td>
<td>E</td>
<td>24&quot;</td>
<td>Specimen</td>
</tr>
<tr>
<td>T23</td>
<td>Acacia melanoxylon</td>
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<td>NC</td>
<td>E</td>
<td>14&quot;</td>
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</tr>
<tr>
<td>T24</td>
<td>Acacia melanoxylon</td>
<td>Blackwood Acacia</td>
<td>NC</td>
<td>E</td>
<td>8&quot;</td>
<td></td>
</tr>
<tr>
<td>T25</td>
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<td>Blackwood Acacia</td>
<td>NC</td>
<td>E</td>
<td>34&quot;</td>
<td></td>
</tr>
<tr>
<td>T26</td>
<td>Acacia melanoxylon</td>
<td>Blackwood Acacia</td>
<td>NC</td>
<td>E</td>
<td>6&quot;</td>
<td></td>
</tr>
<tr>
<td>T27</td>
<td>Acacia melanoxylon</td>
<td>Blackwood Acacia</td>
<td>NC</td>
<td>E</td>
<td>6&quot;</td>
<td></td>
</tr>
<tr>
<td>T28</td>
<td>Acacia melanoxylon</td>
<td>Blackwood Acacia</td>
<td>NC</td>
<td>E</td>
<td>8&quot;</td>
<td></td>
</tr>
<tr>
<td>T29</td>
<td>Acacia melanoxylon</td>
<td>Blackwood Acacia</td>
<td>NC</td>
<td>E</td>
<td>12&quot;</td>
<td></td>
</tr>
<tr>
<td>T30</td>
<td>Cedrus deodara</td>
<td>Deodar Cedar</td>
<td>S</td>
<td>E</td>
<td>(2) 12&quot; &amp; (2) 14&quot;</td>
<td></td>
</tr>
<tr>
<td>T31</td>
<td>Schinus molle</td>
<td>California Peppertree</td>
<td>S</td>
<td>E</td>
<td>36&quot;</td>
<td>Specimen</td>
</tr>
<tr>
<td>T32</td>
<td>Not in study area</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T33</td>
<td>Not in study area</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T34</td>
<td>Cedrus deodara</td>
<td>Deodar Cedar</td>
<td>VS</td>
<td>E</td>
<td>44&quot;</td>
<td>Specimen</td>
</tr>
<tr>
<td>T35</td>
<td>Quercus agrifolia</td>
<td>Coast Live Oak</td>
<td>S</td>
<td>G</td>
<td>36&quot;</td>
<td></td>
</tr>
<tr>
<td>T36</td>
<td>Picea orientalis</td>
<td>Oriental Spruce</td>
<td>VS</td>
<td>E</td>
<td>12&quot;</td>
<td>Specimen</td>
</tr>
<tr>
<td>T37</td>
<td>Chamaecyparis obtusa</td>
<td>Hinoki False Cypress</td>
<td>VS</td>
<td>E</td>
<td>(2) 8&quot; &amp; (1) 15&quot;</td>
<td>Specimen</td>
</tr>
<tr>
<td>T38</td>
<td>Thuja plicata 'Aurea'</td>
<td>Golden Giant Arborvitae</td>
<td>VS</td>
<td>G</td>
<td>18&quot;</td>
<td></td>
</tr>
<tr>
<td>T39</td>
<td>Quercus agrifolia</td>
<td>Coast Live Oak</td>
<td>C</td>
<td>G</td>
<td>18&quot;</td>
<td></td>
</tr>
<tr>
<td>T40</td>
<td>Thuja plicata 'Aurea'</td>
<td>Golden Giant Arborvitae</td>
<td>VS</td>
<td>G</td>
<td>18&quot;</td>
<td></td>
</tr>
<tr>
<td>T41</td>
<td>Picea orientalis</td>
<td>Oriental Spruce</td>
<td>VS</td>
<td>G</td>
<td>8&quot;</td>
<td></td>
</tr>
<tr>
<td>T42</td>
<td>Sequoia gigantea</td>
<td>Giant Sequoia</td>
<td>VS</td>
<td>G</td>
<td>42&quot;</td>
<td></td>
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<tr>
<td>T43</td>
<td>Quercus agrifolia</td>
<td>Coast Live Oak</td>
<td>C</td>
<td>E</td>
<td>20&quot;</td>
<td>Specimen</td>
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<tr>
<td>T44</td>
<td>Quercus agrifolia</td>
<td>Coast Live Oak</td>
<td>C</td>
<td>E</td>
<td>(2) 15&quot;</td>
<td>Specimen</td>
</tr>
<tr>
<td>T45</td>
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<td>Hinoki False Cypress</td>
<td>VS</td>
<td>E</td>
<td>(1) 16&quot; &amp; (1) 14&quot;</td>
<td>Specimen</td>
</tr>
</tbody>
</table>
### 2005 CALIFORNIA MEMORIAL STADIUM TREE INVENTORY

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<table>
<thead>
<tr>
<th>Number</th>
<th>Botanical Name</th>
<th>Common Name</th>
<th>Historic Rating</th>
<th>Health Rating</th>
<th>Tree Caliper</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
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<td>Not in study area</td>
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</tr>
<tr>
<td>T48</td>
<td>Not in study area</td>
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<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>T49</td>
<td>Quercus agrifolia</td>
<td>Coast Live Oak</td>
<td></td>
<td></td>
<td></td>
<td>no longer exists</td>
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<td>Quercus agrifolia</td>
<td>Coast Live Oak</td>
<td>VS</td>
<td>E</td>
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<td>Specimen</td>
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<tr>
<td>T51</td>
<td>Quercus agrifolia</td>
<td>Coast Live Oak</td>
<td>S</td>
<td>E</td>
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<td>Specimen</td>
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<tr>
<td>T52</td>
<td>Quercus agrifolia</td>
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<td>E</td>
<td>18&quot;</td>
<td>Specimen</td>
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<tr>
<td>T53</td>
<td>Quercus agrifolia</td>
<td>Coast Live Oak</td>
<td>S</td>
<td>E</td>
<td>26&quot;</td>
<td>Specimen</td>
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<td>T54</td>
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<td>E</td>
<td>6&quot;</td>
<td>Specimen</td>
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<tr>
<td>T55</td>
<td>Quercus agrifolia</td>
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<td>S</td>
<td>E</td>
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<tr>
<td>T56</td>
<td>Quercus agrifolia</td>
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<td>E</td>
<td>20&quot;</td>
<td>Specimen</td>
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<tr>
<td>T57</td>
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<td>Coast Live Oak</td>
<td>S</td>
<td>E</td>
<td>22&quot;</td>
<td>Specimen</td>
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<tr>
<td>T58</td>
<td>Quercus agrifolia</td>
<td>Coast Live Oak</td>
<td>S</td>
<td>E</td>
<td>20&quot;</td>
<td>Specimen</td>
</tr>
<tr>
<td>T59</td>
<td>Quercus agrifolia</td>
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<td>S</td>
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<td>16&quot;</td>
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<td>Coast Live Oak</td>
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<tr>
<td>T61</td>
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<td></td>
<td></td>
<td>NLE</td>
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<tr>
<td>T62</td>
<td>Taxus brevifolia</td>
<td>Western Yew</td>
<td>VS</td>
<td>F</td>
<td>(1) 10&quot; &amp; (1) 12&quot;</td>
<td></td>
</tr>
<tr>
<td>T63</td>
<td>Cedrus atlantica 'Glauc'</td>
<td>Blue Atlas Cedar</td>
<td>VS</td>
<td>E</td>
<td>60&quot;</td>
<td>Specimen</td>
</tr>
<tr>
<td>T64</td>
<td>Quercus agrifolia</td>
<td>Coast Live Oak</td>
<td>VS</td>
<td>G</td>
<td>30&quot;</td>
<td>Specimen</td>
</tr>
<tr>
<td>T65</td>
<td>Picea orientalis</td>
<td>Oriental Spruce</td>
<td>VS</td>
<td>F</td>
<td>12&quot;</td>
<td>Specimen</td>
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<tr>
<td>T66</td>
<td>Quercus agrifolia</td>
<td>Coast Live Oak</td>
<td>VS</td>
<td>E</td>
<td>36&quot;</td>
<td>Specimen</td>
</tr>
<tr>
<td>T67</td>
<td>Chamaecyparis obtusa</td>
<td>Hinoki False Cypress</td>
<td>S</td>
<td>E</td>
<td>12&quot;</td>
<td>Specimen</td>
</tr>
<tr>
<td>T68</td>
<td>Quercus agrifolia</td>
<td>Coast Live Oak</td>
<td>VS</td>
<td>E</td>
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<tr>
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<tr>
<td>T71</td>
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<td>Blue Atlas Cedar</td>
<td>VS</td>
<td>G</td>
<td>34&quot;</td>
<td>Specimen</td>
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<tr>
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<td>Quercus agrifolia</td>
<td>Coast Live Oak</td>
<td>S</td>
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## 2005 CALIFORNIA MEMORIAL STADIUM TREE INVENTORY

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2005 CALIFORNIA MEMORIAL STADIUM TREE INVENTORY

Surveyed on September 15, 2005 by PGAdesign
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## 2005 CALIFORNIA MEMORIAL STADIUM TREE INVENTORY

Surveyed on September 15, 2005 by PGAdesign
See 2005 Existing Conditions Inventory for Landscape for tree locations.

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<tr>
<th>Number</th>
<th>Botanical Name</th>
<th>Common Name</th>
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<th>Tree Caliper</th>
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A NEW PERSPECTIVE IN PRESERVATION