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A CULTURAL RESOURCES STUDY  
FOR THE MILLBRAE STATION AREA  
SPECIFIC PLAN UPDATE  
MILLBRAE, SAN MATEO COUNTY,  
CALIFORNIA

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**A Cultural Resources Study for the  
Millbrae Station Area Specific Plan Update  
Millbrae, San Mateo County, California**

Eileen Barrow, M.A.

September 22, 2014



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Millbrae, San Mateo County, California**

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## ABSTRACT

Tom Origer & Associates conducted a cultural resources study for the Millbrae Station Area Specific Plan Update in Millbrae, San Mateo County. The study was completed in compliance with the requirements of the California Environmental Quality Act and the City of Millbrae, at the request of Steve Noack of PlaceWorks.

This study included archival research at the Northwest Information Center, Sonoma State University (NWIC File No. 14-0205), examination of the library and files of Tom Origer & Associates, contact with the Native American Heritage Commission and local Native American groups, and windshield inspection of the Specific Plan Area. This study resulted in the identification of no prehistoric cultural resources and three historic-period cultural resources within the Millbrae Station Area. Documentation pertaining to this study is on file at the offices of Tom Origer & Associates (File No. 2014-046).

## Synopsis

Project: Millbrae Station Area Specific Plan Update  
Location: Millbrae, San Mateo County  
Quadrangles: Montara Mountain 7.5' series  
Study Type: Archival research and windshield survey  
Scope: 116 acres  
Finds: Three historic-era cultural resources

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## INTRODUCTION

This report describes a cultural resources study conducted for the Millbrae Station Area Specific Plan Update, Millbrae, San Mateo County. The study area consists of approximately 116 acres of land located in the eastern portion of the city of Millbrae. The Millbrae Station Area is bounded by the Bayside Manor Neighborhood and the San Francisco International Airport on the north, by the City of Burlingame on the east and south, and by Downtown Millbrae and the Mills Estate Neighborhood on the west (Figure 1). A Plan was developed and approved in 1998, but recently the City has been approached with development proposals that have prompted the City of Millbrae to update the Plan. The study was requested by Steve Noack of PlaceWorks. Documentation pertaining to this study is on file at Tom Origer & Associates (File No. 2014-046).

## REGULATORY CONTEXT

The California Environmental Quality Act (CEQA) requires that cultural resources be considered during the environmental review process. This is accomplished by an inventory of resources within a study area and by assessing the potential that cultural resources could be affected by development.

This cultural resources survey was designed to satisfy environmental issues specified in the CEQA and its guidelines (Title 14 CCR §15064.5) by: (1) identifying all cultural resources in the project area; (2) offering a preliminary significance evaluation of the identified cultural resources; (3) assessing resource vulnerability to effects that could arise from project activities; and (4) offering suggestions designed to protect resource integrity, as warranted.



**Figure 1. Project vicinity** (adapted from the 1980 San Francisco 1:250,000-scale USGS maps).

## Resource Definitions

Cultural resources are classified by the State Office of Historic Preservation (OHP) as sites, buildings, structures, objects and districts, and each is described by OHP (1995) as follows.

**Site.** A site is the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historic, cultural, or archaeological value regardless of the value of any existing structure.

**Building.** A building, such as a house, barn, church, hotel, or similar construction, is created principally to shelter any form of human activity. "Building" may also be used to refer to a historically and functionally related unit, such as a courthouse and jail, or a house and barn.

**Structure.** The term "structure" is used to distinguish from buildings those functional constructions made usually for purposes other than creating human shelter.

**Object.** The term "object" is used to distinguish from buildings and structures those constructions that are primarily artistic in nature or are relatively small in scale and simply constructed. Although it may be, by nature or design, movable, an object is associated with a specific setting or environment.

**District.** A district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

## Significance Criteria

When a project might affect a cultural resource, the project proponent is required to conduct an assessment to determine whether the effect may be one that is significant. Consequently, it is necessary to determine the importance of resources that could be affected. The importance of a resource is measured in terms of criteria for inclusion on the California Register of Historical Resources (Title 14 CCR, §4852) listed below. A resource may be important if it meets any one of the criteria below, or if it is already listed on the California Register of Historical Resources or a local register of historical resources.

An important historical resource is one which:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

Additionally, the OHP advocates that all historical resources over 45 years old be recorded for inclusion in the OHP filing system (OHP 1995:2), although professional judgment is urged in determining whether a resource warrants documentation.

## PROJECT SETTING

### Study Area Location and Description

The study area is located in the city of Millbrae, in northern San Mateo County. The Millbrae Station Area is located in the eastern portion of Millbrae and is bounded by the Bayside Manor Neighborhood and the San Francisco International Airport on the north, by the City of Burlingame on the east and south, and by Downtown Millbrae and the Mills Estate Neighborhood on the west. The Millbrae Station Area totals approximately 116 acres of mostly developed land, as shown on the Montara Mountain, California 7.5' USGS topographic quadrangle (Figure 2).

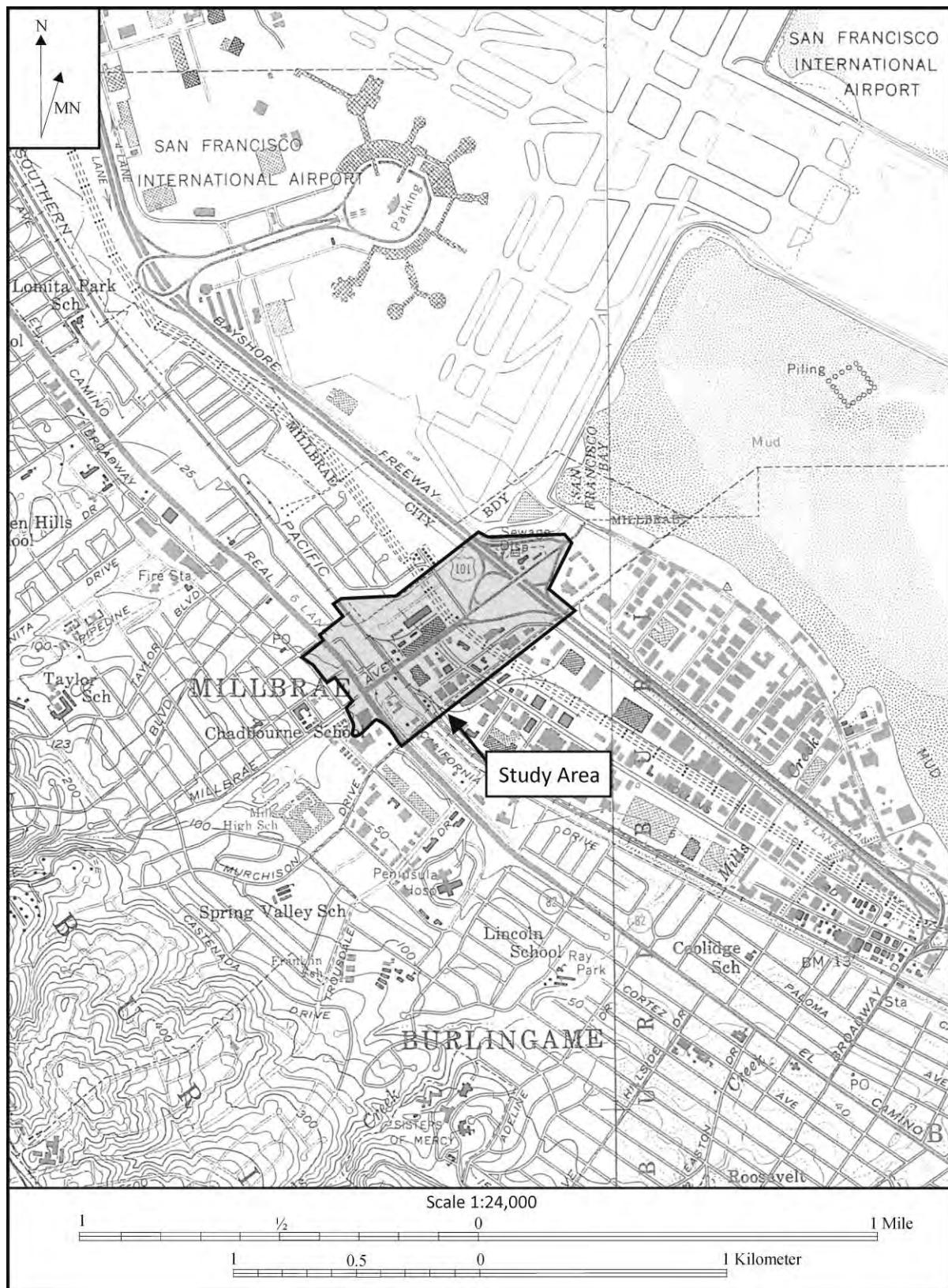
Soils mapped for the Millbrae Station Area are a combination of Orthents and Urban land (Kashiwagi and Hokholt 1991; USDA 2014). Orthents soils are very shallow to very deep, well draining soils, formed on alluvial fans, costal terraces, and hills and derived from sandstone. Urban land is formed when 85% of the soil surface is covered with asphalt, concrete, buildings, and other structures. Most locations in San Mateo County containing Orthents soils are used for homesite development, urban development, or recreation (Kashiwagi and Hokholt 1991:29, 35, and 36).

Green Hills Creek, Millbrae Creek and several unnamed drainages once flowed into and near the Millbrae Station Area and would have supplied fresh water to the area. In addition, the edge of San Francisco Bay once lay just northeast of where the Southern Pacific Railway runs through the Millbrae Station Area (Helle and LaJoie 1979).

Based on analysis of the environmental setting, the southwestern half of the Millbrae Station Area would have been well situated for prehistoric occupants of the region to live or gather resources. Its surroundings include nearby fresh water sources and well-drained soils that would have supported a variety of plants that in turn could have served as food and cover for animals. Research has shown that prehistoric sites tend to be found in locations such as this where these and other natural attributes aggregate. The northeastern half would have been marshland and subject to tidal flooding, therefore would be unlikely to contain prehistoric sites.

### Cultural Setting

Archaeological evidence indicates that human occupation of California began at least 11,000 years ago (Erlandson *et al.* 2007). Early occupants appear to have had an economy based largely on hunting, with limited exchange, and social structures based on the extended family unit. In the greater San Francisco Bay Area, earliest sites can date to 7,000-8,000 B.C., though sites dating to this time period have not yet been found in the west Bay Area (Fitzgerald 1993; Hylkema 2002; Meyer and Rosenthal 1997; Moratto 2004:264-268; Schwaderer 1992). Typically sites on the west side of the Bay do not predate 5,000 years ago. Moratto hypothesized that bay shore sites that date to this time would have not been found due to the rise in sea level and the likelihood that these older sites would be buried under five meters or more of sediments (Moratto 2004:266).



**Figure 2. Study Area** (adapted from the 1980 Montara Mountain and San Mateo 7.5' USGS maps).

Linguistic evidence shows that between 8,000 and 6,000 B.C. inhabitants in the area were Pre-Hokan speakers but by 4,000 B.C. Hokan languages had developed in the Millbrae area (Moratto 2004:543-551).

Between 2000 B.C. and A.D. 1 Penutian speakers began to migrate into the area from the lower Sacramento Valley (Moratto 2004:552-557). These Penutian speakers were the ancestors of the Costanoans who inhabited the San Francisco Peninsula when it was first visited by Europeans Levy 1978:485).

The Costanoans were hunter-gatherers who lived in rich environments that allowed for dense populations with complex social structures (Kroeber 1925; Levy 1978). They settled in large, permanent villages about which were distributed seasonal camps and task-specific sites. Primary village sites were occupied throughout the year, and other sites were visited in order to procure particular resources that were especially abundant or available only during certain seasons. Sites often were situated near fresh water sources and in ecotones where plant life and animal life were diverse and abundant.

Spanish settlers began arriving in the late 1760s, though the land containing Millbrae was under the jurisdiction of Mission San Francisco de Asis or Mission Dolores. In 1835, under Mexican domain, the land containing Millbrae was granted to Jose Antonio Sanchez. This land grant was known as the Buri Buri land grant (Alexander and Hamm 1916:31). After Jose Antonio Sanchez's death, the family divided the land grant equally into portions for each of his ten children (Harris 1972).

Darius Ogden Mills, a California Gold Rush pioneer, bought a portion of the Rancho Buri Buri land from Sheriff James Wilson in 1860 for \$20,000 and then built his estate on a portion of the land, which he named "Mill's *brae*," or "Mills' rolling hills" (Millbrae Historical Society 2007:33). In Darius Ogden Mill's honor, the city later adopted the name of his estate because he greatly influenced the development of the area. During its early growth the region containing and surrounding Millbrae became occupied predominantly by farmers and other agriculturalists. In line with its founder Darius Ogden Mills' business ventures, Millbrae soon came to embrace and encourage small business life (Millbrae Historical Society 2007:85). As the town became more industrialized and business-centered, transportation systems played a key role in its future.

The location of Millbrae in the middle of the San Francisco peninsula allowed the city to become well connected with neighboring areas. The Southern Pacific Railroad line built through Millbrae around the 1860s and Millbrae received its own depot, the Millbrae Station, in 1890. The Millbrae depot is currently the Millbrae Train Museum. Another popularly used transportation system built in 1890 was the #40 interurban streetcar line that ran between San Francisco and San Mateo. The powerhouse for the #40 streetcar was located just off of Millbrae Avenue in the same location as the modern day Millbrae BART station. The streetcars' efficiency are considered almost equivalent to the modern day BART system (Millbrae Historical Society 2007:57). After San Francisco outlawed gambling, people came in on the streetcars to Millbrae, making it a center for gambling until its incorporation in the late 1940s. Even after incorporation gambling was still not eradicated until the 1950s (City of Millbrae). The streetcar lines were dismantled after Millbrae's incorporation, cutting off a source of public transportation for city.

From the late 1930s until Millbrae's incorporation, the neighbor city of Burlingame attempted to annex the town of Millbrae, but the decision was overturned (Chun 2013). The city was successfully incorporated with the approval of Sacramento in 1948 (Millbrae Historical Society 2007:36). A municipal election in 1946 elected W.F. Leutenegger to be the first mayor of Millbrae, but the seating of the council was delayed due to Burlingame's lawsuit until 1948 (Millbrae Historical Society 2014).

## STUDY PROCEDURES

### Archival Study Procedures

Archival research included examination of the library and project files at Tom Origer & Associates. A review (NWIC File No. 14-0205) was completed of the archaeological site base maps and records, survey reports, and other materials on file at the Northwest Information Center (NWIC), Sonoma State University, Rohnert Park. Sources of information included but were not limited to the current listings of properties on the National Register of Historic Places (National Register), California Historical Landmarks, California Register of Historical Resources (California Register), and California Points of Historical Interest as listed in the Office of Historic Preservation's *Historic Property Directory* (OHP 2012).

The Office of Historic Preservation has determined that structures in excess of 45 years of age should be considered potentially important historical resources, and former building and structure locations could be potentially important historic archaeological sites. Archival research included an examination of historical maps to gain insight into the nature and extent of historical development in the general vicinity, and especially within the study area. Maps ranged from hand-drawn maps of the 1800s (e.g., GLO) to topographic maps issued by the United States Geological Survey (USGS).

In addition, ethnographic literature that describes appropriate Native American groups, county histories, and other primary and secondary sources were reviewed. Sources reviewed are listed in the "Materials Consulted" section of this report.

### Native American Consultation

Information regarding the presence of sacred sites or other cultural use sites was sought from the Native American Heritage Commission. A response was received from the Native American Heritage Commission indicating that they had no knowledge of any cultural resources within or immediately adjacent to the study location.

The Amah Mutsun Tribal Band of Mission San Juan Bautista, the Costanoan Rumsen Carmel Tribe, the Indian Canyon Mutsun Band of Costanoan, the Muwekma Ohlone Indian Tribe of the San Francisco Bay Area, the Ohlone Indian Tribe, the Trina Marine Ruano Family, Jakki Kehl, and Linda G. Yamane were also contacted.

On July 10, 2014, Anne Marie Sayers of the Indian Canyon Mutsun Band of Costanoan called to ask about the Millbrae Station Area Specific Plan. We told her at the moment there are no proposed project activities planned within the area. Ms. Sayers stated that the tribe would like to be notified if projects within the Specific Plan Area are proposed because they have knowledge of archaeological sensitive areas within and adjacent to the Specific Plan Area. A communication log and copies of correspondence are appended to this report.

### Field Survey Procedures

No archaeological survey was completed during this study.

On September 18, 2014 a survey was made of buildings within the Millbrae Station Area. This survey was conducted to look at previously documented resources, and to look at the built

environment to see if there were any distinctive individual buildings, or groups of buildings that could represent a district, within the Millbrae Station Area.

## STUDY FINDINGS

### Archival Study Findings

The 17 Mile House and the Lauer & Lovegreen grocery store (which also served as the post office after 1906) both once stood near the intersection of Millbrae Avenue and El Camino Real (Harris 1972). These were two buildings of the oldest buildings representing Millbrae's early history; however they are no longer present. The original Southern Pacific Depot burnt down and was rebuilt twice. The second time in 1906. This building still stands today and is used as the Millbrae Train Museum. It is located within the Millbrae Station Area at the intersection South Irwin Place and California Drive. This building has been listed on the National Register of Historic Places.

Archival research indicated that there are three recorded cultural resources within the Millbrae Station Area. However, only portions of the Millbrae Station area have been subject to a cultural resources study. These three cultural resources include the Southern Pacific Depot and two sections of the Southern Pacific Railroad (originally known as the Peninsula Commute Service or the San Francisco and San Jose Railway). The majority of the studies that have been conducted within the Millbrae Station Area were linear surveys for utilities, road projects, or trails (Archaeological Consulting and Research Services, Inc. 1978; Ballard and Holson 1997; Basin Research Associates, Inc. 2002a, 2002b; BioSystems Analysis, Inc. 1989; Brown *et al.* 2003; Chavez 1977; Hatoff *et al.* 1995; Holson *et al.* 2002; Loveland-Anastasio and Garaventa 1988; Nelson 2002; Science Applications International Corporation 2000; SWCA Environmental Consultants 2006). Some areas have been surveyed within the Millbrae Station Area. These are primarily at the northeast end of the Millbrae Station Area. One of the studies involved the Millbrae Avenue/Highway 101 on-ramps, and two studies involved an undeveloped lot on Aviador Avenue, and one study included the portion of the Millbrae Station Area northeast of Highway 101 (Chavez and Hupman 1991; Rice 1994a, 1994b; Scott 1974; Thomas and Baker 2012). One additional study was conducted on the intersection of El Camino Real and Millbrae Avenue (Byrd *et al.* 2012).

The Southern Pacific Depot is listed in the National Register of Historic Places (Baxter 1977). There are three properties listed on the Office of Historic Preservation's *Historic Property Directory* (2012). These properties are located at 100 El Camino Real, 190 El Camino Real, and 150 Serra Avenue. These properties all have a status code of 6Y which means that they have been, "Determined ineligible for National Register by consensus through Section 106 process – Not evaluated for California Register or Local Listing." There are no other local, state, or federally recognized historic properties within or near the study area (OHP 2012; State of California Department of Parks and Recreation 1976).

No ethnographic villages or camps are reported within or near the study area (Levy 1978:485).

The intersection of what is now known as Millbrae Avenue and El Camino Real served as a hub for the early beginnings of Millbrae and there have been buildings within the Millbrae Station Area since 1835 when Jose Antonio Sanchez constructed two adobe buildings (Bromfield 1894; GLO 1858; Harris 1972; USACE 1939; USGS 1896, 1899, 1915, 1949).

## **Study Findings**

### ***Archaeology***

No archaeological resources have been discovered within the Millbrae Station Area.

### ***Built Environment***

Several buildings within the Millbrae Station Area date to the mid-20th century with a few older individuals, and substantial more modern infill. The older buildings within the Millbrae Station Area do not reflect any type of district; however, as individuals these buildings have the potential to meet criteria for inclusion on the CRHR.

## **RECOMMENDATIONS**

### ***Archaeology***

The NWIC has no record of prehistoric or historical archaeological sites with the study area, however, only approximately 35% of the Millbrae Station Area has been surveyed for the presence of archaeological resources. As specific projects are proposed in the future, each should be reviewed for its archaeological potential and a pedestrian survey conducted by an archaeologist who meets the *Secretary of the Interior's Professional Qualification Standards* if it is deemed necessary.

### ***Built Environment***

Based on their age, there are individual building within the Millbrae Station Area that have the potential to meet criteria for inclusion on the California Register of Historic Resources. As specific projects are proposed in the future, each should be reviewed for its potential to affect historical buildings. Buildings that appear eligible for inclusion on the California Register of Historic Resources should be subjected to a formal evaluation by an architectural historian who meets the *Secretary of the Interior's Professional Qualification Standards*.

## **Accidental Discovery**

There is the possibility that buried archaeological materials could be found. If buried materials are encountered, all soil disturbing work should be halted at the location of any discovery until a qualified archaeologist completes a significance evaluation of the find(s) pursuant to Section 106 of the National Historic Preservation Act (36CFR60.4). Prehistoric archaeological site indicators expected within the general area include: chipped chert and obsidian tools and tool manufacture waste flakes; grinding and hammering implements that look like fist-size, river-tumbled stones; and for some rare sites, locally darkened soil that generally contains abundant archaeological specimens. Historic remains expected in the general area commonly include items of ceramic, glass, and metal. Features that might be present include structure remains (e.g., cabins or their foundations) and pits containing historic artifacts.

The following actions are promulgated in Public Resources Code 5097.98 and Health and Human Safety Code 7050.5, and pertain to the discovery of human remains. If human remains are encountered, excavation or disturbance of the location must be halted in the vicinity of the find, and the county coroner contacted. If the coroner determines the remains are Native American, the coroner will contact the Native American Heritage Commission. The Native American Heritage Commission will identify the person or persons believed to be most likely descended from the deceased Native

American. The most likely descendent makes recommendations regarding the treatment of the remains with appropriate dignity.

## SUMMARY

Tom Origer & Associates completed a cultural resources study for the Millbrae Station Area Specific Plan Update, Millbrae, San Mateo County. The study was requested by Steve Noack of PlaceWorks. Three cultural resources were found within the study area. Recommendations have been provided for future projects within the Millbrae Station Area.

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**APPENDIX A**

**Native American Contact Efforts**

**Native American Contact Log**  
**Millbrae Station Area Specific Plan Update**  
**Millbrae, San Mateo County**

<b>Organization/Contact Person</b>	<b>Contact</b>	<b>Letters</b>	<b>Results</b>
Native American Heritage Commission	Debbie Pilas-Treadway	4/1/2014	Response received via fax on 4/4/2014 indicating that a search of the sacred land files did not result in the finding of any resources in the immediate area. A list of additional contacts was provided.
Amah Mutsun Tribal Band of Mission San Juan Bautista	Michelle Zimmer Irene Zwierlein	7/3/14	No response received as of the date of this report.
Costanoan Rumsen Carmel Tribe	Tony Cerda	7/3/14	No response received as of the date of this report.
Indian Canyon Mutsun Band of Costanoan	Ann Marie Sayers	7/3/14	On July 10, 2014, Anne Marie Sayers of the Indian Canyon Mutsun Band of Costanoan called to ask about the Millbrae Station Area Specific Plan. We told her at the moment there are no proposed project activities planned within the area. Ms. Sayers stated that the tribe would like to be notified if projects within the Specific Plan Area are proposed because they have knowledge of archaeological sensitive areas within and adjacent to the Specific Plan Area.
Muwekma Ohlone Indian Tribe of the San Francisco Bay Area	Rosemary Cambra	7/3/14	No response received as of the date of this report.
The Ohlone Indian Tribe	Andrew Galvin	7/3/14	No response received as of the date of this report.
Trina Marine Ruano Family	Ramona Garibay	7/3/14	No response received as of the date of this report.
	Jakki Kehl	7/3/14	No response received as of the date of this report.
	Linda G. Yamane	7/3/14	No response received as of the date of this report.

## **Sacred Lands File & Native American Contacts List Request**

### **NATIVE AMERICAN HERITAGE COMMISSION**

915 Capitol Mall, RM 364  
Sacramento, CA 95814  
(916) 373-3710  
(916) 373-5471 – Fax  
[nahc@pacbell.net](mailto:nahc@pacbell.net)

*Information Below is Required for a Sacred Lands File Search*

Project: Millbrae Station

County: San Mateo

USGS Quadrangles

Name: Montara Mountain

Township T2S Range R3E Section(s) Buri Buri Land Grant

Company/Firm/Agency: Tom Origer & Associates

Contact Person: Eileen Barrow

Street Address: PO Box 1531

City: Rohnert Park Zip: 94927

Phone: (707) 584-8200 Fax: (707) 584-8300

Email: [eileen@origer.com](mailto:eileen@origer.com)

#### **Project Description:**

The City of Millbrae is amending the Millbrae Station Area Specific Plan. The study area is ~116 acres of land at the southern edge of the city, generally bounded by the Burlingame city limits to the south; the Millbrae Ave/US101 freeway interchange on the east; El Camino Real and Broadway on the west; and Victoria Ave, the City's public works storage yard, and the Highline Canal on the North.

## Sacred Lands File & Native American Contacts List Request

### NATIVE AMERICAN HERITAGE COMMISSION

915 Capitol Mall, RM 364  
Sacramento, CA 95814  
(916) 373-3710  
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*Information Below is Required for a Sacred Lands File Search*

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Name: Montara Mountain  
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Company/Firm/Agency: Tom Origer & Associates  
Contact Person: Eileen Barrow

Street Address: PO Box 1531  
City: Rohnert Park Zip: 94927  
Phone: (707) 584-8200 Fax: (707) 584-8300  
Email: eileen@origer.com

#### Project Description:

The City of Millbrae is amending the Millbrae Station Area Specific Plan. The study area is ~116 acres of land at the southern edge of the city, generally bounded by the Burlingame city limits to the south; the Millbrae Ave/US101 freeway interchange on the east; El Camino Real and Broadway on the west; and Victoria Ave, the City's public works storage yard, and the Highline Canal on the North.



STATE OF CALIFORNIAEdmund G. Brown, Jr., Governor**NATIVE AMERICAN HERITAGE COMMISSION**

1550 Harbor Blvd.  
West Sacramento, CA 95691  
(916) 373-3710  
Fax (916) 373-5471

April 4, 2014

Eileen Barrow  
Tom Origer and Associates  
PO Box 1531  
Rohnert Park, CA 94927

VIA FAX: 707-584-8300  
Number of Pages: 2

Re: Millbrae Station project, San Mateo County

Dear Ms. Barrow:

A record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 373-3713.

Sincerely,

A handwritten signature in black ink, appearing to read "Debbie Pilas-Treadway".

Debbie Pilas-Treadway  
Environmental Specialist III

**Native American Contacts  
San Mateo County  
April 4, 2014**

Jakki Kehl  
720 North 2nd Street  
Patterson , CA 95363  
(209) 892-1060

Ohlone/Costanoan

Indian Canyon Mutsun Band of Costanoan  
Ann Marie Sayers, Chairperson  
P.O. Box 28 Ohlone/Costanoan  
Hollister , CA 95024  
ams@indiancanyon.org  
831-637-4238

Linda G. Yamane  
1585 Mira Mar Ave  
Seaside , CA 93955  
rumsien123@yahoo.com  
831-394-5915

Ohlone/Costanoan

Muwekma Ohlone Indian Tribe of the SF Bay Area  
Rosemary Cambra, Chairperson  
PO Box 360791 Ohlone / Costanoan  
Milpitas , CA 95036  
muwekma@muwekma.org  
408-205-9714  
510-581-5194

Amah MutsunTribal Band of Mission San Juan Bautista

Irene Zwierlein, Chairperson  
789 Canada Road  
Woodside , CA 94062  
amahmutsuntribal@gmail.com

650-400-4806 cell

650-332-1526 - Fax

Amah MutsunTribal Band of Mission San Juan Bautista

Michelle Zimmer  
789 Canada Road  
Woodside , CA 94062  
amahmutsuntribal@gmail.com

(650) 851-7747 - Home

650-332-1526 - Fax

Coastanoan Rumsen Carmel Tribe

Tony Cerda, Chairperson  
240 E, 1st Street Ohlone/Costanoan  
Pomona , CA 91766  
rumsen@aol.com  
(909) 524-8041 Cell  
909-629-6081

The Ohlone Indian Tribe

Andrew Galvan  
PO Box 3152  
Fremont , CA 94539  
chochenyo@AOL.com  
(510) 882-0527 - Cell  
(510) 687-9393 - Fax

Ohlone/Costanoan  
Bay Miwok  
Plains Miwok  
Patwin

Trina Marine Ruano Family

Ramona Garibay, Representative  
30940 Watkins Street  
Union City , CA 94587  
510-972-0645-home  
soaprootmo@comcast.net

Ohlone/Costanoan  
Bay Miwok  
Plains Miwok  
Patwin

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed Millbrae Station Area Specific Plan, San Mateo County.

Tom Origer & Associates  
Archaeology / Historical Research

---

July 3, 2014

Irene Zwierlein  
Amah/Mutsun Tribal Band of Mission San Juan Bautista  
789 Canada Road  
Woodside, CA 94062

RE: Milbrae Station Area Specific Plan Update

Dear Ms. Zwierlein:

I write to notify you of a proposed specific plan amendment within San Mateo County, for which our firm is conducting a cultural resources study. The City of Milbrae is amending the Milbrae Station Area Specific Plan. The Milbrae Station Area is generally bounded by the Burlingame city limits to the south; the Millbrae Ave/US101 freeway interchange on the east; El Camino Real and Broadway on the west; and Victoria Ave, the City's public works storage yard, and the Highline Canal on the North. Project Manager William Kelly, City of Milbrae Community Development Department, is reviewing the project for CEQA compliance and can be reached at (714) 837-7502.

Enclosed is a portion of the Montara Mountain, Calif. 7.5' USGS topographic quadrangle showing the project location.

Sincerely,



Julia Franco  
Associate

Tom Origer & Associates  
Archaeology / Historical Research

---

July 3, 2014

Michelle Zimmer  
Amah Mutsun Tribal Band of Mission San Juan Bautista  
789 Canada Road  
Woodside, CA 94062

RE: Milbrae Station Area Specific Plan Update

Dear Ms. Zimmer:

I write to notify you of a proposed specific plan amendment within San Mateo County, for which our firm is conducting a cultural resources study. The City of Milbrae is amending the Milbrae Station Area Specific Plan. The Milbrae Station Area is generally bounded by the Burlingame city limits to the south; the Millbrae Ave/US101 freeway interchange on the east; El Camino Real and Broadway on the west; and Victoria Ave, the City's public works storage yard, and the Highline Canal on the North. Project Manager William Kelly, City of Milbrae Community Development Department, is reviewing the project for CEQA compliance and can be reached at (714) 837-7502.

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Sincerely,



Julia Franco  
Associate

Tom Origer & Associates  
Archaeology / Historical Research

---

July 3, 2014

Tony Cerdá  
Coastanoan Rumsen Carmel Tribe  
240 E. 1st Street  
Pomona, CA 91766

RE: Milbrae Station Area Specific Plan Update

Dear Mr. Cerdá:

I write to notify you of a proposed specific plan amendment within San Mateo County, for which our firm is conducting a cultural resources study. The City of Milbrae is amending the Milbrae Station Area Specific Plan. The Milbrae Station Area is generally bounded by the Burlingame city limits to the south; the Millbrae Ave/US101 freeway interchange on the east; El Camino Real and Broadway on the west; and Victoria Ave, the City's public works storage yard, and the Highline Canal on the North. Project Manager William Kelly, City of Milbrae Community Development Department, is reviewing the project for CEQA compliance and can be reached at (714) 837-7502.

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Sincerely,



Julia Franco  
Associate

Tom Origer & Associates  
Archaeology / Historical Research

---

July 3, 2014

Ann Marie Sayers  
Indian Canyon Mutsun Band of Costanoan  
PO Box 28  
Hollister, CA 95024

RE: Milbrae Station Area Specific Plan Update

Dear Ms. Sayers:

I write to notify you of a proposed specific plan amendment within San Mateo County, for which our firm is conducting a cultural resources study. The City of Milbrae is amending the Milbrae Station Area Specific Plan. The Milbrae Station Area is generally bounded by the Burlingame city limits to the south; the Millbrae Ave/US101 freeway interchange on the east; El Camino Real and Broadway on the west; and Victoria Ave, the City's public works storage yard, and the Highline Canal on the North. Project Manager William Kelly, City of Milbrae Community Development Department, is reviewing the project for CEQA compliance and can be reached at (714) 837-7502.

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Sincerely,



Julia Franco  
Associate

**Tom Origer & Associates**  
Archaeology / Historical Research

---

July 3, 2014

Rosemary Cambra  
Muwekma Ohlone Indian Tribe of the SF Bay Area  
PO Box 360791  
Milpitas, CA 95036

RE: Milbrae Station Area Specific Plan Update

Dear Ms. Cambra:

I write to notify you of a proposed specific plan amendment within San Mateo County, for which our firm is conducting a cultural resources study. The City of Milbrae is amending the Milbrae Station Area Specific Plan. The Milbrae Station Area is generally bounded by the Burlingame city limits to the south; the Millbrae Ave/US101 freeway interchange on the east; El Camino Real and Broadway on the west; and Victoria Ave, the City's public works storage yard, and the Highline Canal on the North. Project Manager William Kelly, City of Milbrae Community Development Department, is reviewing the project for CEQA compliance and can be reached at (714) 837-7502.

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Sincerely,



Julia Franco  
Associate

**Tom Origer & Associates**  
Archaeology / Historical Research

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July 3, 2014

Andrew Galvan  
The Ohlone Indian Tribe  
PO Box 3152  
Fremont, CA 94539

RE: Milbrae Station Area Specific Plan Update

Dear Mr. Galvan:

I write to notify you of a proposed specific plan amendment within San Mateo County, for which our firm is conducting a cultural resources study. The City of Milbrae is amending the Milbrae Station Area Specific Plan. The Milbrae Station Area is generally bounded by the Burlingame city limits to the south; the Millbrae Ave/US101 freeway interchange on the east; El Camino Real and Broadway on the west; and Victoria Ave, the City's public works storage yard, and the Highline Canal on the North. Project Manager William Kelly, City of Milbrae Community Development Department, is reviewing the project for CEQA compliance and can be reached at (714) 837-7502.

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Sincerely,



Julia Franco  
Associate

Tom Origer & Associates  
Archaeology / Historical Research

---

July 3, 2014

Ramona Garibay  
Trina Marine Ruano Family  
30940 Watkins Street  
Union City, CA 94587

RE: Milbrae Station Area Specific Plan Update

Dear Ms. Garibay:

I write to notify you of a proposed specific plan amendment within San Mateo County, for which our firm is conducting a cultural resources study. The City of Milbrae is amending the Milbrae Station Area Specific Plan. The Milbrae Station Area is generally bounded by the Burlingame city limits to the south; the Millbrae Ave/US101 freeway interchange on the east; El Camino Real and Broadway on the west; and Victoria Ave, the City's public works storage yard, and the Highline Canal on the North. Project Manager William Kelly, City of Milbrae Community Development Department, is reviewing the project for CEQA compliance and can be reached at (714) 837-7502.

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Sincerely,



Julia Franco  
Associate

# Tom Origer & Associates

Archaeology / Historical Research

---

July 3, 2014

Jakki Kehl  
720 North 2nd Street  
Patterson, CA 95363

RE: Milbrae Station Area Specific Plan Update

Dear Ms. Kehl:

I write to notify you of a proposed specific plan amendment within San Mateo County, for which our firm is conducting a cultural resources study. The City of Milbrae is amending the Milbrae Station Area Specific Plan. The Milbrae Station Area is generally bounded by the Burlingame city limits to the south; the Millbrae Ave/US101 freeway interchange on the east; El Camino Real and Broadway on the west; and Victoria Ave, the City's public works storage yard, and the Highline Canal on the North. Project Manager William Kelly, City of Milbrae Community Development Department, is reviewing the project for CEQA compliance and can be reached at (714) 837-7502.

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Sincerely,



Julia Franco  
Associate

Tom Origer & Associates  
Archaeology / Historical Research

---

July 3, 2014

Linda G. Yamane  
1585 Mira Mar Ave  
Seaside, CA 93955

RE: Milbrae Station Area Specific Plan Update

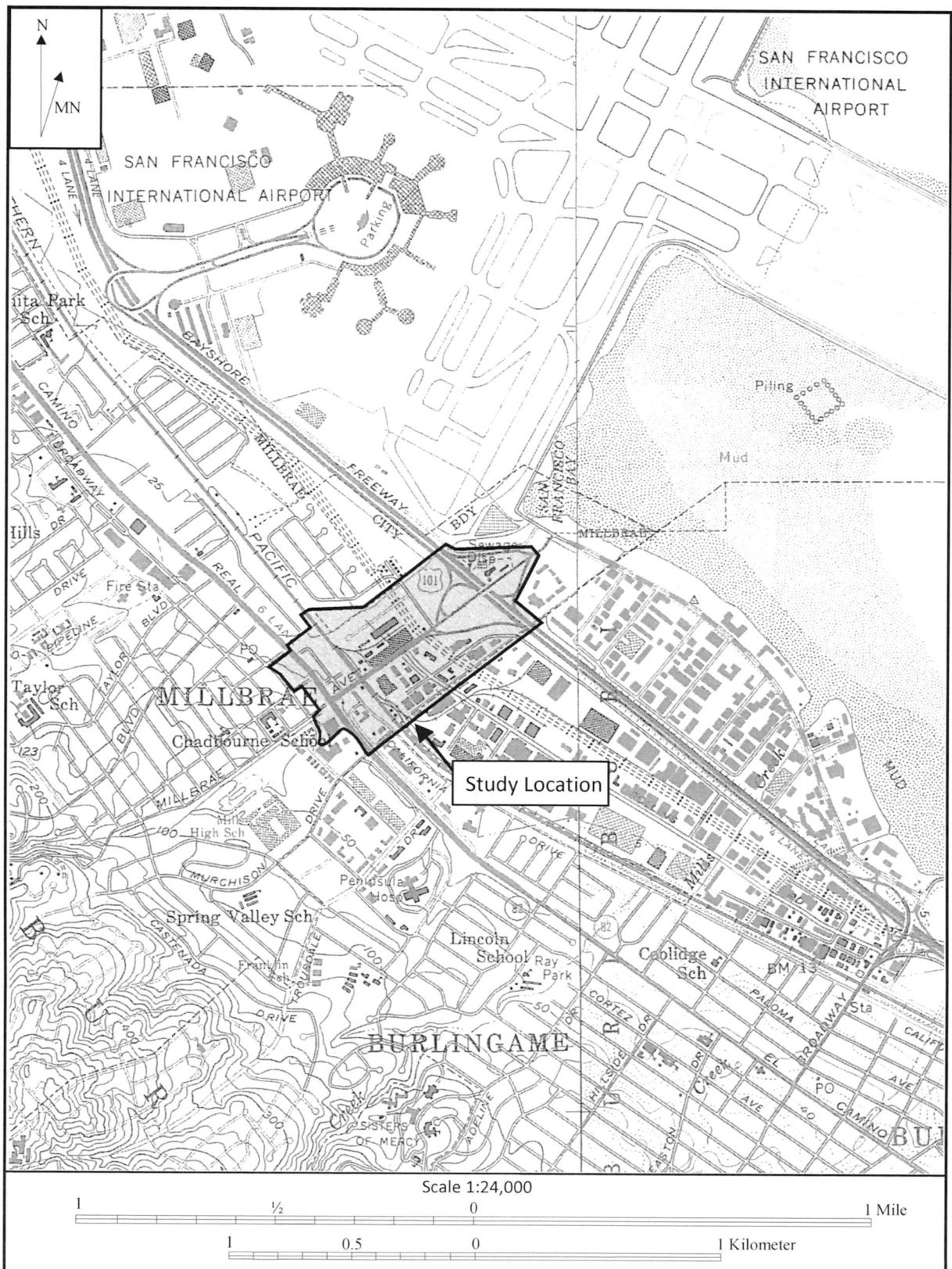
Dear Ms. Yamane:

I write to notify you of a proposed specific plan amendment within San Mateo County, for which our firm is conducting a cultural resources study. The City of Milbrae is amending the Milbrae Station Area Specific Plan. The Milbrae Station Area is generally bounded by the Burlingame city limits to the south; the Millbrae Ave/US101 freeway interchange on the east; El Camino Real and Broadway on the west; and Victoria Ave, the City's public works storage yard, and the Highline Canal on the North. Project Manager William Kelly, City of Milbrae Community Development Department, is reviewing the project for CEQA compliance and can be reached at (714) 837-7502.

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Sincerely,

  
Julia Franco  
Associate





**APPENDIX B**

**National Register of Historic Places**  
**Documentation**

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY-- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

RECEIVED

DEC 29 1977

RECEIVED

NHP

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

## 1 NAME

HISTORIC

Southern Pacific Depot

HRI # 4030-0001-0000

AND/OR COMMON

Southern Pacific Depot

## 2 LOCATION

STREET & NUMBER 21 E. Millbrae Avenue, Millbrae, California  
(Corner of Millbrae Ave. & California Drive)

NOT FOR PUBLICATION

CITY, TOWN

Millbrae

VICINITY OF

CONGRESSIONAL DISTRICT

11

STATE

California

CODE

06

COUNTY

San Mateo

CODE

081

## 3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
DISTRICT	PUBLIC	OCCUPIED	AGRICULTURE
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	UNOCCUPIED	MUSEUM
STRUCTURE	BOTH	WORK IN PROGRESS	COMMERCIAL
SITE	PUBLIC ACQUISITION	ACCESSIBLE	EDUCATIONAL
OBJECT	IN PROCESS	YES: RESTRICTED	ENTERTAINMENT
	BEING CONSIDERED	X YES: UNRESTRICTED	GOVERNMENT
		NO	INDUSTRIAL
			MILITARY
			X TRANSPORTATION
			OTHER: Depot

## 4 OWNER OF PROPERTY

NAME Southern Pacific Transportation Co.

STREET &amp; NUMBER

1 Market Street

CITY, TOWN

San Francisco

STATE

California

VICINITY OF

## 5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,  
REGISTRY OF DEEDS, ETC. San Mateo County Courthouse - County Clerk/Recorder

STREET &amp; NUMBER

Hall of Justice, Marshall Street

CITY, TOWN

Redwood City

STATE California 94063

## 6 REPRESENTATION IN EXISTING SURVEYS

TITLE Historical Resources Inventory

DATE 1977

FEDERAL  STATE  COUNTY  LOCALDEPOSITORY FOR The Resources Agency, State of California Dept. of  
SURVEY RECORDS Parks and Recreation

CITY, TOWN

Sacramento

STATE California

**7 DESCRIPTION****CONDITION**

EXCELLENT  
 GOOD  
 FAIR

DETERIORATED  
 RUINS  
 UNEXPOSED

**CHECK ONE**

UNALTERED  
 ALTERED

**CHECK ONE**

ORIGINAL SITE  
 MOVED      DATE \_\_\_\_\_

**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**

The Millbrae Southern Pacific Depot building is a 2-story, wood frame structure with hipped roof of wood shingle materials. The upper floor was designed for living quarters. The depot is typical of those built in the early 1900's with the Colonial Revival look. The east side of the building is a covered portico for the benefit of passengers. Approximate size is 65 feet by 50 feet.

The site is bounded on the north by Millbrae Avenue, on the west by California Drive, on the south by commuter parking, and on the east by 3 sets of tracks beyond which is Oshman's Sporting Goods.

Still in use as a depot-ticket dispensing facility, the building is on the original site where the first two buildings (depots) had previously burned. The location is adjacent to Millbrae's busiest thoroughfare, Millbrae Avenue, which carries traffic from Highway 101 (Bayshore Freeway) to El Camino Real, the City of Millbrae, and beyond to Highway 280 (Junipero Serra Freeway).

The structure is currently in need of re-painting. It is to be moved 200 feet south to allow widening of Millbrae Avenue.

This detached, generally rectangular building contains 10 double hung sash windows and eleven doors.

The lower floor consists of a Waiting Room with two sets of chair-benches hooked together to form two solid rows on two sides of the room, an Office with two oak desks and a large, visible Southern Pacific safe, and a Baggage Room. There is also a ticket window on the wall which separates the Office and Waiting Room.

There is obvious need for either roof repairs or re-roofing.

## 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE - CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	Railroad Depot
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES Original 1864  
Present 1907

BUILDER/ARCHITECT

### STATEMENT OF SIGNIFICANCE

The first train depot in Millbrae was completed by San Francisco-San Jose Railroad Co. in 1864 at the same location as the existing depot. Land and right-of-way were deeded by Darius Ogden Mills, of banking fame, in 1863. San Francisco & San Jose Railroad became part of the Southern Pacific Transcontinental System March 30, 1868.

In 1866 Millbrae's first post office located in the depot.

The original depot structure burned to the ground in 1890, was re-built and burned in 1906. At that time the post office moved to Lauer & Lovegreen General Store.

The present depot was completed in 1907.

On September 5, 1976 Millbrae Historical Society Marker No. 3 was dedicated in a civic ceremony with Southern Pacific officials present. The depot is soon to be moved 200 feet south to allow for widening of Millbrae Avenue. At that time the bronze marker will be encased in cement and permanently installed adjacent to the building, marking the original site.

This depot is typical of those built in the early 1900's. The importance of a railroad stop in Millbrae is highly significant to the growth and prosperity of the community which was, prior to rail traffic, only a large rancho with few inhabitants. Population of Millbrae expanded rapidly thereafter.

This historic building has been painted only once, in 1970, since the original painting. The Millbrae Beautification Commission brought pressure to bear on Southern Pacific Transportation Company to re-paint the 1907 structure. With their refusal, the Commission approached the San Mateo Co. Local Painters Union and attained their promise to donate their services. Southern Pacific refused to allow it but with repeated pressures from the Beautification Commission the company finally agreed to and did paint the building yellow with white trim. A civic dedication ceremony was then held by the Beautification Commission and was attended by So. Pacific officials, Millbrae's Mayor and City Council as well as many area residents. Southern Pacific continually states in the media that it wants out of the commute business on the Peninsula. Millbrae Historical Society believes that this depot is in imminent danger of being sold, destroyed, or otherwise lost to the public.

## 9 MAJOR BIBLIOGRAPHICAL REFERENCES

"Place Names of San Mateo County" (p. 265), Dr. Constance Brown  
"History of Millbrae", Audrey E. Harris  
"Here Today", Junior League of San Francisco  
San Mateo Leader, Dec. 26, 1906; Redwood City Demo, 12/27/06; 10/3/07;  
Referring to original depot fire: 7/26/90 and 11/22/90.

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 62 feet by 94 feet

UTM REFERENCES

A 1/10 554329 41161309  
ZONE EASTING NORTHING  
C

B 1/10 554329 41161309  
ZONE EASTING NORTHING  
D

### VERBAL BOUNDARY DESCRIPTION

The boundaries of Southern Pacific Depot, Millbrae, California, are shown on the accompanying map entitled "S.P.T.C. Railway Station Relocation Millbrae, Calif." The nominated property is roughly 62' x 94' as shown on map entitled "Possible Historic Site S.P.T.C. Millbrae Station". The building and site are bounded on the north by Millbrae Avenue, on the east by 3 sets of tracks, on the south by a Commuter Parking Lot and on the west by California Drive.

### LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

## 11 FORM PREPARED BY

NAME / TITLE Frances Baxter, Historian

ORGANIZATION Millbrae Historical Society DATE December 2, 1977

STREET & NUMBER 16 Corte Princesa TELEPHONE 415-692-3720

CITY OR TOWN Millbrae STATE California

## 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL   STATE   LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE Know Mellor

TITLE State Historic Preservation Officer DATE 3/9/78

### FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

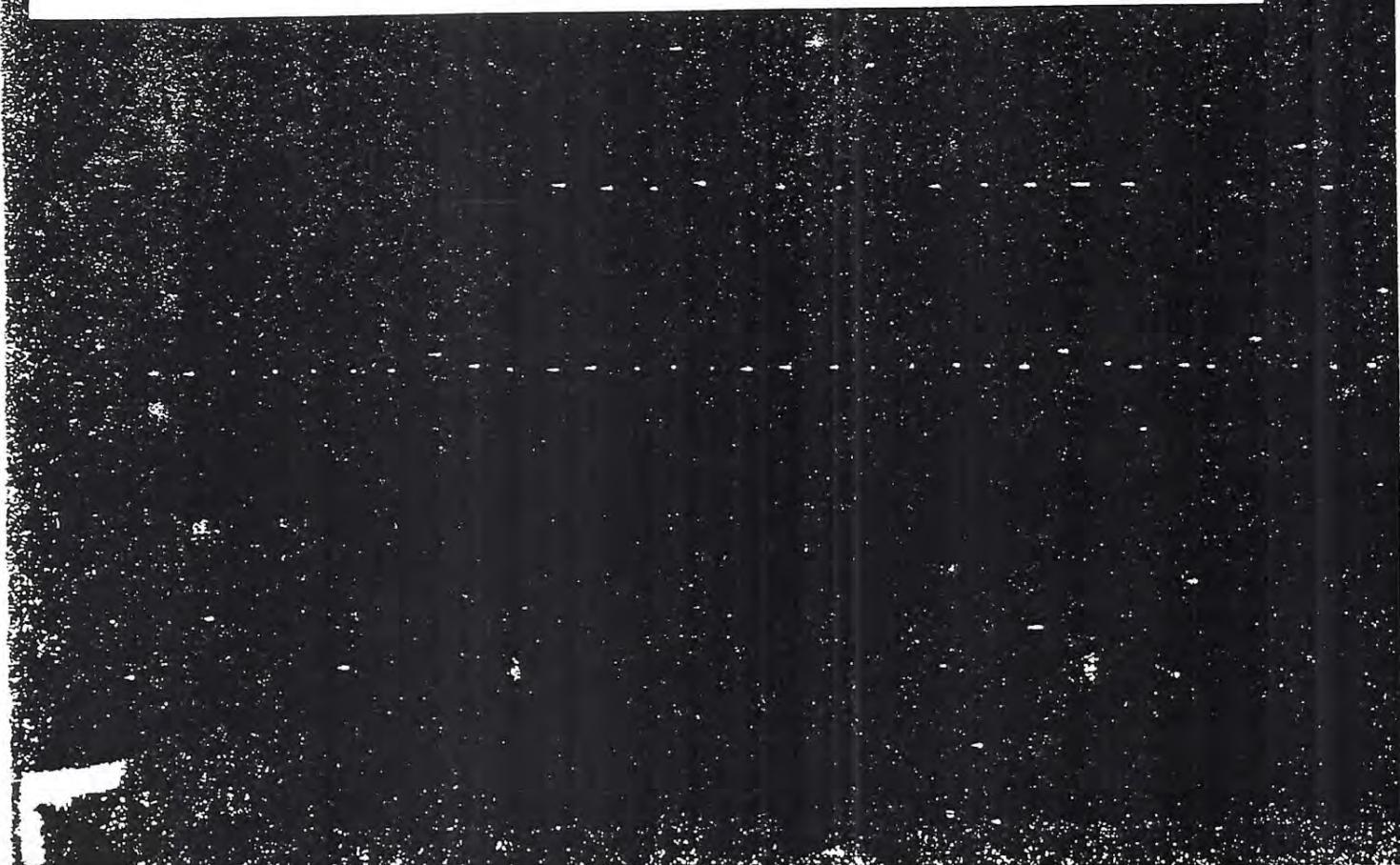
DATE

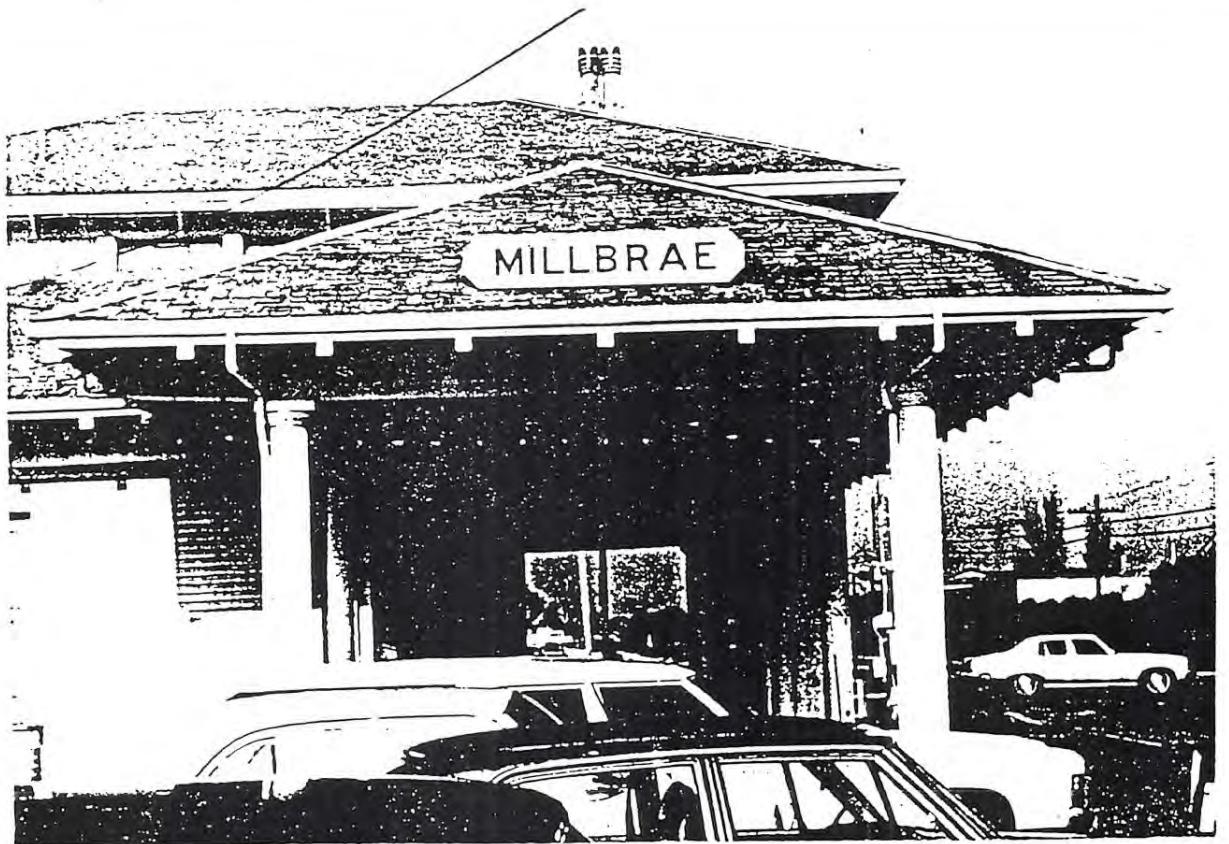
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

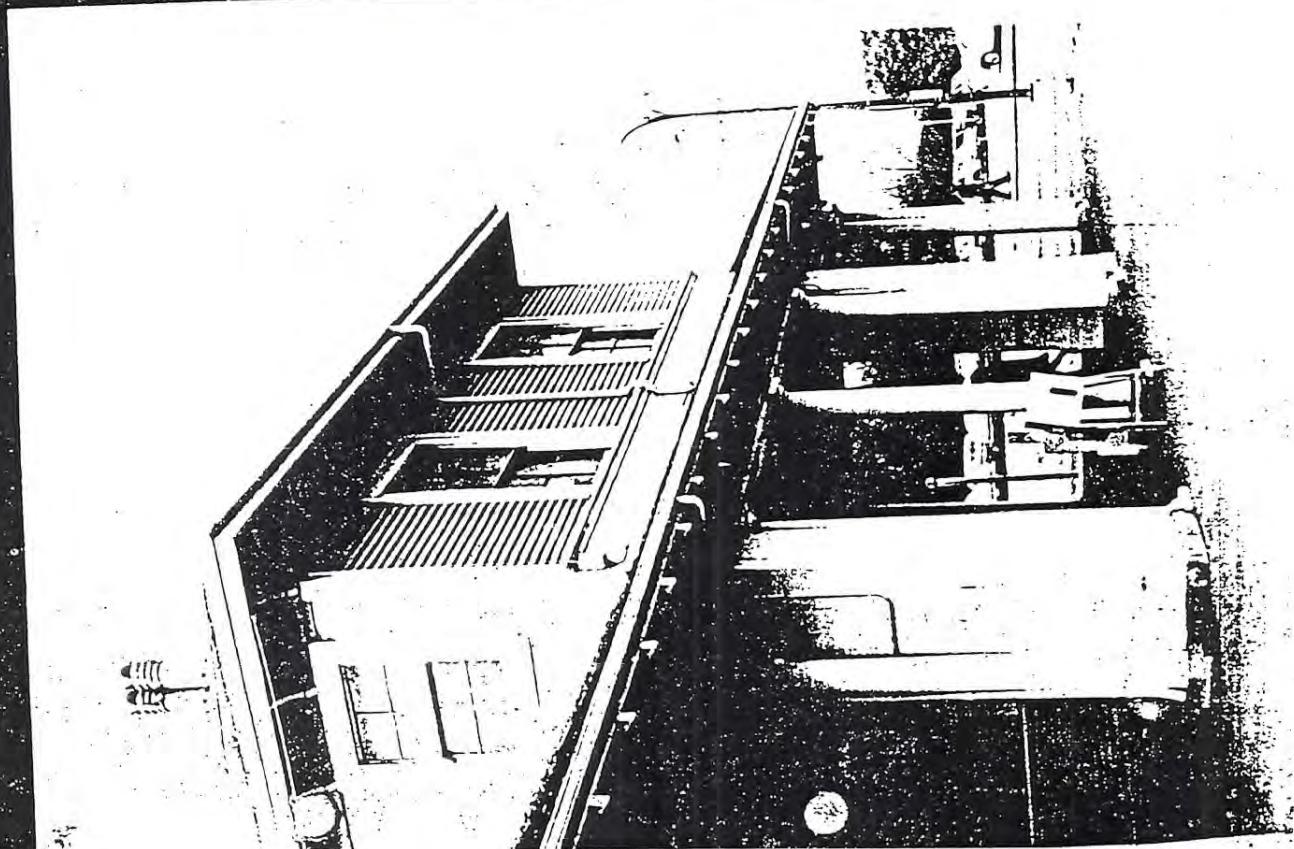
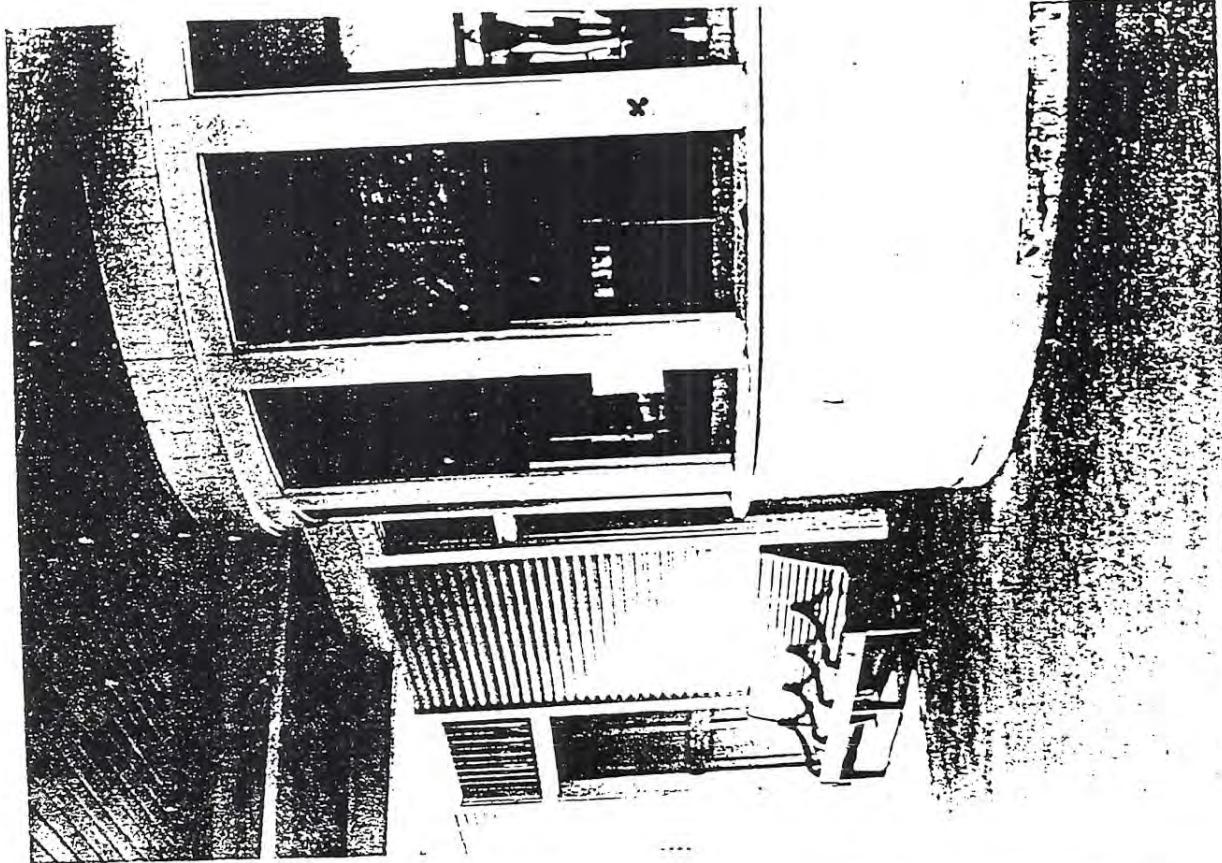
ATTEST:

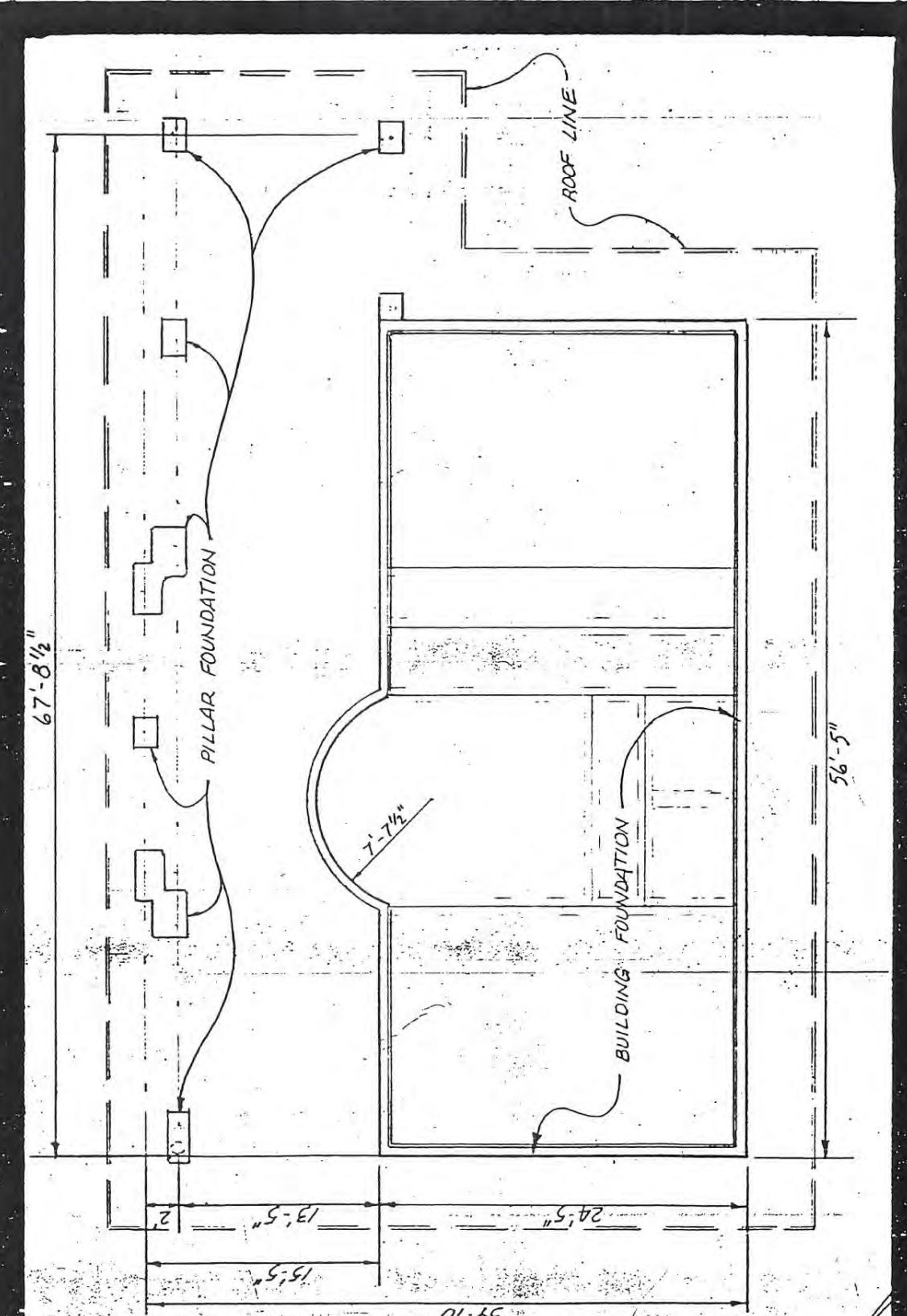
DATE

KEEPER OF THE NATIONAL REGISTER









POSSIBLE HISTORICAL SITE  
S.P.T.C. MILLBRAE STATION

CALIFORNIA DRIVE

MILLBRAE

RAILROAD AVE

SPTC R/W

see Attached  
Historical Site  
Drawing

Proposed

SPTC station

200±

S.P.T.C. RAILWAY

STATION RELOCATION  
MILLBRAE, CALIF.

Proposed R/W ↗

Existing R/W ↗

AVE.

Existing R/W ↗

Proposed R/W ↗





Department of Environmental Management  
Planning Division



BOARD OF SUPERVISORS  
EDWARD J. BACCIOCCHI, JR.  
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JOHN M. WARD

1378

# COUNTY OF SAN MATEO

COUNTY GOVERNMENT CENTER

REDWOOD CITY

CALIFORNIA 94063

(415) 364-5600

EXT. 4161

February 21, 1978

Office of Historic Preservation  
Department of Parks and Recreation  
P.O. Box 2390  
Sacramento, CA 95811

Gentlemen:

Thank you for your letter notifying San Mateo County of the State Historic Resources Commission hearing on the Southern Pacific Depot in the City of Millbrae for inclusion on the National Register of Historic Places.

San Mateo County is presently in the process of developing a Historic Resources Element to its General Plan. The County Board of Supervisors has also been appointed a Historic Resources Board to work with County staff on the Element and to act as an implementing body after its adoption. It is anticipated the element will be completed by early 1979 and that the County Historical Resources Board will be in full operation at that time.

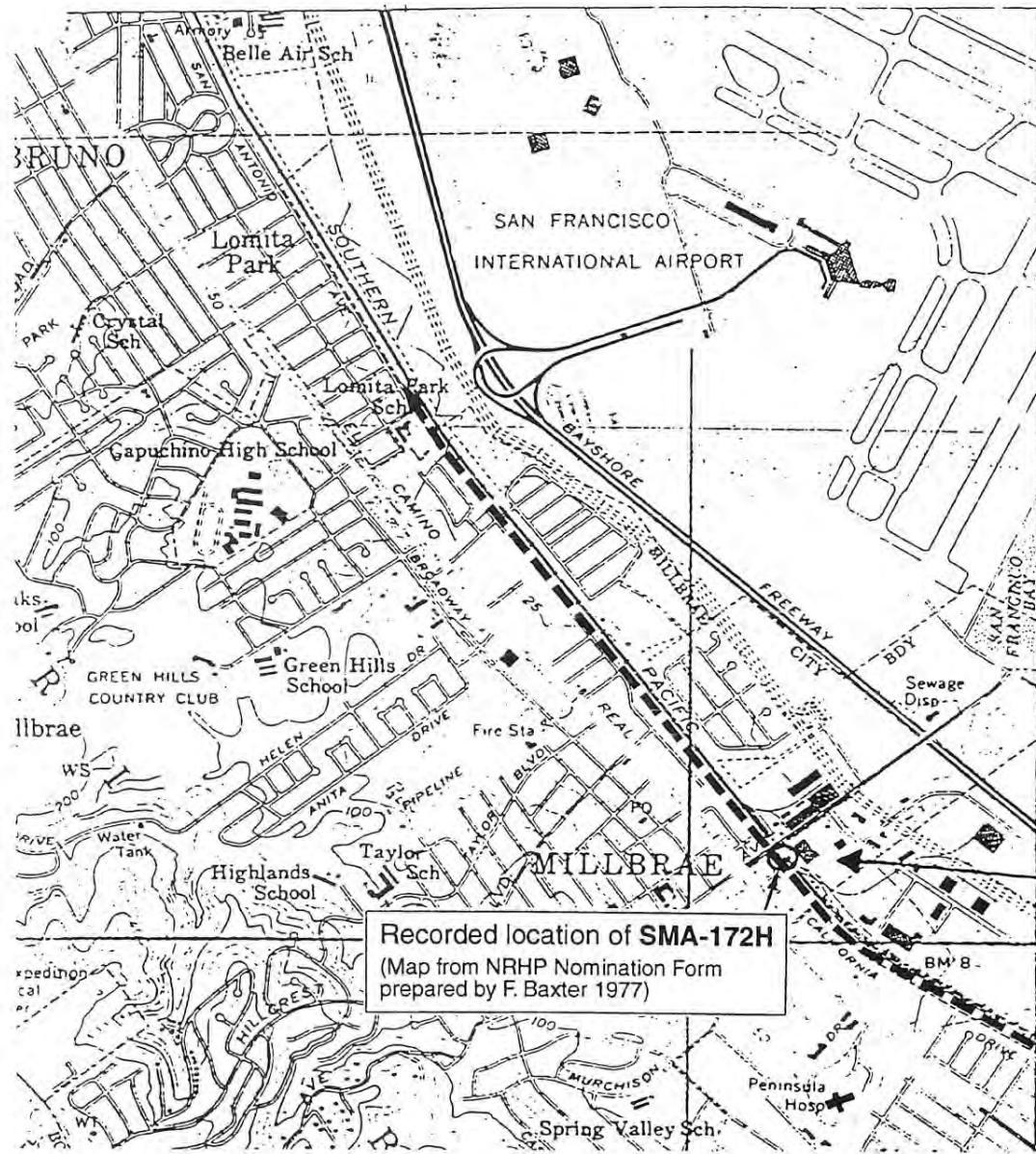
In respect to the Millbrae Depot, the existing County inventory of historic sites does not include this structure. However, in conjunction with development of the Historic Resources Element, all sites of potential historic, cultural, or archaeological interest in the County will be inventoried and evaluated.

The Millbrae Depot was built in 1907 and is typical in architectural style of a small town station at the turn of the century. As such, it represents a cultural feature of the City of Millbrae which is important to its development and its historic past. While the building may not be of County-wide historic interest, it is of great cultural and historic value to the City of Millbrae and every effort should be made to ensure its protection.

Very truly yours,

George P. Miller  
Planner III

GPM:ts



**LEGEND**

— Pipeline Centerline

0 1000 2000  
feet

Project No. 92531565	Mojave
<b>Woodward-Clyde Consultants</b>	

PLAN VIEW DEPICTING PROPOSED PIPELINE  
CENTERLINE IN RELATION TO SMA-172H

Figure  
I-7

S.P.T.C. Railway Station Relocation  
Millbrae, California

## MILLBRAE

AVE.

## CALIFORNIA DRIVE

597C R/W

See Attached  
Historical Site  
Drawing

Proposed SPTC Station

S. P. T. C. RAILWAY

SPTC EPW —

Existing R/W - 7

Proposed R/W ✓

Existing RW  $\rightarrow$

Existing RW →

A diagram showing a vector labeled  $N$  with an arrowhead. A dashed line extends from the tip of the arrow, representing the direction of the vector.

## LEGEND

## Pipeline Centerline

Project No. 92531565	Mojave	DETAIL OF PLAN VIEW DEPICTING PROPOSED PIPELINE CENTERLINE IN RELATION TO SMA-172H	Figure I-8
<b>Woodward-Clyde Consultants</b>			

92531565-1263/060195/gos

Map taken from S#17793



1007 E- 5-11-94-000000000000  
1007 E- 5-11-94-000000000000

State of California -- Resources Agency  
DEPARTMENT OF PARKS AND RECREATION

MAP REFERENCE NO. 41

( ) LISTED ( ) DETERMINED ELIGIBLE  
( ) APPEARS ELIGIBLE (X) APPEARS INELIGIBLE

IDENTIFICATION

1. Common Name: Millbrae Cabinet Shop

2. Historic Name: Millbrae Cabinet Shop

3. Street or rural address: 190 El Camino Real

City: Millbrae Zip Code: 94030 County: San Mateo

4. Parcel Number: 22-154-46 Present Owner: Dan Thurston

Address: 190 El Camino Real City: Millbrae Zip Code: 94030

5. Ownership is: ( ) Public (X) Private

6. Present Use: residential Original Use: residential

DESCRIPTION

7a. Architectural Style: Vernacular Industrial

7b. Briefly describe the present PHYSICAL CONDITION of the site or structure and describe any major alterations from its original condition:

This two-story (on a raised basement), rectangular plan building has a gabled second story above the wider, stuccoed first story. Structurally, the building is stud-wall, wood-frame construction with a perimeter concrete foundation. The gable roof is covered with asphalt shingles, and the roof eaves have exposed rafters. (See Continuation Sheet)

8. Construction date: 1940  
Estimated: ( ) Factual: (X)

9. Architect: none

10. Builder: unknown

[photo attached to continuation sheet]

11. Approx. property size (in feet)  
Frontage: 100 Depth: 400

12. Date(s) of enclosed photograph(s):  
December, 1995  
Photographer: Ward Hill



13. Condition: Excellent ( ) Good (X) Fair ( ) Deteriorated ( )

14. Alterations: stuccoed exterior; aluminum windows.

15. Surroundings: (Check more than one if necessary) Open land ( ) Scattered buildings ( ) Densely built-up (X) Residential (X) Industrial ( ) Commercial ( ) Other:

16. Threats to site: None known ( ) Private Development ( ) Zoning ( ) Vandalism ( ) Public Works Project (X) Other:

17. Is the structure: On its original site? (X) Moved? ( ) Unknown? ( )

18. Related features: storage yard adjacent to building.

#### SIGNIFICANCE

19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site):

The San Mateo County Assessor records indicate this cabinet shop was constructed in 1940. The Millbrae Telephone Directories first list the Millbrae Cabinet Shop at this address (originally 304 El Camino) in 1941. The 1942 Millbrae City Directory indicates that Emil Helwig was the owner of the Millbrae Cabinet Shop. Helwig apparently moved the business to this location in 1940, since the 1938-1940 city directories list the Millbrae Cabinet Shop in a building nearby at 250 El Camino Real. (See Continuation Sheet)

20. Main theme of historic resource: (If more than one is checked, number in order of importance.)

Location sketch map (draw & label site and surrounding streets, roads, and prominent landmarks)

Architecture(X) Arts & Leisure( )  
Economic/Industrial( ) Exploration/Settlement( )  
Government( ) Military( ) Religion( )  
Social/Education( )

21. Sources: (List books, documents, surveys, personal interviews and their dates.)

SEE ATTACHED APE MAP

Appraisal Reports, San Mateo County Assessor's Office.  
Burlingame, San Mateo & Hillsborough City Directories (includes  
Millbrae, 1942, 1947.  
Pacific Bell Telephone Directories, Millbrae, 1939-1950.  
Sanborn Fire Insurance Maps, Millbrae, 1949.

22. Date Form Prepared: January 17, 1995

By: Laurence H. Shoup/Ward Hill

Organization: Archaeological/Historical Consultants

Address: 609 Aileen Street

City: Oakland

Zip Code: 94609

Phone: (510) 654-8635

190 El Camino Real  
Continuation Sheet 1

Item 7b continued

The front facade of the building (facing El Camino) has been completely altered with new stucco and windows. The major surviving, original features of the building are visible on the rear facade facing the railroad tracks. The gabled second story is covered with rustic siding, and it has four wood-sash, six-light, casement windows. The stuccoed first story has a stepped gable and three pairs of wood-sash, double-hung windows. The corrugated metal roof shelter attached to the building is a recent addition.

Item 19 continued

The 1949 Millbrae Sanborn map shows the Millbrae Cabinet Shop at 304 El Camino Real adjacent to the Millbrae Lumber Company, a separate business.

The extensive remodeling of this building has severely compromised its integrity. Even if its integrity was less compromised, this building is an unexceptional example of an industrial building that is not unusual in the Millbrae/San Bruno area. The members of the Helmig household, owners of the Millbrae Cabinet Shop, were not historically significant persons in the San Bruno area, and the Millbrae Cabinet Shop was not a locally significant business, and thus not related to any major themes or events of historic significance. In conclusion, 190 El Camino Real does not appear to be eligible for the National Register because its integrity has been compromised, and it is not significant under criteria a, b or c.



HIST RES. 173-41-96-119-0003

PROP 101929 NR: 612

State of California -- Resources Agency  
DEPARTMENT OF PARKS AND RECREATION

MAP REFERENCE NO. 42

( ) LISTED ( ) DETERMINED ELIGIBLE  
( ) APPEARS ELIGIBLE (X) APPEARS INELIGIBLE

IDENTIFICATION

1. Common Name: Millbrae Serra Convalescent Hospital
2. Historic Name: Millbrae Serra Sanitorium
3. Street or rural address: 150 Serra Avenue  
City: Millbrae Zip Code: 94030 County: San Mateo
4. Parcel Number: 24-337-1, 8, 9 Present Owner: Vincent A. Muzzi  
Address: 1766 El Camino Real City: Burlingame Zip Code: 94010
5. Ownership is: ( ) Public (X) Private
6. Present Use: residential Original Use: residential

DESCRIPTION

7a. Architectural Style: Modern

7b. Briefly describe the present PHYSICAL CONDITION of the site or structure and describe any major alterations from its original condition:

This convalescent hospital is on a flat, narrow lot bounded by on the west by Serra Avenue and on the east by the Southern Pacific Railroad tracks. Adjacent to its front facade on Serra Avenue, the building has a simple garden consisting of a lawn and trimmed hedges. This simply detailed, long, rectangular plan building has a flat roof and a plain front facade with a series of four projecting window bays. (See Continuation Sheet)

[photo attached to continuation sheet]

8. Construction date: 1947-1948  
Estimated: ( ) Factual: (X)

9. Architect: none

10. Builder: unknown

11. Approx. property size (in feet)  
Frontage: 500 Depth: 200

12. Date(s) of enclosed photograph(s):  
December, 1995  
Photographer: Ward Hill



13. Condition: Excellent ( ) Good (X) Fair ( ) Deteriorated ( )

14. Alterations: metal sash, anodized glass windows.

15. Surroundings: (Check more than one if necessary) Open land ( ) Scattered buildings ( ) Densely built-up (X) Residential (X) Industrial ( ) Commercial ( ) Other:

16. Threats to site: None known ( ) Private Development ( ) Zoning ( ) Vandalism ( ) Public Works Project (X) Other:

17. Is the structure: On its original site? (X) Moved? ( ) Unknown? ( )

18. Related features: front yard.

#### SIGNIFICANCE

19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site):

Originally known as the Millbrae Serra Sanitorium, the hospital was first listed in the Millbrae telephone directories in 1935. The hospital's original small, wood-frame buildings on this site along Serra Avenue (originally Hemlock Avenue) were largely replaced when the reinforced concrete building extant today was constructed in 1947 to 1948. The 1949 Sanborn map shows a couple of the hospital's older wood-frame buildings still standing at the north end of the lot. These buildings were replaced with an addition to the 1947/1948 concrete building in 1952 (Muzzi 1995). (See Continuation Sheet)

20. Main theme of historic resource: (If more than one is checked, number in order of importance.)

Location sketch map (draw & label site and surrounding streets, roads, and prominent landmarks)

Architecture (X) Arts & Leisure ( )  
Economic/Industrial ( ) Exploration/Settlement ( )  
Government ( ) Military ( ) Religion ( )  
Social/Education ( )

21. Sources: (List books, documents, surveys, personal interviews and their dates.)

SEE ATTACHED APE MAP

Discussion with Vincent Muzzi, son of the original owner,  
December, 1995.

Pacific Bell Telephone Directories, 1933-1950.  
Sanborn Fire Insurance Maps, Millbrae, 1949.

22. Date Form Prepared: January 16, 1996

By: Laurence H. Shoup/Ward Hill

Organization: Archaeological/Historical Consultants

Address: 609 Aileen Street

City: Oakland

Zip Code: 94609

Phone: (510) 654-8635

150 Serra Avenue  
Continuation Sheet 1

Item 7b continued

In the center of each bay is a group of four contiguous, wood-sash, double-hung windows. Structurally, the hospital is reinforced concrete construction with a concrete foundation. The building has a simple cornice composed of a shallow projection and a low roof parapet. In addition to the double-hung windows, the building has fixed-pane, pivoted sash windows. At the south end of the building, the windows and doors on the front facade of the main reception and office area have been replaced with modern metal-sash with anondized glass.

Item 19 continued

The integrity of the Millbrae Serra Convalescent Hospital was somewhat compromised when some of the windows and doors were replaced with anondized, metal-sash glazing. Even if its integrity was less compromised, this hospital is an undistinguished example of its type in the Millbrae/San Bruno area. The hospital does not appear to have been significant in local history, and it is not associated with significant historic themes or events. In conclusion, 150 Serra Avenue does not appear to be eligible for the National Register because its integrity has been compromised, and it is not significant under criteria a, b or c.

150 Serra Avenue  
Continuation Sheet 2



AT0A7N-02



## **APPENDIX C**

### **Rice 1994 EIR/EIS Survey & Technical report**

BART-San Francisco Airport Extension Project  
Draft Environmental Impact Report /  
Supplemental Draft Environmental Impact Statement

## Archaeological Survey Report

---

*Prepared for:*

**BART / SamTrans**  
**Ogden Environmental and Energy Services Company**

*Prepared by:*



**Carolyn Rice**  
**Consulting Archaeologist**  
600 Grizzly Peak Blvd.  
Berkeley, CA 94708

June 1994  
(Revised December 1994)

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## **List of Confidential Appendices**

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## SUMMARY OF FINDINGS

From August to October, 1993, a literature search, field survey, and archaeological testing were performed for a Draft Environmental Impact Report (EIR) and Supplemental Draft Environmental Impact Study (EIS) for the BART-San Francisco International Airport Extension. The field reconnaissance was performed only in areas not previously surveyed for the initial cultural resources studies completed in 1991 (see Chavez, 1991). An augering program was performed on the one previously recorded prehistoric site on the alignment (SMA-299), in which no archaeological soils were uncovered. For further information regarding SMA-299, see confidential Appendix A. A copy of the following report is available on file at the Northwest Archaeological Information Center at Sonoma State University, and field notes with photographs for this undertaking have been retained by the author.

## 1. INTRODUCTION

On September 9, 1993, Carolyn Rice and Robyn Talman conducted an archaeological reconnaissance in unsurveyed portions of the project corridor. Their general qualifications and the dates worked on this project are listed below.

Carolyn Rice Lead Archaeological Surveyor	M.A. Anthropology 8 years archaeological experience in California	August to October, 1993
Robyn Talman	M.A. Latin and Classical Studies, 5 years archaeological experience in California	September 9, 1993

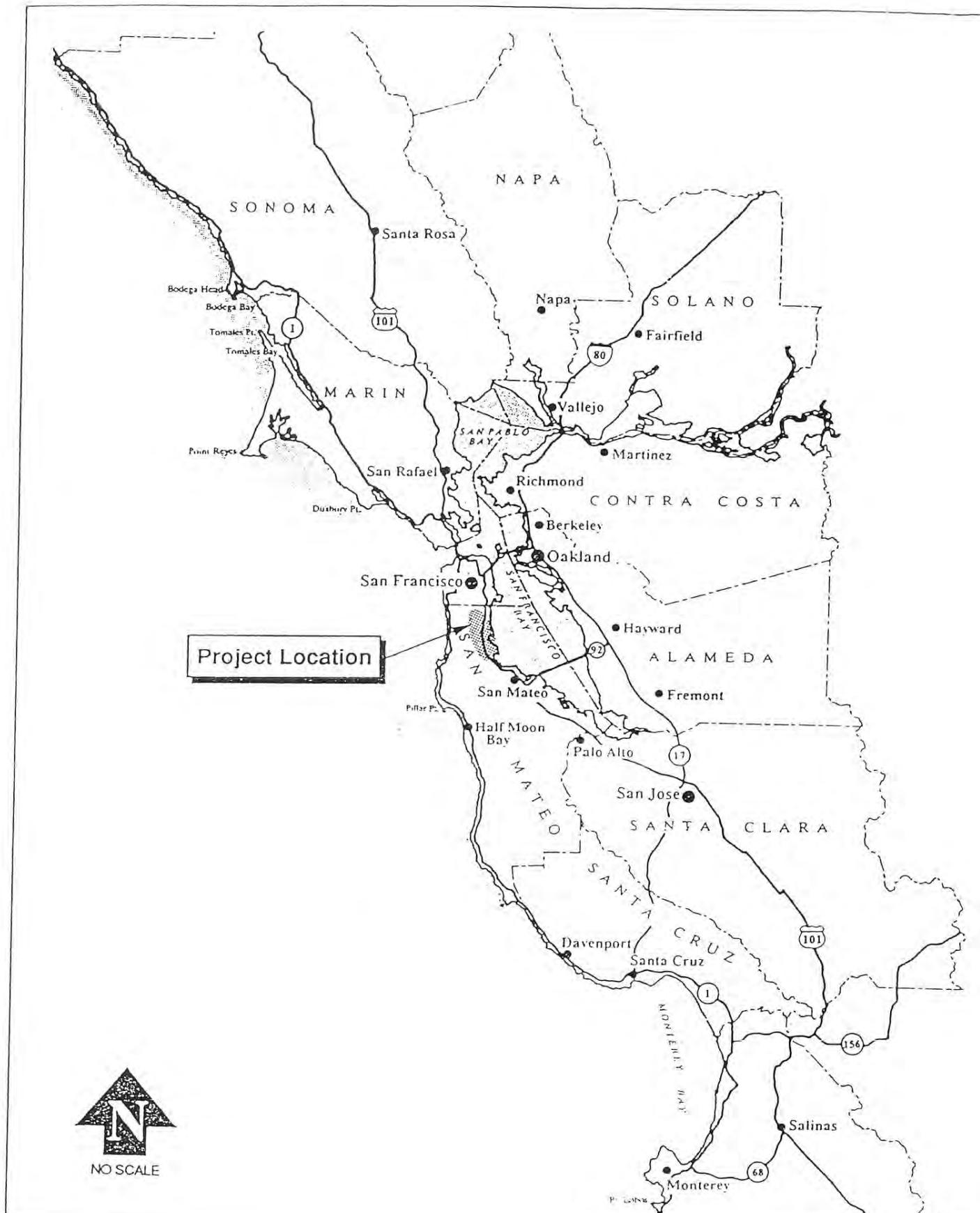
## 2. PROJECT LOCATION AND DESCRIPTION

The Bay Area Rapid Transit District (BART), in cooperation with the Federal Transit Administration (FTA), the Metropolitan Transportation Commission (MTC), and the San Mateo County Transit District (SamTrans), is undertaking the preparation of a Draft EIR and Supplemental Draft EIS for the BART San Francisco International Airport Extension Project. The project location is illustrated in Figures 1 and 2. The project is located in an urban setting, with portions of the right-of-way being new. The following discussion describes the proposed project and alternatives. In addition, BART is contemplating several design options that address construction techniques, alignments, and station layouts. Because these options do not affect the findings or conclusions of this report, they are not described here.

### 2.1. PROPOSED PROJECT – LOCALLY PREFERRED ALTERNATIVE (LPA)

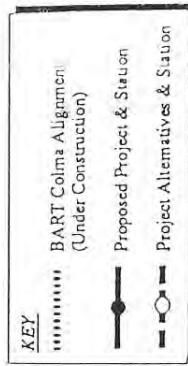
The proposed project is the Locally Preferred Alternative (LPA) for extending BART from the Colma BART Station (under construction) to a San Francisco International Airport (SFIA) Intermodal Station, selected by the BART and SamTrans Boards of Directors and the MTC at the conclusion of the Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report (AA/DEIS/DEIR) study process in June 1992.

The proposed project begins at the Colma BART Station (currently under construction), extends south in subway via the abandoned Southern Pacific Transportation Company (SPTCo) San Bruno branch right-of-way, and then ascends to an at-grade Tanforan Station at the South San Francisco/San Bruno city limits. South of the Tanforan Station, as it turns east under the CalTrain mainline tracks, the alignment would descend into a subway configuration. The proposed project would continue along the north side of I-380 until its junction with U.S. 101. At this point, the alignment would turn south under I-380 and continue in subway along the easterly limit of the City of San Bruno. The alignment would veer in a southwesterly direction across Airport property west of U.S. 101 and then ascend to an at-grade intermodal station west of U.S. 101, about one mile west of the Airport terminals. An Airport Light Rail System, constructed and operated by the Airport, would connect the intermodal station with Airport terminals and employment sites. South of the Airport Intermodal Station, tailtracks would extend about 3,000 feet toward Millbrae.



OGDEN

Regional Location



## San Francisco Bay

DALLAS  
CITY

244 BURTON

OGDEN

FIGURE

2

## **2.2 ALTERNATIVE I – NO BUILD**

Under the No Build Alternative, there would be no BART extension to the Airport and no changes are assumed in the study area except those projects that are already approved and funded.

## **2.3 ALTERNATIVE II – TRANSPORTATION SYSTEMS MANAGEMENT (TSM)**

The TSM Alternative includes currently planned or funded major transportation improvements within the study area, including increased CalTrain service, an extension of San Francisco MUNI Metro to Fourth and Townsend Streets in San Francisco, the repair of earthquake-damaged freeway sections, and local circulation roadway improvements. The TSM also includes a CalTrain/Airport Light Rail Station west of U.S. 101.

## **2.4 ALTERNATIVE III – BART TO AIRPORT INTERMODAL STATION (BASE CASE)**

The alternative follows the SPTCo San Bruno branch right-of-way between the future Colma BART Station tailtrack and an Airport Intermodal Station in San Bruno. The alignment would be built in open, retained cut structure from the Colma Station tailtrack to Mission Road, and then in a combination of at-grade and open retained cut to a below-grade Chestnut Station. South of the Chestnut Station, Alternative III would remain in retained cut to South Spruce Avenue. South of South Spruce Avenue, the alignment would rise to grade and proceed to the Tanforan Station. The alignment would continue south within the SPTCo right-of-way and begin to ascend so that it would be above ground in an aerial structure as it traverses downtown San Bruno. South of downtown, BART would descend to an at-grade Airport Intermodal Station located west of the Airport terminals and U.S. 101. An Airport Light Rail System, constructed and operated by the Airport, would connect the intermodal station with Airport terminals and employment sites. An at-grade tailtrack would extend about 3,000 feet beyond this terminus.

## **2.5 ALTERNATIVE IV – BART AERIAL EAST OF HIGHWAY 101 TO MILLBRAE**

Under Alternative IV, BART would follow the proposed project alignment from the Colma tailtrack to north of Tanforan Avenue. Near I-380, the alignment would rise to an aerial structure and turn east into the San Bruno Avenue corridor. Under this alternative, the location of the San Bruno Station would be determined in cooperation with the City of San Bruno. The current proposal calls for an aerial station between I-380 and San Bruno Avenue, east of the SPTCo right-of-way. The BART aerial alignment would continue east, cross over U.S. 101, and then curve south to parallel the highway on Airport property. BART would parallel the I-380 on-ramp viaduct and proposed Airport Light Rail System. The alignment would continue south on an aerial structure to an airport station by the long-term parking area. South of this station, BART would cross U.S. 101 in subway and then rise to an at-grade Millbrae Intermodal Station at Center Street along the SPTCo right-of-way. An approximately 3,000-foot tailtrack would extend at-grade south of the Millbrae Station.

## **2.6 ALTERNATIVE V – MILLBRAE INTERMODAL (MINIMUM LENGTH SUBWAY IN DOWNTOWN SAN BRUNO)**

This alternative is identical to the proposed project from the end of the Colma Station tailtrack to north of Tanforan Avenue. Under this alternative, too, the location of the San Bruno station

would be determined in cooperation with the City of San Bruno. In the vicinity of I-380, BART would descend to a subway through downtown San Bruno. South of Angus Avenue, BART would ascend to grade and proceed to a Millbrae Intermodal Station near Center Street. An approximately 3,000-foot tailtrack would extend at-grade south of the Millbrae Intermodal Station.

## 2.7 ALTERNATIVE VI – MILLBRAE AVENUE VIA THE AIRPORT INTERNATIONAL TERMINAL

Alternative VI follows the same alignment as the proposed project. Between the Colma tailtrack and South Spruce Avenue, the alignment would stay below grade in open retained cut to the Tanforan Station. South of the Tanforan Station the alignment would be in a minimum length subway through downtown San Bruno from San Bruno Avenue to Angus Avenue. Then the BART alignment would turn east under Highway 101 in subway, then turn south to a subway Airport International Terminal Station. BART passengers would access the proposed International Terminal by elevators and escalators and other terminals by walking or transferring to the proposed Airport Light Rail System. South of the Airport International Terminal Station, BART would curve southwest under Highway 101 and then rise to an at-grade Millbrae Avenue BART/CalTrain Station. There would be an at-grade BART turnback and tailtrack which would extend south of Millbrae Avenue approximately 3,000 feet.

## 3. SOURCES CONSULTED

Prior to performing a field survey and performing subsurface testing, the author performed a records, literature and archival review at the regional repository for archaeological surveys, located at the California Archaeological Inventory Northwest Information Center (File No. 93-295). Reference material on file at the Bancroft Library and Map Room of the University of California, Berkeley was also consulted. This review indicated that a survey of the project corridor was conducted in 1991 which affirmed the presence of a known prehistoric site (discussed below), with an absence of surface cultural resources elsewhere in the project boundary. Portions within one mile of each of the proposed project alignments were also surveyed within the past 15 years, which documented the absence of cultural materials on surface areas (Surveys 3043, 3057, 3134, 3074, 10402, 12201 and 13543). The following sources were consulted:

- The National Register and annual updates (*Federal Register*, Vol. 44, No. 26, February 6, 1979)
- *California Inventory of Historical Resources* (State of California, 1976)
- *California Historical Landmarks* (State of California, 1982)

A number of Native American representatives were contacted (see Appendix B-1), and at the time of report publication, no responses had been received.

San Mateo County site 299 (SMA-299) was recorded in 1989 by Barbara Bocek of Stanford University during the San Francisquito Archaeological Project. She described the site as “a large shell midden with shell in patches of varying density, on [the] north and south banks of the creek... early residents describe it as a single huge midden site more than two kilometers in length.” The integrity of the site, or the state in which it was found, was recorded as “completely destroyed, not only by creek channelization, railroad tracks and other construction, but by systematic mining of the midden itself as ‘Colma Loam,’ sold as gardening soil in the 1930-

1950s." Information regarding the site itself appears to be based primarily on an early letter written by William Wihr of San Francisco. Other records, if in existence, were not made available to the author by Stanford University at the time of this report.

## 4. BACKGROUND

### 4.1 ENVIRONMENT

The San Francisco Peninsula region encompasses the largest estuarine system in California. One of its principal features is the San Francisco Bay, which is located near the proposed project's eastern boundary. Much of this bordering marshland has been reclaimed for urban purposes, after massive silting from the Gold Rush and landfill projects. The Peninsula's bayfront was also altered drastically over the past 15,000 years, when the melting of continental glaciers caused a rise of sea level that shifted local beaches more than 25 kilometers east. The archaeological significance of these geologic events is at least three-fold: 1) the natural environment of the Bay underwent almost continuous change during the past 15,000 years; 2) prehistoric peoples' adaptations to the estuarine environment evolved when marine waters began invading San Francisco Bay less than 8,000 years ago; and 3) villages and other sites on former shorelines are certain to be buried under marine sediments (Moratto, 1984).

The primeval Bay Area was rich in natural resources that were used abundantly by the prehistoric native populations. Rocks and minerals such as obsidian, cherts, cinnabar, and schist were excellent material for making tools, ornaments, trade goods, and weapons. The diverse habitats of the prehistoric San Francisco Bay Area, from saltmarsh to redwood forests, supplied a varied and abundant diet of game, fowl, fish, shellfish and vegetal foods to the early populations. In sum, the ample resources available in the Bay region permitted the growth of large populations that could both fulfill their domestic needs and provide valuable materials for trade.

The project corridor is located on former salt marshlands and sand dunes through which numerous seasonal and perennial drainages flowed. Colma Creek, at which site SMA-229 was situated, was a large perennial drainage whose current, modified channel runs in the project vicinity in South San Francisco. With marine resources located on the western margin of the project area and bay resources to the east, in addition to its favorable climate, the San Francisco Peninsula offered an excellent geographic location for human habitation.

Current land use is dominated by urban and suburban uses. Only a small portion of the project corridor's ground surface is visible, and even this has been subject to disturbance from agriculture, construction, and industry. For more complete information regarding the history of the project vicinity, the Historic Property Survey Report (HPSR) and Historic Resources Evaluation Report (HRER), prepared under separate cover for the BART-San Francisco Airport Extension, should be consulted.

### 4.2 ETHNOGRAPHY

Early inhabitants of the study area were bound neither ethnically nor politically. The aboriginal groups of the southern San Francisco Bay region were assigned the name "Costanoan" (derived from the Spanish *Costaños*, or "people of the coast") at Euro-American contact. The study area lies in the vicinity of two former *Ramaytush*-speaking, or San Francisco Costanoan tribelets that were documented at historic contact: *puyson* (Arroyo de San Francisco) and *lamsin* (Las Pulgas).

The population of the Costanoans at the time of European contact has been estimated between 7,000 and over 10,000 (Kroeber, 1924; Levy, 1978; Moratto, 1984). These individuals lived within tribelets, or villages and smaller settlements that were linked socially and located within a territory bounded by other ethnic groups. The political structure of each tribelet included a chief and a council of elders who were responsible for making group decisions (Harrington, 1933). The Costanoans built their villages primarily at confluences of two water bodies or in ecological transition zones, where the abundance of biotic resources is greatest. These people subsisted on a multitude of native vegetation species such as berries, plants, bulbs, seeds, and nuts (primarily the acorn). In addition, the Peninsula's early inhabitants hunted large mammals such as deer and elk, and fished from a large variety of freshwater and marine fish and shellfish.

By the early 19th century, disease and the destructive impact of the mission system reduced the Costanoan population to a small number of manual laborers who were forced by the Mexican government to live first in missions, and later in ranchos. Currently, approximately 200 persons of partial Costanoan descent reside in northern and central California (Levy, 1978).

Although information regarding the Costanoans is far from complete, early accounts were written by explorers, missionaries, and anthropologists. Primary ethnographic information may be found in the following:

- Harrington, John P. 1942. Culture Element Distributions. XIX: Central California Coast. University of California Anthropological Records 7(1):1-46. Berkeley.
- Heizer, R.F. 1978. Handbook of North American Indians. Volume 8: California. Washington, D.C.: Smithsonian Institution.
- Heizer, R.F. and M.A. Whipple. 1951. The California Indians: A Source Book. Berkeley: University of California Press.
- Kroeber, A.L. 1925. Handbook of the Indians of California. Bureau of American Ethnology Bulletin 78. Government Printing Office. Washington D.C.

#### 4.3 ARCHAEOLOGY

For the University of California at Berkeley, N.C. Nelson led the first survey of archaeological sites in the San Francisco Bay region between 1906 and 1908, documenting 425 shell mounds (Moratto, 1984). These shell mounds typify Bay Area archaeology and reflect its economic unity, which relied greatly on marine resources. More recently, cultural materials discovered at the ██████████ (SMA-77) in San Mateo County indicate that the San Francisco Peninsula region was inhabited between circa 3,500 and 2,500 B.C. Excavation and analysis of this site, which consisted of 35 burials with over 3,000 artifacts, showed that the complex is earlier than "Middle Horizon," yet unlike "Early Horizon" deposits, which led excavators to believe that a pre-Costanoan (perhaps Essalen) or Early Bay Culture once existed. Two central California traditions (or cultures) probably existed between 1,500 and 1,000 B.C., as evident in regional differences in technology, artifact style, burial practices, and economic activities. This Early Bay Culture has been substantiated by the discoveries of early human remains in San Francisco, on Stanford lands, and in Sunnyvale (Moratto, 1984).

Numerous later sites have been excavated during the 20th Century that have revealed more "ecofacts" (such as dietary refuse) than artifacts. One exception to these sites, however, is the ██████████ (SMA-125), approximately 10 kilometers from the bayshore. This village complex yielded over 4,500 grave offerings associated with 19 burials, dating from

around 900 to 1,500 A.D. Additional information on local archaeology, including references, may be found in California Archaeology by Michael Moratto (1984).

A review of survey and site records located at the California Archaeological Inventory, Northwest Information Center, indicated that 11 archaeological reconnaissance surveys have been performed in the vicinity of the project corridor (see References). Because the ground surface in the area has been almost completely modified by urban development, no new sites have been located or recorded as a result of these recent surveys.

#### 4.4 HISTORY

Within the study area, the earlier hunting and gathering lifeway of the Costanoan and other group(s) were replaced by a historic agricultural land-use pattern associated with the Hispanic and American periods. Spanish explorers traversed the San Francisco Peninsula in the 1760s and 1770s, and eventually founded Mission San Francisco de Asis (also known as Mission San Francisco Dolores) in 1776. The mission was established to christenize the natives, and provided for both religious needs and economic development through the Mexican Period and until the American Period.

During the Mexican Period (between 1822 and 1846), individuals were granted large tracts of land, or ranchos. Eighteen of these were granted from mission lands on the Peninsula (Hynding, 1982). By the time of the American Period (mid-19th Century), most of the rancho lands had been subdivided as a result of population growth and the American take-over. The Gold Rush caused the initial influx of people starting in 1848, and was followed by the construction of the transcontinental railroad in 1869. Later, European immigration and the development of a successful dairy industry added to the population growth and dominated San Mateo County's land-use pattern until World War II. Further historical information is provided under separate cover in the HPSR and HRER for the BART-San Francisco Airport Extension Project.

### 5. FIELD METHODS

#### 5.1 FIELD SURVEY

On September 9, 1993, Carolyn Rice, M.A. and Robyn Talman, M.A. conducted the initial archaeological reconnaissance to identify possible existing historic or prehistoric cultural materials in an unsurveyed portion of the project area. The walk-over was conducted by using a straight-line pattern at 10-meter intervals to ensure full coverage of the unsurveyed portion of project corridor, a minimally developed wetland area with little to no ground surface visibility. The Area of Potential Effect (APE) is the same as the surveyed area that is not already disturbed. The initial surveyed area is approximately one kilometer long and one-half kilometer wide, and is located between the SPTCo corridor adjacent to San Felipe Avenue to the west and U.S. 101 to the east (see Figure 3). On Friday, May 13, 1994, Carolyn Rice performed a supplemental foot reconnaissance survey of the expanded APE, a small area approximately .5 kilometers long and .3 kilometers wide (see Figure 3a). The supplemental survey area is located approximately .8 miles northeast of the intersection of El Camino Real and Millbrae Avenue in the City of Millbrae. The same methods were used as those of the initial survey; ground visibility was poor, approximately 8 percent. Ground disturbance in this area is almost complete, due to residences, the railroad corridor, the PG&E substation, and tennis courts. An archaeological survey is defined as follows:

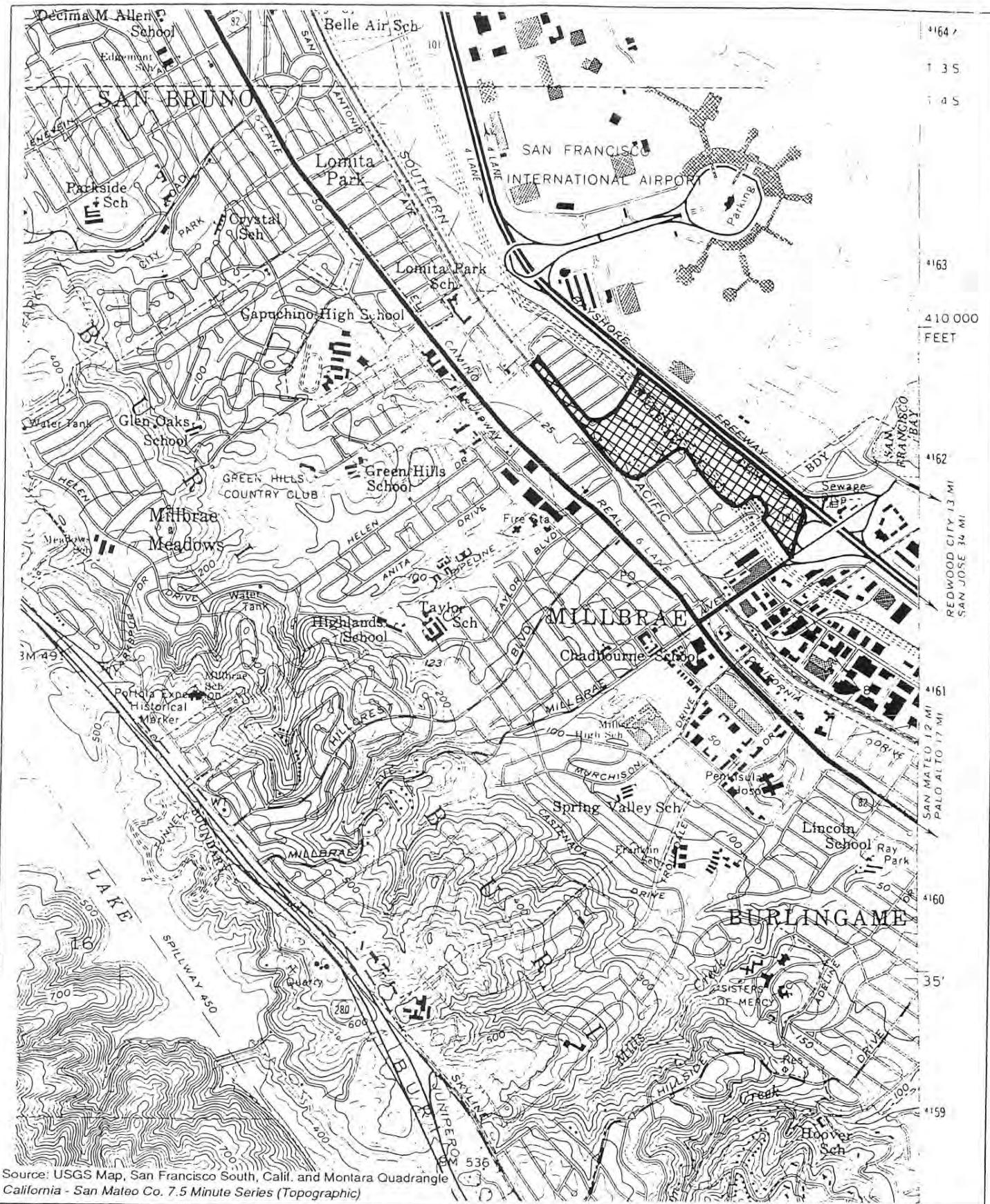


3

Archaeological Survey Area

SCALE (In Feet)  
0 500 1000

SOURCE USGS Map San Francisco South, Calif.  
and Monterey Quadrangle  
California - San Mateo Co. 7.5 Minute Series  
(Topographic)



FIGURE

3a

DGDEN

Archaeological Survey Area

Inspection of all land surfaces that can reasonably be expected to contain visible archaeological resources. Every portion of the project area whose surface can be seen without major modification of vegetation, and where it is reasonably possible that human activities that would leave traces might be carried out, is inspected in a general surface reconnaissance. Every foot of ground is not necessarily covered. A general surface reconnaissance is the functional equivalent of a complete reconnaissance (investigation of every visible portion of the project area) in areas where soil, vegetation, or other conditions make it highly likely that some kinds of archaeological phenomena would be preserved, or where conditions obscure such phenomena to a point at which they could not be observed without undertaking large scale brush clearing, grading, etc. (King, et al., 1973; Edwards, 1979).

United States Geological Survey (USGS) maps and black and white copies of aerial photographs were carried into the field for periodic consultation. Mason's trowels were used to clear brush where soils supported plant species indicative of archaeological soils (such as California poppy and blackberry). In the wetland area, Common Cattail (*Typha sp.*) and numerous other species of native plants were located. Indications from historic maps and the presence of minimally disturbed native vegetation in the vicinity suggest that undisturbed prehistoric material may be present beneath the ground surface.

## 5.2 ARCHAEOLOGICAL TESTING

The testing phase of the prehistoric studies for the proposed BART–San Francisco International Airport Extension was limited to shovel test pits and auger holes to determine the presence or absence of cultural material at the one previously known prehistoric site, SMA-299. The analysis of material recovered from 20 auger holes approximately 15 meters apart, approximately .3 meter in diameter and ranging from 15 centimeters to 1 meter in depth, revealed the absence of archaeological soils throughout the site vicinity (see Table 1 and Confidential Appendix B). The auger holes were placed on a 1.5 kilometer alignment on the west side of the SPTCo tracks in the site area recorded in 1989 (see Confidential Appendix A). The soil from each unit was examined for cultural material: midden soil (formed by food refuse), shell, or artifactual constituents such as obsidian or flaked chert. A small amount of soil from the bottom of each unit was tested for its pH balance, which is also an indicator of midden soil. As discussed below, no cultural material was found during this preliminary testing phase. Controlled excavation units, therefore, were not performed.

## 6. FINDINGS AND CONCLUSIONS

As stated in Section 5.1, San Mateo County site 299 was recorded previously in the proposed BART alignment in South San Francisco. The site record, completed in 1989, states that the site has been “completely destroyed” (see Confidential Appendix A). Destructive factors stated in the site record include soil mining of the midden in the 1930s to 1950s, the channelization of Colma Creek, and the construction of the SPTCo rail line. Broken rock — often a remnant of prehistoric habitation — was located in abundance on the surface, but never associated with anthropic soil, or in a cultural context. During the field survey, it appeared that large equipment was used recently to scrape and pile surface dirt and fill. In addition, construction of the large parking garage for Kaiser Hospital, located directly west of the former site, and landscaping appear to have contributed to completely erasing all traces of the former site.

Table 1 redacted due to confidential information

A large potential exists for subsurface prehistoric material to be uncovered at site SMA-299 during project excavation and construction. Because the area of development, grading, and ground disturbance for the Locally Preferred Alternative (LPA) and each of the alternatives includes the area of SMA-299, the potential impacts to this site would be the same for each.

- The author's field reconnaissance survey and testing program could only establish the absence of surface remains; this type of investigation and testing cannot completely determine whether buried deposits are present. Trenching associated with the development may disturb these resources. The use of a monitoring archaeologist during project construction would ensure the identification of significant resources and the protection of these potential resources from negative impacts and damaging effects. If subsurface prehistoric material is uncovered, then the procedures of the State Historic Preservation Officer (SHPO) should be followed, which call for the materials to be conserved, catalogued, analyzed, evaluated, and curated, prior to construction activities.
- The proposed area of impact for this project does not include any known structures or sites significant to ethnic or religious values. Impacts to ethnic or religious values, therefore, are not expected from the alternatives being considered for the proposed BART-San Francisco Airport Extension.

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## **Appendix A**

### **Record Search Receipt**

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AGREEMENT OF CONFIDENTIALITY

FILE NO.: 93-X-48

I, the undersigned, have been granted access to archaeological data on file at the Northwest Information Center of the California Archaeological Inventory. I understand the confidential nature of this information and will not disclose specific site locations to unauthorized individuals or in publicly distributed documents without written consent of the State Historic Preservation Office.

I agree to submit completed site records and preliminary reports pertinent to this project to this Information Center no later than 30 days after completion of field investigation. Subsequent reports will also be forwarded.

I understand that failure to comply with the above agreement is grounds for denial of access to the archaeological data at the Northwest Information Center.

\*\*\* PLEASE SIGN AND RETURN THIS FORM. SEE ATTACHED INVOICE. \*\*\*

Name: Richard Carrico Signature \_\_\_\_\_ Date \_\_\_\_\_

Affiliation: Ogden Environmental Telephone \_\_\_\_\_

Address: 5510 Morehouse Drive, San Diego, CA 92121

Purpose of research: XX planning        scientific/academic        other

PROJECT: site record and report xeroxing for the Daly City Bart Extension

COUNTY: San Mateo

MAP: n/a

COMMENTS: Enclosed are copies of the site record for CA-SMA-299 and S-3155 (Chavez 1980). The bibliographic printout is of reports written by Chavez that are located on the San Francisco South 7.5' quad.

-----STAFF USE ONLY-----

Request Received	Fees
Telephone <u>8 July 1993</u>	Staff processing: <u>      </u> hour(s) @ \$90/hr. \$ <u>      </u>
Fax <u>      </u>	In person research: <u>      </u> day(s) @ \$90/day \$ <u>      </u>
In person <u>      </u>	Xerox: <u>14</u> page(s) @ \$0.10/pg. \$ <u>1.40</u>
Mail <u>      </u>	<u>0.25</u> hour(s) @ \$15/hr. \$ <u>3.75</u>
Bibliography:	
Response	staff/computer time: <u>      </u> hour(s) @ \$30/hr. \$ <u>      </u>
Telephone <u>      </u>	Telephone surcharge \$10: \$ <u>      </u>
Fax <u>      </u>	Topographic map surcharge, <u>      </u>
Mail <u>      </u>	add'l map(s) reviewed @ \$10 each: \$ <u>      </u>
Rapid Response surcharge: \$ <u>      </u>	
Fax @ \$2 first page, \$1 thereafter: \$ <u>      </u>	
Other: \$ <u>      </u>	

Lisa C. Hagel  
Information Center Staff

PLEASE ACCEPT THIS FORM AS AN INVOICE **TOTAL: \$ 5.15**  
FOR \$5.15. MAKE YOUR CHECK PAYABLE TO THE SSUAF **\*\*\*\*\***  
AND REFERENCE THE ABOVE FILE NUMBER ON THE CHECK.  
THANK YOU!

**OGDEN**

ENVIRONMENTAL AND ENERGY SERVICES

221 Main Street, Suite 1400  
San Francisco, CA 94105  
415 227 4370  
Fax 415 227 4376

August 3, 1993

California Archaeological Inventory  
Northwest Information Center  
Foundation Building 300  
Sonoma State University  
1801 E. Cotati  
Rohnert Park, CA 94928

To Whom it may Concern:

Ogden Environmental and Energy Services (Ogden Environmental) is currently preparing a Recirculated Environmental Impact Report for the BART - SF Airport project. We are hereby requesting a record search for the areas within a one-mile radius on each side of the two proposed project alignments (depicted on the enclosed map). Ogden authorizes the Northwest Information Center to devote up to four hours @ \$90 per hour for this task. Our project referral number is 3-1098-2001-0002.

Thank you, in advance.

Sincerely,

  
Rod Jeung  
Project Manager

RJ/cr

Enclosure

## **Appendix B**

### **Agency Correspondence**

---



ENVIRONMENTAL AND ENERGY SERVICES

221 Main Street, Suite 1400  
San Francisco, CA 94105  
415 227 4370  
Fax 415 227 4376

August 27, 1993

Debbie Treadway  
Native American Heritage Commission  
915 Capitol Mall  
Room 364  
Sacramento, CA 95814

**Re: BART San Francisco International Airport Recirculated Draft  
EIR/Supplemental Draft EIS Project**

Dear Ms. Treadway:

Ogden Environmental and Energy Services Company, Inc. (abbreviated Ogden Environmental), in conjunction with Archaeological and Historic Consultants (AHC), Oakland, is currently preparing a recirculated Environmental Impact Report for the referenced project in both San Francisco and San Mateo counties. The project involves numerous historic resources that will be evaluated for their potential National Register eligibility. One prehistoric site (shell midden SMA-299) will be tested archaeologically for its potential eligibility to the Register. Diagrams of the alternatives proposed for the BART extension are provided with this letter.

We respectfully request any information and input that you may have regarding both Native American and historic concerns, either directly or indirectly associated with this project area. We would also be interested in knowing whether or not there are individuals in the area who should be contacted prior to the continuation of this project. If you have information, concerns, or other input, please submit them in writing, so that they may be incorporated in the final report.

We appreciate your assistance in this matter. If you have any questions or require any further information regarding this project, please contact me at 510/843-5709.

Sincerely,

Carolyn Rice  
Cultural Resources Specialist

CR/rc

Enclosures



221 Main Street, Suite 1400  
San Francisco, CA 94105  
415 227 4370  
Fax 415 227 4376

August 27, 1993

Hans Kreutzberg  
State Historic Preservation Office  
1416 9th St.  
Sacramento, CA 95814

Re: BART San Francisco International Airport Recirculated Draft EIR/Supplemental Draft EIS Project

Dear Mr. Kreutzberg:

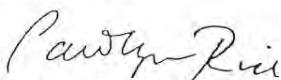
Ogden Environmental and Energy Services Company, Inc. (abbreviated Ogden Environmental), in conjunction with Archaeological and Historic Consultants (AHC), Oakland, is ready to proceed with the field investigations for the referenced project. The project involves numerous historic resources that will be evaluated for their potential National Register eligibility. One prehistoric site (shell midden SMA-299) will be tested archaeologically for its potential eligibility to the Register. Diagrams of the alternatives proposed for the BART extension are provided with this letter, along with a copy of correspondence with representatives of the Native American Heritage Commission.

Personnel who will provide cultural resources reports are listed with their phone numbers as follows:

- Laurence Shoup, History (510/654-8635)
- Mark Brack, Historical Architecture (510/644-8194)
- Carolyn Rice, Prehistory (510/843-5709)

We are eager to begin coordination with you in setting the APE and in meeting SHPO requirements and, therefore, will call you soon.

Sincerely,



Carolyn Rice  
Cultural Resources Specialist

CR/rc

Enclosures

**OGDEN**

ENVIRONMENTAL AND ENERGY SERVICES

SAMPLE OF LETTER SENT TO NATIVE AMERICAN REPRESENTATIVES

221 Main Street, Suite 1400  
San Francisco, CA 94105  
415 227 4370  
Fax 415 227 4376

August 16, 1993

Andrew Galvan  
P.O. Box 3152  
Mission San Jose, CA 94539

Re: BART San Francisco International Airport Extension Project

Dear Mr. Galvan:

Ogden Environmental and Energy Company, Inc., is currently preparing a recirculated Environmental Impact Report for the referenced project in both San Francisco and San Mateo counties. The project includes a corridor that is under potential impact from the proposed train route extension to San Francisco International Airport. The area under study is depicted on the enclosed map.

We respectfully request any information and input that you may have regarding both Native American and historic concerns, either directly or indirectly associated with this project area. We would also be interested in knowing whether or not there are individuals in the area who should be contacted prior to the continuation of this project. If you have information, concerns or other input, please submit them in writing, so that they may be incorporated in the final report.

We appreciate your assistance in this matter. If you have any questions or require any further information regarding this project, please contact me at the address listed above.

Sincerely,



Carolyn Rice  
Cultural Resources Specialist

CR/rc

Enclosure

<u>Name</u>	<u>address</u>	<u>telephone</u>	<u>Tribal</u>	<u>affiliation</u>
Amah Tribal Band Chairperson: Irene Zwierlein 789 Canada Road Woodside, CA 94062 (415) 851-7747			Ohlone	
Esselen Nation Chairperson: Loretta Escobar-Wyer P.O. Box 464 Palo Alto, CA 94302 (408) 924-1572 Office (415) 390-9919			Ohlone/Esselen	
Andrew Galvan P.O. Box 3152 Mission San Jose, CA 94539 (510) 656-0777 (510) 656-2364 Message			Ohlone	
Frances Garcia 425 Queen Street, #33 King City, CA 93930-3719 (408) 385-5591			Ohlone/Salinan	
Indian Canyon Mutsun Band of Costanoan People Chairperson: Ann Marie Sayers P.O. Box 28 Hollister, CA 95024-0028 (408) 637-4238			Ohlone	
Jakki Kehl 1675 North Corral Hollow Rd. Tracy, CA 95376 (209) 832-7403			Ohlone	
Kenneth Marquis 4659 Bolero Drive San Jose, CA 95111 (408) 226-3357			Ohlone	

<u>Name</u> <u>address</u> <u>telephone</u>	<u>Tribal affiliation</u>
Jenny Mousseaux (Mcleod) P.O. Box 610546 San Jose, CA 95161 (408) 249-6049	Salinan/Chumash/Ohlone
Muwekma Indian Tribe Chairperson: Rosemary Cambra 1845 The Alameda San Jose, CA 95126 (408) 293-9956	Ohlone
Patrick Orozco 110 Dick Phelps Road Watsonville, CA 95076 (408) 728-8471	Ohlone
Alex Ramirez 4910 Alum Rock Ave San Jose, CA 95127 (408) 923-0204	Ohlone
Ella Mae Rodriquez 1188 Phoenix Ave, House B Seaside, CA 93955 (408) 394-8176	Ohlone
Linda Yamane 1385 Harding Street Seaside, CA 93955 (408) 394-5915	Ohlone

NATIVE AMERICAN REPRESENTATIVES CONTACTED BY LETTER  
(SEE SAMPLE LETTER TO ANDREW GALVIN PRECEDING THIS LIST)

**Confidential Appendix A**  
**Archaeological Site Record**

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**Confidential Appendix B**  
**Archaeological**  
**Testing Locations**

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BART-San Francisco Airport Extension Project  
Draft Environmental Impact Report /  
Supplemental Draft Environmental Impact Statement

## **Archaeological Resources Technical Report**

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June 1994  
(Revised December 1994)

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B	Archaeological Testing Locations

## 1. MANAGEMENT SUMMARY

From August to October, 1993, a literature search, field survey, and archaeological testing were performed for a Draft Environmental Impact Report (EIR) and Supplemental Draft Environmental Impact Study (SDEIS) for the BART–San Francisco International Airport Extension. The field reconnaissance was performed only in areas not previously surveyed for the initial cultural resources studies completed in 1991 (see Chavez, 1991). An augering program was performed on the one previously recorded prehistoric site on the alignment (SMA-299), in which no archaeological soils were uncovered. The lack of surface integrity for SMA-299 precludes it, thus far, from significance, pursuant to the *National Register of Historic Places* (36 CFR Section 60.4) and the *California Environmental Quality Act* (Appendix K, Section III. A. 2. D). Because there remains a potential for subsurface cultural deposits, monitoring in archaeologically sensitive areas during construction is recommended. A copy of the following report is available on file at the Northwest Archaeological Information Center at Sonoma State University, and field notes for this undertaking have been retained by the author.

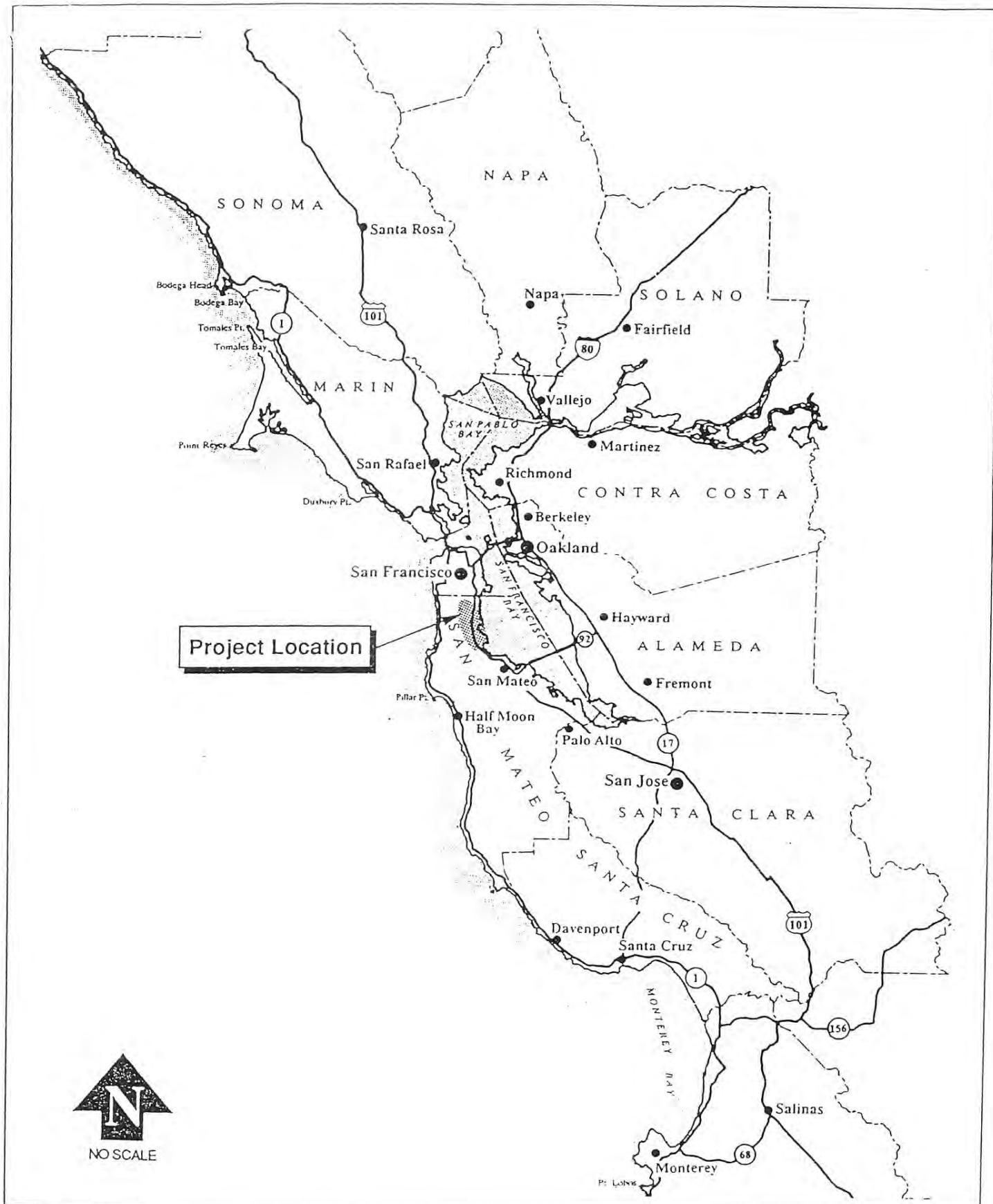
## 2. PROJECT DESCRIPTION

The Bay Area Rapid Transit District (BART), in cooperation with the Federal Transit Administration (FTA), the Metropolitan Transportation Commission (MTC), and the San Mateo County Transit District (SamTrans), is undertaking the preparation of a Draft EIR and Supplemental Draft EIS for the BART–San Francisco International Airport Extension Project. The project location is illustrated in Figures 1 and 2. The following discussion describes the proposed project and alternatives. In addition, BART is contemplating several design options that address construction techniques, alignments, and station layouts. Because these options do not affect the findings or conclusions of this report, they are not described here.

### 2.1 PROPOSED PROJECT – LOCALLY PREFERRED ALTERNATIVE (LPA)

The proposed project is the Locally Preferred Alternative (LPA) for extending BART from the Colma BART Station (under construction) to a San Francisco International Airport (SFIA) Intermodal Station, selected by the BART and SamTrans Boards of Directors and the MTC at the conclusion of the Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report (AA/DEIS/DEIR) study process in June 1992.

The proposed project begins at the Colma BART Station (currently under construction), extends south in subway via the abandoned Southern Pacific Transportation Company (SPTCo.) San Bruno branch right-of-way, and then ascends to an at-grade Tanforan Station at the South San Francisco/San Bruno city limits. South of the Tanforan Station, as it turns east under the CalTrain main line tracks, the alignment would descend into a subway configuration. The proposed project would continue along the north side of I-380 until its junction with U.S. 101. At this point, the alignment would turn south under I-380 and continue in subway along the easterly limit of the City of San Bruno. The alignment would veer in a southwesterly direction across Airport property west of U.S. 101 and then ascend to an at-grade intermodal station west of U.S. 101, about one mile west of the Airport terminals. An Airport Light Rail System, constructed and operated by the Airport, would connect the intermodal station with Airport terminals and employment sites. South of the Airport Intermodal Station, tailtracks would extend about 3,000 feet toward Millbrae.

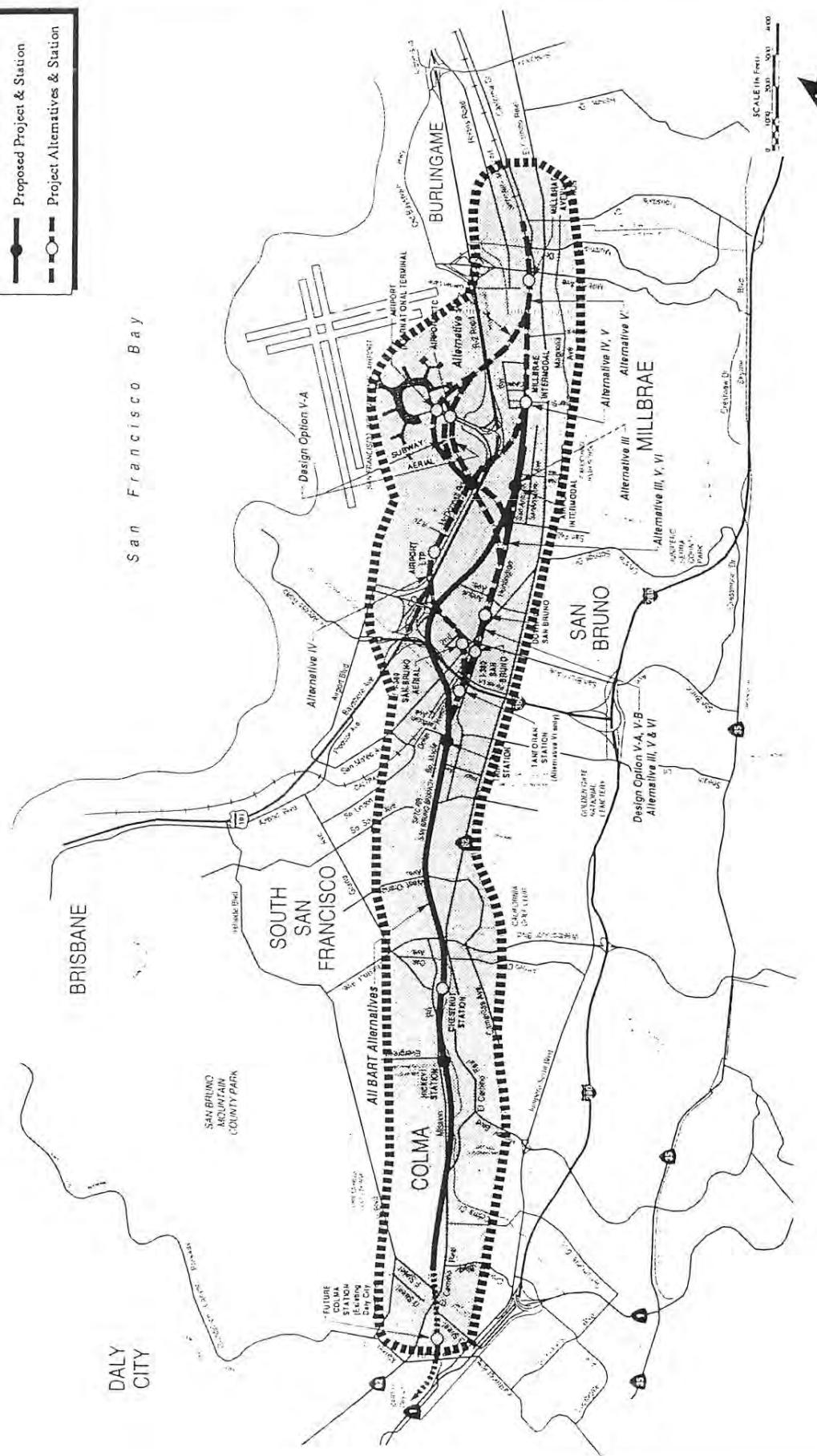
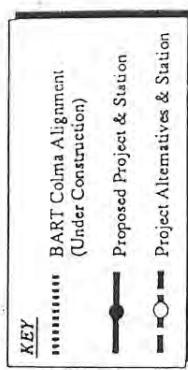


OGDEN

## Regional Location

**F I G U R E**

1



## **2.2 ALTERNATIVE I – NO BUILD**

Under the No Build Alternative, there would be no BART extension to the Airport and no changes are assumed for the study area, except for any approved and funded projects.

## **2.3 ALTERNATIVE II – TRANSPORTATION SYSTEMS MANAGEMENT (TSM)**

The TSM Alternative includes currently planned or funded major transportation improvements within the study area, including increased CalTrain service, an extension of San Francisco MUNI Metro to Fourth and Townsend Streets in San Francisco, the repair of earthquake-damaged freeway sections, and local circulation roadway improvements. The TSM also includes a CalTrain/Airport Light Rail Station west of U.S. 101.

## **2.4 ALTERNATIVE III – BART TO AIRPORT INTERMODAL STATION (BASE CASE)**

The alternative follows the SPTCo San Bruno branch right-of-way between the future Colma BART Station tailtrack and an Airport Intermodal Station in San Bruno. The alignment would be built in open, retained cut structure from the Colma Station tailtrack to Mission Road, and then in a combination of at-grade and open retained cut to a below-grade Chestnut Station. South of the Chestnut Station, Alternative III would remain in retained cut to South Spruce Avenue. South of South Spruce Avenue, the alignment would rise to grade and proceed to the Tanforan Station. The alignment would continue south within the SPTCo. right-of-way and begin to ascend so that it would be above ground in an aerial structure as it traverses downtown San Bruno. South of downtown, BART would descend to an at-grade Airport Intermodal Station located west of the Airport terminals and U.S. 101. An Airport Light Rail System, constructed and operated by the Airport, would connect the intermodal station with Airport terminals and employment sites. An at-grade tailtrack would extend about 3,000 feet beyond this terminus.

## **2.5 ALTERNATIVE IV – BART AERIAL EAST OF HIGHWAY 101 TO MILLBRAE**

Under Alternative IV, BART would follow the proposed project alignment from the Colma tailtrack to north of Tanforan Avenue. Near I-380, the alignment would rise to an aerial structure and turn east into the San Bruno Avenue corridor. Under this alternative, the location of the San Bruno station would be determined in cooperation with the City of San Bruno. The current proposal calls for an aerial station between I-380 and San Bruno Avenue, east of the SPTCo. right-of-way. The BART aerial alignment would continue east, cross over U.S. 101, and then curve south to parallel the highway on Airport property. BART would parallel the I-380 on-ramp viaduct and proposed Airport Light Rail System. The alignment would continue south on an aerial structure to an airport station by the long-term parking area. South of this station, BART would cross U.S. 101 in subway and then rise to an at-grade Millbrae Intermodal Station at Center Street along the SPTCo right-of-way. An approximately 3,000-foot tailtrack would extend at-grade south of the Millbrae station.

## **2.6 ALTERNATIVE V – MILLBRAE INTERMODAL (MINIMUM LENGTH SUBWAY IN DOWNTOWN SAN BRUNO)**

This alternative is identical to the proposed project from the end of the Colma Station tailtrack to north of Tanforan Avenue. Under this alternative, too, the location of the San Bruno station would be determined in cooperation with the City of San Bruno. In the vicinity of I-380, BART

would descend to a subway through downtown San Bruno. South of Angus Avenue, BART would ascend to grade and proceed to a Millbrae Intermodal Station near Center Street. An approximately 3,000-foot tailtrack would extend at-grade south of the Millbrae Intermodal Station.

## **2.7 ALTERNATIVE VI – MILLBRAE AVENUE VIA THE AIRPORT INTERNATIONAL TERMINAL**

Alternative VI follows the same alignment as the proposed project between Colma Station tailtrack and South Spruce Avenue. South of South Spruce Avenue, the alignment would stay below grade in open retained cut to the Tanforan Station. South of the Tanforan Station, the alignment would be in a minimum length subway through downtown San Bruno from San Bruno Avenue to Angus Avenue. The BART alignment would turn east under Highway 101 in subway, then turn south to a subway Airport International Terminal Station. BART passengers would access the proposed International Terminal by elevators and escalators and other terminals by walking or transferring to the proposed Airport Light Rail System. South of the Airport International Terminal Station, BART would curve southwest under U.S. 101 and then rise to an at-grade Millbrae Avenue BART/CalTrain Station. There would be an at-grade BART turnback and tailtrack which would extend south of Millbrae Avenue approximately 3,000 feet.

## **3. PREHISTORIC SETTING AND RESOURCES**

### **3.1 NATURAL SETTING**

The San Francisco Peninsula region encompasses the largest estuarine system in California. One of its principal features is San Francisco Bay, which is located near the proposed project's eastern boundary. Much of this bordering marshland has been reclaimed for urban purposes, after massive silting from the Gold Rush and landfill projects. The Peninsula's bayfront was also altered drastically over the past 15,000 years, when the melting of continental glaciers caused a rise of sea level that shifted local beaches more than 25 kilometers east. The archaeological significance of these geologic events is at least three-fold: 1) the natural environment of the Bay underwent almost continuous change during the past 15,000 years; 2) prehistoric peoples' adaptations to the estuarine environment evolved when marine waters began invading San Francisco Bay less than 8,000 years ago; and 3) villages and other sites on former shorelines must be buried under marine sediments (Moratto, 1984).

The prehistoric Bay Area was rich in natural resources that were used in abundance by the native populations. Rocks and minerals such as obsidian, cherts, cinnabar, and schist were excellent material for making tools, ornaments, trade goods, and weapons. The diverse habitats of the prehistoric San Francisco Bay Area, from saltmarsh to redwood forests, supplied a varied and abundant diet of game, fowl, fish, shellfish and vegetal foods to the early populations. In sum, the ample resources available in the Bay region permitted the growth of large populations that could both fulfill their domestic needs and provide valuable materials for trade.

### **3.2 CULTURAL SETTING**

Early inhabitants of the study area were bound neither ethnically nor politically. The aboriginal groups of the southern San Francisco Bay region were assigned the name "Costanoan" (derived from the Spanish *Costanos*, or "people of the coast") at Euro-American contact. The project area lies in the vicinity of two former *Ramaytush*-speaking, or San Francisco Costanoan tribelets that

were documented at historic contact: *puyson* (Arroyo de San Francisco) and *lamsin* (Las Pulgas).

The population of the Costanoans at the time of European contact has been estimated between 7,000 and over 10,000 (Kroeber, 1924; Levy, 1978; Moratto, 1984). These individuals lived within tribelets, or villages and smaller settlements that were linked socially and located within a territory bounded by other ethnic groups. The political structure of each tribelet included a chief and a council of elders who were responsible for making group decisions (Harrington, 1933). The Costanoans built their villages primarily at confluences of two water bodies or in ecological transition zones, where the abundance of biotic resources is greatest. These people subsisted on a multitude of native vegetation species such as berries, plants, bulbs, seeds, and nuts (primarily the acorn). In addition, the Peninsula's early inhabitants hunted large mammals such as deer and elk, and fished from a large variety of freshwater and marine fish and shellfish.

By the early 19th century, disease and the destructive impact of the mission system reduced the Costanoan population to a small number of manual laborers who were forced by the Mexican government to live first in missions, and later in ranchos. Currently, approximately 200 persons of partial Costanoan descent reside in northern and central California (Levy, 1978).

Although information regarding the Costanoans is far from complete, early accounts were written by explorers, missionaries, and anthropologists. Primary ethnographic information may be found in the following:

- Harrington, John P. 1942. Culture Element Distributions. XIX: Central California Coast. University of California Anthropological Records 7(1):1-46. Berkeley.
- Heizer, R.F. 1978. Handbook of North American Indians. Volume 8: California. Washington, D.C.: Smithsonian Institution.
- Heizer, R.F. and M.A. Whipple. 1951. The California Indians: A Source Book. Berkeley: University of California Press.
- Kroeber, A.L. 1925. Handbook of the Indians of California. Bureau of American Ethnology Bulletin 78. Government Printing Office. Washington D.C.

Historic information for this project is being prepared under separate cover by Laurence Shoup, Ph.D. and Mark Brack of Archaeological/Historical Consultants, historical subconsultants on the BART-San Francisco International Airport Extension EIR/EIS.

## 4. METHODS

### 4.1 RESEARCH

Prior to performing a field survey and performing subsurface testing, the author performed a records, literature and archival review at the regional repository for archaeological surveys, located at the Northwest Information Center, Sonoma State University (File No. 93-295). Reference material on file at the Bancroft Library and Map Room of the University of California, Berkeley was also consulted. This review indicated that a survey of the project corridor conducted in 1991 affirmed the presence of a known prehistoric site (discussed below), with an absence of surface cultural resources elsewhere in project boundary. Portions within one mile of each of the proposed project alignments were also surveyed within the past 15 years, which

documented the absence of cultural materials on surface areas (Surveys 3043, 3057, 3134, 3074, 10402, 12201 and 13543).

San Mateo County site 299 (SMA-299) was recorded in 1989 by Barbara Bocek of Stanford University during the San Francisquito Archaeological Project. She described the site as "a large shell midden with shell in patches of varying density, on [the] north and south banks of the creek... early residents describe it as a single huge midden site more than two kilometers in length." The integrity of the site, or the state in which it was found, was recorded as "completely destroyed, not only by creek channelization, railroad tracks and other construction, but by systematic mining of the midden itself as 'Colma Loam,' sold as gardening soil in the 1930-1950's." Information regarding the site itself appears to be based primarily on an early letter written by William Wihr of San Francisco. Other records, if in existence, were not made available to the author by Stanford University at the time of this report.

#### 4.2 FIELD SURVEY

On September 9, 1993, Carolyn Rice, M.A. and Robyn Talman, M.A. conducted the initial archaeological survey to identify possible existing historic or prehistoric cultural materials in an unsurveyed portion of the project area. An archaeological survey is defined as follows:

Inspection of all land surfaces that can reasonably be expected to contain visible archaeological resources. Every portion of the project area whose surface can be seen without major modification of vegetation, and where it is reasonably possible that human activities that would leave traces might be carried out, is inspected in a general surface reconnaissance. Every foot of ground is not necessarily covered. A general surface reconnaissance is the functional equivalent of a complete reconnaissance (investigation of every visible portion of the project area) in areas where soil, vegetation, or other conditions make it highly likely that some kinds of archaeological phenomena would be preserved, or where conditions obscure such phenomena to a point at which they could not be observed without undertaking large scale brush clearing, grading, etc. (King et al., 1973; Edwards, 1979).

The walk-over was conducted by using a straight-line pattern at 10-meter intervals to ensure full coverage of the unsurveyed portion of proposed project area, a minimally developed wetland area between the SPTCo. corridor adjacent to San Felipe Avenue to the west and U.S. 101 to the east (see Figure 3). On Friday, May 13, 1994, Carolyn Rice performed a supplemental foot reconnaissance survey of the expanded APE, a small area approximately .5 kilometers long and .3 kilometers wide (see Figure 3a). The supplemental survey area is located approximately .8 miles northeast of the intersection of El Camino Real and Millbrae Avenue in the City of Millbrae. The same methods were used as those of the initial survey; ground visibility was poor, approximately 8 percent. Ground disturbance in this area is almost complete, due to residences, the railroad corridor, the PG&E substation, and tennis courts.

United States Geological Survey (USGS) maps and black and white copies of aerial photographs were carried into the field for periodic consultation. Mason's trowels were used to clear brush where soils supported plant species indicative of archaeological soils (such as California poppy and blackberry). In the wetland area, Common Cattail (*Typha sp.*) and numerous other species of native plants were located. Indications from historic maps and the presence of minimally disturbed native vegetation in the vicinity suggest that undisturbed prehistoric material may be present beneath the ground surface.

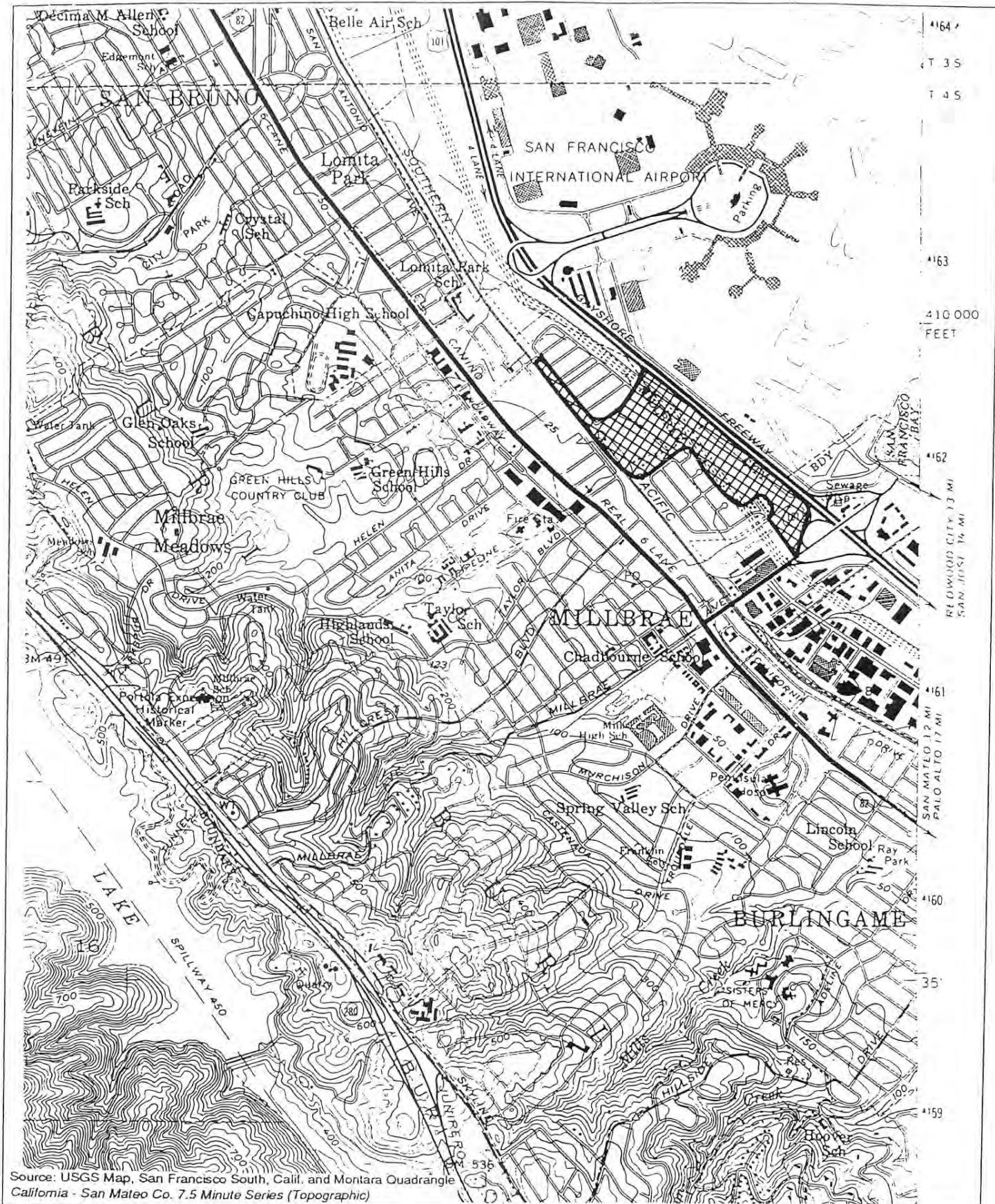


F 1 (1) R

3

N  
SCALE (In Feet)  
0 500 1000

SOURCE: USGS Map, San Francisco South, Calif.  
and Montana Quadrangle  
California - San Mateo Co. 7.5 Minute Series  
(Topographic)



**OGDEN**

**Area of Potential Effect/  
Archaeological Survey Area**

**FIGURE**

**3a**

#### 4.3 ARCHAEOLOGICAL TESTING

The testing phase of the prehistoric studies for the proposed BART–San Francisco Airport Extension was limited to shovel test pits and auger holes that were performed to determine the presence or absence of cultural material at the one previously known prehistoric site, SMA-299. The placement of 20 auger holes, randomly placed approximately 15 meters apart, approximately .3 meter in diameter and ranging from 15 centimeters to 1 meter in depth, resulted in the absence of archaeological soils throughout the site vicinity (see Confidential Appendix B and Table 1). The auger holes were placed on a 1.5 kilometer alignment on the west side of the SPRR tracks in the site area recorded in 1989 (see Confidential Appendix A). The soil from each unit was examined for cultural material: midden soil (formed by food refuse), shell, or artifactual constituents such as obsidian or flaked chert. A small amount of soil from the bottom of each unit was tested for its pH balance, which is also an indicator of midden soil. As discussed below, no cultural material was found during this preliminary testing phase. Controlled excavation units, therefore, were not performed.

#### 5. REPORT OF FINDINGS

As stated in Section 4.1, San Mateo County site 299 was recorded previously in the proposed BART alignment in South San Francisco. The site record, completed in 1989, states that the site has been “completely destroyed” (see Confidential Appendix A). Destructive factors stated in the site record include soil mining of the midden in the 1930s to 1950s, the channelization of Colma Creek, and the construction of the SPTCo rail line. Broken rock — often a remnant of prehistoric habitation — was located in abundance on the surface, but never associated with anthropic soil, or in a cultural context. During the field survey, it appeared that large equipment was used recently to scrape and pile surface dirt and fill. In addition, construction of the large parking garage for Kaiser Hospital, located directly west of the former site, and landscaping appear to have contributed to completely erasing all traces of the site.

#### 6. MANAGEMENT CONSIDERATIONS

The project area contains one known prehistoric site (SMA-299), and the potential exists for subsurface prehistoric material to be uncovered at this site during project excavation and construction. Because the area of development, grading, and ground disturbance for the Locally Preferred Alternative and each of its alternatives includes the area of SMA-299, the potential impacts to this site would be the same for each. Accordingly, the following impact statements apply to all alternatives.

- The author’s field reconnaissance survey and testing program established only the absence of surface remains; this type of investigation and testing cannot completely determine whether buried deposits are present. Trenching associated with the development may disturb these resources.
- The proposed area of impact for this project does not include any known structures or sites significant to ethnic or religious values. Impacts to ethnic or religious values, therefore, are not expected from the alternatives being considered for the proposed BART–San Francisco International Airport Extension Project.

Table 1 redacted due to confidential information

The following mitigation measures would reduce the potential loss of known prehistoric cultural resources to less than significant.

1. Construction Monitoring. Trench excavation and other earth-disturbing activities at and in the vicinity of site SMA-299 will be monitored by a SOPA-qualified archaeologist during project construction. The use of a monitoring archaeologist would ensure the identification of significant resources and the protection of these potential resources from negative impacts and damaging effects. Significant cultural materials include, but are not limited to, human remains, altered stone, shell and bone artifacts, concentrations of fire altered rock, ash, charcoal, shell, and bone, and historic features such as building foundations or privies. If any cultural remains are uncovered during the course of altering any sites, work within ten feet of the resources should be stopped immediately. Appropriate authorities (such as the local coroner, in the case of human burials) and a SOPA-qualified archaeologist should be retained to investigate the site's potential archaeological value.

Mitigation of the cultural resources may include monitoring of further construction and/or systematic excavation of the remains. Cultural materials collected as part of the discovery, monitoring or mitigation phases must be properly conserved, catalogued, analyzed, evaluated, and curated according to current archaeological standards set by the State Historic Preservation Officer.

## 7. REFERENCES

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## **Appendix A**

### **Personnel Qualifications**

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Carolyn Rice  
Consulting Archeologist  
600 Grizzly Peak Blvd.  
Berkeley, CA 94708

## SUMMARY OF QUALIFICATIONS

With over 8 years of experience on environmental field and laboratory projects in California and Hawaii, I direct cultural resources research tasks, surveys, and test/data recovery projects in a variety of settings. Associated responsibilities include client contact, personnel supervision, and preparation of draft and final reports. My qualifications include a thorough knowledge of NEPA, CEQA, NHPA (Section 106 compliance), and numerous other federal, state and local laws and regulations mandating environmental assessment. I bring with me the experience and perspective gained during the past two years of managing numerous multidisciplinary studies for both cultural resources and comprehensive environmental assessments, with responsibilities such as scheduling and coordinating project assignments, proposal preparation, project management, quality control/quality assurance, and group planning.

From proposal preparation to full-scale excavation, my experience has given me expertise in the following areas:

- Project management;
- Proposal, draft, and final (response to comments) report preparation;
- Archival and ethnographic research;
- Prehistoric and historic site assessment;
- Historic architecture significance analysis;
- Comprehensive and mixed-strategy archaeological surveys;
- Site recordation, including mapping and photography;
- Native American coordination;
- Artifact identification, cataloging, and drawing;
- Historic map and aerial photograph analysis; and
- Environmental education.

## EDUCATION

M.A. Cultural Anthropology/Archaeology, San Francisco State University, 1992  
B.A. Environmental Studies, University of California at Santa Cruz, 1985

## PROFESSIONAL EXPERIENCE

1990 to 1993: Cultural Resources Specialist and Project Manager for Ogden Environmental and Energy Services Company, Inc. 221 Main Street, San Francisco, California 94105. Under the direct supervision of Rod Jeung and Ric Villasenor in San Francisco (415) 227-4370 and Richard Carrico and Andrew Pigniolo in San Diego (619) 458-9044.

1985 to 1990: Part-time Consulting Archaeologist for numerous projects in Northern California.

7

## **Appendix B Record Search Receipt**

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ENVIRONMENTAL AND ENERGY SERVICES

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221 Main Street, Suite 1400  
San Francisco, CA 94105  
415 227 4370  
Fax 415 227 4376

August 3, 1993

California Archaeological Inventory  
Northwest Information Center  
Foundation Building 300  
Sonoma State University  
1801 E. Cotati  
Rohnert Park, CA 94928

To Whom it may Concern:

Ogden Environmental and Energy Services (Ogden Environmental) is currently preparing a Recirculated Environmental Impact Report for the BART - SF Airport project. We are hereby requesting a record search for the areas within a one-mile radius on each side of the two proposed project alignments (depicted on the enclosed map). Ogden authorizes the Northwest Information Center to devote up to four hours @ \$90 per hour for this task. Our project referral number is 3-1098-2001-0002.

Thank you, in advance.

Sincerely,

A handwritten signature in black ink, appearing to read "Rod Jeung".  
Rod Jeung  
Project Manager

RJ/cr

Enclosure



COLUSA  
CONTRA COSTA  
DEL NORTE  
HUMBOLDT  
LAKE

MARIN  
MENDOCINO  
MONTEREY  
NAPA  
SAN BENITO  
SAN FRANCISCO

SAN MATEO  
SANTA CLARA  
SANTA CRUZ  
SOLANO  
SONOMA  
YOLO

Northwest Information Center  
Department of Anthropology  
Foundation Center, Bldg. 300  
Sonoma State University  
Rohnert Park, California 94928  
(707) 664-2494 • Fax (707) 664-3947

AGREEMENT OF CONFIDENTIALITY

FILE NO.: 97-295

I, the undersigned, have been granted access to archaeological data on file at the Northwest Information Center of the California Archaeological Inventory. I understand the confidential nature of this information and will not disclose specific site locations to unauthorized individuals or in publicly distributed documents without written consent of the State Historic Preservation Office.

I agree to submit completed site records and preliminary reports pertinent to this project to this Information Center no later than 30 days after completion of field investigation. Subsequent reports will also be forwarded.

I understand that failure to comply with the above agreement is grounds for denial of access to the archaeological data at the Northwest Information Center.

\*\*\* PLEASE SIGN AND RETURN THIS FORM. SEE ATTACHED INVOICE. \*\*\*

Name: Parolyn Rice Signature Parolyn Rice Date 5-9-13

Affiliation: Ogden Environmental Telephone 415/227-4370

Address: 221 Main St Suite 1400 San Fran. 94105

Purpose of research:  planning  scientific/academic  other

PROJECT: BART to San Fran. Survey

COUNTY: San Fran/ San Mateo

MAP: San Fran. San Fran/ Alameda, BART

COMMENTS:

-----STAFF USE ONLY-----

Request Received  
Telephone \_\_\_\_\_  
Fax \_\_\_\_\_  
In person \_\_\_\_\_  
Email 5/9/13

Fees  
Staff processing: \_\_\_\_\_ hour(s) @ \$90/hr. \$ \_\_\_\_\_  
In person research: 1 day(s) @ \$90/day \$ 90.00  
Xerox: 70 page(s) @ \$0.10/pg. \$ 7.00  
\_\_\_\_\_ hour(s) @ \$15/hr. \$ \_\_\_\_\_

Bibliography:  
staff/computer time: \_\_\_\_\_ hour(s) @ \$30/hr. \$ \_\_\_\_\_  
Telephone surcharge \$10: \$ \_\_\_\_\_  
Topographic map surcharge,  
\_\_\_\_\_ add'l map(s) reviewed @ \$10 each: \$ \_\_\_\_\_  
Rapid Response surcharge: \$ \_\_\_\_\_  
Fax @ \$2 first page, \$1 thereafter: \$ \_\_\_\_\_  
Other: \$ \_\_\_\_\_

TOTAL: \$ 97.00

Lia C. McDonald  
Information Center Staff



RECORDS SEARCH SUPPLEMENT  
BIBLIOGRAPHY/XEROX REQUEST FORM & INVOICE

DATE OF REQUEST: Aug 16, 1993

NWIC FILE NUMBER: 93-X-66

DATE OF RESPONSE: \_\_\_\_\_

Name: Carolyn Rice

Affiliation: Ogden Environmental

Address: 221 Main St, Ste 1400, S.F. 94105

Phone#: 415-227-4370

Fax#: 415-227-4376

INFORMATION REQUESTED: CA-SMA-172/H

(See: 93-295) - Bart Project SF/Airport Ext.

FEES:

Staff / Computer time: \_\_\_\_\_ hour(s) @ \$30.00/hr. \$ \_\_\_\_\_

Xerox time: .25 hour(s) @ \$15.00/hr. \$ 3.75  
2 page(s) @ \$.10/pg. \$ .20

Rapid Response Surcharge: \$ \_\_\_\_\_

Other: \$ \_\_\_\_\_

TOTAL: \$ 3.95

NOTES:

PLEASE ACCEPT THIS FORM AS AN INVOICE FOR \$ 3.95. Please reference our file # on the remittance check, make the check payable to the SSU Academic Foundation, and send it to the above address. Thank you.

Marcia Bellegay Ponchelli  
Information Center Staff



AGREEMENT OF CONFIDENTIALITY

FILE NO.: 93-X-48

I, the undersigned, have been granted access to archaeological data on file at the Northwest Information Center of the California Archaeological Inventory. I understand the confidential nature of this information and will not disclose specific site locations to unauthorized individuals or in publicly distributed documents without written consent of the State Historic Preservation Office.

I agree to submit completed site records and preliminary reports pertinent to this project to this Information Center no later than 30 days after completion of field investigation. Subsequent reports will also be forwarded.

I understand that failure to comply with the above agreement is grounds for denial of access to the archaeological data at the Northwest Information Center.

\*\*\* PLEASE SIGN AND RETURN THIS FORM. SEE ATTACHED INVOICE. \*\*\*

Name: Richard Carrico Signature \_\_\_\_\_ Date \_\_\_\_\_

Affiliation: Ogden Environmental Telephone \_\_\_\_\_

Address: 5510 Morehouse Drive, San Diego, CA 92121

Purpose of research: XX planning        scientific/academic        other

PROJECT: site record and report xeroxing for the Daly City Bart Extension

COUNTY: San Mateo

MAP: n/a

COMMENTS: Enclosed are copies of the site record for CA-SMA-292 and S-3155 (Chavez 1980). The bibliographic printout is of reports written by Chavez that are located on the San Francisco South 7.5' quad.

-----STAFF USE ONLY-----

Request Received

Telephone 8 July 1993

Fees

Staff processing:        hour(s) @ \$90/hr. \$       

In person research:        day(s) @ \$90/day \$       

Xerox: 14 page(s) @ \$0.10/pg. \$ 1.40

0.25 hour(s) @ \$15/hr. \$ 3.75

Bibliography:

staff/computer time:        hour(s) @ \$30/hr. \$       

Telephone surcharge \$10:        \$       

Topographic map surcharge,

       add'l map(s) reviewed @ \$10 each: \$       

Rapid Response surcharge: \$       

Fax @ \$2 first page, \$1 thereafter: \$       

Other: \$       

Lisa C. Hagel

Information Center Staff

PLEASE ACCEPT THIS FORM AS AN INVOICE **TOTAL: \$ 5.15**  
FOR \$5.15. MAKE YOUR CHECK PAYABLE TO THE SSUAF **+++++**  
AND REFERENCE THE ABOVE FILE NUMBER ON THE CHECK.  
THANK YOU!

## **Appendix C**

### **Agency Correspondence**

---

# OGDEN

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## ENVIRONMENTAL AND ENERGY SERVICES

221 Main Street, Suite 1400  
San Francisco, CA 94105  
415 227 4370  
Fax 415 227 4376

August 27, 1993

Debbie Treadway  
Native American Heritage Commission  
915 Capitol Mall  
Room 364  
Sacramento, CA 95814

**Re: BART San Francisco International Airport Recirculated Draft EIR/Supplemental Draft EIS Project**

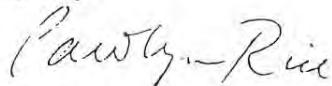
Dear Ms. Treadway:

Ogden Environmental and Energy Services Company, Inc. (abbreviated Ogden Environmental), in conjunction with Archaeological and Historic Consultants (AHC), Oakland, is currently preparing a recirculated Environmental Impact Report for the referenced project in both San Francisco and San Mateo counties. The project involves numerous historic resources that will be evaluated for their potential National Register eligibility. One prehistoric site (shell midden SMA-299) will be tested archaeologically for its potential eligibility to the Register. Diagrams of the alternatives proposed for the BART extension are provided with this letter.

We respectfully request any information and input that you may have regarding both Native American and historic concerns, either directly or indirectly associated with this project area. We would also be interested in knowing whether or not there are individuals in the area who should be contacted prior to the continuation of this project. If you have information, concerns, or other input, please submit them in writing, so that they may be incorporated in the final report.

We appreciate your assistance in this matter. If you have any questions or require any further information regarding this project, please contact me at 510/843-5709.

Sincerely,



Carolyn Rice  
Cultural Resources Specialist

CR/rc

Enclosures

# OGDEN

ENVIRONMENTAL AND ENERGY SERVICES

---

221 Main Street, Suite 1400  
San Francisco, CA 94105  
415 227 4370  
Fax 415 227 4376

August 27, 1993

Hans Kreutzberg  
State Historic Preservation Office  
1416 9th St.  
Sacramento, CA 95814

Re: BART San Francisco International Airport Recirculated Draft EIR/Supplemental Draft EIS Project

Dear Mr. Kreutzberg:

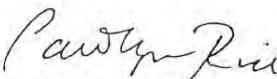
Ogden Environmental and Energy Services Company, Inc. (abbreviated Ogden Environmental), in conjunction with Archaeological and Historic Consultants (AHC), Oakland, is ready to proceed with the field investigations for the referenced project. The project involves numerous historic resources that will be evaluated for their potential National Register eligibility. One prehistoric site (shell midden SMA-299) will be tested archaeologically for its potential eligibility to the Register. Diagrams of the alternatives proposed for the BART extension are provided with this letter, along with a copy of correspondence with representatives of the Native American Heritage Commission.

Personnel who will provide cultural resources reports are listed with their phone numbers as follows:

- Laurence Shoup, History (510/654-8635)
- Mark Brack, Historical Architecture (510/644-8194)
- Carolyn Rice, Prehistory (510/843-5709)

We are eager to begin coordination with you in setting the APE and in meeting SHPO requirements and, therefore, will call you soon.

Sincerely,

  
Carolyn Rice  
Cultural Resources Specialist

CR/rc

Enclosures



**OGDEN**

ENVIRONMENTAL AND ENERGY SERVICES

SAMPLE OF LETTER SENT TO NATIVE AMERICAN REPRESENTATIVES

221 Main Street, Suite 1400  
San Francisco, CA 94105  
415 227 4370  
Fax 415 227 4376

August 16, 1993

Andrew Galvan  
P.O. Box 3152  
Mission San Jose, CA 94539

Re: BART San Francisco International Airport Extension Project

Dear Mr. Galvan:

Ogden Environmental and Energy Company, Inc., is currently preparing a recirculated Environmental Impact Report for the referenced project in both San Francisco and San Mateo counties. The project includes a corridor that is under potential impact from the proposed train route extension to San Francisco International Airport. The area under study is depicted on the enclosed map.

We respectfully request any information and input that you may have regarding both Native American and historic concerns, either directly or indirectly associated with this project area. We would also be interested in knowing whether or not there are individuals in the area who should be contacted prior to the continuation of this project. If you have information, concerns or other input, please submit them in writing, so that they may be incorporated in the final report.

We appreciate your assistance in this matter. If you have any questions or require any further information regarding this project, please contact me at the address listed above.

Sincerely,



Carolyn Rice  
Cultural Resources Specialist

CR/rc

Enclosure



Name address telephone  
Amah Tribal Band  
Chairperson: Irene Zwierlein  
789 Canada Road  
Woodside, CA 94062  
(415) 851-7747

Tribal affiliation  
Ohlone

Esselen Nation  
Chairperson: Loretta Escobar-Wyer  
P.O. Box 464  
Palo Alto, CA 94302  
(408) 924-1572 Office  
(415) 390-9919

Ohlone/Esselen

Andrew Galvan  
P.O. Box 3152  
Mission San Jose, CA 94539  
(510) 656-0777  
(510) 656-2364 Message

Ohlone

Frances Garcia  
425 Queen Street, #33  
King City, CA 93930-3719  
(408) 385-5591

Ohlone/Salinan

Indian Canyon Mutsun Band of Costanoan People  
Chairperson: Ann Marie Sayers  
P.O. Box 28  
Hollister, CA 95024-0028  
(408) 637-4238

Ohlone

Jakki Kehl  
1675 North Corral Hollow Rd.  
Tracy, CA 95376  
(209) 832-7403

Kenneth Marquis  
4659 Bolero Drive  
San Jose, CA 95111  
(408) 226-3357

Ohlone

<u>Name</u>	<u>address</u>	<u>telephone</u>	<u>Tribal affiliation</u>
Jenny Mousseaux (Mcleod)	P.O. Box 610546	San Jose, CA 95161	Salinan/Chumash/Ohlone
(408) 249-6049			
Muwekma Indian Tribe			Ohlone
Chairperson: Rosemary Cambra	1845 The Alameda	San Jose, CA 95126	
(408) 293-9956			
Patrick Orozco			Ohlone
110 Dick Phelps Road	Watsonville, CA 95076		
(408) 728-8471			
Alex Ramirez			Ohlone
4910 Alum Rock Ave	San Jose, CA 95127		
(408) 923-0204			
Ella Mae Rodriquez			Ohlone
1188 Phoenix Ave, House B	Seaside, CA 93955		
(408) 394-8176			
Linda Yamane			Ohlone
1385 Harding Street	Seaside, CA 93955		
(408) 394-5915			

NATIVE AMERICAN REPRESENTATIVES CONTACTED BY LETTER  
(SEE SAMPLE LETTER TO ANDREW GALVIN PRECEDING THIS LIST)



**Confidential Appendix A**  
**Archaeological Site Record**

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**Confidential Appendix B**  
**Archaeological**  
**Testing Locations**

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HISTORIC RESOURCE EVALUATION  
TWO COMMERCIAL BUILDINGS IN  
MILLBRAE, SAN MATEO COUNTY,  
CALIFORNIA  
MILLBRAE SERRA CONVALESCENT  
HOSPITAL (150 SERRA STREET),  
MILLBRAE CABINET SHOP (190 EL  
CAMINO REAL)

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SEPTEMBER 8, 2015

Historic Resource Evaluation,  
Two Commercial Buildings in Millbrae, San Mateo County, California  
Millbrae Serra Convalescent Hospital (150 Serra Street), Millbrae Cabinet Shop (190 El Camino Real)

JONES, LAURA  
HERITAGE RESOURCE CONSULTING  
3905 Page Mill Road Los Altos CA

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## Overview

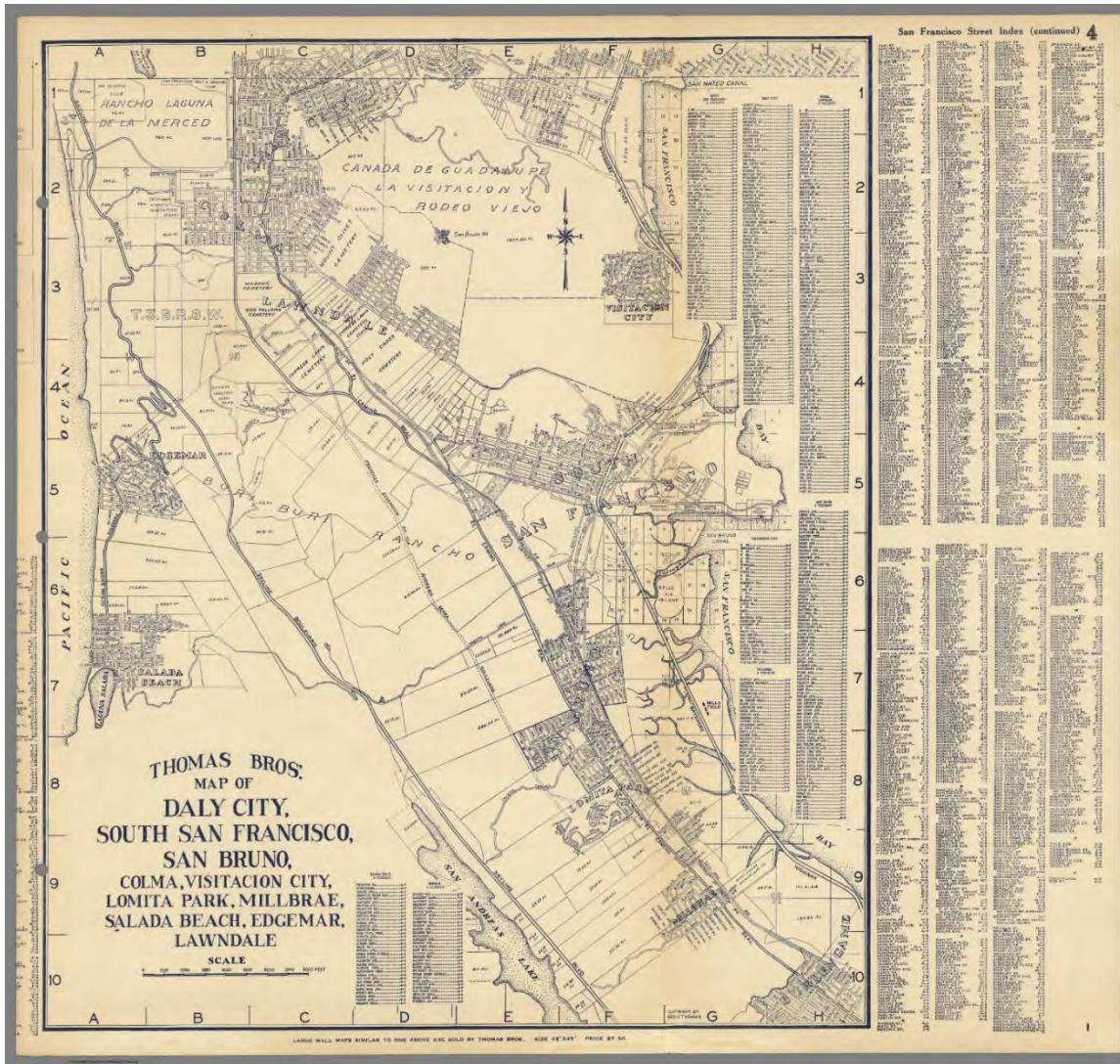
The City of Millbrae, like much of the San Francisco Bay Area, has adopted the modern planning paradigms, including “transit-oriented development,” which places higher density, mixed commercial and residential buildings near public transit lines. On the San Francisco Peninsula this trend is concentrated in the Caltrain and El Camino Real/Highway 82 corridor. Millbrae has the further intensifying effect of being the transit hub that links regional bus transit (Samtrans), Caltrain, Bay Area Rapid Transit (BART) and the San Francisco International Airport.

The two properties considered in this report are located adjacent to the major transit hub, and between Caltrain and El Camino Real in a neighborhood with small scale, mixed light industrial, residential and commercial buildings. Neither building is listed as a historic resource on any national, state or local inventory. Both were constructed during the 1930s and were operated as family-owned businesses until quite recently.

Following professional practice for historic resource evaluations, a context is presented for understanding the development of Millbrae during the mid-20<sup>th</sup> Century that serves as a framework for understanding the potential significance of these buildings.

## The Development of Commerce in the City of Millbrae 1920-1950

The City of Millbrae, incorporated in 1948, was a small settlement largely dependent on market farming, the Mills Estate and Dairy, West Coast Porcelain Works (later the Royal Container Company), and vegetable and flower farming until World War 2. Southern Pacific Railroad, the 40-line streetcar line, El Camino Real and Skyline Road (in the approximate location of I-280) linked the settlement to nearby towns and San Francisco.



Thomas Brother's Map, 1938. Millbrae near lower right corner.



### *Map Detail*

Residential development was largely confined to a small grid of streets west of El Camino Real. Two commercial areas emerged: 1) downtown Millbrae along Broadway Avenue, and 2) a commercial strip along the length of El Camino Real. These two commercial districts developed with distinctively different character. Downtown Millbrae developed as storefronts for small businesses, the Post Office, Fire Station, banks. El Camino Real developed as more modest storefronts and roadside commercial enterprises along this major regional highway (paved as a four-lane road in 1912). El Camino Real, as State Highway 82, was the major route along the peninsula before the completion of US-101 (paved from San Francisco to San Mateo in 1929; San Jose in 1937).

i

In Millbrae El Camino Real/State Highway 82 is only a short distance from the parallel alignments of the Southern Pacific Railroad (Caltrain) and the former alignment of the Line 40 Interurban Streetcar that operated between San Francisco and San Mateo from 1903-1949.<sup>ii</sup>

Millbrae has long been the home of the region's most important airport along the bay shore: originally Mills Field, then Mills Field Municipal Airport of San Francisco, San Francisco Airport and since the close of World War 2, the San Francisco International Airport. Many airport and airline employees made their homes in Millbrae and after completion of the first modern airport terminal in 1954, businesses developed to cater to the airport and the many travelers it drew to the region. The airport surpassed 2 million annual passengers in 1954 and hosts more than 10 million passengers a year today.<sup>iii</sup>



*Aerial view of Millbrae, circa 1930s. Streetcar visible near lower right; El Camino Real/Highway 82 above.<sup>iv</sup>*

During the early 20<sup>th</sup> century, Millbrae was unincorporated (incorporation 1948) and its local economy dominated by small vegetable and flower farms, the Mills Dairy and the only factory in the area: the West Coast Porcelain Works (later converted to the Royal Container Company). Another important commercial feature in this small village was entertainment: restaurants and nightclubs that promised a lively evening at a short streetcar ride from San Francisco.<sup>v</sup> The San Francisco Water Department also had a large

yard on El Camino Real that supported operations at the large water reservoirs at Crystal Springs in the foothills above the city.

### Architectural Themes Connected to Transportation Networks

Millbrae in the period 1920-1950 was beginning its transformation from its roots as a farming village supplying the produce markets of San Francisco to a small town.<sup>vi</sup> Development of the town was largely governed by transportation features: the railway, streetcar line, highways and airport. In this context, historic properties that illustrate a connection between commerce and transportation could be significant. This connection could be direct and obvious, as in the case of the Southern Pacific Railway Station at Millbrae (1907, National Register).

Properties might also reflect the importance of modern transportation networks in their architectural style. For example, properties that show the influence of new, speedier forms of transportation emerged in a variant of Art Deco style known as Streamline Moderne. Streamline Moderne buildings borrowed curves, shiny metal, circular windows from newly modernized cars, train and ships.<sup>vii</sup> Smooth surfaces and “speed lines” are also characteristics of the style.



*The Southern Pacific Railroad Depot at Palo Alto (1941, National Register) is an excellent local example of Streamline Moderne style.*

Because of the greater speed of travel on the newly paved highways, business signs became larger and more eye-catching. This phenomenon produced “roadside commercial” architecture with eye-catching roof forms and large signs (often in neon).<sup>viii</sup> Millbrae had its share of eye catching commercial buildings along El Camino Real, many of which have been lost, for example the conical roof and streamline curved sign of the

Smith's Drive-In restaurant, renamed Niki's Drive-In with a new neon sign in 1948. The Millbrae Theatre sign on El Camino Real is another example of this important trend in American commercial architecture.



*Roadside commercial architecture in Millbrae: Niki's Drive-In (demolished), Millbrae Theater (building demolished, sign remains).<sup>ix</sup>*

### Central Millbrae Today

Millbrae's development continues to be shaped by the transportation network that surrounds it. As a major hub on the networks that connect rail (Caltrain), mass transit (BART and SAMTRANS) and air travel (SFO), the city has attracted higher density commercial and residential development along the rail line and State Highway 82/El Camino Real. The downtown area on Broadway and the west side of El Camino Real north of Victorian Street still display some of the small town feeling of the mid 20<sup>th</sup> Century.



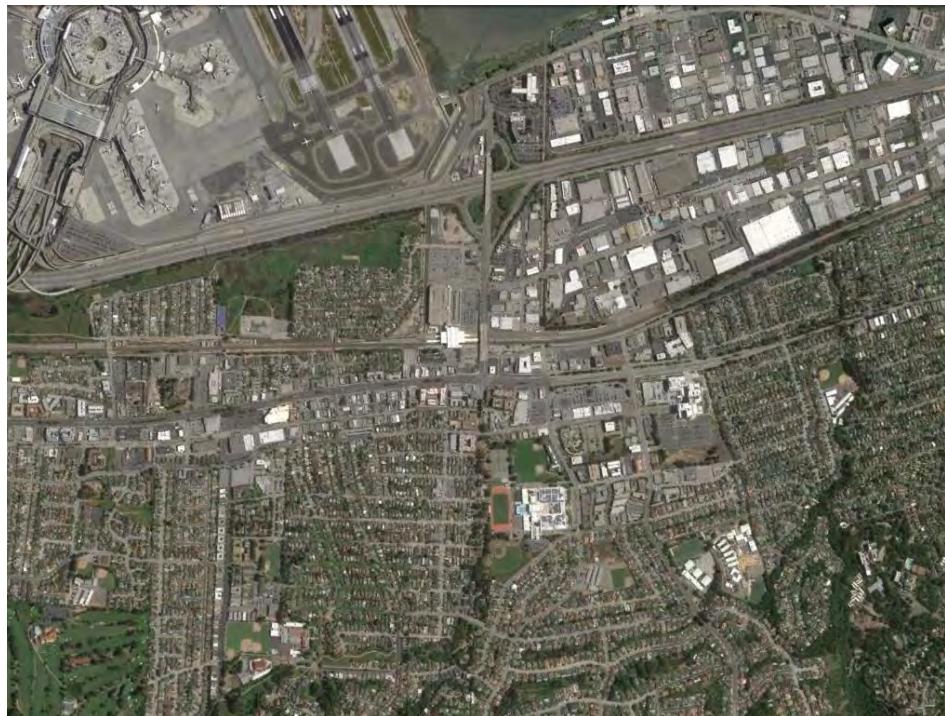
*Traditional storefronts on the west side of El Camino Real and Victoria Streets, looking north (2015)*



*New high density development at El Camino Real and Victoria Streets, looking south (2015)*



*Central Millbrae 2015, looking towards the Santa Cruz Mountains (Google Earth)*



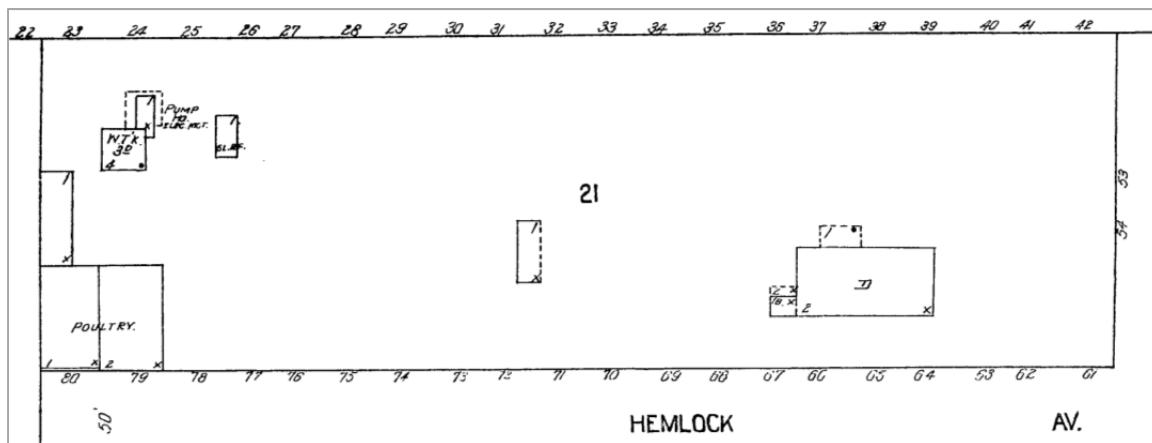
*Central Millbrae 2015, SFO visible at upper left (Google Earth)*

The character of these new developments – which represent a new era in transit-oriented development -- is different from the small-town commercial feeling, and limits the potential for a roadside commercial architectural historic district along El Camino Real/Highway 82 in Millbrae. Thus the two buildings under consideration will be evaluated individually, not as potential contributors to a historic district.

## Millbrae Serra Convalescent Hospital, 150 Serra Street, Millbrae, San Mateo County, California

### Overview

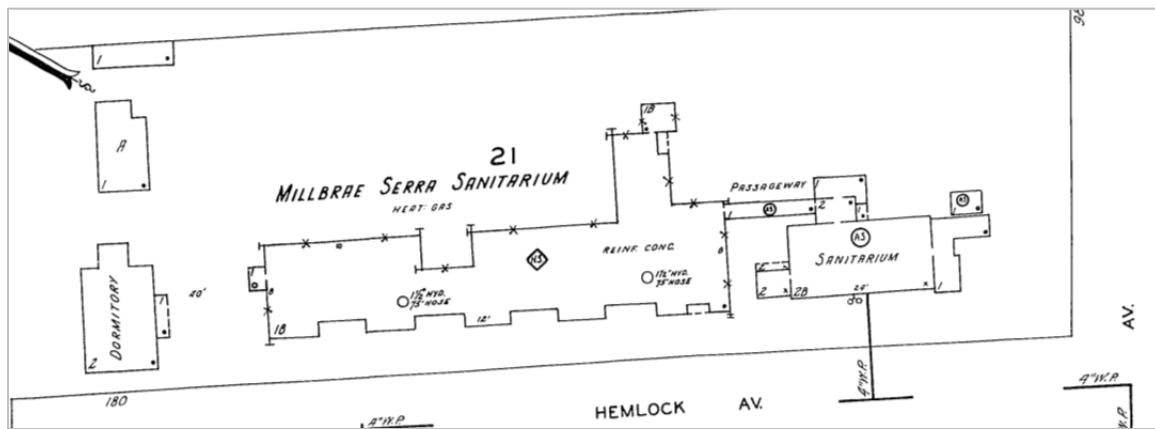
The Millbrae Serra Convalescent Hospital was founded in about 1930 by Dominic and Emma Muzzi in the former Dunphy Mansion on what was then called Hemlock Street. William Dunphy built the large house in 1883.<sup>x</sup> The Muzzi's care facility began with six patient beds in the Dunphy Mansion and expanded to include a larger facility in the late 1930s. The facility expanded again in 1952 and 1967 and the former Dunphy Mansion was demolished in 1967. The Muzzi family operated the facility until its recent closure.



*Excerpt, 1921 Sanborn Fire Insurance Map showing Dunphy Mansion and outbuildings.*



*Dunphy Mansion (<http://www.millbraehs.org/files/43530391.jpg>)*



Excerpt, 1949 Sanborn Fire Insurance Map showing former Dunphy house to the right ("Sanitarium"), expanded facility in center and nurse's dormitory to the left.



Aerial view 2015 showing current facility (Google Earth).

The original Dunphy house wing was removed in 1967; the nurses' dormitory moved in 1950 for expansion of the patient wing in 1952 and later demolished. Numerous small accessory structures have come and gone on the site.

### Description

The main building is a modern style flat roofed structure in an L-shape. The main entrance sits at the corner of the L. The building is finished in concrete and displays a series of double-hung and fixed windows; nearly all of which have been replaced with vinyl windows. The architect of the 1930s wing is unknown. The architect of the 1952 addition was Albert W. Kahl.<sup>xi</sup> The facility housed approximately 120 patients when fully completed.

The primary façade faces Serra Street. The 1930s building sits at the south end of the complex and is a single story concrete building with a flat roof. The building plan is characterized by a series of regular “steps” towards the street and then back again. The forward sections have four double hung windows (divided into two sets of two) and the recessed sections have six double hung windows (divided into two sets of three). The massing is low and horizontal.



*Entry to facility*



*1930s wing with stepped facade (Millbrae Bart Station canopy visible above)*

The 1952 addition is a simple modern concrete rectangle with ribbon windows. Rather than stepping forwards and back, rhythm is achieved by stepping the size of the windows across the façade. Six sets of windows on each floor: two double-hung windows flank a central fixed pane in each set, with a smaller window (likely serving bathrooms) separating each set.



*The 1952 addition by Albert W. Kahl*

The windows have been replaced with vinyl windows and a number of mechanical and plumbing fixtures have been attached to the façade.



*Oblique view of 1952 addition*



*Side of 1952 addition*

The rear of the facility is characterized by a simple landscape of lawn panels and walkways with shading from trees along the periphery. An extensive complex of additions can be seen on the south side which appears to include a caretaker residence.



*Rear view of facility*

## Evaluation

The property is evaluated using the criteria for listing on the California Register:

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1).
2. Associated with the lives of persons important to local, California or national history (Criterion 2).
3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values (Criterion 3).
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation (Criterion 4).

If the property meets at least one of the eligibility criteria and maintains sufficient integrity to convey its significance, then it must be considered a historic resource.

### Criterion 1: Association with significant events or patterns of local history

As discussed in the general context statement, development patterns in this area of Millbrae were structured by the regional transportation lines that border the site: the streetcar line, the Southern Pacific Railroad and El Camino Real/State Highway 82.

The Millbrae Serra Convalescent Hospital, originally known as the Millbrae Serra Sanitarium, was founded in the 1930s along the Line 40 Interurban streetcar line and only a short walk from the Southern Pacific Railway Station. While it seems likely that family and friends may have used these modes of transportation to visit patients at the facility, there is no evidence that the Sanitarium/Convalescent Hospital used the train or streetcar in its business. Line 40 had a significant sideline in funeral cars – transporting coffins and funeral parties on branch lines into the major regional cemeteries in Colma and Southern Pacific Railway also shipped coffins along its line. While local newspapers regularly reported deaths of elderly patients at the Millbrae Sanitarium, there was no apparent pattern of use of the streetcar or railway line in association with the funeral arrangements. It seems likely that funeral homes picked up the deceased from the Sanitarium in hearses. Thus the Millbrae Serra facility does not appear to have been strongly connected to the transit system features on its doorstep.

Sanitariums (also spelled sanitorium) emerged as medical facilities in the nineteenth century primarily for the isolation and treatment of tuberculosis.<sup>xii</sup> Sanitariums were also popular institutions for the treatment of mental illness and alcohol abuse. The

Millbrae Serra Sanitarium advertised itself as a “rest home for the aged and convalescents,” what is sometimes known as a “nursing home.” These institutions appeared in the nineteenth century as well, primarily as charitable institutions for the poor. More affluent families cared for their aged and sick in their homes. This was a practice that depended on the labor of women. In the twentieth century as women entered the workforce outside their homes, birth rates fell, and the US population grew more mobile geographically, the likelihood of an aged or sick person having someone at home to care for them declined. The industry of nursing homes emerged to serve the need. The Millbrae Serra facility does not appear to have been a particularly important example of this trend – it was not the first nursing facility in the county, nor the largest. Medical care was not a major focus of the Millbrae economy. The facility was not a major employer in the region. It does not appear that the Millbrae Serra Convalescent Hospital was associated with events that made a major contribution to state or local history.

#### Criterion 2: Association with significant persons

The facility was founded and operated by the Muzzi family. Founders Dominic and Emma Muzzi made their fortune in real estate and profits from the Millbrae Serra Convalescent Hospital. Immigrants from Italy, they used the profits from the nursing home to buy large swaths of undeveloped land in Marin and San Mateo counties.<sup>xiii</sup> Bruno Muzzi and Vincent Muzzi operated the facility after their father’s retirement in the late 1960s and the property remains in the Muzzi family.

Examples of significant associations with people include:

- *The home of an important merchant or labor leader.*
- *The studio of a significant artist.*
- *The business headquarters of an important industrialist.*<sup>xiv</sup>

The Muzzi family has been a long standing business presence in Millbrae and San Mateo County. While their properties brought them financial success, there is little evidence to suggest that the Millbrae Serra nursing home is a historically important business enterprise or that the Muzzi family had a significant role in shaping local or state history. Sufficient time may not have passed to assess their contributions. The property does not appear to be eligible for listing under criterion 2.

#### Criterion 3: Design and workmanship

The Millbrae Serra Convalescent Hospital is modern but utilitarian in style. It has the flat roof and horizontal banding of windows typical of modern commercial or institutional buildings. There is a considerable literature on modern architecture in the San Francisco Bay area; this facility is not noted as a distinguished example of architecture.

The architect of the 1952 addition, Albert W. Kahl, was however a locally significant architect whose projects included Millbrae's City Hall, Calaveras County Courthouse, and a number of medical facilities including Corning Memorial Hospital in Tehama County.



*Calaveras County Courthouse*



*Millbrae City Hall*

The wide eaves, attenuated steel columns and decorative wall textures of the courthouse and city hall buildings are associated with Formalism, a type of modern architecture that aspired to create classical beauty in the arrangement of building forms. Typical features

include flat roofs, narrow metal columns, accentuated corners and decorative wall textures.

The Millbrae Serra Convalescent Hospital lacks most of the characteristic features of Formalism: it has a low horizontal mass, without columns, eaves, or surface texture. It is a simple and efficient expression of its function and provided natural light to the patient rooms through its extensive windows. Its “stepped” profile is perhaps unusual but prevents the structure from achieving the Spartan elegance of more minimalistic types of modernism.

While Albert W. Kahl may be found to be a master architect, there is little scholarly literature on his career. Certainly he did design some attractive and important public buildings. The Millbrae Serra Convalescent Hospital’s 1952 addition would not be counted as one of his important works, nor is it an important example of modern architecture. The property does not appear to be eligible under Criterion 3.

#### Criterion 4: Potential to Yield Scientific Information

The property was not surveyed for archaeological resources.

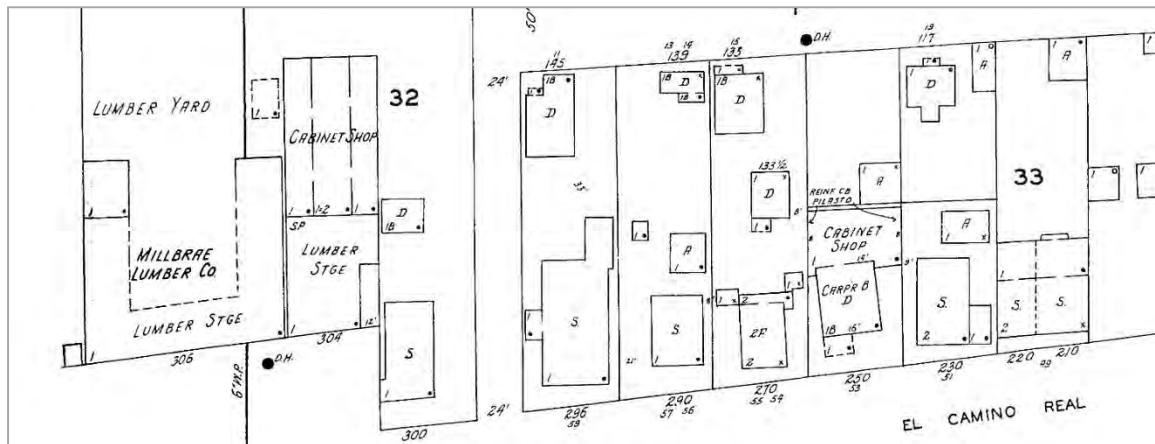
#### Summary

The Millbrae Serra Convalescent Hospital provided care to thousands of people over the years, and was a successful business enterprise for the Muzzi family. This was in essence a private service facility. It does not appear to have been the scene of important public events nor was it architecturally significant. The building does not appear to meet the criteria for listing on the California Register and is thus not a historic resource.

## Millbrae Cabinet Shop, 190 El Camino Real, Millbrae, California

### Overview

The Millbrae Cabinet Shop was founded by Emil Hemig in 1936. The building at 190 El Camino may have been its first home. However, San Mateo County telephone directories have the business at 250 El Camino Real in 1940 and at 304 El Camino Real in 1948. Both of those properties are shown as cabinet shops on the 1949 Sanborn Fire Insurance map. (The building now known as 190 El Camino Real is 300 El Camino Real on the map.) Originally the property included a small shop building with a detached cottage at the rear. The Hemigs occupied the cottage for a few years but eventually the entire lot was filled in with carpentry shop buildings.



*Sanborn Fire Insurance Map excerpt, Millbrae, Oct. 1949, Sheet 3*

Emil Helmig retired in 1971; the shop was taken over by his son Bob Helmig until his retirement in 2003, and was managed by grandson Kevin Helmig until its recent closure.

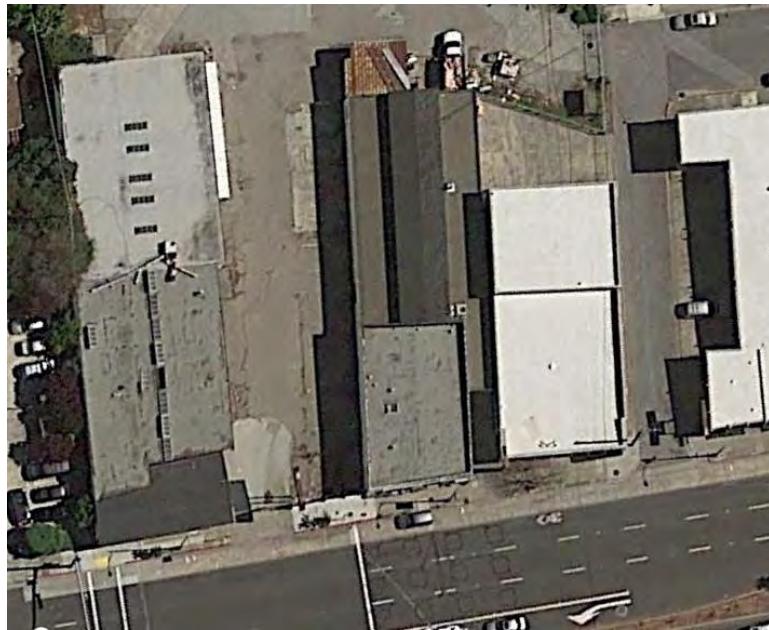
The property is not listed on any local, state or national registers or inventories and has not previously been evaluated.

## Description



*Front facade on El Camino Real 2015.*

The Millbrae Cabinet Shop property consists of a storefront display room (the original shop) on El Camino Real, and an abutting shop building just behind it.



*Aerial view 2015, Millbrae Cabinet Shop at center (Google Earth).*

The original building is concrete with a flat roof. The front is dominated by display windows and the entry doors. Two tall windows and glass door to the left, a central solid wall section, and the glass shop entry door and an additional tall glass window to the right. There is a concrete curb attached to the base of the building. The shop's sign is painted above the main entrance just below the roofline, and lit by six modern up lights attached to the wall above the door.



*Front façade detail 2015*

The central workshop section is wood frame with stucco finish and a flat roof, however there is a front-gabled monitor with clerestory windows running the length of the shop, most visible from the rear loading area. This structure is finished with horizontal wood lap siding.



*Side of building showing shop addition with clerestory windows.*



*Side of shop addition.*

The back of the shop building has two large doors: a large loading door at truck bed height on the left and a second double door up a small stair to the right. Five double-hung windows light on the ground floor and four fixed windows are seen at the clerestory level. A corrugated metal roof supported by steel columns shades the loading area.



*Rear loading area.*

There is no landscaping on the site which is entirely surrounded by pavement.

## Evaluation

The property is evaluated using the criteria for listing on the California Register:

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1).
2. Associated with the lives of persons important to local, California or national history (Criterion 2).
3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values (Criterion 3).
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation (Criterion 4).

If the property meets at least one of the eligibility criteria and maintains sufficient integrity to convey its significance, then it must be considered a historic resource.

### Criterion 1: Association with significant events or patterns of local history

As discussed in the general context statement, development patterns in this area of Millbrae were structured by the regional transportation lines that border the site: the streetcar line, the Southern Pacific Railroad and El Camino Real/State Highway 82. At the time that the Millbrae Cabinet Shop opened in 1936, El Camino Real was a four-lane state highway and Millbrae was a rural unincorporated hamlet.

The Millbrae Cabinet Shop was not a particularly large or visually prominent business on El Camino Real. No notable events took place at the small shop. The property does not appear to be eligible under Criterion 1.

### Criterion 2: Association with significant persons

The founder of the cabinet shop, Emil Helmig, operated his business at this location for 35 years. A search of local newspaper archives yielded a number of stories about his successes in competition bowling, and his participation in the Lion's Club. There is no indication of wider involvement in business, civic or community affairs. Lacking additional factors to distinguish Mr. Helmig from the hundreds of small family business owners in the area, the property does not appear to be eligible under Criterion 2.

### Criterion 3: Design and workmanship

The Millbrae Cabinet Shop's primary façade is a storefront on El Camino Real. While fairly simple in composition it displays characteristics of historic storefronts across America: a signboard area above the entrance, transom windows, display glass, and a "bulkhead" feature that protects the front of the building.<sup>xv</sup>

In the 1930s, storefronts became more streamlined and glass panel storefronts and, neon signs became widespread.<sup>xvi</sup> The Millbrae Cabinet Shop's original storefront reflected this era with its art deco style sign and geometric feeling created by the square window grid. In the 1940s, nationwide the use of glass expanded to fill nearly the entire storefront. While the Millbrae Cabinet Shop infilled its loading door with glass during this period, and painted a new sign, the windows were largely filled with blinds and covered by a shallow awning. The art deco feeling was lost. At a more recent date the storefront was modified again to its present condition.



1938



1940s



2015

*Evolution of storefront*

The Millbrae Cabinet Shop's original storefront was a modest example of art deco storefront design. Its second and third storefronts removed these elements and new replacement features lacked any of the distinguishing features of later era commercial storefront design. The property does not appear eligible under Criterion 3.

Criterion 4 is generally reserved for archaeological deposits. No archaeological investigation was conducted.

### Summary

While it was the longstanding location of a family-owned business, The Millbrae Cabinet Shop property at 190 El Camino Real does not meet the criteria for listing on the California Register of Historic Properties. It does not appear to be a historic resource.

## Conclusion

The two subject properties, evaluated within a context of transport-oriented commercial development, do not appear to be historic resources. These are utilitarian structures and neither exhibits the eye-catching elements of 20<sup>th</sup> Century commercial architecture, the key characteristic of commercial buildings along transportation corridors in this period.

Each property was operated by members of a single family over more than eight decades. While the Muzzi and Helmig families experienced personal success and participated in local community affairs, no specific important contribution to local, state or national history could be identified in connection with these individuals.

A brief review of the local context along the east side of El Camino Real in Millbrae, and along Serra Street, suggests that there is no potential historic district in this area, to which these properties could contribute. Thus, in addition to lacking sufficient distinction to be individually eligible for listing on the California Register, they do not appear to be contributors to a historic district.

## Endnotes

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<sup>i</sup> [https://en.wikipedia.org/wiki/Bayshore\\_Freeway](https://en.wikipedia.org/wiki/Bayshore_Freeway)

<sup>ii</sup> <http://www.sfmuseum.org/hist10/sf&sm.html>

<sup>iii</sup> <http://www.flaysfo.com/about-sfo/history-sfo>

<sup>iv</sup> Millbrae Historical Society. *Millbrae*. Images of America. Arcadia Publishing. 2007. Page 56.

<sup>v</sup> Millbrae Historical Society. *Millbrae*. Images of America. Arcadia Publishing. 2007. Pages 96-103. Mitchell Postel, *Historic Resource Study for Golden Gate National Recreational Area in San Mateo County*. National Park Service, 2010. Viewed at

<http://www.nps.gov/goga/learn/historyculture/upload/San-Mateo-HRS-Introduction.pdf>.

<sup>vi</sup> Mitchell Postel, *San Mateo County, A Sesquicentennial History*. Page 158. Star Publishing. 2007. Page 158.

<sup>vii</sup> Chester H. Liebs, *Main Street to Miracle Mile: American Roadside Architecture*. Johns Hopkins University Press. 1995. Pages 55-58.

<sup>viii</sup> Ibid. Pages 60-63. See also Alan Hess, *Googie Redux: Ultramodern Roadside Architecture*. Chronicle Books. 2004.

<sup>ix</sup> Niki's Drive-In photograph from Millbrae Historical Society. *Millbrae*. Images of America. Arcadia Publishing. 2007. Page 97. Millbrae Theater image viewed at [http://www.yelp.com/user\\_local\\_photos?userid=eUmVXP9UnoWtz9NSBwY4jA&select=EJ58GO\\_WZpLYJkj4TkDuSXw](http://www.yelp.com/user_local_photos?userid=eUmVXP9UnoWtz9NSBwY4jA&select=EJ58GO_WZpLYJkj4TkDuSXw).

<sup>x</sup> <http://www.millbraehs.org/millbrae-history-walk.html>

<sup>xi</sup> *Architect and Engineer*, January 1952.

<sup>xii</sup> The Evolution of the Sanatorium: The First Half-Century, 1854-1904 by Peter Warren. CBMH/BCHM / Volume 23:2 2006 / p. 457-476.

<sup>xiii</sup> Marin Riches Figure in Barber's Divorce. San Rafael Daily Independent Journal. Nov. 3, 1965. Page 8.

<sup>xiv</sup> National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.

<sup>xv</sup> <http://www.preservationnation.org/main-street/training/conference/2013neworleans/program-and-schedule/handouts/13-Handouts-SUN-Storefront-Design.pdf>.

<sup>xvi</sup> <https://www.illinois.gov/ihpa/Preserve/Documents/Storefronts-Shopfronts-Facades.pdf>



MILLBRAE SERRA CONVALESCENT  
HOSPITAL (150 SERRA  
STREET) FORMS

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State of California - The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
**BUILDING, STRUCTURE, AND OBJECT RECORD**

Primary #

HRI #

Page 2 of 2

\*NRHP Status Code 6Z

\*Resource Name or # (Assigned by recorder) Millbrae Sanitarium

B1. Historic Name: Millbrae Serra Sanitarium, Millbrae Serra Convalescent Hospital

B2. Common Name: Millbrae Serra Convalescent Hospital

B3. Original Use: Nursing home B4. Present Use: Vacant

\*B5. Architectural Style: Modern

\*B6. Construction History: (Construction date, alterations, and date of alterations)

Circa 1930s Construction of central structure

1952 Addition

Unknown date Replacement of windows

\*B7. Moved:  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: None

B9a. Architect: 1930s wing unknown; 1952 addition by Albert W. Kahl b. Builder: Unknown

\*B10. Significance: Theme: Commercial Development Area: Millbrae

Period of Significance: 1920-1950 Property Type: Nursing Home Applicable Criteria: N/A

(Discuss Importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Millbrae Serra Convalescent Hospital provided care to thousands of people, and was a successful business enterprise for the Muzzi family. This was in essence a private service facility. It does not appear to have been the scene of important public events nor was it architecturally significant. The building does not appear to meet the criteria for listing on the California Register and is thus not a historic resource.

B11. Additional Resource Attributes: (List attributes and codes)

Continued on page \_\_\_\_\_

\*B12. References:

(Sketch Map with north arrow required.)

B13. Remarks:

\*B14. Evaluator: L.Jones

\*Date of Evaluation: 08 September 2015

(This space reserved for official comments.)

State of California - The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
 HRI # \_\_\_\_\_  
 Trinomial \_\_\_\_\_  
 NRHP Status Code \_\_\_\_\_

Other Listings	Review Code	Reviewer	Date
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Page 1 of 2

\*Resource Name or # (Assigned by recorder) Millbrae Sanitarium

P1. Other Identifier: Millbrae Serra Convalescent Hospital

\*P2. Location:  Not for Publication  Unrestricted

\*a. County: San Mateo County and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad: \_\_\_\_\_ Date: \_\_\_\_\_ T \_\_\_\_\_ ; R \_\_\_\_\_ ; \_\_\_\_\_ 1/4 of \_\_\_\_\_ 1/4 of Sec \_\_\_\_\_ ; \_\_\_\_\_ B.M. \_\_\_\_\_

c. Address: 150 Serra Street City: Millbrae Zip: 94030

d. UTM: Zone: 10S ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)  
 APN 024-337-090

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The main building is a modern style flat roofed structure in an L-shape. The main entrance sits at the corner of the L. The building is finished in concrete and displays a series of double-hung and fixed windows; nearly all of which have been replaced with vinyl windows. The building plan is characterized by a series of regular "steps" towards the street and then back again. The massing is low and horizontal. The 1952 addition is a simple modern concrete rectangle with ribbon windows. Rather than stepping forwards and back, rhythm is achieved by stepping the size of the windows across the façade. The rear of the facility is characterized by a simple landscape of lawn panels and walkways with shading from trees along the periphery. An extensive complex of additions can be seen on the south side which appears to include a caretaker residence.

\*P3b. Resource Attributes: (List attributes and codes)

Continued on page \_\_\_\_\_

HP41 Hospital

\*P4. Resources Present:  Building  Structure  Object  Site  District  Elements of District  Other (Isolates, etc.)

<p>P5a. Photo or Drawing          (Photo required for buildings, structures, and objects.)</p> 	<p>P5b. Description of Photo: (View, date, accession #)          Serra Street facade, 2015</p> <p>*P6. Date Constructed/Age and Sources: <input type="checkbox"/> Prehistoric <input type="checkbox"/> Both          Circa 1930s <input type="checkbox"/> Historic</p> <p>*P7. Owner and Address:          1818 STE 123 GILBRETH RD          BURLINGAME 94010-1217</p> <p>*P8. Recorded by: (name, affiliation, and address)          Laura Jones          Heritage Resources Consulting          3905 Page Mill Road Los Altos CA</p> <p>*P9. Date Recorded: 08 September 2015</p> <p>*P10. Survey Type: (Describe)          Intensive</p>
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\*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

Historic Resource Evaluation: Two Commercial Buildings in Millbrae, San Mateo County, California. Prepared by L. Jones, Heritage Resources Consulting for the City of Millbrae. September 2015.

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building Structure and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  Artifact Record  
 Photograph Record  Other (List):

MILLBRAE CABINET SHOP  
(190 EL CAMINO REAL) FORMS

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State of California - The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
**BUILDING, STRUCTURE, AND OBJECT RECORD**

Primary #

HRI #

Page 2 of 2

\*NRHP Status Code 6Z

\*Resource Name or # (Assigned by recorder) Millbrae\_Cabinet\_Shop

B1. Historic Name: Same  
 B2. Common Name: Same  
 B3. Original Use: Carpenter's shop B4. Present Use: Vacant  
 \*B5. Architectural Style: Vernacular

\*B6. Construction History: (Construction date, alterations, and date of alterations)

Circa 1936 Construction of the storefront shop and a small dwelling unit at the rear (later demolished)

Circa 1940 Sign change, infill of loading bay door at front

After 1949 Shop addition, sign change

\*B7. Moved:  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: None.

B9a. Architect: Unknown. b. Builder: Unknown.

\*B10. Significance: Theme: Commercial Development Area: Millbrae

Period of Significance: 1920-1950 Property Type: Commercial storefront Applicable Criteria: N/A

(Discuss Importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

While it was the longstanding location of a family-owned business, The Millbrae Cabinet Shop property at 190 El Camino Real does not meet the criteria for listing on the California Register of Historic Properties. The Millbrae Cabinet Shop's original storefront was a modest example of art deco storefront design. Its second and third storefronts removed these elements and new replacement features lacked any of the distinguishing features of later era commercial storefront design. It does not appear to be a historic resource.

B11. Additional Resource Attributes: (List attributes and codes)

Continued on page \_\_\_\_\_

\*B12. References: Millbrae Historical Society. *Millbrae*. Images of America. Arcadia Publishing. 2007.

Sanborn Fire Insurance Map. *Millbrae, San Mateo County, October 1949 Sheet 3*.

(Sketch Map with north arrow required.)



B13. Remarks:

\*B14. Evaluator: L.Jones

\*Date of Evaluation: 08 September 2015

(This space reserved for official comments.)

State of California - The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
 HRI # \_\_\_\_\_  
 Trinomial \_\_\_\_\_  
 NRHP Status Code \_\_\_\_\_

Other Listings None

Review Code

Reviewer

Date

Page 1 of 2

\*Resource Name or # (Assigned by recorder) Millbrae\_Cabinet\_Shop

**P1. Other Identifier:**

\*P2. Location:  Not for Publication  Unrestricted

\*a. County: San Mateo County and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad: \_\_\_\_\_ Date: \_\_\_\_\_ T \_\_\_\_\_ ; R \_\_\_\_\_ ; \_\_\_\_\_ 1/4 of \_\_\_\_\_ 1/4 of Sec \_\_\_\_\_ ; \_\_\_\_\_ B.M. \_\_\_\_\_

c. Address: 190 El Camino Real City: Millbrae Zip: 94030

d. UTM: Zone: 10S ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)  
 APN 024-154-200

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Single story building comprised of a flat-roofed concrete showroom on El Camino Real with a high-volume carpentry shop structure behind. The carpentry shop is cement stucco over wood frame and receives daylight through clerestory windows. The front has two tall windows and glass door to the left, a central solid wall section, and the glass shop entry door and an additional tall glass window to the right. There is a concrete curb attached to the base of the building. The shop's sign is painted above the main entrance just below the roofline, and lit by six modern uplights. The back of the shop building has two large doors: a large loading door at truck bed height on the left and a second double door up a small stair to the right. Five double-hung windows light on the ground floor and four fixed windows are seen at the clerestory level. A corrugated metal roof supported by steel columns shades the loading area. There is no landscaping on the site.

\*P3b. Resource Attributes: (List attributes and codes)

Continued on page \_\_\_\_\_

HP6 Commercial Building, HP8 Industrial Building

\*P4. Resources Present:  Building  Structure  Object  Site  District  Elements of District  Other (Isolates, etc.)

P5a. Photo or Drawing

(Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #)

View from El Camino Real, 2015

\*P6. Date Constructed/Age and Sources: 1936  Prehistoric  Both  Historic

\*P7. Owner and Address:

1818 Gilbreth Rd Ste 200  
 Burlingame CA 94010

\*P8. Recorded by: (name, affiliation, and address)

L. Jones  
 Heritage Resources Consulting  
 3905 Page Mill Rd Los Altos CA 94022

\*P9. Date Recorded: 08 September 2015

\*P10. Survey Type: (Describe)  
 Intensive.

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

Historic Resource Evaluation: Two Commercial Buildings in Millbrae, San Mateo County, California. Prepared by L. Jones, Heritage Resources Consulting for the City of Millbrae. September 2015.

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building Structure and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  Artifact Record  
 Photograph Record  Other (List):