

COUNTY OF SAN MATEO, PLANNING AND BUILDING DEPARTMENT

**NOTICE OF INTENT TO ADOPT
REVISED MITIGATED NEGATIVE DECLARATION**

A notice, pursuant to the California Environmental Quality Act of 1970, as amended (Public Resources Code 21,000, et seq.), that the following project: *Gray Whale Cove Pedestrian Crossing*, when adopted and implemented, will not have a significant impact on the environment.

FILE NO.: PLN2018-00482

OWNER: State of California (Highway Right of Way and adjacent public lands)

APPLICANT:

San Mateo County	CalTrans
400 County Center	111 Grand Avenue
Redwood City, CA 94063	Oakland, CA 94612

ASSESSOR'S PARCEL NO.: Public Right of Way (State Route 1) and 036-380-180 (State Parks – 84 acres)

LOCATION: State Route 1 adjacent to the parking lot for Gray Whale Cove State Beach. Approximately .5 mile south of the Tom Lantos Tunnel at Devil's Slide.

PROJECT DESCRIPTION: The proposed project involves modifications to the Gray Whale Cove State Beach parking lot off of Highway 1 and the pedestrian crossing from the parking lot across the Highway to the beach, in order to improve pedestrian safety for beach users. The proposed project includes the addition of a pedestrian crosswalk on Highway 1; pedestrian hybrid beacons; widening pavement for the addition of a left turn lane and an acceleration lane; relocation and improvement of the parking lot entrance; as well as installation of associated overhead lighting, overhead signs and roadside signs.

The project will include the following components.

Modify parking lot access.

Access from Highway 1 to the Gray Whale Cove parking lot will be moved approximately 200 feet south of the current position. To provide this access, additional pavement will be added to widen the northbound shoulder and create 1) a new southbound acceleration lane, 2) a southbound left turn lane, and 3) a paved apron at the parking lot entrance. Grading and excavation will be needed to install these new areas of hardscape. Grading will also take place to resurface and level the existing parking lot.

Highway 1 widening.

Highway 1 will be widened up to 21 feet on the east side, and the lanes and shoulders restriped. An 8 foot wide pedestrian pathway will be installed adjacent to the west side of the highway (on the southbound side) to provide a connection between the proposed crosswalk and the existing access to the beach. The existing shoulder on the west side will be maintained. The northbound shoulder will be widened approximately 8 feet in the area of the crosswalk and parking lot entrance. Grading and excavation will be needed to install these new areas of hardscape. The total amount of additional paved or surfaced area will be approximately 13,500 sq. ft. (0.31 acre).

Crosswalk installation.

A pedestrian crosswalk will be installed (striped) on the south side of the relocated parking lot entrance. Both a pedestrian hybrid beacon and overhead lighting will be placed at the crosswalk. An overhead light will extend above the pedestrian hybrid beacon, providing lighting focused on the crosswalk. The beacons and overhead lighting will be placed over both the northbound and southbound traffic lanes. This permanent overhead lighting will be directed towards the highway pavement area. An additional beacon will be installed over the southbound lane to warn motorists of the upcoming crosswalk. It will be located approximately 490 feet north of the crosswalk and consist of a set of flashing beacon lights and a pedestrian crossing sign. Similarly, an additional beacon will be installed over the northbound lane about 250 feet before the crosswalk. Minor excavation will be needed to install foundations for new lighting and signs.

Utility connections.

Electrical power is already wired to the project area. Three new above ground utility cabinets will be installed along the east side of the highway road shoulder to support the new features. Trenching within the road shoulder will be required to connect the lighting and beacons to the cabinets.

Vegetation removal.

Ground cover vegetation will be cleared and grubbed throughout the project footprint. Removal of woody vegetation will be limited to three trees on the west side of the highway. The trees will be removed to provide driver-pedestrian visibility.

Construction staging and access.

Project-related equipment and materials will be staged within the existing parking lot. Access to work areas will be gained from the parking lot and Highway 1.

Site Cleanup and Restoration

Construction-related materials will be removed upon project conclusion. The temporarily disturbed areas will be revegetated with appropriate native plant species, to the extent practicable. Permanent erosion control, including soil stabilization measures such as hydroseeding, coir netting and non-filament mesh fiber rolls, will be applied to areas where it will be necessary to minimize erosion after construction has been completed. A permanent water quality treatment plan will be implemented. Disturbed areas will be contoured to conform to the surrounding landscape, restored using a combination of compost application and revegetation with native plants, and hydro-seeded with an appropriate native seed mix. Invasive, non-native plants, duff, and excavated material containing invasive plant material will be removed from the project footprint.

Conservation Measures

The applicants propose to reduce adverse effects to the California red-legged frog and San Francisco garter snake as well as other wildlife and habitat features by implementing the following measures:

1. USFWS Approved Biological Monitor. The names and qualifications of proposed biological monitor(s) will be submitted to the US Fish & Wildlife Service (Service) for approval prior to the start of construction. The Service-Approved Biological Monitors (Monitor(s)) will keep a copy of the amended biological opinion in their possession when onsite. Through communication with the Resident Engineer, the Monitor will be onsite during all work that could reasonably result in take of the California red-legged frog (CRLF) or San Francisco

garter snake (SFGS). The Monitor will have the authority to stop work that may result in the unauthorized take of special-status species. If the Monitor exercises this authority, the Service will be notified by telephone and email message within one (1) working day.

2. Worker Environmental Awareness Training. Construction personnel will attend a mandatory environmental education program delivered by the Monitor prior to taking part in site construction, including vegetation clearing. The program will focus on the conservation measures that are relevant to an employee's personal responsibility and will include an explanation as how to best avoid take of the CRLF and SFGS. At a minimum, the training will include a description of species; how they might be encountered within the project area; their status and protection; and the relevant *Conservation Measures* and *Terms and Conditions* of the biological opinion. A fact sheet conveying this information will be prepared and distributed to all construction and project personnel. Distributed materials will include cards with distinctive photographs of CRLF and SFGS, as well as compliance reminders and relevant contact information. Documentation of the training, including sign-in sheets, will be kept on file and made available to the Service upon request.
3. Pre-Construction Surveys. Pre-construction surveys for the CRLF and SFGS will be conducted by the Monitor no more than 20 calendar days prior to any initial ground disturbance and immediately prior to ground-disturbing activities (including vegetation removal) within upland habitat. These efforts will consist of walking surveys of the project limits and, if possible, accessible adjacent areas within at least 50 feet of the project limits. The Monitor will investigate potential cover sites when it is feasible and safe to do so. This includes thorough investigation of mammal burrows, rocky outcrops, appropriately sized soil cracks, tree cavities, and debris. Native vertebrates found in the cover sites within the project limits will be documented and relocated to an adequate cover site in the vicinity. Safety permitting, the Monitor will investigate areas of disturbed soil for signs of CRLF and SFGS within 30 minutes following initial disturbance of the given area.
4. Discovery of Listed Species. The Monitor will be present during all activities that could reasonably result in take of the CRLF or SFGS. If at any point a listed species is discovered during these activities, the Monitor, through the Resident Engineer or their designee, will halt all work within 50 feet of the animal until it has either been captured and moved or has moved sufficiently from harm's way on its own volition.
5. Protocol for Species Observation: The Monitor will have the authority to halt work through coordination with the Resident Engineer in the event that a listed species is observed in the action area. The Resident Engineer will keep construction activities suspended in any construction area where the biologist has determined that a potential take of the species could occur. Work will resume after observed listed individuals leave the site voluntarily, the biologist determines that no wildlife is being harassed or harmed by construction activities, or the wildlife is removed by the biologist to a release site using Service-approved handling techniques.
6. Handling of Listed Species. If a listed species is discovered, the Resident Engineer and Monitor will be immediately informed.
 - a. If a CRLF or SFGS are discovered in a construction zone, work will be halted immediately within 50 feet until the animal leaves the site or is captured and relocated by the Monitor.

- b. The Service will be notified within one (1) working day if a CRLF or SFGS is discovered within the construction site.
 - c. The captured CRLF or SFGS will be released within appropriate habitat outside of the construction area but nearby the capture location. The release habitat will be determined by the Monitor.
 - d. The Service-Approved Biological Monitor will take precautions to prevent introduction of amphibian diseases in accordance with the *Revised Guidance on Site Assessments and Field Surveys for the California Red-legged Frog* (Service 2005).
7. Injured Animals. Injured California red-legged frogs and San Francisco garter snakes will be cared for by a Service-Approved Biological Monitor(s) or a licensed veterinarian, if necessary. Any deceased California red-legged frogs or San Francisco garter snakes will be preserved according to standard museum techniques and will be held in a secure location. The Service and the California Department of Fish and Wildlife (CDFW) will be notified within one (1) working day of the discovery of a death or an injury to any listed species resulting from project-related activities or if a listed species is observed at a construction site. Notification will include the date, time, and location of the incident or the finding of a deceased or injured animal, clearly indicated on a U.S. Geological Survey 7.5-minute quadrangle and other maps at a finer scale, as requested by the Service or CDFW, and any other pertinent information.
8. Inclement Weather Restriction. No work will occur during or within 24 hours following a rain event exceeding 0.2-inch as measured by the National Oceanic and Atmospheric Association National Weather Service for the Soquel, CA (SOQC1) base station available at:
- <http://www.wrh.noaa.gov/mtr/versprod.php?pil=RR5&sid=RSA>.
- The Service and CDFW approval to continue work during or within 24 hours of a rain event will be considered on a case-by-case basis.
9. Construction Boundary and Wildlife Exclusion Fencing. Before the start of construction, the project footprint boundary will be clearly delineated using high-visibility orange fencing as necessary. A security fence will enclose the designated staging area within the Gray Whale Cove parking lot. Wildlife exclusion fencing will be attached to the base of the staging area security fencing and installed to isolate the work area where paving will take place. Construction work areas will include the active construction site and all areas providing support for the project, including areas used for vehicle parking, equipment and material storage and staging, and access roads. The fencing will remain in place throughout the duration of construction activities, and will be inspected regularly and fully maintained at all times. The final project plans will show all locations where boundary fencing will be installed and will provide installation specifications. The bid solicitation package special provisions will clearly describe acceptable fencing material and prohibited construction-related activities, including vehicle operation, material and equipment storage, access roads and other surface disturbing activities.
10. Vegetation Removal. Vegetation removal will be limited to the designated work areas needed for access and workspace. Where possible, vegetation removal in temporary work areas will be cut above soil level to promote re-vegetative growth of established plants following construction.

11. Staging. Construction access, staging, storage, and parking areas will be located within Caltrans ROW and the Gray Whale Cove parking lot on compacted soil and paved surfaces.
12. Night Lighting. All artificial lighting will be directed downwards, towards the travel way from sensitive resources or habitats.
13. Vehicle and Equipment Checks. Operators will check underneath construction equipment and vehicles that have been stationary for more than 30 minutes for wildlife prior to moving them. They will notify the Service-Approved Biological Monitor if any reptile or amphibian is observed.
14. Proper Use of Erosion Control Devices. To avoid California red-legged frogs and San Francisco garter snakes from becoming entangled, trapped or injured, erosion control materials that use plastic or synthetic mono-filament netting will not be used within the action area.
15. Avoidance of Entrapment. To prevent inadvertent entrapment of animals during construction, all excavated, steep-walled holes or trenches more than 1 foot deep will be covered at the close of each working day by plywood or similar materials. Before such holes or trenches are filled they must be thoroughly inspected for trapped animals. All replacement pipes, culverts, or similar structures stored in the project area overnight will be inspected before they are subsequently moved, capped and/ or buried.
16. Migratory Bird Treaty Act. To minimize and avoid take of migratory birds, their nests, and their young, Caltrans will conduct vegetation and tree trimming between September 30 and January 30 before project construction. This work will be limited to vegetation and trees that are within the project footprint. No grubbing or other ground disturbing actions will occur at this time. Upon completion of vegetation and tree trimming, Caltrans will install storm water and erosion control best management practices (BMPs). A Service-Approved Biological Monitor with appropriate construction and species experience will conduct nest and bird surveys and other wildlife surveys before and during tree cutting. All work will be conducted under a Regional Water Board approved Water Pollution Control Plan or Storm Water Pollution Protection Plan. Vegetation will be cleared only where necessary and will be cut above soil level. This will allow plants that reproduce vegetatively to re-sprout after construction.

During the nesting season, pre-construction surveys for nesting birds will be conducted by a qualified biologist no more than 72 hours prior to the start of construction activities. If work is to occur within 300 feet of active raptor nests or 50 feet of active passerine nests, a non-disturbance buffer will be established at a distance sufficient to minimize disturbance based on the nest location, topography, cover, the species' sensitivity to disturbance, and the intensity/type of potential disturbance. All clearing and grubbing of woody vegetation will be performed by hand or using light construction equipment, such as backhoes and excavators.

17. Poison Control. Pesticides and herbicides will not be used.
18. Invasive Species Management. To reduce the spread of invasive non-native plant species and minimize the potential decrease of palatable vegetation for wildlife species, Caltrans will comply with Executive Order 13112. The purpose of this order is to prevent

the introduction of invasive species and provide for their control to minimize economic, ecological, and human health impacts. In the event that high- or medium-priority noxious weeds, as defined by the California Department of Food and Agriculture or the California Invasive Plant Council, are disturbed or removed during construction-related activities, the contractor will contain the plant material associated with these noxious weeds and will dispose of it in a manner that will not promote the spread of the species. The contractor will be responsible for obtaining all permits, licenses, and environmental clearances for properly disposing materials. Areas subject to noxious weed removal or disturbance will be replanted with fast-growing native grasses or a native erosion control seed mixture. If seeding is not possible, the area will be covered to the extent practicable with heavy black plastic solarization material until completion of construction. All earthmoving equipment, as well as seeding equipment to be used during project construction will be thoroughly cleaned before arriving on the project site.

19. Construction Site BMP's. The following site restrictions will be implemented to avoid or minimize impacts on special-status species and their habitats:
 - a. The number and size of staging and work areas will be limited to the minimum necessary to construct the project and will be limited to existing paved surfaces or areas of compacted soil.
 - b. Routes and boundaries of roadwork will be clearly marked before the start of construction or grading.
 - c. To the maximum extent practicable, any borrow material will be certified to be nontoxic and weed free.
 - d. All food and food-related trash items will be enclosed in sealed trash containers and will be properly disposed off-site.
 - e. No pets belonging to project personnel will be allowed in the action area during construction.
 - f. No firearms will be allowed in the project footprint except for those carried by authorized security personnel, or local, state or federal law enforcement officials.
 - g. A *Spill Response Plan* will be prepared. Hazardous materials (e.g., fuels, oils, solvents) will be stored in sealable containers in a designated location that is at least 100 feet from any hydrologic features.
 - h. All equipment will be properly maintained and free of leaks. Servicing of vehicles and construction equipment, including fueling, cleaning, and maintenance, will occur at least 100 feet from any hydrologic features unless it is an existing gas station.

20. Implementation of Water Quality/Erosion Control BMP's. Erosion control BMPs will be developed and implemented to minimize any wind or water-related erosion, in compliance with the requirements of the Regional Water Quality Control Board. Protective measures will include, at a minimum:
 - a. No discharge of pollutants from vehicle and equipment cleaning will be allowed into any storm drains or watercourses.

- b. Vehicle and equipment fueling and maintenance operations will be kept at least 50 feet away from watercourses, except at established commercial gas stations or established vehicle maintenance facilities.
 - c. Concrete wastes will be collected in washouts, and water from curing operations will be collected and disposed. Neither will be allowed into watercourses.
 - d. Spill containment kits will be maintained on-site at all times during construction operations and/or staging or fueling of equipment.
 - e. Dust control measures will include use of water trucks and dust palliatives to control dust in excavation-and-fill areas, covering temporary access road entrances and exits with rock (rocking), and covering temporary stockpiles when weather conditions require.
 - f. Coir rolls or straw wattles that do not contain plastic or synthetic monofilament netting will be installed along or at the base of slopes during construction, to capture sediment.
 - g. Graded areas will be protected from erosion using a combination of silt fences and fiber rolls along toes of slopes or along edges of designated staging areas, and erosion control netting (e.g., jute or coir) will be used as appropriate on sloped areas. Erosion control materials that use plastic or synthetic monofilament netting will not be used. This will include products that use photodegradable or biodegradable synthetic netting, which can take several months to decompose. Acceptable materials will include natural fibers, such as jute, coconut, twine or other similar fibers.
21. Replant, Reseed, and Restore Disturbed Areas. In areas of soil disturbance, any native topsoil will be removed and stored in a suitable location until project completion. Caltrans will restore temporarily disturbed areas to their preconstruction function and values to the maximum extent practicable. Exposed slopes and bare ground will be reseeded with native grasses and shrubs (using a hydro-seed mix) to stabilize and prevent erosion.
22. Service Access. If requested, before, during, or upon completion of groundbreaking and construction activities, Caltrans will allow access by U.S. Fish and Wildlife Service personnel into the project footprint to inspect the project and its activities.
23. Permits. Caltrans will include a copy of the USFWS Biological Opinion (BO) within the construction bid package of the proposed project. The Resident Engineer or their designee will be responsible for implementing the Conservation Measures and Terms and Conditions of the BO and the CDFW Incidental Take Permit.

FINDINGS AND BASIS FOR A NEGATIVE DECLARATION

The Current Planning Section has reviewed the initial study for the project and, based upon substantial evidence in the record, finds that:

- 1. The project will not adversely affect water or air quality or increase noise levels substantially.

2. The project will not have adverse impacts on the flora or fauna of the area.
3. The project will not degrade the aesthetic quality of the area.
4. The project will not have adverse impacts on traffic or land use.
5. In addition, the project will not:
 - a. Create impacts which have the potential to degrade the quality of the environment.
 - b. Create impacts which achieve short-term to the disadvantage of long-term environmental goals.
 - c. Create impacts for a project which are individually limited, but cumulatively considerable.
 - d. Create environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

The County of San Mateo has, therefore, determined that the environmental impact of the project is less than significant.

MITIGATION MEASURES included in the project to avoid potentially significant effects:

Mitigation Measure 1: Prior to completion of the project's construction, the applicant shall plant three replacement trees (minimum 15-gallon size) for the three Significant size trees removed. Tree replacement must be in the general vicinity of the project site.

Mitigation Measure 2: Minimize the adverse effects to the California red-legged frog and San Francisco garter snake and their habitat in the project area by implementing the proposed project, including the proposed *Conservation Measures*, with the following *Terms and Conditions*:

- a. Approval request for Service-Approved Biological Monitors shall include, at a minimum:
 - (1) relevant education;
 - (2) relevant training concerning the California red-legged frog and San Francisco garter snake, identification, survey techniques, handling individuals of different age classes, and handling of different life stages by a permitted biologist or recognized species expert authorized for such activities by the Service;
 - (3) a summary of field experience conducting requested activities (to include project/research information);
 - (4) a summary of BOs under which they were authorized to work with the California red-legged frog and San Francisco garter snake and at what level (such as construction monitoring versus handling), this will also include the names and qualifications of persons under which the work was supervised as well as the amount of work experience on the actual project;

- (5) a list of Federal Recovery Permits [10(a)1(A)] held or under which they are authorized to work with the species (to include permit number, authorized activities, and name of permit holder); and
 - (6) any relevant professional references with contact information. No project construction will begin until the applicants have received written Service approval for biologists to conduct specified activities.
- b. If appropriate habitat for the California red-legged frog and San Francisco garter snake is located immediately adjacent to its capture location then the preferred option is short distance relocation to that habitat. The animal should not be moved outside of the area it would have traveled on its own. Captured animals should be released within suitable habitat as close to their capture location as feasible for their continued safety. Under no circumstances should an animal be relocated to another property without the owner's written permission. It is the applicant's responsibility to arrange for that permission. Service-Approved Biological Monitors must limit the duration of handling and captivity. While in captivity, California red-legged frogs and San Francisco garter snakes shall be kept individually in a cool, dark, moist, aerated environment, such as a clean and disinfected bucket or plastic container with a damp sponge. Containers used for holding or transporting should not contain any standing water.
- c. *Reporting Requirements*
In order to monitor whether the amount or extent of incidental take anticipated from implementation of the project is approached or exceeded, the applicants shall adhere to the following reporting requirements. Should this anticipated amount or extent of incidental take be exceeded, the applicants must reinitiate formal consultation as per 50 CFR 402.16.
1. Notification of injured or dead listed species will be made to the Coast-Bay Division Chief of the Endangered Species Program at the Sacramento Fish and Wildlife Office (SFWO) at (916) 414-6623. When an injured or dead individual of the listed species is found, the applicants shall follow the steps outlined in the following *Disposition of Individuals Taken* section.
 2. Sightings of any listed or sensitive animal species should be reported to the CNDDDB (<http://www.dfg.ca.gov/biogeodata/cnddb/>).
 3. Construction compliance reports will be addressed to the Coast-Bay Division Chief of the Endangered Species Program at the SFWO.
 4. The applicants shall submit post-construction compliance reports prepared by the Service approved biologist to the Service within 60 calendar days following completion of each construction season or within 60 calendar days of any break in construction activity lasting more than 60 calendar days. This report shall detail:
 - (1) dates that relevant project activities occurred;
 - (2) pertinent information concerning the success of the project in implementing avoidance and minimization measures;
 - (3) an explanation of failure to meet such measures, if any;

- (4) known project effects on the California red-legged frog and San Francisco garter snake;
- (5) occurrences of incidental take of any listed species;
- (6) documentation of employee environmental education; and
- (7) other pertinent information.

d. *Disposition if Individuals Taken*

Injured listed species must be cared for by a licensed veterinarian or other qualified person(s), such as the Service-approved biologist. Dead individuals must be sealed in a resealable plastic bag with the date and time when the animal was found, the location where it was found, and the name of the person who found it, and the bag containing the specimen frozen in a freezer located in a secure site, until instructions are received from the Service regarding the disposition of the dead specimen. The Service contact person is the Coast-Bay Division Chief of the Endangered Species Program at the SFWO at (916) 414-6623.

RESPONSIBLE AGENCY CONSULTATION

U.S. Fish and Wildlife Service
Regional Water Quality Control Board
California Department of Fish and Wildlife
Bay Area Air Quality Management District

INITIAL STUDY

The San Mateo County Current Planning Section has reviewed the Environmental Evaluation of this project and has found that the probable environmental impacts are insignificant. A copy of the initial study is attached.

REVIEW PERIOD: August 29, 2019 – September 30, 2019

All comments regarding the correctness, completeness, or adequacy of this Negative Declaration must be received by the County Planning and Building Department, 455 County Center, Second Floor, Redwood City, no later than **5:00 p.m., September 30, 2019.**

CONTACT PERSON

Michael Schaller
Project Planner, 650/363-1849
mschaller@smcgov.org

Michael Schaller, Project Planner

County of San Mateo
Planning and Building Department

**INITIAL STUDY
ENVIRONMENTAL EVALUATION CHECKLIST**
(To Be Completed by Planning Department)

1. **Project Title:** Gray Whale Cove Pedestrian Crossing
2. **County File Number:** PLN2018-00482
3. **Lead Agency Name and Address:** San Mateo County Planning Department
455 County Center, 2nd Floor
Redwood City, CA 94063
4. **Contact Person and Phone Number:** Michael Schaller, Senior Planner
650/363-1849
5. **Project Location:** State Route 1 adjacent to the parking lot for Gray Whale Cove State Beach. Approximately .5 mile south of the Tom Lantos Tunnel at Devil's Slide.
6. **Assessor's Parcel Number and Size of Parcel:** Public Right of Way (State Route 1) and 036-380-180 (State Parks – 84 acres)
7. **Project Sponsor's Name and Address:**

San Mateo County	CalTrans
400 County Center	111 Grand Avenue
Redwood City, CA 94063	Oakland, CA 94612

8. **Name of Person Undertaking the Project or Receiving the Project Approval (if different from Project Sponsor):** n/a
9. **General Plan Designation:** Public Recreation (Rural)
10. **Zoning:** Planned Agricultural Development (PAD)
11. **Description of the Project:** The proposed project involves modifications to the Gray Whale Cove State Beach parking lot off of Highway 1 and the pedestrian crossing from the parking lot across the Highway to the beach, in order to improve pedestrian safety for beach users. The proposed project includes the addition of a pedestrian crosswalk on Highway 1; pedestrian hybrid beacons; widening pavement for the addition of a left turn lane and an acceleration lane; relocation and improvement of the parking lot entrance; as well as installation of associated overhead lighting, overhead signs and roadside signs.

The project will include the following components.

Modify parking lot access.

Access from Highway 1 to the Gray Whale Cove parking lot will be moved approximately 200 feet south of the current position. To provide this access, additional pavement will be added to

widen the northbound shoulder and create 1) a new southbound acceleration lane, 2) a southbound left turn lane, and 3) a paved apron at the parking lot entrance. Grading and excavation will be needed to install these new areas of hardscape. Grading will also take place to resurface and level the existing parking lot.

Highway 1 widening.

Highway 1 will be widened up to 21 feet on the east side, and the lanes and shoulders restriped. An 8 foot wide pedestrian pathway will be installed adjacent to the west side of the highway (on the southbound side) to provide a connection between the proposed crosswalk and the existing access to the beach. The existing shoulder on the west side will be maintained. The northbound shoulder will be widened approximately 8 feet in the area of the crosswalk and parking lot entrance. Grading and excavation will be needed to install these new areas of hardscape. The total amount of additional paved or surfaced area will be approximately 13,500 sq. ft. (0.31 acre).

Crosswalk installation.

A pedestrian crosswalk will be installed (striped) on the south side of the relocated parking lot entrance. Both a pedestrian hybrid beacon and overhead lighting will be placed at the crosswalk. An overhead light will extend above the pedestrian hybrid beacon, providing lighting focused on the crosswalk. The beacons and overhead lighting will be placed over both the northbound and southbound traffic lanes. This permanent overhead lighting will be directed towards the highway pavement area. An additional beacon will be installed over the southbound lane to warn motorists of the upcoming crosswalk. It will be located approximately 490 feet north of the crosswalk and consist of a set of flashing beacon lights and a pedestrian crossing sign. Similarly, an additional beacon will be installed over the northbound lane about 250 feet before the crosswalk. Minor excavation will be needed to install foundations for new lighting and signs.

Utility connections.

Electrical power is already wired to the project area. Three new above ground utility cabinets will be installed along the east side of the highway road shoulder to support the new features. Trenching within the road shoulder will be required to connect the lighting and beacons to the cabinets.

Vegetation removal.

Ground cover vegetation will be cleared and grubbed throughout the project footprint. Removal of woody vegetation will be limited to three trees on the west side of the highway. The trees will be removed to provide driver-pedestrian visibility.

Construction staging and access.

Project-related equipment and materials will be staged within the existing parking lot. Access to work areas will be gained from the parking lot and Highway 1.

Site Cleanup and Restoration

Construction-related materials will be removed upon project conclusion. The temporarily disturbed areas will be revegetated with appropriate native plant species, to the extent practicable. Permanent erosion control, including soil stabilization measures such as hydroseeding, coir netting and non-filament mesh fiber rolls, will be applied to areas where it will be necessary to minimize erosion after construction has been completed. A permanent water quality treatment plan will be implemented. Disturbed areas will be contoured to conform to the surrounding landscape, restored using a combination of compost application and revegetation with native plants, and hydro-seeded with an appropriate native seed mix.

Invasive, non-native plants, duff, and excavated material containing invasive plant material will be removed from the project footprint.

Conservation Measures

The applicants propose to reduce adverse effects to the California red-legged frog and San Francisco garter snake as well as other wildlife and habitat features by implementing the following measures:

1. USFWS Approved Biological Monitor. The names and qualifications of proposed biological monitor(s) will be submitted to the US Fish & Wildlife Service (Service) for approval prior to the start of construction. The Service-Approved Biological Monitors (Monitor(s)) will keep a copy of the amended biological opinion in their possession when onsite. Through communication with the Resident Engineer, the Monitor will be onsite during all work that could reasonably result in take of the California red-legged frog (CRLF) or San Francisco garter snake (SFGS). The Monitor will have the authority to stop work that may result in the unauthorized take of special-status species. If the Monitor exercises this authority, the Service will be notified by telephone and email message within one (1) working day.
2. Worker Environmental Awareness Training. Construction personnel will attend a mandatory environmental education program delivered by the Monitor prior to taking part in site construction, including vegetation clearing. The program will focus on the conservation measures that are relevant to an employee's personal responsibility and will include an explanation as how to best avoid take of the CRLF and SFGS. At a minimum, the training will include a description of species; how they might be encountered within the project area; their status and protection; and the relevant *Conservation Measures* and *Terms and Conditions* of the biological opinion. A fact sheet conveying this information will be prepared and distributed to all construction and project personnel. Distributed materials will include cards with distinctive photographs of CRLF and SFGS, as well as compliance reminders and relevant contact information. Documentation of the training, including sign-in sheets, will be kept on file and made available to the Service upon request.
3. Pre-Construction Surveys. Pre-construction surveys for the CRLF and SFGS will be conducted by the Monitor no more than 20 calendar days prior to any initial ground disturbance and immediately prior to ground-disturbing activities (including vegetation removal) within upland habitat. These efforts will consist of walking surveys of the project limits and, if possible, accessible adjacent areas within at least 50 feet of the project limits. The Monitor will investigate potential cover sites when it is feasible and safe to do so. This includes thorough investigation of mammal burrows, rocky outcrops, appropriately sized soil cracks, tree cavities, and debris. Native vertebrates found in the cover sites within the project limits will be documented and relocated to an adequate cover site in the vicinity. Safety permitting, the Monitor will investigate areas of disturbed soil for signs of CRLF and SFGS within 30 minutes following initial disturbance of the given area.
4. Discovery of Listed Species. The Monitor will be present during all activities that could reasonably result in take of the CRLF or SFGS. If at any point a listed species is discovered during these activities, the Monitor, through the Resident Engineer or their designee, will halt all work within 50 feet of the animal until it has either been captured and moved or has moved sufficiently from harm's way on its own volition.
5. Protocol for Species Observation: The Monitor will have the authority to halt work through coordination with the Resident Engineer in the event that a listed species is observed in

the action area. The Resident Engineer will keep construction activities suspended in any construction area where the biologist has determined that a potential take of the species could occur. Work will resume after observed listed individuals leave the site voluntarily, the biologist determines that no wildlife is being harassed or harmed by construction activities, or the wildlife is removed by the biologist to a release site using Service-approved handling techniques.

6. Handling of Listed Species. If a listed species is discovered, the Resident Engineer and Monitor will be immediately informed.
 - a. If a CRLF or SFGS are discovered in a construction zone, work will be halted immediately within 50 feet until the animal leaves the site or is captured and relocated by the Monitor.
 - b. The Service will be notified within one (1) working day if a CRLF or SFGS is discovered within the construction site.
 - c. The captured CRLF or SFGS will be released within appropriate habitat outside of the construction area but nearby the capture location. The release habitat will be determined by the Monitor.
 - d. The Service-Approved Biological Monitor will take precautions to prevent introduction of amphibian diseases in accordance with the *Revised Guidance on Site Assessments and Field Surveys for the California Red-legged Frog* (Service 2005).
7. Injured Animals. Injured California red-legged frogs and San Francisco garter snakes will be cared for by a Service-Approved Biological Monitor(s) or a licensed veterinarian, if necessary. Any deceased California red-legged frogs or San Francisco garter snakes will be preserved according to standard museum techniques and will be held in a secure location. The Service and the California Department of Fish and Wildlife (CDFW) will be notified within one (1) working day of the discovery of a death or an injury to any listed species resulting from project-related activities or if a listed species is observed at a construction site. Notification will include the date, time, and location of the incident or the finding of a deceased or injured animal, clearly indicated on a U.S. Geological Survey 7.5-minute quadrangle and other maps at a finer scale, as requested by the Service or CDFW, and any other pertinent information.
8. Inclement Weather Restriction. No work will occur during or within 24 hours following a rain event exceeding 0.2-inch as measured by the National Oceanic and Atmospheric Association National Weather Service for the Soquel, CA (SOQC1) base station available at:

<http://www.wrh.noaa.gov/mtr/versprod.php?pil=RR5&sid=RSA>.

The Service and CDFW approval to continue work during or within 24 hours of a rain event will be considered on a case-by-case basis.
9. Construction Boundary and Wildlife Exclusion Fencing. Before the start of construction, the project footprint boundary will be clearly delineated using high-visibility orange fencing as necessary. A security fence will enclose the designated staging area within the Gray Whale Cove parking lot. Wildlife exclusion fencing will be attached to the base of the staging area security fencing and installed to isolate the work area where paving will take

place. Construction work areas will include the active construction site and all areas providing support for the project, including areas used for vehicle parking, equipment and material storage and staging, and access roads. The fencing will remain in place throughout the duration of construction activities, and will be inspected regularly and fully maintained at all times. The final project plans will show all locations where boundary fencing will be installed and will provide installation specifications. The bid solicitation package special provisions will clearly describe acceptable fencing material and prohibited construction-related activities, including vehicle operation, material and equipment storage, access roads and other surface disturbing activities.

10. Vegetation Removal. Vegetation removal will be limited to the designated work areas needed for access and workspace. Where possible, vegetation removal in temporary work areas will be cut above soil level to promote re-vegetative growth of established plants following construction.
11. Staging. Construction access, staging, storage, and parking areas will be located within Caltrans ROW and the Gray Whale Cove parking lot on compacted soil and paved surfaces.
12. Night Lighting. All artificial lighting will be directed downwards, towards the travel way from sensitive resources or habitats.
13. Vehicle and Equipment Checks. Operators will check underneath construction equipment and vehicles that have been stationary for more than 30 minutes for wildlife prior to moving them. They will notify the Service-Approved Biological Monitor if any reptile or amphibian is observed.
14. Proper Use of Erosion Control Devices. To avoid California red-legged frogs and San Francisco garter snakes from becoming entangled, trapped or injured, erosion control materials that use plastic or synthetic mono-filament netting will not be used within the action area.
15. Avoidance of Entrapment. To prevent inadvertent entrapment of animals during construction, all excavated, steep-walled holes or trenches more than 1 foot deep will be covered at the close of each working day by plywood or similar materials. Before such holes or trenches are filled they must be thoroughly inspected for trapped animals. All replacement pipes, culverts, or similar structures stored in the project area overnight will be inspected before they are subsequently moved, capped and/ or buried.
16. Migratory Bird Treaty Act. To minimize and avoid take of migratory birds, their nests, and their young, Caltrans will conduct vegetation and tree trimming between September 30 and January 30 before project construction. This work will be limited to vegetation and trees that are within the project footprint. No grubbing or other ground disturbing actions will occur at this time. Upon completion of vegetation and tree trimming, Caltrans will install storm water and erosion control best management practices (BMPs). A Service-Approved Biological Monitor with appropriate construction and species experience will conduct nest and bird surveys and other wildlife surveys before and during tree cutting. All work will be conducted under a Regional Water Board approved Water Pollution Control Plan or Storm Water Pollution Protection Plan. Vegetation will be cleared only where necessary and will be cut above soil level. This will allow plants that reproduce vegetatively to re-sprout after construction.

During the nesting season, pre-construction surveys for nesting birds will be conducted by a qualified biologist no more than 72 hours prior to the start of construction activities. If work is to occur within 300 feet of active raptor nests or 50 feet of active passerine nests, a non-disturbance buffer will be established at a distance sufficient to minimize disturbance based on the nest location, topography, cover, the species' sensitivity to disturbance, and the intensity/type of potential disturbance. All clearing and grubbing of woody vegetation will be performed by hand or using light construction equipment, such as backhoes and excavators.

17. Poison Control. Pesticides and herbicides will not be used.
18. Invasive Species Management. To reduce the spread of invasive non-native plant species and minimize the potential decrease of palatable vegetation for wildlife species, Caltrans will comply with Executive Order 13112. The purpose of this order is to prevent the introduction of invasive species and provide for their control to minimize economic, ecological, and human health impacts. In the event that high- or medium-priority noxious weeds, as defined by the California Department of Food and Agriculture or the California Invasive Plant Council, are disturbed or removed during construction-related activities, the contractor will contain the plant material associated with these noxious weeds and will dispose of it in a manner that will not promote the spread of the species. The contractor will be responsible for obtaining all permits, licenses, and environmental clearances for properly disposing materials. Areas subject to noxious weed removal or disturbance will be replanted with fast-growing native grasses or a native erosion control seed mixture. If seeding is not possible, the area will be covered to the extent practicable with heavy black plastic solarization material until completion of construction. All earthmoving equipment, as well as seeding equipment to be used during project construction will be thoroughly cleaned before arriving on the project site.
19. Construction Site BMP's. The following site restrictions will be implemented to avoid or minimize impacts on special-status species and their habitats:
 - a. The number and size of staging and work areas will be limited to the minimum necessary to construct the project and will be limited to existing paved surfaces or areas of compacted soil.
 - b. Routes and boundaries of roadwork will be clearly marked before the start of construction or grading.
 - c. To the maximum extent practicable, any borrow material will be certified to be nontoxic and weed free.
 - d. All food and food-related trash items will be enclosed in sealed trash containers and will be properly disposed off-site.
 - e. No pets belonging to project personnel will be allowed in the action area during construction.
 - f. No firearms will be allowed in the project footprint except for those carried by authorized security personnel, or local, state or federal law enforcement officials.

- g. A *Spill Response Plan* will be prepared. Hazardous materials (e.g., fuels, oils, solvents) will be stored in sealable containers in a designated location that is at least 100 feet from any hydrologic features.
 - h. All equipment will be properly maintained and free of leaks. Servicing of vehicles and construction equipment, including fueling, cleaning, and maintenance, will occur at least 100 feet from any hydrologic features unless it is an existing gas station.
20. Implementation of Water Quality/Erosion Control BMP's. Erosion control BMPs will be developed and implemented to minimize any wind or water-related erosion, in compliance with the requirements of the Regional Water Quality Control Board. Protective measures will include, at a minimum:
- a. No discharge of pollutants from vehicle and equipment cleaning will be allowed into any storm drains or watercourses.
 - b. Vehicle and equipment fueling and maintenance operations will be kept at least 50 feet away from watercourses, except at established commercial gas stations or established vehicle maintenance facilities.
 - c. Concrete wastes will be collected in washouts, and water from curing operations will be collected and disposed. Neither will be allowed into watercourses.
 - d. Spill containment kits will be maintained on-site at all times during construction operations and/or staging or fueling of equipment.
 - e. Dust control measures will include use of water trucks and dust palliatives to control dust in excavation-and-fill areas, covering temporary access road entrances and exits with rock (rocking), and covering temporary stockpiles when weather conditions require.
 - f. Coir rolls or straw wattles that do not contain plastic or synthetic monofilament netting will be installed along or at the base of slopes during construction, to capture sediment.
 - g. Graded areas will be protected from erosion using a combination of silt fences and fiber rolls along toes of slopes or along edges of designated staging areas, and erosion control netting (e.g., jute or coir) will be used as appropriate on sloped areas. Erosion control materials that use plastic or synthetic monofilament netting will not be used. This will include products that use photodegradable or biodegradable synthetic netting, which can take several months to decompose. Acceptable materials will include natural fibers, such as jute, coconut, twine or other similar fibers.
21. Replant, Reseed, and Restore Disturbed Areas. In areas of soil disturbance, any native topsoil will be removed and stored in a suitable location until project completion. Caltrans will restore temporarily disturbed areas to their preconstruction function and values to the maximum extent practicable. Exposed slopes and bare ground will be reseeded with native grasses and shrubs (using a hydro-seed mix) to stabilize and prevent erosion.

22. Service Access. If requested, before, during, or upon completion of groundbreaking and construction activities, Caltrans will allow access by U.S. Fish and Wildlife Service personnel into the project footprint to inspect the project and its activities.
 23. Permits. Caltrans will include a copy of the USFWS Biological Opinion (BO) within the construction bid package of the proposed project. The Resident Engineer or their designee will be responsible for implementing the Conservation Measures and Terms and Conditions of the BO and the CDFW Incidental Take Permit.
12. **Surrounding Land Uses and Setting:** The project site is surrounded by undeveloped open space to the south and east. To the west lies the Pacific Ocean and a pathway leading down from SR-1 to the beach at Gray Whale Cove. To the north lies additional park land and an undeveloped parking area associated with the County Parks' Green Valley Trail. There is little development in the surrounding area. The project is located within the Caltrans ROW and the bordering State Park lands (Grey Whale Cove State Beach to the west and McNee Ranch State Park to the east). The surrounding landscape is characterized by steep to rolling hills covered by open grasslands, forests, woodlands, scrub, and densely vegetated riparian corridors.

The Highway and the Gray Whale Cove State Beach parking lot are located on a bench constructed at the western base of Montara Mountain, which spills over a bluff to the Pacific Coast line. Within the project area, the Highway is limited to two lanes with no paved shoulders and occasional pullouts and road cuts.

The northern slope of Montara Mountain is included in the Green Valley Creek watershed. The northern extent of the proposed project area is within the expansive Green Valley. Green Valley is vegetated by coastal scrub and dense low profile riparian vegetation. The dense vegetation provides difficult foot access and conceals the drainage features and wetlands that have been identified in other investigations but are not evident in review of aerial photography. Wetlands and side ponds have been identified in this area. Green Valley Creek appears to be seasonally intermittent but water has ponded long enough through the summer months to support California red-legged frog larvae.

There are numerous drainages within 0.5 mile of the proposed project area that are part of the Green Valley watershed. A detention basin is located approximately 0.25 mile north of the proposed project area, immediately east of SR-1 and adjacent to the access road to a Caltrans operations and maintenance facility. Aquatic features have also been associated with the southern entrance to the Devil's Slide tunnels, located approximately 0.5 mile north of the project area.

The Grey Whale Cove parking lot is the center of the proposed project and is located between the base of Montara Mountain and Grey Whale Cove. The parking lot includes upper and lower parking areas that consists of pavement and packed soil. The surface topography results in shallow ponding within the parking lot following rain events. Unnamed drainages coursing down the steep mountain slope lead to a gently sloped area bordering the eastern edge of the parking lot. An unnamed drainage enters a culvert that crosses under SR-1 to discharge to the ocean. The culvert near the parking lot discharges through the SR-1 road prism, creating a freshwater wetland between Grey Whale Cove and SR-1.

The proposed project is within California Red-Legged Frog Recovery Unit 5 (Central Coast). The California red-legged frog is relatively abundant within this segment of the Coast Range.

Compared to other portions of their historic range, habitat loss and degradation has been low to moderate in the project vicinity. Occurrence of the listed frog has been documented in the area, including an observation from lower Green Valley Creek, on the east side of SR 1, approximately 420 feet north of the north end of the proposed project footprint. California red-legged frog breeding has been confirmed with the observation of larvae within an isolated wetland approximately 0.35 mile northeast of the project footprint within Green Valley. Adult frogs have been observed within the detention basin approximately 0.25 mile north of the project site, near the Caltrans' operations and maintenance building access road. The project area is also within the historic range of the San Francisco garter snake, and all of the constituent habitat elements essential for the snake are present within the project vicinity (i.e. – Green Valley).

13. Other Public Agencies Whose Approval is Required:

- CalTrans – Encroachment Permit
- U.S. Fish and Wildlife Service – Biological Opinion

14. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?:

No California Native American tribe has requested consultation pursuant to Public Resources Code section 21080.3.1. All work is to occur within the existing Highway 1 road alignment. No previously undisturbed or actively used area is part of this project.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” or “Significant Unless Mitigated” as indicated by the checklist on the following pages.

X	Aesthetics		Energy		Public Services
	Agricultural and Forest Resources		Hazards and Hazardous Materials		Recreation
	Air Quality		Hydrology/Water Quality		Transportation
X	Biological Resources		Land Use/Planning		Tribal Cultural Resources
	Climate Change		Mineral Resources		Utilities/Service Systems
	Cultural Resources		Noise		Wildfire
	Geology/Soils		Population/Housing	X	Mandatory Findings of Significance

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. “Negative Declaration: Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in 5. below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other California Environmental Quality Act (CEQA) process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less Than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources. Sources used or individuals contacted should be cited in the discussion.

1. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
1.a. Have a substantial adverse effect on a scenic vista, views from existing residential areas, public lands, water bodies, or roads?		X		
<p>Discussion: Construction of the project will require the removal of three significant size (as defined by the County's Significant Tree Protection Ordinance) Monterey Cypress trees (23", 24" and 48" dia.). These three trees are located on the west side of the Highway, between the beach access road and highway retaining walls to the south. Removal of these trees is necessary to improve sight distance for southbound drivers. Removal of these three trees will significantly affect the scenic landscape in this area as well as potentially reduce habitat for bird species in the area. The value of trees as both a scenic and biological resource are reflected by policies within the County's Local Coastal Program and the Significant Tree Protection Ordinance. Even though the removal of these three trees is justified in light of the purpose of the project, their loss must still be mitigated:</p> <p>Mitigation Measure 1: Prior to completion of the project's construction, the applicant shall plant three replacement trees (minimum 15-gallon size) for the three Significant size trees removed. Tree replacement must be in the general vicinity of the project site.</p> <p>Source: Site Visit; Project Plans; San Mateo County Significant Tree Protection Ordinance</p>				
1.b. Substantially damage or destroy scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?		X		
<p>Discussion: See discussion under Question 1(a).</p> <p>Source:</p>				
1.c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings, such as significant change in topography or ground surface relief features, and/or development on a ridgeline? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?		X		

<p>Discussion: As discussed above, the project will require the removal of three trees which poses a significant visual impact. The project involves minimal grading and no development is proposed on a ridgeline.</p> <p>Source: Project Plans</p>					
1.d.	Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?			X	
<p>Discussion: The project will include the installation of push button activated hybrid beacon lights at the crosswalk. These beacons will include street lights at the top in order to illuminate the crosswalk at night. Additionally, there will be pedestrian crossing signs with flashing beacons approximately 150 feet away on either side of the crosswalk. All of these new signs and lights are necessary for pedestrian safety, but they are, by definition, a new source of light where none currently exists. However, the new light sources are confined to a relatively small area, in and around the crosswalk. Additionally, this portion of the San Mateo Coast does not contain residences or other buildings that would be occupied at night. In that regard there are no everyday occupants who will be adversely impacted by the new light sources.</p> <p>Source: Project Plans, Site Visit</p>					
1.e.	Be adjacent to a designated Scenic Highway or within a State or County Scenic Corridor?		X		
<p>Discussion: The project site is within the Cabrillo Highway County Scenic Corridor. The impact of the project upon visual resources within the Corridor was discussed under Questions 1(a) and (d).</p> <p>Source: San Mateo County GIS; Site reconnaissance, Project Plans</p>					
1.f.	If within a Design Review District, conflict with applicable General Plan or Zoning Ordinance provisions?				X
<p>Discussion: The project site is not within a Design Review District.</p> <p>Source: San Mateo County Zoning Maps and Ordinance</p>					
1.g.	Visually intrude into an area having natural scenic qualities?		X		
<p>Discussion: See discussion under Question 1(a) and (d).</p> <p>Source:</p>					

<p>2. AGRICULTURAL AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>					
		<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
2.a.	For lands outside the Coastal Zone, convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
<p>Discussion: The project site consists of existing paved portions of Highway 1 and disturbed/unvegetated areas immediately adjacent to the paved travel way. There is no evidence that these areas have been farmed within the last 75 years, nor would they be suitable for farming due to the immediate proximity of the highway. Land immediately adjacent to the highway, but outside of the right-of-way consists of a paved parking area which has been in existence, in one form or another, for over 50 years.</p> <p>Source: Project plans; California Resources Agency Farmland Mapping and Monitoring Program</p>					
2.b.	Conflict with existing zoning for agricultural use, an existing Open Space Easement, or a Williamson Act contract?				X
<p>Discussion: See discussion under Question 2(a).</p> <p>Source:</p>					
2.c.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?				X
<p>Discussion: See discussion under Question 2(a).</p> <p>Source:</p>					

2.d. For lands within the Coastal Zone, convert or divide lands identified as Class I or Class II Agriculture Soils and Class III Soils rated good or very good for artichokes or Brussels sprouts?				X
<p>Discussion: See discussion under Question 2(a). Source:</p>				
2.e. Result in damage to soil capability or loss of agricultural land?				X
<p>Discussion: See discussion under Question 2(a). Source:</p>				
2.f. Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? <i>Note to reader: This question seeks to address the economic impact of converting forestland to a non-timber harvesting use.</i>				X
<p>Discussion: The project site does not meet the definitions of forestland or timberland. Source: Project Plans, Site Visit, San Mateo County GIS</p>				

<p>3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:</p>				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
3.a. Conflict with or obstruct implementation of the applicable air quality plan?			X	
<p>Discussion: The project is in San Mateo County within the San Francisco Bay Area Air Basin (SFBAAB), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The project is within a relatively rural area of the San Mateo Coast, and prevailing winds from the ocean to the west generally maintain relatively good air quality conditions.</p> <p>Air quality basins are classified under the Federal Clean Air Act and California Clean Air Act as attainment, non-attainment, or maintenance for each criteria pollutant based on whether the federal and state air quality standards have been achieved. With respect to National Ambient Air Quality</p>				

Standards (NAAQS), the SFBAAB is designated as a nonattainment area for ozone and PM_{2.5}, and as an attainment or unclassified area for all other pollutants. With respect to the California Ambient Air Quality Standards (CAAQS), the SFBAAB is designated as a nonattainment area for ozone, PM₁₀, and PM_{2.5}, and as an attainment area for all other pollutants (BAAQMD 2018).

For the reasons described below, the project would not have an adverse or significant impact to air quality, consisting only of safety improvements (no traffic capacity changes), and construction activities are limited in duration and intensity.

Construction. Construction of the project would result in the temporary generation of reactive organic gases (ROG), nitrogen oxides (NO_x), PM₁₀, and PM_{2.5} emissions associated primarily from off-road construction equipment, on-road motor vehicles, soil grading, and material transport. ROG and NO_x emissions are primarily associated with mobile equipment exhaust. Fugitive dust emissions are primarily associated with site preparation (area disturbed) and transportation (trucks delivering or removing materials, worker trips). Construction at State Route 1 at the Gray Whale Cove parking area will involve a limited number of workers over a 3 to 4 month time period, and is not considered a complex construction project.

Construction emissions were estimated using the Sacramento Metropolitan Air Quality Management District's (SMAQMD) Roadway Construction Emissions Model (Version 8.1.0) with conservative assumptions regarding the duration and scope of construction (SMAQMD 2018). The Roadway Construction Emissions Model Version 8.1.0 uses equipment data and emission factors from OFFROAD2011 and EMFAC2014. The total criteria pollutant construction emissions for the project are presented in Table 1, and are low because of the relatively low intensity of construction activity for this project (limited equipment and workforce). Estimated construction emissions would not exceed BAAQMD's applicable mass emission thresholds of significance that are listed in the table.

Table 1. Construction-Related Criteria Pollutant Emissions

Emissions Sources	ROG	NO _x	PM ₁₀ (exhaust + dust)	PM _{2.5} (exhaust + dust)	CO _{2e}
Total Emissions (tons/total construction period)	Less than 0.01	0.06	0.28	0.01	23.6
Average Maximum Daily Emissions (lbs/day) ^(a)	Less than 0.01	0.04	0.13	0.03	15.5
Thresholds of Significance ^(b) (lbs/day)	54	54	82	54	No construction threshold
Exceeds Thresholds?	No	No	No	No	No/Not Applicable

Notes:

(a) Average Maximum Daily Emissions were calculated based on 22 working days per month over a 4 month construction period and are based on the total construction emissions.

(b) Thresholds from Table 2-1 of the BAAQMD CEQA Air Quality Guidelines (BAAQMD 2017a).

ROG = reactive organic gases; NO_x = oxides of nitrogen; PM₁₀ = particulate matter with aerodynamic diameter less than 10 microns; PM_{2.5} = particulate matter with aerodynamic diameter less than 2.5 microns; lbs/day = pounds per day

Federal Air Quality Conformity (Exempt). 40 CFR 93.126 and 40 CFR 93.127 describe projects that

are exempt from federal air quality conformity requirements. This project has been identified by San Mateo County as an element of the “Highway 1 Congestion & Safety Improvement Project” in the Transportation Improvement Program (TIP) under ID # SM-170001 and Regional Transportation Plan (RTP) under ID #17-06-0005. That project included a series of improvements on Highway 1, including a proposed “pedestrian crossing at Gray Whale Cove.”

This TIP listing identifies the project’s air quality status as “Exempt (40 CFR 93.127) – Intersection Channelization Projects.” As the project is eligible for federal funding, the project sponsor (San Mateo County) will submit the project for concurrence to the MTC Air Quality Task Force for confirmation that it is exempt.

Elements of this project also meet the definition of an exempt safety project under “Table 2” of 40 CFR 93.126 under the following descriptions:

Safety

- Railroad/highway crossings,
- Projects that correct, improve, or eliminate a hazardous location or feature, and
- Increasing sight distance.

The proposed pedestrian crossing of State Route 1 will provide a safe and signalized pedestrian crossing of the highway where there is no current striped or designated crosswalk. It will improve an existing hazardous crossing between a State Park parking area and an associated trail to the beach. It will increase sight distance in the southbound direction by removing trees that currently reduce driver’s vision of the highway.

California Environmental Quality Act (CEQA) Significance Criteria. It is not anticipated that the project will result in a significant air quality impact based on the following:

CEQA Air Quality Impact Criteria	Discussion
<ul style="list-style-type: none"> a) Conflict with or obstruct implementation of an applicable air quality plan? b) Violate air quality standard or contribute substantially to an existing or projected air quality violation? c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? 	<p>This is a safety project only, and will not change or affect traffic patterns or volumes on State Route 1. There will be no change in air quality emissions related to highway traffic.</p> <p>Construction emissions will be temporary, for approximately 3 months. Standard specifications will require the contractor to control dust emissions through periodic watering of the site, and maintain equipment.</p>
<ul style="list-style-type: none"> d) Expose sensitive receptors to substantial pollutant concentrations? e) Create objectionable odors affecting a 	<p>No sources of substantial emissions or odors are anticipated from construction. Beach and park users will only temporarily pass near the project construction site when they park and leave their vehicles, with no extended</p>

substantial number of people?	exposure.
f) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	The project will enhance pedestrian access across State Highway 1, and will not create or increase any post construction greenhouse gas emissions.
g) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	There will be temporary greenhouse gas emissions during construction, but of limited duration and amount (as listed in Table 1). The construction emissions will not be significant.

Source: *Air, Noise, and Traffic Review, Gray Whale Cove Pedestrian Access Improvement Project, San Mateo County* prepared by AECOM, August 1, 2018

3.b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?			X	

Discussion: See discussion under Question 3(a).

Source:

3.c. Expose sensitive receptors to substantial pollutant concentrations, as defined by the Bay Area Air Quality Management District?			X	
--	--	--	---	--

Discussion: See discussion under Question 3(a).

Source:

3.d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	
---	--	--	---	--

Discussion: As a general matter, the types of land use development that pose potential odor problems include wastewater treatment plants, refineries, landfills, composting facilities and transfer stations. In this case, the proposed project is the construction of a pedestrian crossing across Highway 1. There is no evidence to suggest that, post-construction, this pedestrian crossing will generate any odors. Although some odor may occur during construction due to the use of diesel-fueled engines, construction activities will be temporary and will only affect a few nearby receptors (construction personnel) for a limited period of time. Upon completion of the proposed project, objectionable odors will not occur from the pedestrian crossing. Therefore, this project will not create objectionable odors that would affect a substantial number of people and this impact can be considered less than significant.

Source: *Air, Noise, and Traffic Review, Gray Whale Cove Pedestrian Access Improvement Project, San Mateo County* prepared by AECOM, August 1, 2018

4. BIOLOGICAL RESOURCES. Would the project:				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
4.a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		X		
<p>Discussion: As described above, California red-legged frogs have been identified within the project vicinity. In addition, the adjacent Green Valley area provides ideal habitat for the listed San Francisco garter snake. Adult California red-legged frogs are highly mobile and have been documented to move more than 2 miles over upland habitat. The frog habitat within the project area has direct connectivity with habitat adjacent to the project site and is well within the feasible movement distance to documented breeding locations. Vertical barriers can limit or prevent passage but California red-legged frogs are not adverse to steep topography and could move back and forth between the action area and nearby resource areas. The California red-legged frog and San Francisco garter snake could be encountered throughout the hardscape and landscape areas of the project footprint where they risk injury under staged and moving equipment/vehicles and ground disturbing activities. Construction noise, vibration, and increased human activity may interfere with normal behaviors such as feeding, sheltering, movement between refugia and foraging grounds, and other essential behaviors resulting in avoidance of areas that have suitable habitat but intolerable levels of disturbance. Short-term temporal effects will occur when vegetative and debris cover and subterranean upland habitat is removed along the road shoulder as a result of project construction. In their Biological Opinion, the USFWS determined that reasonable and prudent measures are necessary to minimize the effect of the project on the California red-legged frog and San Francisco garter snake. The applicants are responsible for the implementation and compliance with this measure:</p> <p>Mitigation Measure 2: Minimize the adverse effects to the California red-legged frog and San Francisco garter snake and their habitat in the project area by implementing the proposed project, including the proposed <i>Conservation Measures</i>, with the following <i>Terms and Conditions</i>:</p> <p>a. Approval request for Service-Approved Biological Monitors shall include, at a minimum:</p> <ul style="list-style-type: none"> (1) relevant education; (2) relevant training concerning the California red-legged frog and San Francisco garter snake, identification, survey techniques, handling individuals of different age classes, and handling of different life stages by a permitted biologist or recognized species expert authorized for such activities by the Service; (3) a summary of field experience conducting requested activities (to include project/research information); 				

- (4) a summary of BOs under which they were authorized to work with the California red-legged frog and San Francisco garter snake and at what level (such as construction monitoring versus handling), this will also include the names and qualifications of persons under which the work was supervised as well as the amount of work experience on the actual project;
 - (5) a list of Federal Recovery Permits [10(a)1(A)] held or under which they are authorized to work with the species (to include permit number, authorized activities, and name of permit holder); and
 - (6) any relevant professional references with contact information. No project construction will begin until the applicants have received written Service approval for biologists to conduct specified activities.
- b. If appropriate habitat for the California red-legged frog and San Francisco garter snake is located immediately adjacent to its capture location then the preferred option is short distance relocation to that habitat. The animal should not be moved outside of the area it would have traveled on its own. Captured animals should be released within suitable habitat as close to their capture location as feasible for their continued safety. Under no circumstances should an animal be relocated to another property without the owner's written permission. It is the applicant's responsibility to arrange for that permission. Service-Approved Biological Monitors must limit the duration of handling and captivity. While in captivity, California red-legged frogs and San Francisco garter snakes shall be kept individually in a cool, dark, moist, aerated environment, such as a clean and disinfected bucket or plastic container with a damp sponge. Containers used for holding or transporting should not contain any standing water.
- c. *Reporting Requirements*
In order to monitor whether the amount or extent of incidental take anticipated from implementation of the project is approached or exceeded, the applicants shall adhere to the following reporting requirements. Should this anticipated amount or extent of incidental take be exceeded, the applicants must reinitiate formal consultation as per 50 CFR 402.16.
1. Notification of injured or dead listed species will be made to the Coast-Bay Division Chief of the Endangered Species Program at the Sacramento Fish and Wildlife Office (SFWO) at (916) 414-6623. When an injured or dead individual of the listed species is found, the applicants shall follow the steps outlined in the following *Disposition of Individuals Taken* section.
 2. Sightings of any listed or sensitive animal species should be reported to the CNDDDB (<http://www.dfg.ca.gov/biogeodata/cnddb/>).
 3. Construction compliance reports will be addressed to the Coast-Bay Division Chief of the Endangered Species Program at the SFWO.
 4. The applicants shall submit post-construction compliance reports prepared by the Service approved biologist to the Service within 60 calendar days following completion of each construction season or within 60 calendar days of any break in construction activity lasting more than 60 calendar days. This report shall detail:
 - (1) dates that relevant project activities occurred;

- (2) pertinent information concerning the success of the project in implementing avoidance and minimization measures;
- (3) an explanation of failure to meet such measures, if any;
- (4) known project effects on the California red-legged frog and San Francisco garter snake;
- (5) occurrences of incidental take of any listed species;
- (6) documentation of employee environmental education; and
- (7) other pertinent information.

d. *Disposition if Individuals Taken*

Injured listed species must be cared for by a licensed veterinarian or other qualified person(s), such as the Service-approved biologist. Dead individuals must be sealed in a resealable plastic bag with the date and time when the animal was found, the location where it was found, and the name of the person who found it, and the bag containing the specimen frozen in a freezer located in a secure site, until instructions are received from the Service regarding the disposition of the dead specimen. The Service contact person is the Coast-Bay Division Chief of the Endangered Species Program at the SFWO at (916) 414-6623.

Source: *Formal Consultation on the State Route 1 Gray Whale Cove Pedestrian Access Improvement Project, San Mateo County, California (Caltrans EA 1 Q130)*, U.S. Fish & Wildlife Service, August, 2019

4.b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
--	--	--	--	---

Discussion: No riparian or other sensitive habitats have been identified in or immediately adjacent to the project work area. As discussed under the project setting section, riparian and wetland habitats do exist in nearby areas. However, these areas are sufficiently far away to not be impacted by project construction, particularly if proposed erosion control measures are implemented.

Source: Project Plans; Site Visit; *Gray Whale Cove Pedestrian Access Improvement Project, Natural Environment Study*, prepared by AECOM, December 2018

4.c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
--	--	--	--	---

Discussion: A reconnaissance survey for wetlands within the project footprint was conducted during the February 2018 site visit to identify potentially jurisdictional wetlands and other waters of

the U.S. subject to regulation under Section 401 and Section 404 of the Federal Clean Water Act and Section 1602 of the California Fish and Game Code. No potentially jurisdictional wetlands or waters of the U.S. were observed within the project footprint. Likewise, there are no features meeting the Coastal Commission one parameter wetland definition.

Source: *Gray Whale Cove Pedestrian Access Improvement Project, Natural Environment Study*, prepared by AECOM, December 2018

4.d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?

X

Discussion: See discussion under Question 4(a).

Source:

4.e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (including the County Heritage and Significant Tree Ordinances)?

X

Discussion: The Natural Environment Study prepared for this project identified 31 trees within the project footprint and adjoining areas. However, of those 31 trees, only 23 are of sufficient size to be protected under the County’s Significant Tree Ordinance. The project engineers have identified three trees that must be removed to accommodate the project, in addition to five trees which must be pruned back:

Tree ID	Species	DBH (inches)	Tree Impacts
#6	Monterey Pine	8	Pruning
#8	Monterey Pine	8	Pruning
#11	Monterey Cypress	25	Pruning
#13	Monterey Cypress	30	Pruning
#14	Monterey Cypress	30	Pruning
#18	Monterey Cypress	24	To be removed
#19	Monterey Cypress	23	To be removed
#27	Monterey Cypress	48	To be removed

This removal/pruning is required in order to provide sufficient site distance and improved visibility for southbound vehicles approaching the proposed crosswalk. None of the trees are considered a

significant biological resource. No bird nests were observed in the trees during site visits conducted for the preparation of the Natural Environment Study (prepared by AECOM). That is not to say that birds could not begin nesting in the trees prior to project construction, but measures to address such a situation were included above under Mitigation Measure 2. Nor are these trees unique. These two species of trees are found throughout San Mateo's coastal zone in varying densities and sizes. Neither the County's LCP nor the Significant Tree Ordinance prohibit the removal of these trees when their removal is considered as part of a larger permitting process, in this case the issuance of a CDP, which will be required for this project. It will be possible to make the findings for a tree removal permit as part of the consideration for the CDP.

Source: *Gray Whale Cove Pedestrian Access Improvement Project, Natural Environment Study*, prepared by AECOM, December 2018; Project Plans

4.f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan?				X
---	--	--	--	---

Discussion: The project site is not within the boundaries of any said conservation plan.

Source: Calif. Dept. of Fish & Wildlife (CDFW); U.S. Fish & Wildlife Service (USFW)

4.g. Be located inside or within 200 feet of a marine or wildlife reserve?				X
--	--	--	--	---

Discussion: While adjacent to the Monterey Bay National Marine Sanctuary, the project site is over 200 feet away from the mean high tide line, which marks the westernmost/land boundary of the Sanctuary.

Source: Monterey Bay National Marine Sanctuary web site.

4.h. Result in loss of oak woodlands or other non-timber woodlands?				X
---	--	--	--	---

Discussion: The project site does not contain oak woodlands or other non-timber woodlands.

Source: Site visit; project plans

5. CULTURAL RESOURCES. Would the project:

	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
5.a. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Section 15064.5?				X

Discussion: An Archeological Survey Report (prepared by AECOM) was prepared for this project. The background research, literature review, and field survey conducted for this report identified no archaeological resources in the APE. The report concluded that:

“The project will not cause a substantial adverse change to a historical or archaeological resource as defined by CEQA. No historical resources were identified during the identification efforts completed for this project. The deepest project impacts are located along the margins, or shoulder area, of State Route 1, that generally consists of fill and landscaping. Given that the soils in the area are thin and poorly developed and overlay bedrock, subsurface impacts will occur in areas not sensitive for buried archaeology. The project will therefore, have no impact to historical resources.”

Source: *Gray Whale Cove Pedestrian Access Improvement Project, San Mateo County, California; Archaeological Survey Report* (prepared by AECOM, November 2018)

5.b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?				X
---	--	--	--	---

Discussion: See discussion under Question 5(a) above.

Source:

5.c. Disturb any human remains, including those interred outside of formal cemeteries?				X
--	--	--	--	---

Discussion: See discussion under Question 5(a) above.

Source:

6. ENERGY. Would the project:

	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
6.a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?				X

Discussion: While final construction plans for the proposed pedestrian crossing have not been completed, the limited scope of the project and the tight construction budget for this project makes it unlikely that any unnecessary construction will occur. Energy use will during the operation phase of the project will be minimal, just that which is necessary to operate the light system.

Source: Project Plans, Project Analysis

6.b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.				X
---	--	--	--	---

Discussion: There is no evidence to suggest that the project will obstruct a state or local plan for renewable energy or efficiency.

Source: Project Plans, Project Analysis

7. GEOLOGY AND SOILS. Would the project:				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
7.a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the following, or create a situation that results in:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? <i>Note: Refer to Division of Mines and Geology Special Publication 42 and the County Geotechnical Hazards Synthesis Map.</i>				X
<p>Discussion: The project site is not within or adjacent to a mapped earthquake fault zone.</p> <p>Source: Alquist-Priolo Earthquake Fault Zoning Map (Half Moon Bay Quad) – Calif. Dept. of Conservation</p>				
ii. Strong seismic ground shaking?			X	
<p>Discussion: The nearest known fault zone to the project site is the Seal Cove fault zone which is approximately 1.5 miles southwest of the project site. The San Andreas fault zone lies approximately 5.5 miles northeast of the project site. A major earthquake along either fault line could produce strong ground shaking. However, the project will not create any habitable structures or potentially unstable slopes adjacent to habitable structures or infrastructure.</p> <p>Source: Alquist-Priolo Earthquake Fault Zoning Map (Half Moon Bay Quad) – Calif. Dept. of Conservation; Project Plans</p>				
iii. Seismic-related ground failure, including liquefaction and differential settling?				X
<p>Discussion: The project site is not within a mapped liquefaction hazard zone or on soils known to be susceptible to liquefaction or differential settling. Again, the project will not create any habitable structures or potentially unstable slopes adjacent to habitable structures or infrastructure.</p> <p>Source: Calif. Geological Survey Seismic Hazards Zones maps; Project Plans</p>				
iv. Landslides?				X

<p>Discussion: See response to question 7(a)(ii).</p> <p>Source:</p>				
<p>v. Coastal cliff/bluff instability or erosion?</p> <p><i>Note to reader: This question is looking at instability under current conditions. Future, potential instability is looked at in Section 7 (Climate Change).</i></p>				X
<p>Discussion: The adjacent coastal bluff has not shown signs of instability or erosion. The toe of the bluff is sufficiently upslope from the mean high tide line to avoid substantial wave action which could lead to bluff erosion.</p> <p>Source: Project Plans, Google Earth</p>				
<p>7.b. Result in substantial soil erosion or the loss of topsoil?</p>				X
<p>Discussion: The proposed project will involve minimal grading on relatively flat slopes. With the implementation of standard erosion control measures as required for all construction projects in San Mateo County, there should be minimal, if any, erosion from the project site.</p> <p>Source: Project Plans</p>				
<p>7.c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, severe erosion, liquefaction or collapse?</p>				X
<p>Discussion: See response to question 7(a)(iii).</p> <p>Source:</p>				
<p>7.d. Be located on expansive soil, as defined in Table 18-1-B of Uniform Building Code, creating substantial direct or indirect risks to life or property?</p>				X
<p>Discussion: Based upon the U.S. Dept. of Agriculture soil maps for San Mateo County, the soils on the project site are not identified as expansive soils. No habitable structures or over steepened slopes will be created by this project.</p> <p>Source: U.S. Dept. of Agriculture soil maps for San Mateo County</p>				
<p>7.e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?</p>				X

Discussion: No septic system or other wastewater disposal system is proposed.					
Source: Project Plans					
7.f.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
Discussion: See discussion under Question 5.a above. There is no evidence to suggest that the project site contains fossil resources.					
Source:					

8. CLIMATE CHANGE. Would the project:					
		<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
8.a.	Generate greenhouse gas (GHG) emissions (including methane), either directly or indirectly, that may have a significant impact on the environment?			X	
<p>Discussion: GHG emissions were estimated using the Roadway Construction Emissions Model (RoadMod), version 7.1.2 (Sacramento Metropolitan Air Quality Management District, 2016), which BAAQMD recommends for linear construction projects, for each of the project components. Notably, there are no long-term sources of GHGs associated with project development. Once the project is completed, there will be no additional GHG generation associated with the project above existing levels. GHGs associated with construction will be generated by construction equipment, haul trucks, and worker vehicles. The modeling program estimates that maximum annual GHGs of 40.9 metric tons of CO₂e will be emitted during all construction activities related to this project. Based upon this estimate, the proposed project will not exceed the BAAQMD's most stringent GHG threshold of 1,100 metric tons per year and should be considered less than significant.</p> <p>Source: Roadway Construction Emissions Model (RoadMod), ver. 8.1.0, Project Plans, BAAQMD CEQA Air Quality Guidelines</p>					
8.b.	Conflict with an applicable plan (including a local climate action plan), policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X
<p>Discussion: San Mateo County has developed an Energy and Climate Change Element for the General Plan (San Mateo County, 2013). The Element includes energy use reduction measures, transportation measures, and solid waste reduction measures to reduce GHGs. The project consists of a pedestrian crossing with associated lighting. This crossing is to address existing safety issues caused by pedestrians crossing Cabrillo Highway from the parking lot on the east side of the</p>					

<p>highway to the beach access on the west side. The pedestrian crossing, in and of itself, will not generate new vehicle trips and thus will not result in new or additional long-term sources of GHGs, therefore the reduction strategies contained in the County's Climate Change Element do not apply. Thus, the project would not conflict with any applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions.</p> <p>Source: San Mateo County Energy and Climate Change Element 2013, BAAQMD Guidelines</p>					
8.c.	Result in the loss of forestland or conversion of forestland to non-forest use, such that it would release significant amounts of GHG emissions, or significantly reduce GHG sequestering?				X
<p>Discussion: The project site does not contain forestland, nor will the project involve the removal of a significant number of trees.</p> <p>Source: Project Plans</p>					
8.d.	Expose new or existing structures and/or infrastructure (e.g., leach fields) to accelerated coastal cliff/bluff erosion due to rising sea levels?				X
<p>Discussion: See response to question 7(a)(v).</p> <p>Source: San Mateo County GIS</p>					
8.e.	Expose people or structures to a significant risk of loss, injury or death involving sea level rise?				X
<p>Discussion: See response to question 7(a)(v).</p> <p>Source:</p>					
8.f.	Place structures within an anticipated 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
<p>Discussion: There are no creeks, rivers, or other waterbodies within or adjacent to the project site.</p> <p>Source: San Mateo County GIS, Site visit.</p>					
8.g.	Place within an anticipated 100-year flood hazard area structures that would impede or redirect flood flows?				X
<p>Discussion: See response to question 8(f).</p> <p>Source:</p>					

9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
9.a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (e.g., pesticides, herbicides, other toxic substances, or radioactive material)?				X
<p>Discussion: No hazardous materials, pesticides or herbicides, are proposed for use in this project.</p> <p>Source: Project Plans</p>				
9.b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
<p>Discussion: See response to question 9(a).</p> <p>Source:</p>				
9.c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
<p>Discussion: There are no existing or proposed schools within one mile of the project site.</p> <p>Source: Project Plans, Site visit</p>				
9.d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
<p>Discussion: The County's consultant for this project, AECOM, conducted a hazardous materials review of the project site. There is no evidence that the project has ever been developed and used for any use other than the associated Highway 1. There is no evidence to suggest that any hazardous materials have ever been stored on the project site.</p> <p>Source: Project Plans, Site visit</p>				

9.e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?				X
<p>Discussion: There are no airports within 2 miles of the project site. The project site is not within the boundaries of an airport land use plan.</p> <p>Source: Project Plans, Site visit</p>				
9.f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
<p>Discussion: There is no evidence to suggest that the project will interfere with any emergency response plan. No work will occur that will permanently impede or close a public road.</p> <p>Source: Project Plans, Site visit, San Mateo County GIS database</p>				
9.g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X
<p>Discussion: No habitable structures are proposed with this project. The proposed traffic/pedestrian improvements will not increase the exposure to wildland fires above what already exists at the site.</p> <p>Source: Project Plans, Site visit, San Mateo County GIS database</p>				
9.h. Place housing within an existing 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
<p>Discussion: The project will not create housing or other habitable structures.</p> <p>Source: Project Plans, Site visit, San Mateo County GIS database</p>				
9.i. Place within an existing 100-year flood hazard area structures that would impede or redirect flood flows?				X
<p>Discussion: The project site is not within an existing or anticipated 100-year flood hazard area.</p> <p>Source: Project Plans, Site visit, San Mateo County GIS database</p>				
9.j. Expose people or structures to a significant risk of loss, injury or death involving				X

flooding, including flooding as a result of the failure of a levee or dam?				
<p>Discussion: See response to question 9(i). There are no levees or dams near or adjacent to the project site.</p> <p>Source: Project Plans, Site visit, San Mateo County GIS database</p>				
9.k. Inundation by seiche, tsunami, or mudflow?				X
<p>Discussion: The project site is not adjacent to a lake (seiche hazard), is outside of any anticipated tsunami hazard zone (the site sits approximately 100 feet above the mean high tide line), and there are no adjacent, unstable slopes (mudflow).</p> <p>Source: Project Plans, Site visit, San Mateo County GIS database</p>				

10. HYDROLOGY AND WATER QUALITY. Would the project:				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
10.a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality (consider water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash))?			X	
<p>Discussion: As with any construction project, there will be some ground disturbance which could, if not addressed, result in erosion and deposition of sediment off-site. However, implementation of CalTrans standard erosion control measures which is required by their Standard Operating Procedures will reduce any potential erosion to a less than significant level. The existing on-site drainage systems do not need to be significantly altered to accommodate the proposed project.</p> <p>Source: Project Plans, Site visit</p>				
10.b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X
<p>Discussion: The proposed project does not require a water source (including groundwater). There is no aspect of this project that would interfere with groundwater recharge.</p>				

Source: Project Plans, Site visit				
10.c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:			X	
i. Result in substantial erosion or siltation on- or off-site;			X	
<p>Discussion: There are no river or stream features on the project site. There is a small, ephemeral drainage to the east of the existing parking lot. This stream feeds into a culvert which then conveys stormwater under the highway and deposits it on the east side of the highway. The project will result in a minor addition of new impermeable surfaces, primarily new acceleration and deceleration lanes to allow for safe access into the parking lot. Any additional drainage coming off these new surfaces will be directed toward the existing drop inlet for the above mentioned culvert. There is no evidence to suggest that the proposed project will substantially alter the existing drainage pattern of the site or area.</p> <p>Source: Project Plans, Site visit</p>				
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			X	
<p>Discussion: See response to question 10(c)(i).</p> <p>Source:</p>				
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
<p>Discussion: See response to question 10(c)(i).</p> <p>Source:</p>				
iv. Impede or redirect flood flows?				X
<p>Discussion: See response to question 10(c)(i).</p> <p>Source:</p>				
10.d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
Discussion: The project site is not within a known flood hazard, tsunami, or seiche zone.				

Operational use of the project will not involve the storage or use pollutants or other chemicals. Source: Project Plans, Site visit				
10.e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X
Discussion: At the present time, there is no groundwater management plan in this area of the County, nor is there a specific water quality control plan for this particular area of the County. The project does not require a water source nor is there any aspect of the project that could conceivably conflict with a future water quality control plan or groundwater management plan. Source: Project Plans, Site visit				
10.f. Significantly degrade surface or groundwater water quality?			X	
Discussion: See response to question 10(a). Source:				
10.g. Result in increased impervious surfaces and associated increased runoff?			X	
Discussion: The project will result in a small, incremental increase in the amount of impervious surface on the project site. However, the amount of increase is minor in scope and the existing storm drain system is adequate to handle the minor increase. Source: Project Plans, Site visit				

11. LAND USE AND PLANNING. Would the project:				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
11.a. Physically divide an established community?				X
Discussion: There are no town, villages or other habitations within a one mile radius of the site. Source: Site visit				
11.b. Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X
Discussion: There is no evidence to support a conclusion that the project will conflict with any				

adopted County plans.				
Source: Project Plans, Site visit, San Mateo County LCP, San Mateo County General Plan				
11.c. Serve to encourage off-site development of presently undeveloped areas or increase development intensity of already developed areas (examples include the introduction of new or expanded public utilities, new industry, commercial facilities or recreation activities)?				X
Discussion: On busy weekends, when the weather is nice, more than 50 people frequently park at the site and cross the highway to gain access to the adjacent beach. That is existing condition. The proposed project will not intensify or change that situation.				
Source: Project Plans, Site visit				

12. MINERAL RESOURCES. Would the project:				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
12.a. Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?				X
Discussion: There are no identified mineral resources on the project site.				
Source: SMC General Plan				
12.b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
Discussion: The project site is not designated as a mineral resource recovery site.				
Source: SMC General Plan				

13. NOISE. Would the project result in:				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

13.a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
<p>Discussion: The project could potentially generate noise levels above those set in the County Noise Ordinance during certain phases of project construction. There are no sensitive receptors within one mile of the project site. Additional noise sources in the area include traffic on Highway 1. The San Mateo County Code, Section 4.88.360 (Noise Ordinance), provides the following exemption for construction related noise: “noise sources associated with demolition, construction, repair, remodeling, or grading of any real property, provided said activities do not take place between the hours of 6:00 p.m. and 7:00 a.m. weekdays, 5:00 p.m. and 9:00 a.m. on Saturdays or at any time on Sundays, Thanksgiving and Christmas (are exempt from the restrictions of the Noise Ordinance)”. None of the proposed project activities would occur during the above periods. As a result, the project would have a less-than-significant impact with respect to County noise standards.</p> <p>Source: Project Plans, County GIS database, County Noise Ordinance</p>				
13.b. Generation of excessive ground-borne vibration or ground-borne noise levels?			X	
<p>Discussion: While the project will generate some ground-borne vibration during certain phases of construction, this is a temporary impact and there are no sensitive receptors nearby that would be impacted.</p> <p>Source: Project Plans</p>				
13.c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, exposure to people residing or working in the project area to excessive noise levels?				X
<p>Discussion: The project site is not within an airport land use plan or within 2 miles of a public or private airport/airstrip.</p> <p>Source: County GIS</p>				

14. POPULATION AND HOUSING. Would the project:				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
14.a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and				X

businesses) or indirectly (for example, through extension of roads or other infrastructure)?				
<p>Discussion: The project involves the construction of a pedestrian crossing. No infrastructure that could support population growth will be improved or extended to accommodate this project. No commercial, industrial or residential uses are proposed.</p> <p>Source: Project Plans</p>				
14.b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X
<p>Discussion: There is no housing within or adjacent to the project site.</p> <p>Source: Project plans, County GIS database, Site Visit</p>				

<p>15. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</p>				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
15.a. Fire protection?				X
15.b. Police protection?				X
15.c. Schools?				X
15.d. Parks?				X
15.e. Other public facilities or utilities (e.g., hospitals, or electrical/natural gas supply systems)?				X
<p>Discussion: Because construction activities would be short-term and would involve a workforce of 4 to 16 construction workers on any given day, project construction would not significantly increase demand for fire and police protection services throughout the project vicinity, and would not change any uses on the site. The project is not expected to significantly affect the Coastside Fire Protection District's or San Mateo County Sheriff's Office's ability to maintain service ratios, response times, and other performance objectives. No new or physically altered facilities would be required. For these reasons, the project's impact with respect to the provision of fire and police protection facilities would be less than significant. There is no aspect of the project that would result in an increase in demand on local school services. The proposed project would not result in an increase of permanent employees; therefore it would not result in a permanent increase in the use of existing</p>				

park and recreation facilities and new or physically altered facilities would not be required. The proposed project would not involve new permanent employees and, therefore, it is not expected to increase the use of other public facilities such as libraries or hospitals.

Source: Project plans

16. RECREATION. Would the project:				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
16.a. Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
Discussion: See Question 15(d), above. Source:				
16.b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
Discussion: See Question 15(d), above. Source:				

17. TRANSPORTATION. Would the project:				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
17.a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, and parking?				X
Discussion: The project is intended to address an identified traffic safety issue. Construction of the pedestrian crossing will reduce the potential for fatal accidents at this location on Highway 1 and is consistent with existing traffic plans for the Coastside as well as the County's LCP. Source: Project plans, San Mateo County LCP, Site Visit				

<p>17.b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) <i>Criteria for Analyzing Transportation Impacts</i>?</p> <p><i>Note to reader: Section 15064.3 refers to land use and transportation projects, qualitative analysis, and methodology.</i></p>				X
---	--	--	--	---

Discussion: CEQA Guidelines Section 15064.3 establishes a new method for analyzing certain transportation impacts created by a proposed project. Under the new requirements, circulation impacts must be analyzed based on vehicle miles traveled (VMT). For a land use project, if the estimated VMT exceeds an established threshold of significance, then it could be a significant impact. Each Lead Agency is responsible for establishing their own thresholds of significance and has until July 1, 2020 to do so. At this time, San Mateo County has not adopted VMT thresholds of significance, but the responsible County departments (Public Works and Planning) are working on this threshold with the aim of adopting a threshold by the required deadline. Until such time as the required threshold is established, the County's existing standard of analysis (Level of Service) is the applicable standard of review.

Source: Staff Analysis

<p>17.c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>				X
--	--	--	--	---

Discussion: See response to Question 17(a) above.

Source:

<p>17.d. Result in inadequate emergency access?</p>				X
---	--	--	--	---

Discussion: See response to Question 17(a) above.

Source:

<p>18. TRIBAL CULTURAL RESOURCES. Would the project:</p>				
	<p><i>Potentially Significant Impacts</i></p>	<p><i>Significant Unless Mitigated</i></p>	<p><i>Less Than Significant Impact</i></p>	<p><i>No Impact</i></p>
<p>18.a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a</p>				X

California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)				X
<p>Discussion: The project site has been developed as a highway and adjacent parking area for over 50 years. There is no evidence that the project site has ever been utilized as a cultural resource. As cited in Section 5 above, local Native American tribal representatives were contacted as part of the cultural resources evaluation. None of the representatives indicated that the site was a cultural resource. The project site is not listed on the California Register.</p> <p>Source: Site Visit; <i>Gray Whale Cove Pedestrian Access Improvement Project, San Mateo County, California; Archaeological Survey Report</i> (prepared by AECOM, November 2018)</p>				
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Subdivision (c) of Public Resources Code Section 5024.1. (In applying the criteria set forth in Subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)				X
<p>Discussion: See response to Question 18(a).</p> <p>Source:</p>				

19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
19.a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				X
<p>Discussion: The proposed project will not produce any wastewater nor will it require the</p>				

construction of new water or wastewater treatment facilities or expansion of such facilities. No significant changes to the existing stormwater drainage system within the project site are proposed. No new electrical, natural gas or telecomm facilities are proposed for this project.

Source: Project Plans, Site Visit

19.b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				X
--	--	--	--	---

Discussion: The project will not result in habitable structures which require water for either consumption or fire suppression.

Source: Project Plans

19.c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
--	--	--	--	---

Discussion: The Project site is not connected to a municipal wastewater treatment system.

Source: Project Plans, San Mateo County GIS

19.d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				X
--	--	--	--	---

Discussion: There is no evidence that the project will generate significant new levels of solid waste. All waste disposal shall be at the County's only landfill – Ox Mountain, which currently has sufficient space to accommodate the anticipated modest waste stream from this site.

Source: Project Plans

19.e. Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?				X
---	--	--	--	---

Discussion: See discussion under Question 19(d).

Source:

20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
20.a. Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
<p>Discussion: The Project site is located in an area designated as a “Very High Fire Hazard Risk” on the State’s Fire Hazard Severity Zone maps. The project consists of the installation of traffic lights and a pedestrian crossing. There are no proposed structures that would physically block or inhibit movement of vehicles on Highway 1.</p> <p>San Mateo County has an adopted emergency evacuation plan for the Urban Mid-Coast area. There is no component of this project that will interfere with this plan. The project will not create new residences that could increase the number of people that might be trapped during an emergency event.</p> <p>Source: Project Plans, Site visit, County GIS database, San Mateo County Hazard Mitigation Plan (July 2016)</p>				
20.b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
<p>Discussion: The Project site sits at the mouth of a wide but shallow canyon surrounded by hillsides covered with brush. For the Half Moon Bay area, prevailing winds tend to come from the west or north. Prevailing winds from the west would tend to diminish the threat of uncontrolled spread of wildfire towards the project (which is within the road right-of-way) and the adjacent parking lot. Generally, if a wildfire were to break on one of the adjacent hillsides and the wind is coming from the west, it would push the fire and smoke away from the project site and towards the uninhabited surrounding hill country. No aspect of the project will exacerbate the existing level of fire hazard posed to the surrounding area. No habitable structures are proposed as part of this project.</p> <p>Source: Weatherspark.com: “Average Weather in Half Moon Bay area”; Site Visit; County GIS database; Project Plans</p>				
20.c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
<p>Discussion: The proposed project involves the installation of a pedestrian crossing and associated infrastructure within the Highway 1 right of way. No fire prevention infrastructure is required by the State Fire Code for such improvements.</p> <p>Source: 2013 California Fire Code; Project Plans</p>				
20.d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a				X

result of runoff, post-fire slope instability, or drainage changes?				
<p>Discussion: The slopes surrounding the project site are covered primarily with low brush with some trees scattered within the brush. If a catastrophic wildfire were to burn through these hills, it could potentially leave the adjacent slopes denuded and susceptible to instability if heavy rains were to occur before replacement vegetation was able to take hold. The soils on the adjacent hillsides are primarily Scarper-Miramar complex which has a moderate rate of permeability but a relatively high erosion hazard rating. While landslide hazard cannot be ruled out, given the soil characteristics, the more likely effect of heavy rainfall on these barren slopes would be accelerated erosion of the course sandy loam material.</p> <p>No habitable structures are proposed as part of this project. The adjacent State beach and parking lot do see high usage during nice weather days. However, the parking lot (which would be the most susceptible to landslide hazard) is pre-existing and not a part of this project.</p> <p>Source: <i>Soil Survey of San Mateo, Eastern Part</i>, U.S. Soil Conservation Service, 1991; Project Plans</p>				

21. MANDATORY FINDINGS OF SIGNIFICANCE.				
	<i>Potentially Significant Impacts</i>	<i>Significant Unless Mitigated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
21.a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
<p>Discussion: A potentially significant impact related to loss of trees (as a visual resource) was identified and a mitigation measure was proposed which will reduce this impact to a less than significant level. Additionally, the USFWS Biological Opinion recognized the potential for impacts to migrating California red-legged frog and San Francisco garter snake due to construction activities. The applicants have proposed conservation measures to minimize this potential impact. The USFWS has also recommended additional measures to reduce the potential for incidental take of these two species. With the inclusion of these measures, the project is not expected to significantly degrade the quality of the environment, or substantially reduce habitat or affect populations of any wildlife, fish, or plant species. There are no known historical or pre-historical resources on the project site.</p>				
21.b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively consider-			X	

<p>able” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)</p>				
<p>Discussion: The project will not have impacts to agriculture or forestry resources, mineral resources, or population and housing that would combine with other projects. The proposed pedestrian crossing improvements will have a significant impact with respect to visual resources due to tree removal. However, this impact is limited to the project site and there is no evidence to suggest that this site specific impact will combine with other projects in the area to create a significant cumulative impact.</p> <p>For the reasons presented in the above document, the proposed project is not expected to result in adverse impacts to human beings, either directly or indirectly. All impacts identified in this document are less than significant, or reduced to less than significant levels with implementation of mitigation measures, and the project’s incremental contribution to potential cumulative impacts will not be cumulatively considerable. Therefore, the project’s impact is considered less than significant.</p>				
<p>21.c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>			X	
<p>Discussion: See Question 21(b) above.</p>				

RESPONSIBLE AGENCIES. Check what agency has permit authority or other approval for the project.

AGENCY	YES	NO	TYPE OF APPROVAL
Bay Area Air Quality Management District		X	
Caltrans	X		Encroachment Permit
City		X	
California Coastal Commission		X	
County Airport Land Use Commission (ALUC)		X	
Other: _____		X	
Regional Water Quality Control Board		X	
San Francisco Bay Conservation and Development Commission (BCDC)		X	
Sewer/Water District:		X	
State Department of Fish and Wildlife		X	

AGENCY	YES	NO	TYPE OF APPROVAL
State Department of Public Health		X	
State Water Resources Control Board		X	
U.S. Army Corps of Engineers (CE)		X	
U.S. Environmental Protection Agency (EPA)		X	
U.S. Fish and Wildlife Service	X		Biological Opinion

<u>MITIGATION MEASURES</u>		
	<u>Yes</u>	<u>No</u>
Mitigation measures have been proposed in project application.		X
Other mitigation measures are needed.	X	
<p>The following measures are included in the project plans or proposals pursuant to Section 15070(b)(1) of the State CEQA Guidelines:</p> <p>Mitigation Measure 1: Prior to completion of the project's construction, the applicant shall plant three replacement trees (minimum 15-gallon size) for the three Significant size trees removed. Tree replacement must be in the general vicinity of the project site.</p> <p>Mitigation Measure 2: Minimize the adverse effects to the California red-legged frog and San Francisco garter snake and their habitat in the project area by implementing the proposed project, including the proposed <i>Conservation Measures</i>, with the following <i>Terms and Conditions</i>:</p> <p>a. Approval request for Service-Approved Biological Monitors shall include, at a minimum:</p> <ul style="list-style-type: none"> (7) relevant education; (8) relevant training concerning the California red-legged frog and San Francisco garter snake, identification, survey techniques, handling individuals of different age classes, and handling of different life stages by a permitted biologist or recognized species expert authorized for such activities by the Service; (9) a summary of field experience conducting requested activities (to include project/research information); (10) a summary of BOs under which they were authorized to work with the California red-legged frog and San Francisco garter snake and at what level (such as construction monitoring versus handling), this will also include the names and qualifications of persons under which the work was supervised as well as the amount of work experience on the actual project; (11) a list of Federal Recovery Permits [10(a)1(A)] held or under which they are authorized to work with the species (to include permit number, authorized activities, and name of permit holder); and 		

(12) any relevant professional references with contact information. No project construction will begin until the applicants have received written Service approval for biologists to conduct specified activities.

b. If appropriate habitat for the California red-legged frog and San Francisco garter snake is located immediately adjacent to its capture location then the preferred option is short distance relocation to that habitat. The animal should not be moved outside of the area it would have traveled on its own. Captured animals should be released within suitable habitat as close to their capture location as feasible for their continued safety. Under no circumstances should an animal be relocated to another property without the owner's written permission. It is the applicant's responsibility to arrange for that permission. Service-Approved Biological Monitors must limit the duration of handling and captivity. While in captivity, California red-legged frogs and San Francisco garter snakes shall be kept individually in a cool, dark, moist, aerated environment, such as a clean and disinfected bucket or plastic container with a damp sponge. Containers used for holding or transporting should not contain any standing water.

c. *Reporting Requirements*

In order to monitor whether the amount or extent of incidental take anticipated from implementation of the project is approached or exceeded, the applicants shall adhere to the following reporting requirements. Should this anticipated amount or extent of incidental take be exceeded, the applicants must reinitiate formal consultation as per 50 CFR 402.16.

5. Notification of injured or dead listed species will be made to the Coast-Bay Division Chief of the Endangered Species Program at the Sacramento Fish and Wildlife Office (SFWO) at (916) 414-6623. When an injured or dead individual of the listed species is found, the applicants shall follow the steps outlined in the following *Disposition of Individuals Taken* section.

6. Sightings of any listed or sensitive animal species should be reported to the CNDDDB (<http://www.dfg.ca.gov/biogeodata/cnddb/>).

7. Construction compliance reports will be addressed to the Coast-Bay Division Chief of the Endangered Species Program at the SFWO.

8. The applicants shall submit post-construction compliance reports prepared by the Service approved biologist to the Service within 60 calendar days following completion of each construction season or within 60 calendar days of any break in construction activity lasting more than 60 calendar days. This report shall detail:

(1) dates that relevant project activities occurred;

(2) pertinent information concerning the success of the project in implementing avoidance and minimization measures;

(3) an explanation of failure to meet such measures, if any;

(4) known project effects on the California red-legged frog and San Francisco garter snake;

(5) occurrences of incidental take of any listed species;

(6) documentation of employee environmental education; and

(7) other pertinent information.

d. *Disposition if Individuals Taken*

Injured listed species must be cared for by a licensed veterinarian or other qualified person(s), such as the Service-approved biologist. Dead individuals must be sealed in a resealable plastic bag with the date and time when the animal was found, the location where it was found, and the name of the person who found it, and the bag containing the specimen frozen in a freezer located in a secure site, until instructions are received from the Service regarding the disposition of the dead specimen. The Service contact person is the Coast-Bay Division Chief of the Endangered Species Program at the SFWO at (916) 414-6623.

DETERMINATION (to be completed by the Lead Agency).

On the basis of this initial evaluation:

I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Planning Department.

I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because of the mitigation measures in the discussion have been included as part of the proposed project. A MITIGATED NEGATIVE DECLARATION will be prepared.

X

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

(Signature)

Date

(Title)

ATTACHMENTS

A. Project Plans

B. *Air, Noise, and Traffic Review, Gray Whale Cove Pedestrian Access Improvement Project, San Mateo County* prepared by AECOM, August 2018

- C. *Formal Consultation on the State Route 1 Gray Whale Cove Pedestrian Access Improvement Project, San Mateo County, California (Caltrans EA 1 Q130)*, U.S. Fish & Wildlife Service, August, 2019
- D. *Gray Whale Cove Pedestrian Access Improvement Project, Natural Environment Study*, prepared by AECOM, December 2018
- E. *Gray Whale Cove Pedestrian Access Improvement Project, San Mateo County, California; Archaeological Survey Report* prepared by AECOM, November 2018



County of San Mateo - Planning and Building Department

ATTACHMENT A

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN SAN MATEO COUNTY
IN MONTARA
FROM 0.6 MILE NORTH OF MONTARA MOUNTAIN TRAILHEAD
TO 0.6 MILE SOUTH OF TOM LANTOS TUNNELS

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2018

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

LOCATION MAP

APPROVED AS TO IMPACT ON STATE FACILITIES AND CONFORMANCE WITH APPLICABLE STATE STANDARDS AND PRACTICES AND THAT TECHNICAL OVERSIGHT WAS PERFORMED.

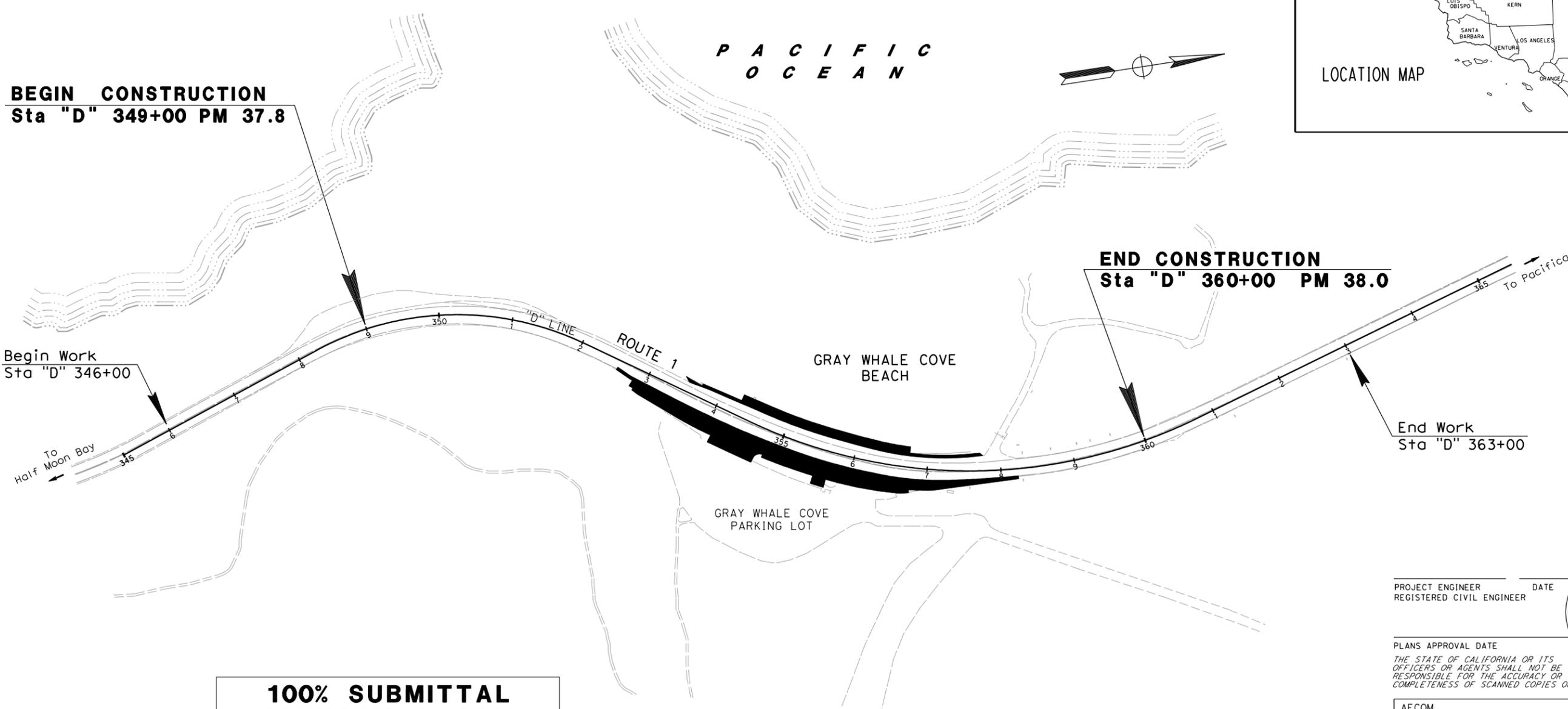
DATE SIGNED _____
 LICENSE Exp DATE _____
 REGISTRATION No. _____
 CALTRANS DESIGN OVERSIGHT APPROVAL _____
 CONSULTANT DESIGN MANAGER _____

BEGIN CONSTRUCTION
 Sta "D" 349+00 PM 37.8

Begin Work
 Sta "D" 346+00

END CONSTRUCTION
 Sta "D" 360+00 PM 38.0

End Work
 Sta "D" 363+00



100% SUBMITTAL
JANUARY 4, 2019

PROJECT ENGINEER _____ DATE _____
 REGISTERED CIVIL ENGINEER



PLANS APPROVAL DATE _____
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM
 100 W. SAN FERNANDO St, SUITE 200
 SAN JOSE, CA 95113-2254
 SAN MATEO COUNTY TRANSPORTATION AUTHORITY
 1250 SAN CARLOS Ave
 SAN CARLOS, CA 94070

CONTRACT No. **04-1Q1300**
 PROJECT ID **0418000207**

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

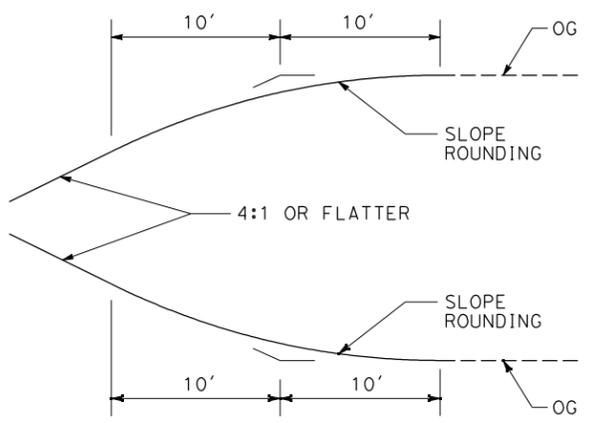
NO SCALE

DATE PLOTTED => 1/2/2019 TIME PLOTTED => 2:40:30 PM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 CONSULTANT - FUNCTIONAL SUPERVISOR
 RAMSEY J. HISSEN
 CALCULATED-DESIGNED BY
 CHECKED BY
 SHABNAM YARI / JASON HOM
 SCOTT KELSEY
 REVISED BY
 DATE REVISED

NOTES:

1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. EXACT LOCATIONS AND TYPES OF HMA DIKES, AND CURBS ARE SHOWN ON THE LAYOUTS, CONSTRUCTION DETAILS, AND SUMMARY OF QUANTITIES SHEETS.
3. FOR REMOVAL ITEMS, SEE LAYOUTS AND SUMMARY OF QUANTITY SHEETS.
4. ROUND TOP AND TOE OF SLOPES UNLESS IT CONFLICTS WITH THE FEATURES AT THE TOE OR TOP OF THE SLOPE, SEE DETAIL A TYPICAL SLOPE ROUNDING.



**DETAIL A
TYPICAL SLOPE ROUNDING**

DESIGN DESIGNATION:

STATE ROUTE 1			
ADT (2020)	16,960	D	= 52%
ADT (2040)	21,230	T	= 7.60%
DHV	2,210	V	= 45 MPH
ESAL	2,791,314	TI	= 10

PAVEMENT CLIMATE REGION: CENTRAL COAST

ABBREVIATIONS:

BS BACK OF SIDEWALK
 Veg Cntl VEGETATION CONTROL

EXISTING PAVEMENT STRUCTURE SECTIONS:

- ① STATE ROUTE 1
0.50' AC (TYPE A)
1.60' CL 3 AB
- ② STATE ROUTE 1 - SOUTHBOUND OUTSIDE SHOULDER
0.50' AC (TYPE A)

PROPOSED PAVEMENT STRUCTURE SECTIONS:

- ① 0.50' HMA (TYPE A)
1.60' CL 2 AB
- ② 0.50' PCC
0.50' CL 2 AB

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM
100 W. SAN FERNANDO ST
Suite 200
SAN JOSE, CA 95113-2254

SAN MATEO COUNTY
TRANSPORTATION AUTHORITY
1250 SAN CARLOS Ave
SAN CARLOS, CA 94070

REGISTERED PROFESSIONAL ENGINEER
 Scott C. Kelsey
 No. C39656
 Exp. 12-31-19
 CIVIL
 STATE OF CALIFORNIA

TYPICAL CROSS SECTIONS
NO SCALE

X-1

LAST REVISION DATE PLOTTED => 1/2/2019 12-14-18 TIME PLOTTED => 2:40:34 PM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 CONSULTANT FUNCTIONAL SUPERVISOR: RAMSEY J. HISSEN
 DESIGNED BY: SHABNAM YARI / JASON HOM
 CHECKED BY: SCOTT KELSEY
 REVISIONS: (Table with columns for REVISION BY, DATE, and REVISION)

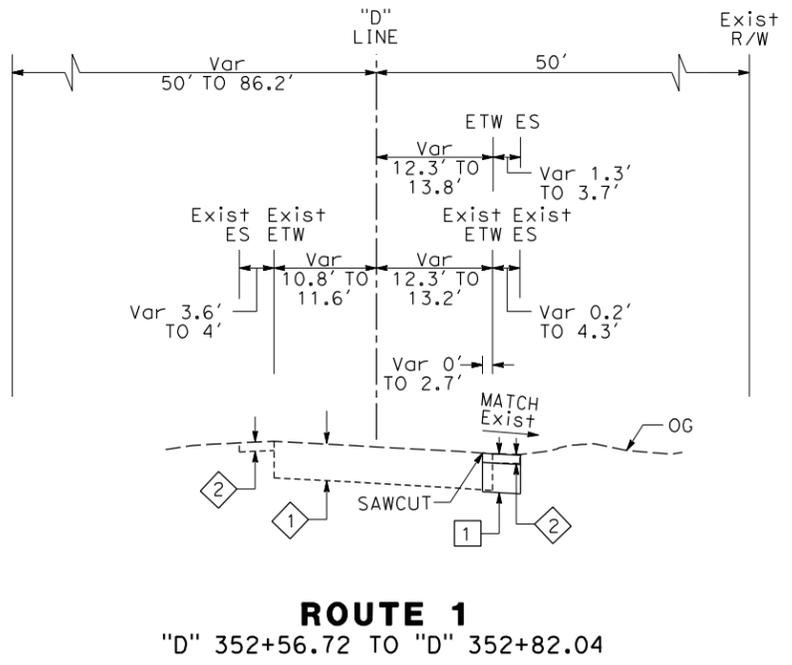
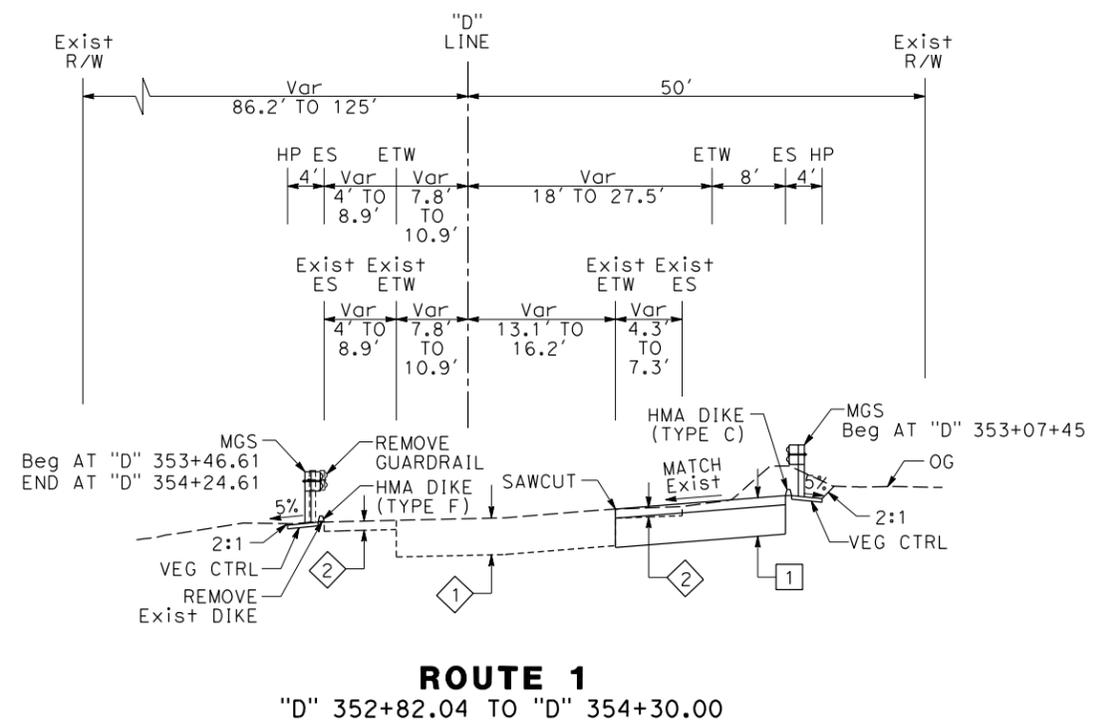
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER DATE: _____
 REGISTERED PROFESSIONAL ENGINEER: Scott C. Kelsey
 No. C39656
 Exp. 12-31-19
 CIVIL
 STATE OF CALIFORNIA

PLANS APPROVAL DATE: _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM: 100 W. SAN FERNANDO ST, SUITE 200, SAN JOSE, CA 95113-2254
 SAN MATEO COUNTY TRANSPORTATION AUTHORITY: 1250 SAN CARLOS AVE, SAN CARLOS, CA 94070



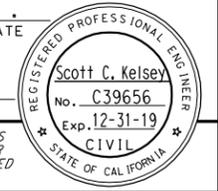
TYPICAL CROSS SECTIONS
 NO SCALE
X-2

LAST REVISION DATE PLOTTED => 1/2/2019 12:14:18 PM TIME PLOTTED => 2:40:37 PM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

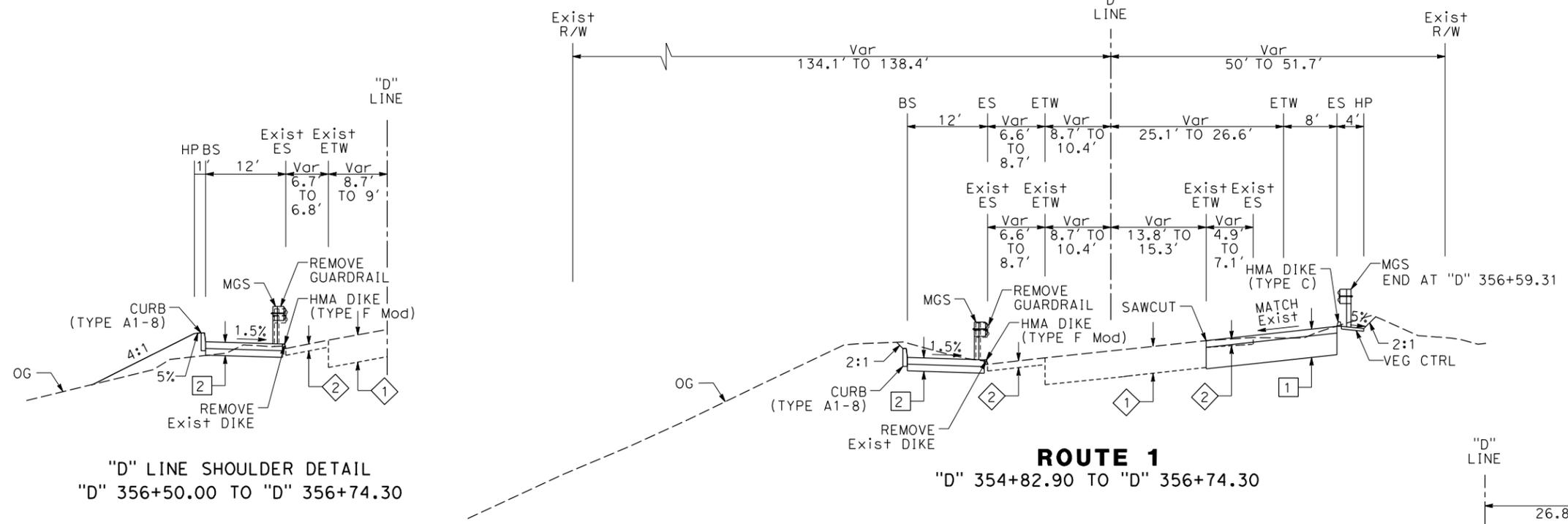
REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

AECOM 100 W. SAN FERNANDO St Suite 200 SAN JOSE, CA 95113-2254	SAN MATEO COUNTY TRANSPORTATION AUTHORITY 1250 SAN CARLOS Ave SAN CARLOS, CA 94070
---	---

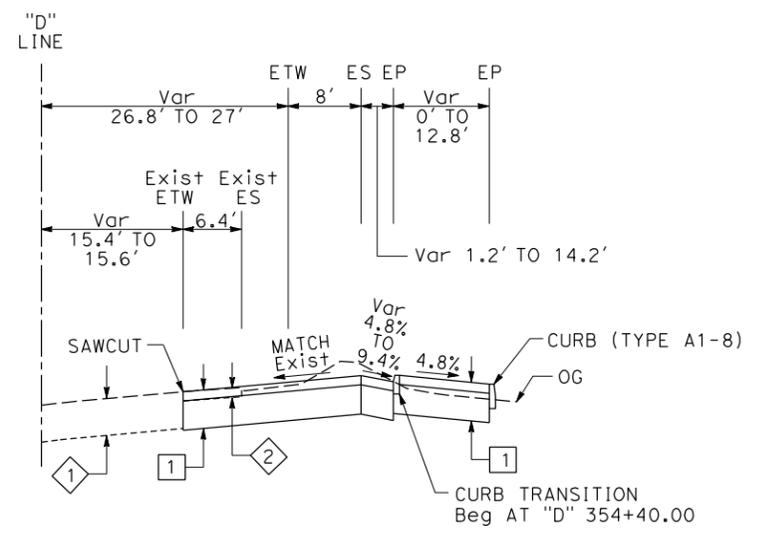


THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

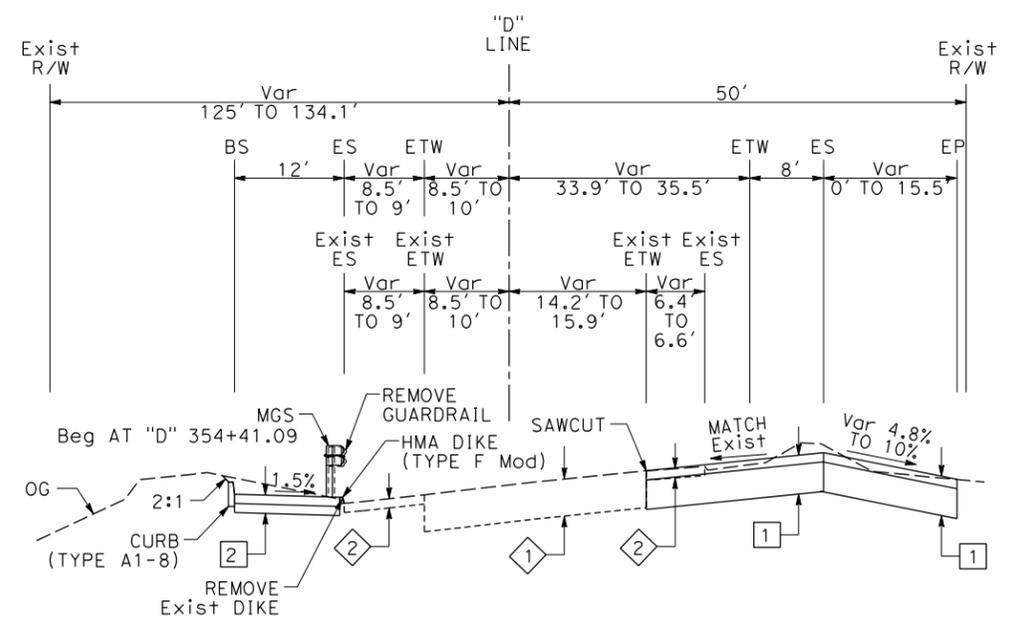
REGISTERED CIVIL ENGINEER
No. C39656
Exp. 12-31-19
CIVIL
STATE OF CALIFORNIA



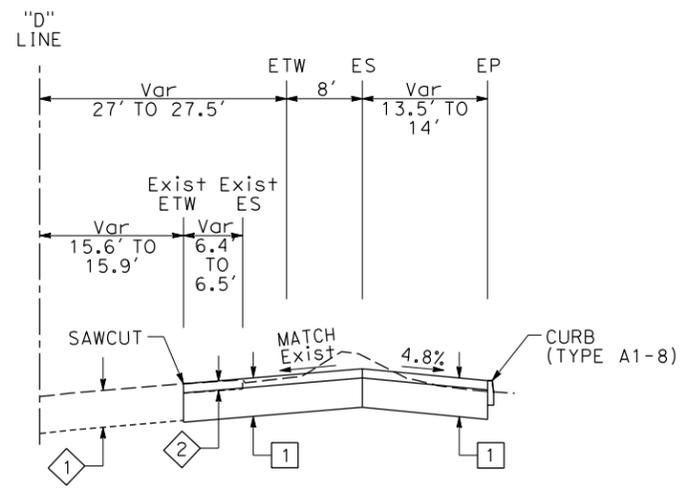
ROUTE 1
"D" 354+82.90 TO "D" 356+74.30



"D" LINE SHOULDER DETAIL
"D" 354+40.00 TO "D" 354+45.55



ROUTE 1
"D" 354+30.00 TO "D" 354+82.90



"D" LINE SHOULDER DETAIL
"D" 354+30.23 TO "D" 354+40.00

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 Shabnam Yari / Jason Hom
 Scott Kelsey
 Ramsey J. Hissen
 Et Caltrans

USERNAME => jason.hom
DGN FILE => 0418000207_ca003.dgn

RELATIVE BORDER SCALE
15 IN INCHES



UNIT 0703

TYPICAL CROSS SECTIONS
NO SCALE

PROJECT NUMBER & PHASE

04180002071

LAST REVISION DATE PLOTTED => 1/2/2019
12-14-18 TIME PLOTTED => 2:40:39 PM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 CONSULTANT FUNCTIONAL SUPERVISOR: RAMSEY J. HISSEN
 CALCULATED/DESIGNED BY: CHECKED BY:
 SHABNAM YARI / JASON HOM SCOTT KELSEY
 REVISED BY: DATE REVISED:

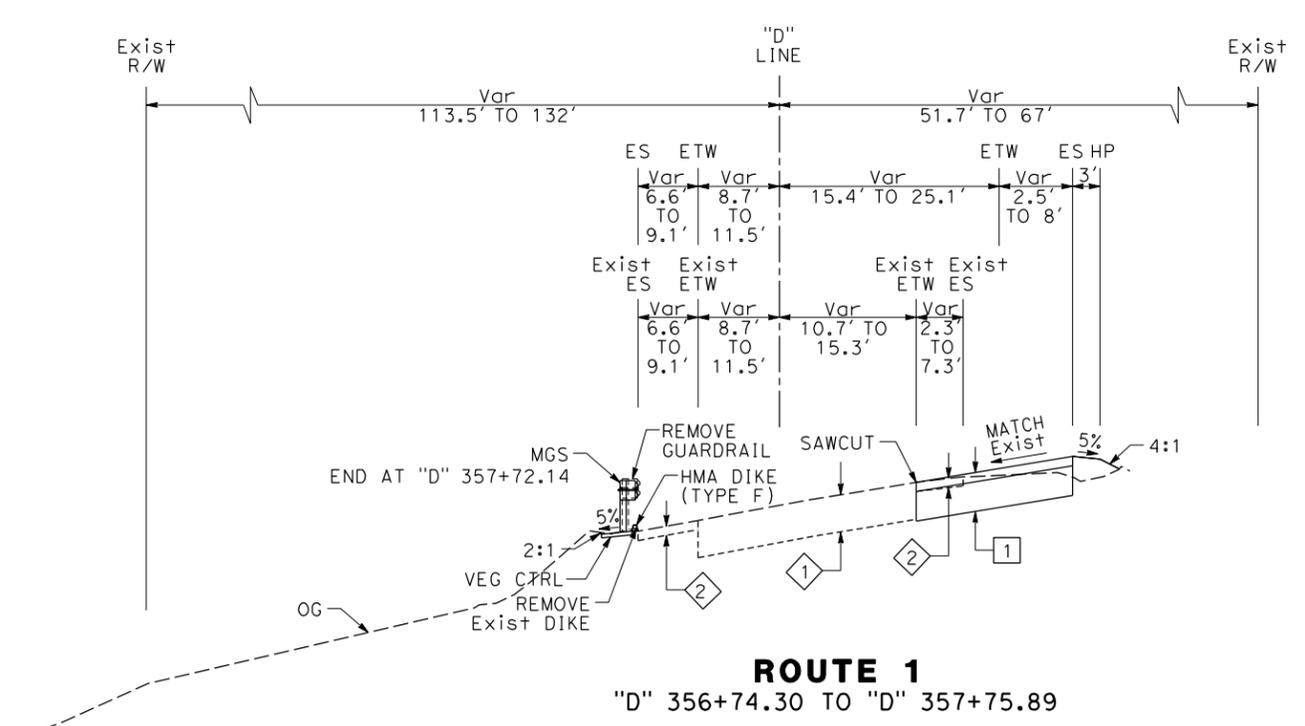
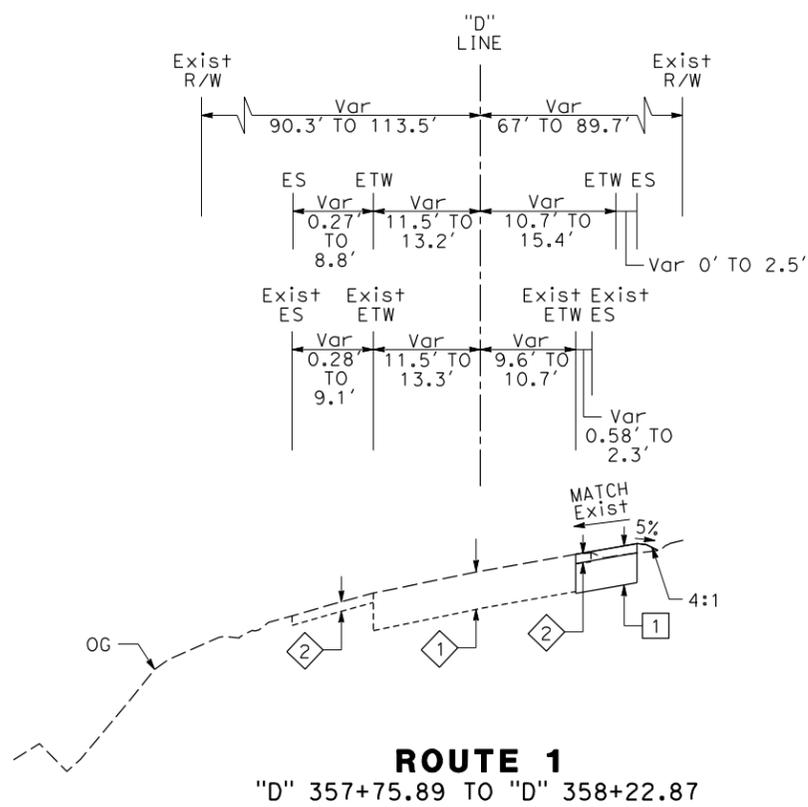
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER DATE: _____
 Scott C. Kelsey
 No. C39656
 Exp. 12-31-19
 CIVIL
 STATE OF CALIFORNIA

PLANS APPROVAL DATE: _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM 100 W. SAN FERNANDO ST Suite 200 SAN JOSE, CA 95113-2254
 SAN MATEO COUNTY TRANSPORTATION AUTHORITY 1250 SAN CARLOS Ave SAN CARLOS, CA 94070



TYPICAL CROSS SECTIONS
 NO SCALE
X-4

LAST REVISION DATE PLOTTED => 1/2/2019 12-14-18 TIME PLOTTED => 2:40:41 PM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 CONSULTANT FUNCTIONAL SUPERVISOR: RAMSEY J. HISSEN
 CALCULATED/DESIGNED BY: SHABNAM YARI / JASON HOM
 CHECKED BY: SCOTT KELSEY
 REVISED BY: [] DATE REVISED: []

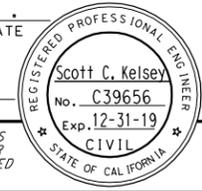
NOTE:
 1. SAME SHEET NUMBER AND ORIENTATION FOR ALL 20 SCALE PLAN VIEW SHEETS EXCEPT C-SHEETS.



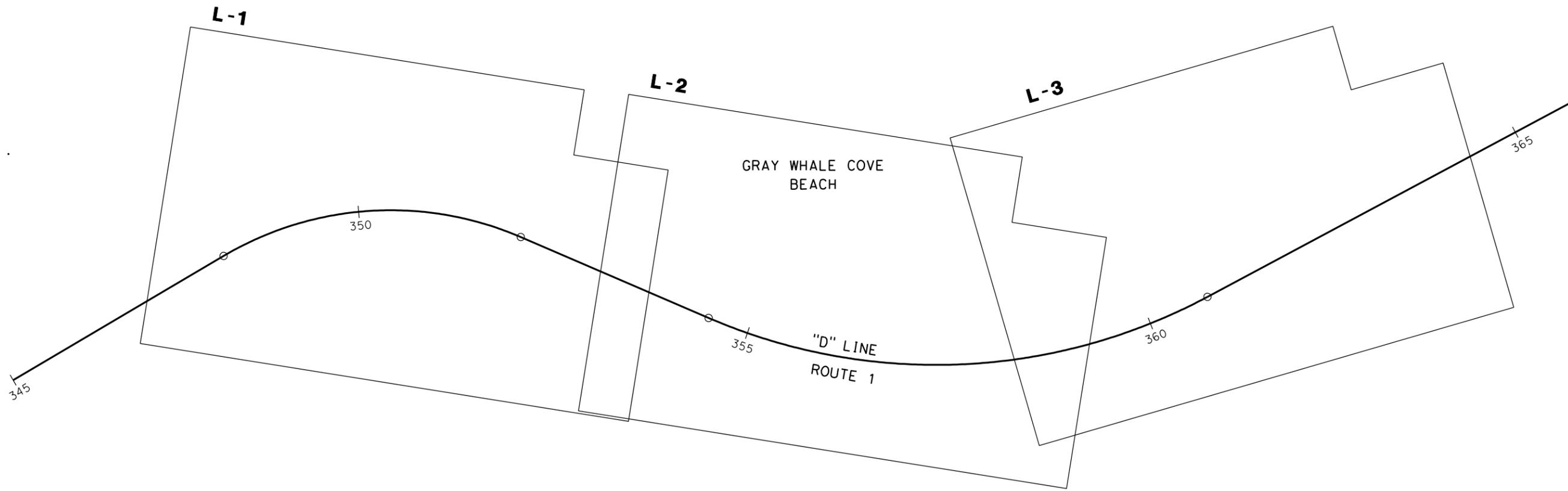
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

AECOM 100 W. SAN FERNANDO ST Suite 200 SAN JOSE, CA 95113-2254	SAN MATEO COUNTY TRANSPORTATION AUTHORITY 1250 SAN CARLOS Ave SAN CARLOS, CA 94070
---	---



P A C I F I C O C E A N



KEY MAP AND LINE INDEX
 NO SCALE

K-1

LAST REVISION DATE PLOTTED => 1/2/2019
 12-14-18 TIME PLOTTED => 2:40:42 PM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 CONSULTANT FUNCTIONAL SUPERVISOR: RAMSEY J. HISSEN
 CALCULATED-DESIGNED BY: CHECKED BY:
 SHABNAM YARI / JASON HOM SCOTT KELSEY
 REVISED BY: DATE REVISED:

NOTES:

- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
- FOR COMPLETE PROJECT CONTROL DATA, SEE THE SURVEY ON FILE IN THE SURVEYS DEPARTMENT AT THE DISTRICT OFFICE.
- HORIZONTAL DATUM IS THE NORTH AMERICAN DATUM OF 1983 (2011), CALIFORNIA COORDINATE SYSTEM ZONE 3, EPOCH 2010.00. ALL DISTANCES ARE BASED ON SURVEY FEET AND ARE GRID DISTANCES. TO CONVERT GRID DISTANCES TO GROUND LEVEL DISTANCES, MULTIPLY GRID DISTANCES BY 1.0000730.
- ELEVATION ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). BENCHMARK IS CONTROL POINT 1, HAVING AN ELEVATION OF 260.32 FEET.
- IN THE EVENT GLOBAL POSITIONING SYSTEM MACHINE CONTROL GUIDANCE IS USED FOR THIS PROJECT, THE CONTRACTOR SHALL CONTACT AND MEET WITH THE SURVEYS DEPARTMENT AT THE DISTRICT OFFICE TO OBTAIN THE CONTROL NECESSARY TO ESTABLISH A PROJECT CALIBRATION COMPATIBLE FOR ALL USERS.

POINT #	NORTHING	EASTING	Elev	DESCRIPTION
1	2035722.763	5977455.014	260.318	FND SM-19. BRASS DISK SET IN CONCRETE
2	2034376.886	5978275.340	94.892	FND 1" IRON PIPE WITH PLASTIC PLUG AND TAG
3	2033968.314	5978388.900	149.365	MAG NAIL & WASHER
4	2034368.686	5978384.928	133.088	MAG NAIL & WASHER
5	2033675.959	5978167.451	155.260	MAG NAIL & WASHER
6	2033488.651	5978062.750	155.140	MAG NAIL & WASHER
7	2033238.115	5978062.290	150.261	MAG NAIL & WASHER

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

PROFESSIONAL LAND SURVEYOR DATE

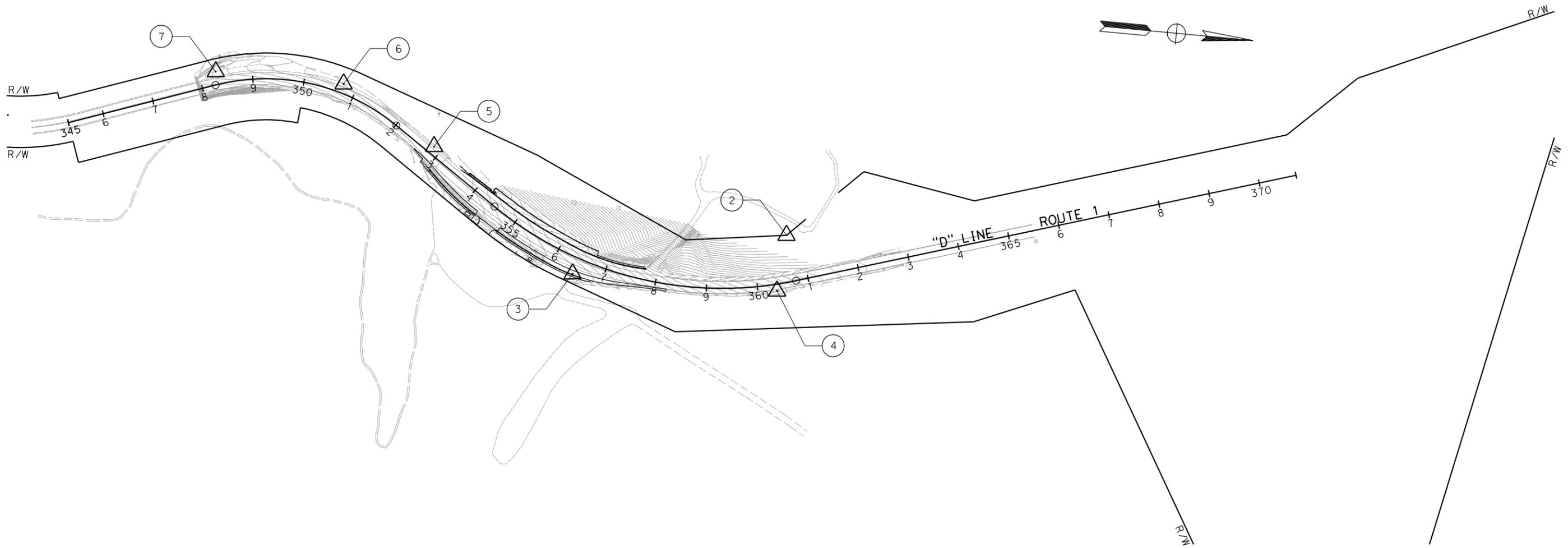
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM
100 W. SAN FERNANDO St
Suite 200
SAN JOSE, CA 95113-2254

SAN MATEO COUNTY
TRANSPORTATION AUTHORITY
1250 SAN CARLOS Ave
SAN CARLOS, CA 94070

BRIAN M. COLESON
No. 8367
Exp. 12-31-19
STATE OF CALIFORNIA



APPROVED FOR PROJECT CONTROL AND MONUMENTATION INFORMATION ONLY

PROJECT CONTROL
 SCALE: 1" = 100'
PC-1

LAST REVISION DATE PLOTTED => 1/2/2019 12-14-18 TIME PLOTTED => 2:40:45 PM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 CONSULTANT FUNCTIONAL SUPERVISOR: RAMSEY J. HISSEN
 CALCULATED/DESIGNED BY: SHABNAM YARI / JASON HOM
 CHECKED BY: SCOTT KELSEY
 REVISED BY: []
 DATE REVISED: []

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND:

- SAWCUT
- No. STRUCTURAL SECTION (SEE TYPICAL CROSS SECTIONS)
- REMOVE TREE (CLEARING & GRUBBING)

ABBREVIATIONS:

Veg Cntl VEGETATION CONTROL

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____

REGISTERED PROFESSIONAL ENGINEER
 Scott C. Kelsey
 No. C39656
 Exp. 12-31-19
 CIVIL
 STATE OF CALIFORNIA

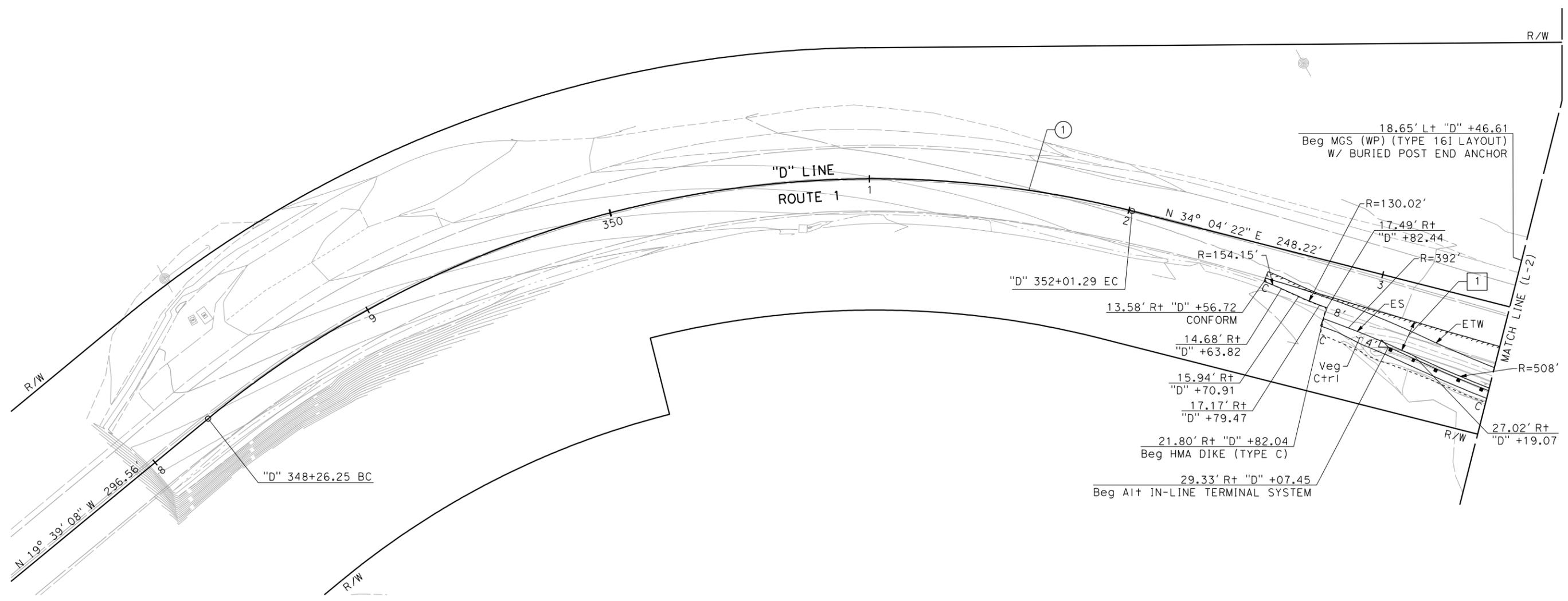
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM
 100 W. SAN FERNANDO ST
 Suite 200
 SAN JOSE, CA 95113-2254

SAN MATEO COUNTY
 TRANSPORTATION AUTHORITY
 1250 SAN CARLOS AVE
 SAN CARLOS, CA 94070

CURVE DATA

No. (⊗)	R	Δ	T	L	N-COORDINATE	E-COORDINATE
1	399.97'	53° 43' 30"	202.59'	375.04'	2033374.686	5978465.072



LAYOUT
 SCALE: 1" = 20'

L-1

LAST REVISION DATE PLOTTED => 1/2/2019 12-14-18 TIME PLOTTED => 2:40:48 PM

NOTE:

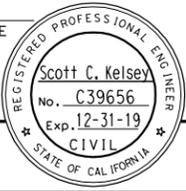
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. (X)	R	Δ	T	L	N-COORDINATE	E-COORDINATE
2	699.95'	51° 19' 00"	336.24'	626.91'	2034196.520	5977693.044

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER DATE



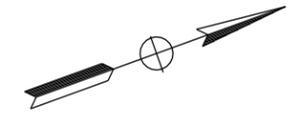
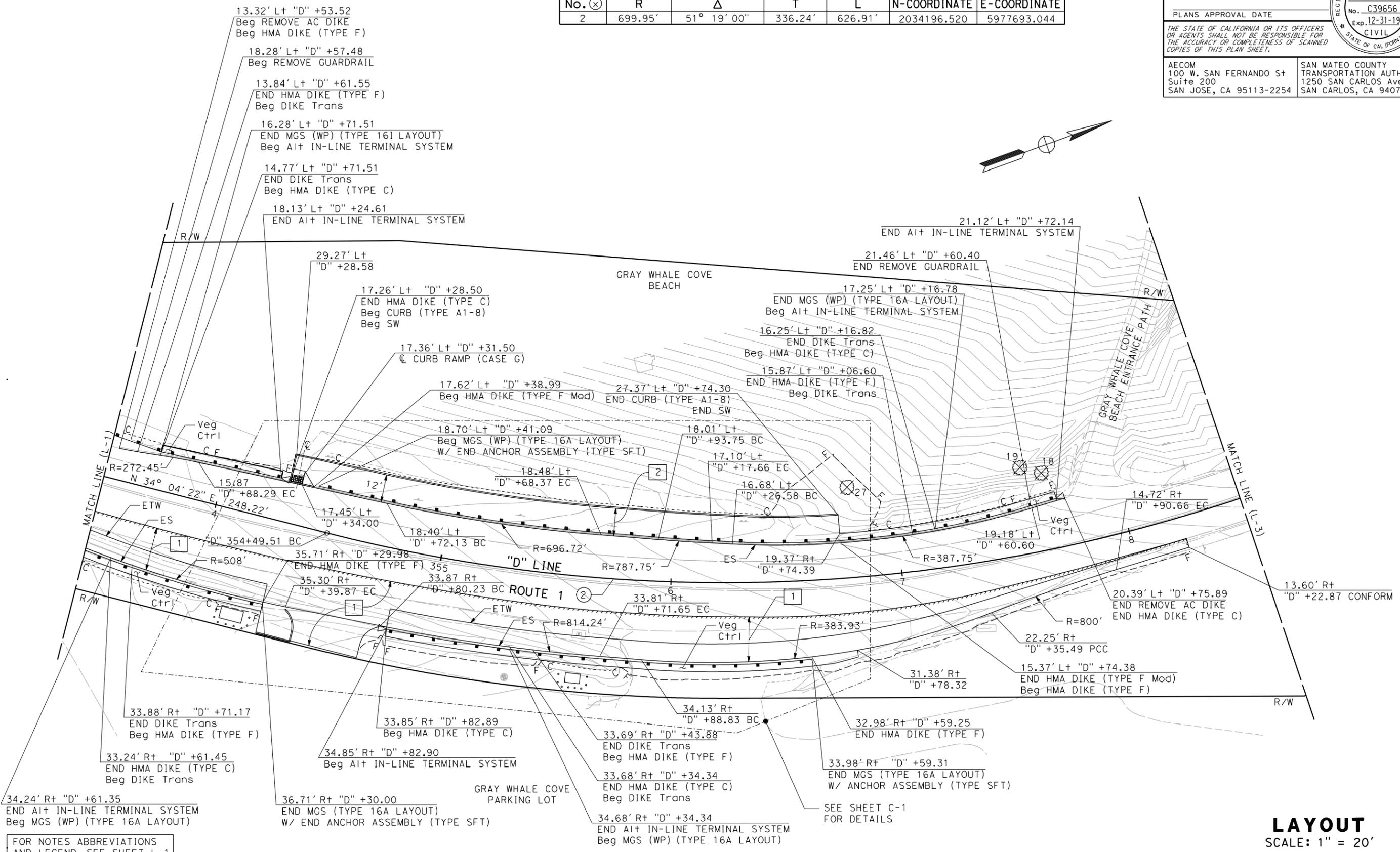
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM
100 W. SAN FERNANDO ST
Suite 200
SAN JOSE, CA 95113-2254

SAN MATEO COUNTY
TRANSPORTATION AUTHORITY
1250 SAN CARLOS AVE
SAN CARLOS, CA 94070

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 CONSULTANT SUPERVISOR: RAMSEY J. HISSEN
 CALCULATED/DESIGNED BY: SHABNAM YARI / JASON HOM
 CHECKED BY: SCOTT KELSEY
 REVISED BY: JASON HOM
 DATE REVISED: SCOTT KELSEY



FOR NOTES ABBREVIATIONS
AND LEGEND, SEE SHEET L-1

LAYOUT
SCALE: 1" = 20'

L-2

LAST REVISION DATE PLOTTED => 1/2/2019 12-14-18 TIME PLOTTED => 2:40:49 PM

NOTE:
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

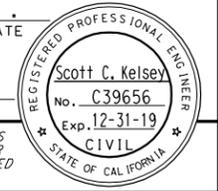
REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

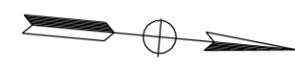
AECOM
 100 W. SAN FERNANDO ST
 SUITE 200
 SAN JOSE, CA 95113-2254

SAN MATEO COUNTY
 TRANSPORTATION AUTHORITY
 1250 SAN CARLOS AVE
 SAN CARLOS, CA 94070



CURVE DATA

No. (X)	R	Δ	T	L	N-COORDINATE	E-COORDINATE
2	699.95'	51° 19' 00"	336.24'	626.91'	2034196.520	5977693.044



FOR NOTES ABBREVIATIONS
 AND LEGEND, SEE SHEET L-1

LAYOUT
 SCALE: 1" = 20'

L-3

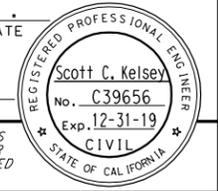
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 Et Caltrans

NOTE:
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

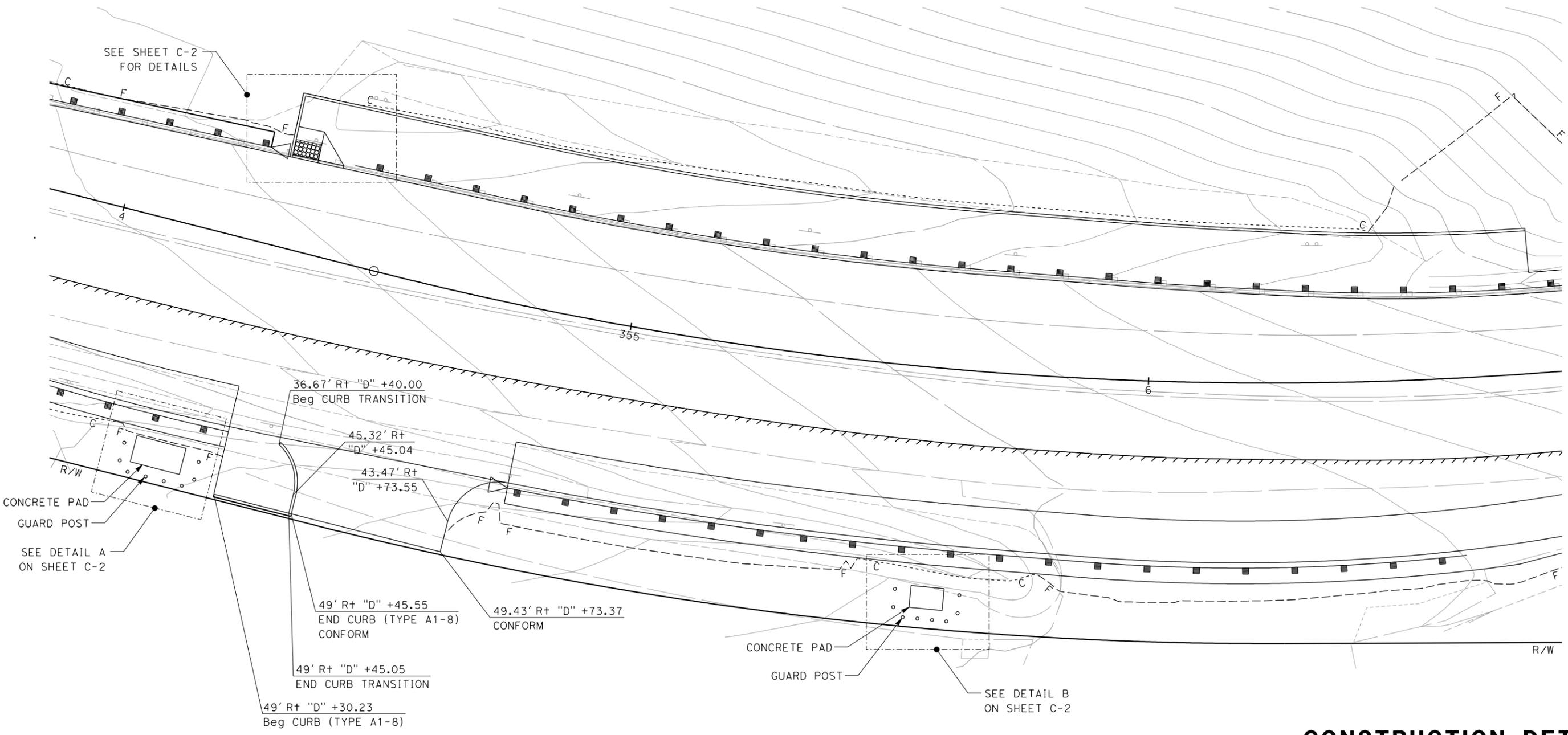
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

AECOM 100 W. SAN FERNANDO ST Suite 200 SAN JOSE, CA 95113-2254	SAN MATEO COUNTY TRANSPORTATION AUTHORITY 1250 SAN CARLOS Ave SAN CARLOS, CA 94070
---	---



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 Et Caltrans®
 CONSULTANT FUNCTIONAL SUPERVISOR
 RAMSEY J. HISSEN
 CALCULATED-DESIGNED BY
 CHECKED BY
 SHABNAM YARI / JASON HOM
 SCOTT KELSEY
 REVISED BY
 DATE REVISED



FOR NOTES ABBREVIATIONS
 AND LEGEND, SEE SHEET L-1

CONSTRUCTION DETAILS
 SCALE: 1" = 10'

C-1

LAST REVISION DATE PLOTTED => 1/2/2019
 12-14-18 TIME PLOTTED => 2:40:53 PM

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

No.	LOCATION	ELEVATION (FT)
1	9.61' R+ "D" 352+57.24	154.93
2	13.60' R+ "D" 352+56.89	154.76
3	12.56' R+ "D" 352+75.00	154.96
4	16.60' R+ "D" 352+75.00	154.85
5	13.87' R+ "D" 353+00.00	154.99
6	23.88' R+ "D" 353+00.00	154.89
7	14.73' R+ "D" 353+25.00	154.95
8	28.12' R+ "D" 353+25.00	155.07
9	15.55' R+ "D" 353+50.00	154.88
10	31.92' R+ "D" 353+50.00	155.24
11	16.05' R+ "D" 353+75.00	154.74
12	34.47' R+ "D" 353+75.00	155.36
13	16.18' R+ "D" 354+00.00	154.49
14	35.77' R+ "D" 354+00.00	155.20

PAVEMENT ELEVATIONS

No.	LOCATION	ELEVATION (FT)
15	15.96' R+ "D" 354+25.00	154.15
16	35.84' R+ "D" 354+25.00	154.92
17	15.22' R+ "D" 354+50.00	153.65
18	34.78' R+ "D" 354+50.00	154.60
19	49.00' R+ "D" 354+50.00	153.21
20	14.36' R+ "D" 354+75.00	152.98
21	33.93' R+ "D" 354+75.00	154.03
22	38.46' R+ "D" 354+75.00	153.29
23	13.85' R+ "D" 355+00.00	152.26
24	33.75' R+ "D" 355+00.00	153.93
25	13.83' R+ "D" 355+25.00	151.52
26	33.68' R+ "D" 355+25.00	152.86
27	14.04' R+ "D" 355+50.00	150.74
28	33.71' R+ "D" 355+50.00	152.54
29	14.25' R+ "D" 355+75.00	150.02
30	33.83' R+ "D" 355+75.00	151.10
31	14.49' R+ "D" 356+00.00	149.52
32	34.40' R+ "D" 356+00.00	150.75
33	14.68' R+ "D" 356+25.00	149.09
34	34.39' R+ "D" 356+25.00	150.60

PAVEMENT ELEVATIONS

No.	LOCATION	ELEVATION (FT)
35	15.24' R+ "D" 356+50.00	148.47
36	33.52' R+ "D" 356+50.00	149.98
37	15.27' R+ "D" 356+75.00	147.72
38	31.71' R+ "D" 356+75.00	149.08
39	14.66' R+ "D" 357+00.00	146.78
40	28.69' R+ "D" 357+00.00	147.94
41	13.45' R+ "D" 357+25.00	145.81
42	24.42' R+ "D" 357+25.00	146.73
43	11.80' R+ "D" 357+50.00	144.71
44	19.42' R+ "D" 357+50.00	145.35
45	10.64' R+ "D" 357+75.00	143.56
46	15.97' R+ "D" 357+75.00	144.00
47	9.79' R+ "D" 358+00.00	142.54
48	14.24' R+ "D" 358+00.00	142.99
49	9.60' R+ "D" 358+22.86	141.65
50	13.60' R+ "D" 358+22.90	141.62

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

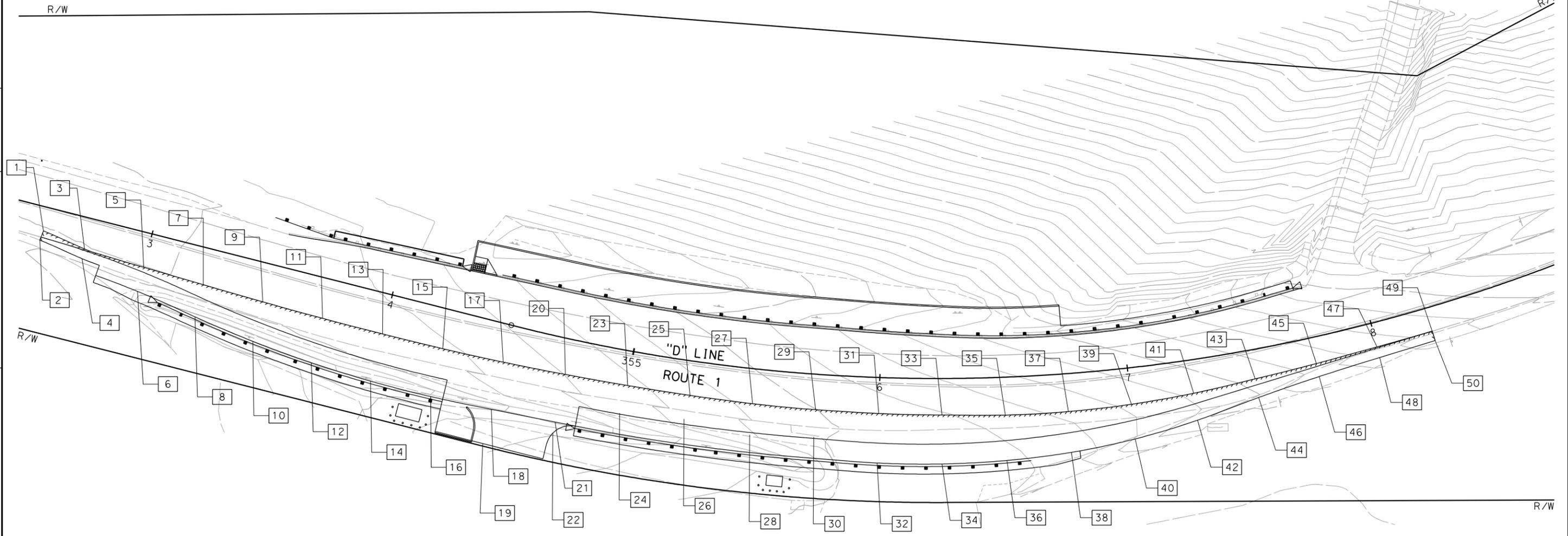
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM
100 W. SAN FERNANDO ST
SUITE 200
SAN JOSE, CA 95113-2254

SAN MATEO COUNTY
TRANSPORTATION AUTHORITY
1250 SAN CARLOS AVE
SAN CARLOS, CA 94070



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 CONSULTANT FUNCTIONAL SUPERVISOR: RAMSEY J. HISSEN
 CALCULATED/DESIGNED BY: SCOTT KELSEY
 REVISIONS: SHABNAM YARI / JASON HOM (REVISED BY), DATE REVISIONS
 Ettrans



FOR NOTES ABBREVIATIONS
AND LEGEND, SEE SHEET L-1

CONSTRUCTION DETAILS
(PAVEMENT ELEVATIONS)
SCALE: 1" = 20'

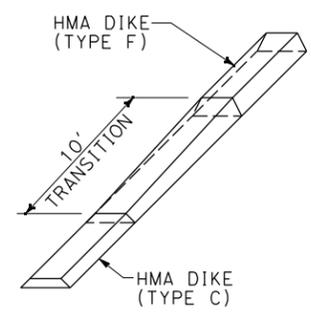
C-3

LAST REVISION DATE PLOTTED => 1/2/2019 12-14-18 TIME PLOTTED => 2:40:56 PM

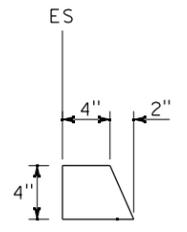
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>	
AECOM 100 W. SAN FERNANDO ST Suite 200 SAN JOSE, CA 95113-2254	SAN MATEO COUNTY TRANSPORTATION AUTHORITY 1250 SAN CARLOS Ave SAN CARLOS, CA 94070

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



**TRANSITION FROM
HMA DIKE (TYPE C)
TO HMA DIKE (TYPE F)**



HMA DIKE (TYPE F Mod)

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR	DATE
	RAMSEY J. HISSEN	RAMSEY J. HISSEN	SCOTT KELSEY	JASON HOM	
			SCOTT KELSEY	JASON HOM	

FOR NOTES ABBREVIATIONS
AND LEGEND, SEE SHEET L-1

CONSTRUCTION DETAILS
NO SCALE

C-4

LAST REVISION DATE PLOTTED => 1/2/2019
12-14-18 TIME PLOTTED => 2:40:59 PM

NOTES:

- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
- THESE PLANS PROVIDE MINIMUM LEVELS OF TEMPORARY WATER POLLUTION CONTROL DURING THE CONSTRUCTION OF PROJECT. ADJUSTMENT/MODIFICATIONS SHALL BE MADE IN REGARD TO ADDRESS ACTUAL SITE CONDITIONS OR AS DIRECTED BY THE ENGINEER.
- TEMPORARY BMP LOCATIONS ARE SUGGESTIONS ONLY, AND THE CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR DEVELOPING A SWPPP THAT COMPLIES WITH THE PERMITS, LICENSES, AGREEMENTS, AND CERTIFICATIONS (PLACS).

LEGEND:

-  TEMPORARY DRAINAGE INLET PROTECTION
-  DIRECTION OF FLOW
-  TEMPORARY SILT FENCE
-  TEMPORARY CONSTRUCTION ENTRANCE
-  TEMPORARY COVER
-  TEMPORARY HYDRAULIC MULCH (BONDED FIBER MATRIX)
-  TEMPORARY FIBER ROLL
-  TEMPORARY FENCE (TYPE CL-6)
-  STAGING AREA

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

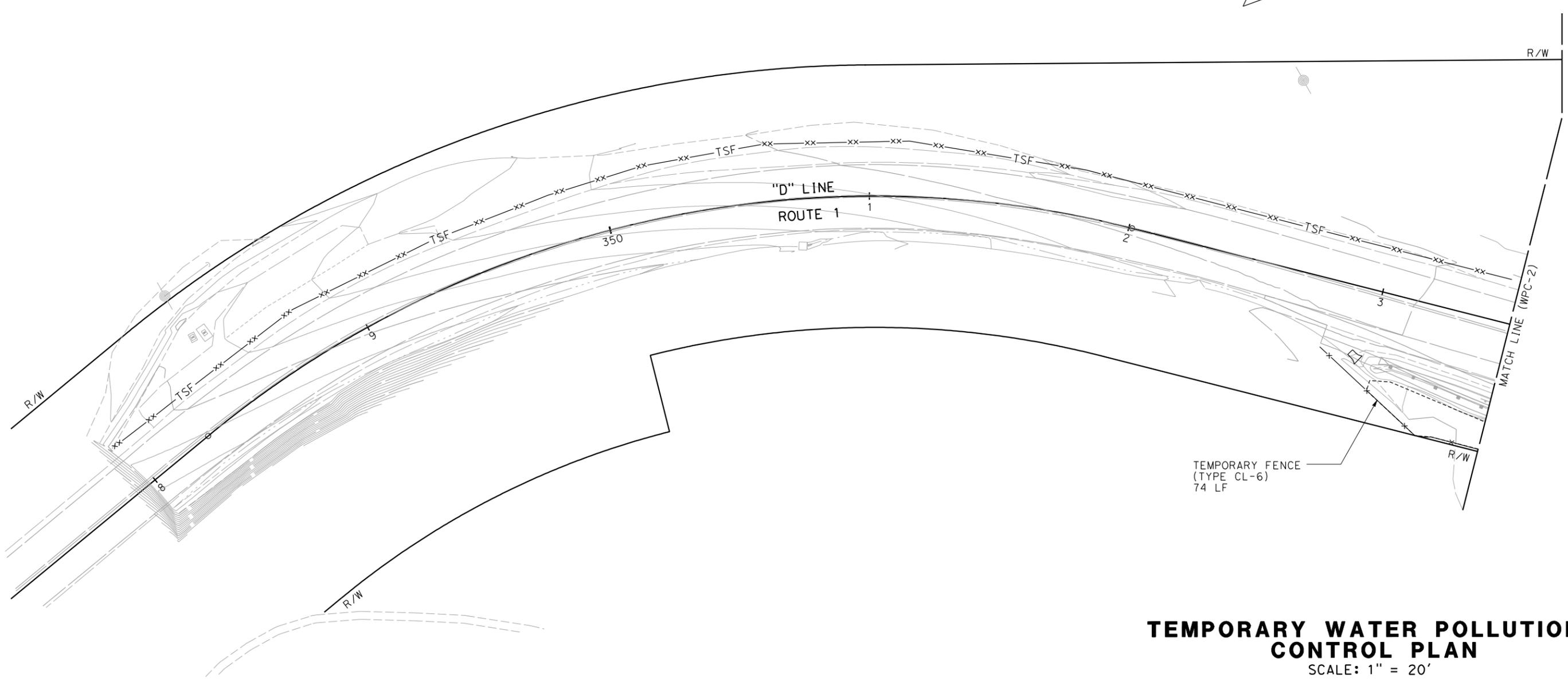
REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	



THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM 100 W. SAN FERNANDO ST Suite 200 SAN JOSE, CA 95113-2254	SAN MATEO COUNTY TRANSPORTATION AUTHORITY 1250 SAN CARLOS AVE SAN CARLOS, CA 94070
---	---

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR
	RAMSEY J. HISSEN	CHECKED BY	JASON HOM
			SCOTT KELSEY
			DATE REVISOR



TEMPORARY WATER POLLUTION CONTROL PLAN
SCALE: 1" = 20'

APPROVED FOR TEMPORARY WATER POLLUTION CONTROL WORK ONLY

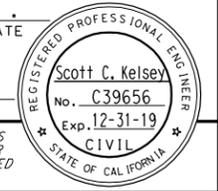
LAST REVISION DATE PLOTTED => 1/16/2019 12-14-18 TIME PLOTTED => 7:28:17 AM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

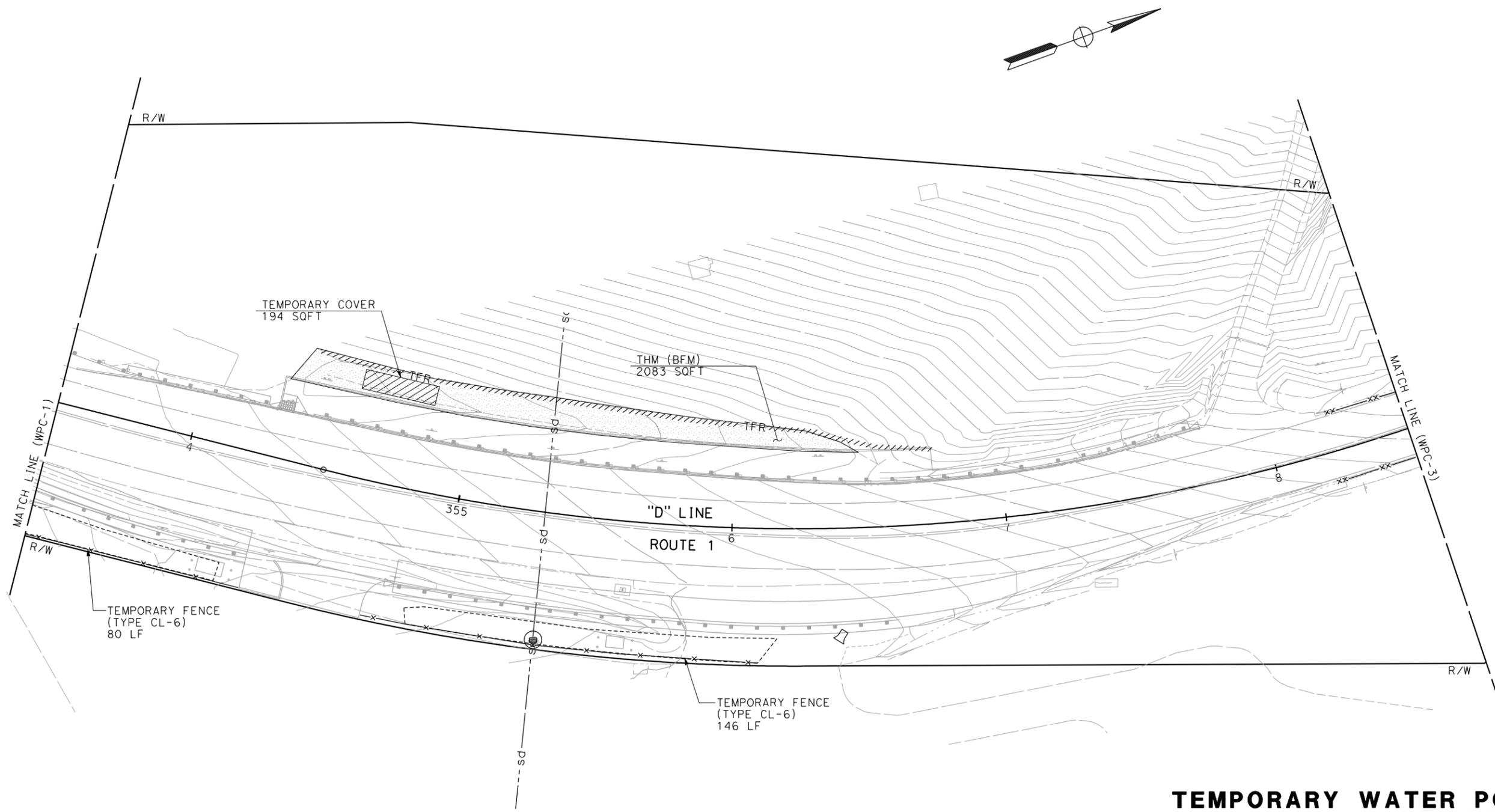
REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM 100 W. SAN FERNANDO ST Suite 200 SAN JOSE, CA 95113-2254	SAN MATEO COUNTY TRANSPORTATION AUTHORITY 1250 SAN CARLOS Ave SAN CARLOS, CA 94070
---	---



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR	DATE
RAMSEY J. HISSSEN	RAMSEY J. HISSSEN	CHECKED BY	JASON HOM	
			SCOTT KELSEY	



FOR NOTES AND LEGEND,
SEE SHEET WPC-1

TEMPORARY WATER POLLUTION CONTROL PLAN

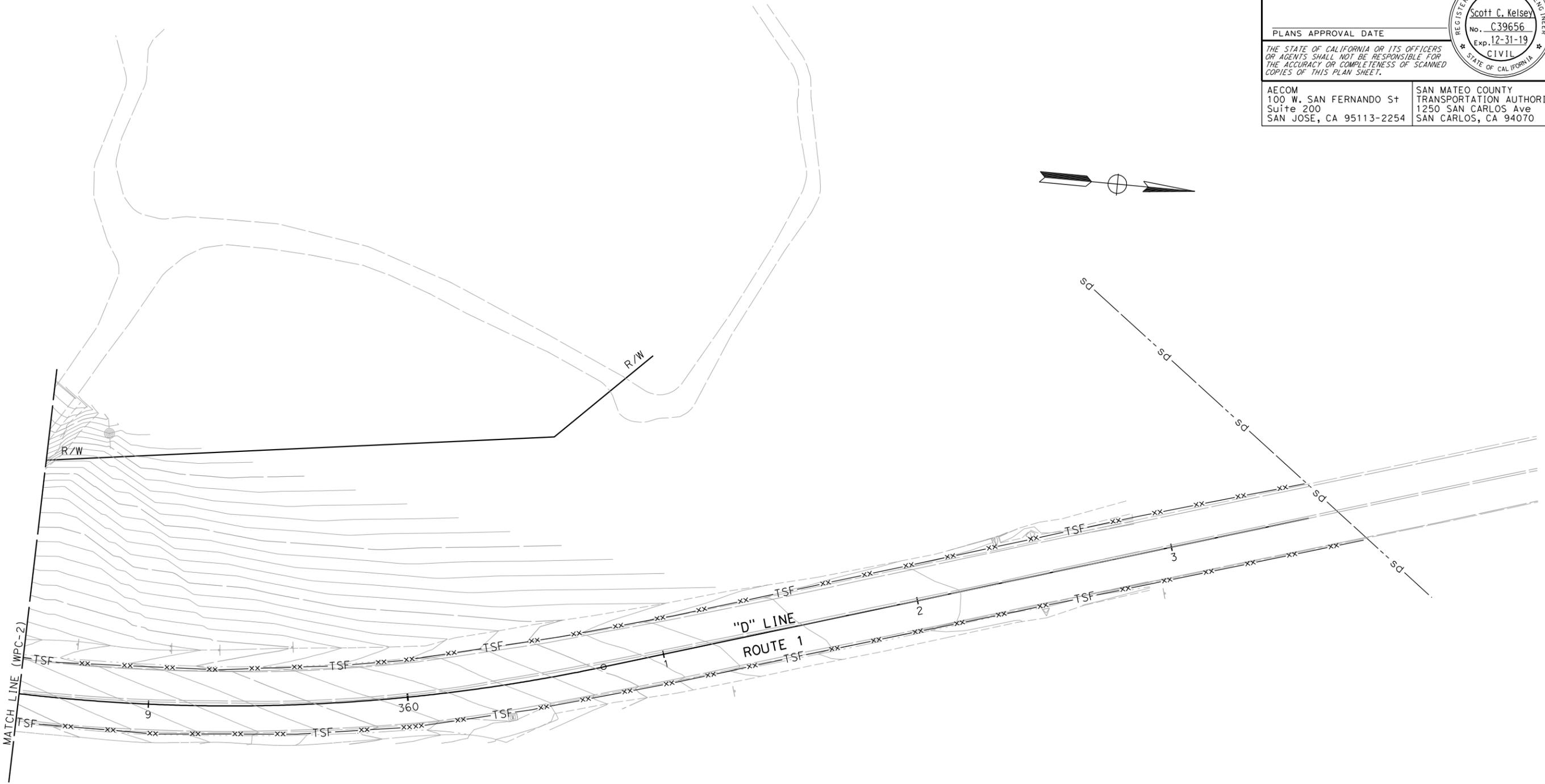
SCALE: 1" = 20'

APPROVED FOR TEMPORARY WATER POLLUTION CONTROL WORK ONLY

WPC-2

LAST REVISION DATE PLOTTED => 1/16/2019
12-14-18 TIME PLOTTED => 7:28:19 AM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.
REGISTERED CIVIL ENGINEER DATE					
					
PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					
AECOM 100 W. SAN FERNANDO ST Suite 200 SAN JOSE, CA 95113-2254			SAN MATEO COUNTY TRANSPORTATION AUTHORITY 1250 SAN CARLOS Ave SAN CARLOS, CA 94070		



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR	DATE
	RAMSEY J. HISSEN	CHECKED BY	JASON HOM	
			SCOTT KELSEY	

FOR NOTES AND LEGEND,
SEE SHEET WPC-1

TEMPORARY WATER POLLUTION CONTROL PLAN

SCALE: 1" = 20'

WPC-3

APPROVED FOR TEMPORARY WATER POLLUTION CONTROL WORK ONLY

LAST REVISION DATE PLOTTED => 1/16/2019
 12-14-18 TIME PLOTTED => 7:28:21 AM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 CONSULTANT FUNCTIONAL SUPERVISOR
 RAMSEY J. HISSEN
 CALCULATED-DESIGNED BY
 CHECKED BY
 JASON HOM
 SCOTT KELSEY
 REVISED BY
 DATE REVISED

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

REGISTERED PROFESSIONAL ENGINEER
 Scott C. Kelsey
 No. C39656
 Exp. 12-31-19
 CIVIL
 STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM
 100 W. SAN FERNANDO ST
 Suite 200
 SAN JOSE, CA 95113-2254

SAN MATEO COUNTY
 TRANSPORTATION AUTHORITY
 1250 SAN CARLOS Ave
 SAN CARLOS, CA 94070

TEMPORARY WATER POLLUTION CONTROL

SHEET No.	MOVE-IN/MOVE-OUT (TEMPORARY EROSION CONTROL)	TEMPORARY HYDRAULIC MULCH (BONDED FIBER MATRIX)	TEMPORARY COVER	TEMPORARY DRAINAGE INLET PROTECTION	TEMPORARY FIBER ROLL	TEMPORARY SILT FENCE	TEMPORARY CONSTRUCTION ENTRANCE	TEMPORARY FENCE (TYPE CL-6)
	EA	SQYD	SQYD	EA	LF	LF	EA	LF
WPC-1	1					570	1	74
WPC-2	1	232	22	1	230	60	1	226
WPC-3						750		
TOTAL	2	232	22	1	230	1380	2	300

TEMPORARY WATER POLLUTION CONTROL QUANTITIES

WPCQ-1

APPROVED FOR TEMPORARY WATER POLLUTION CONTROL WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 CONSULTANT FUNCTIONAL SUPERVISOR: RAMSEY J. HISSEN
 CALCULATED/DESIGNED BY: CHECKED BY:
 SHABNAM YARI / JASON HOM SCOTT KELSEY
 REVISED BY: DATE REVISED:

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

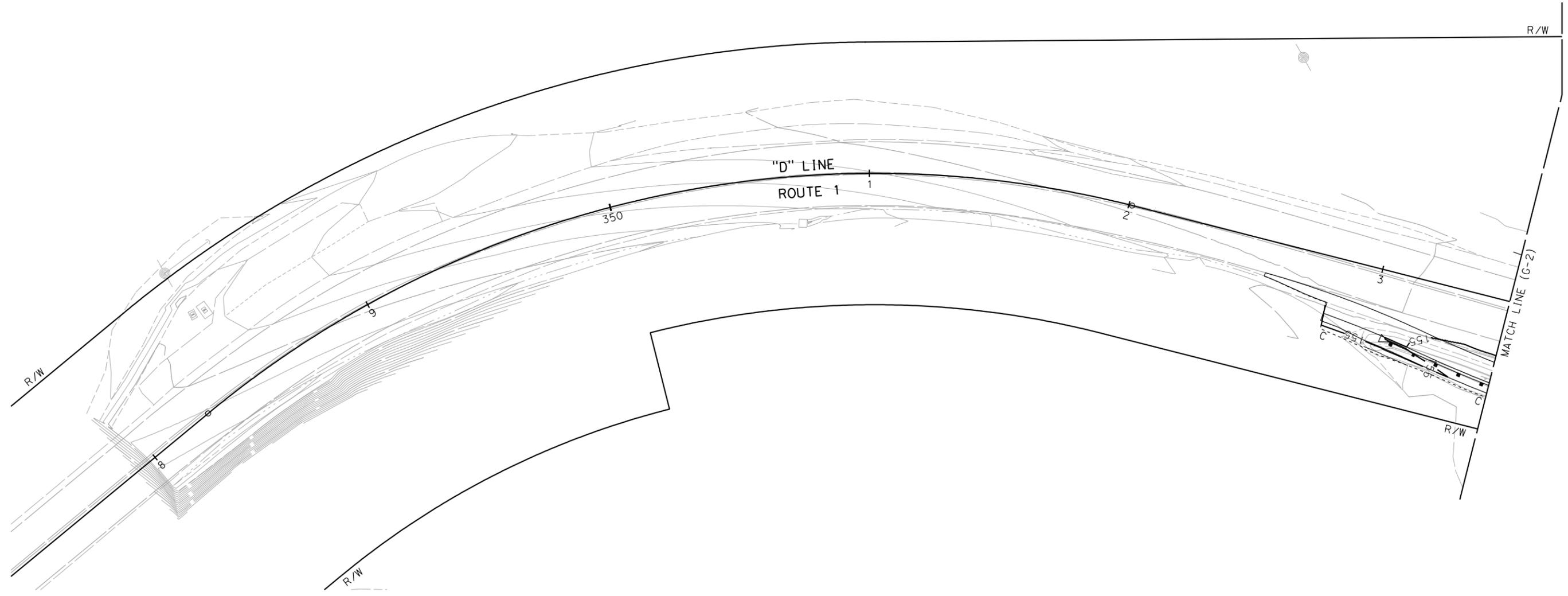
REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____

REGISTERED PROFESSIONAL ENGINEER
 Scott C. Kelsey
 No. C39656
 Exp. 12-31-19
 CIVIL
 STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM
 100 W. SAN FERNANDO ST
 Suite 200
 SAN JOSE, CA 95113-2254

SAN MATEO COUNTY
 TRANSPORTATION AUTHORITY
 1250 SAN CARLOS Ave
 SAN CARLOS, CA 94070



CONTOUR GRADING
 SCALE: 1" = 20'

APPROVED FOR CONTOUR GRADING WORK ONLY

G-1

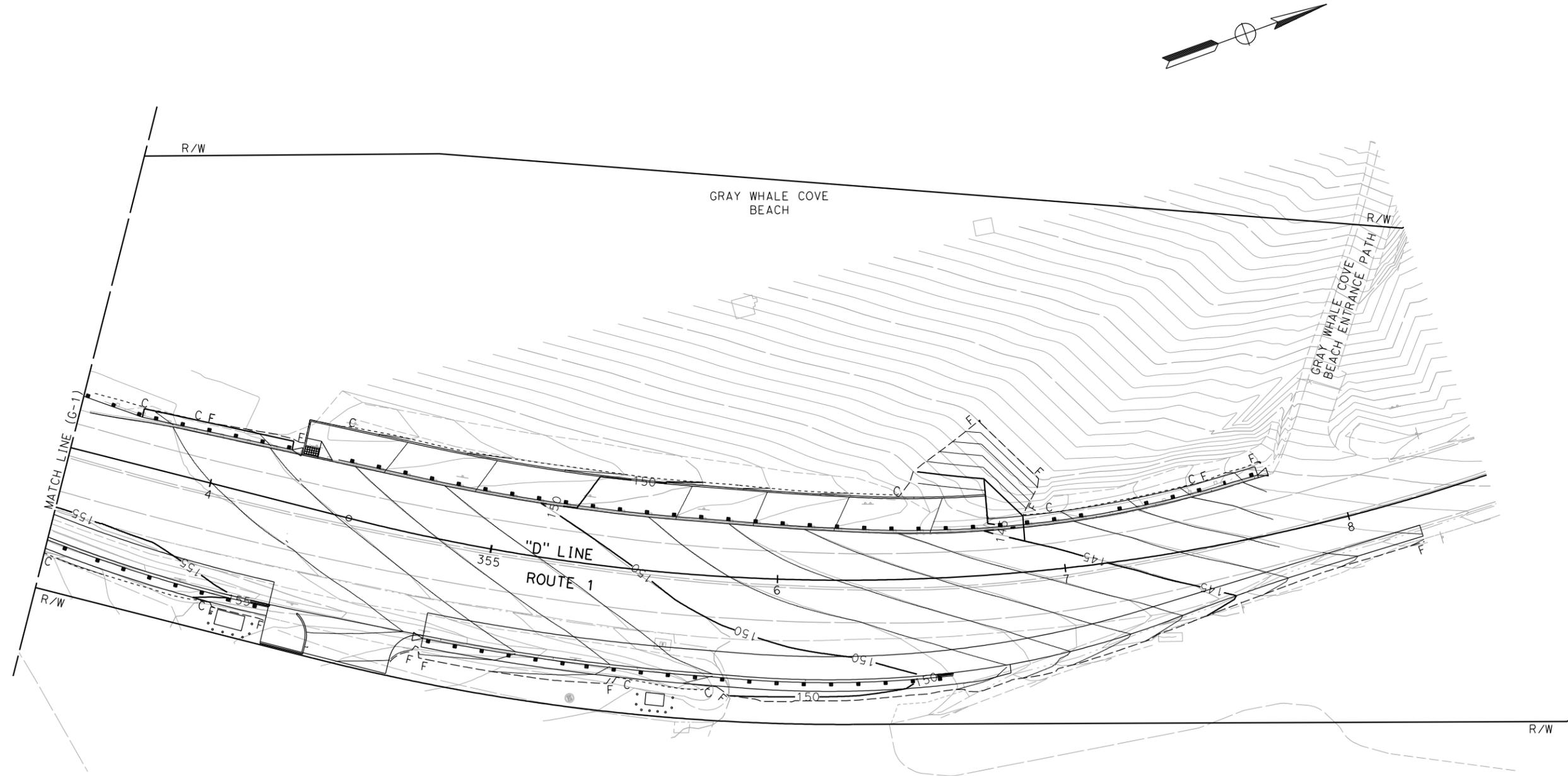
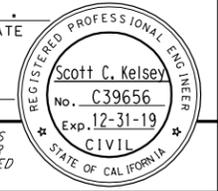
LAST REVISION DATE PLOTTED => 1/2/2019 12-14-18 TIME PLOTTED => 2:41:09 PM

NOTE:
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

AECOM 100 W. SAN FERNANDO ST Suite 200 SAN JOSE, CA 95113-2254	SAN MATEO COUNTY TRANSPORTATION AUTHORITY 1250 SAN CARLOS Ave SAN CARLOS, CA 94070
---	---



FOR NOTES ABBREVIATIONS
 AND LEGEND, SEE SHEET L-1

APPROVED FOR CONTOUR GRADING WORK ONLY

CONTOUR GRADING
 SCALE: 1" = 20'

G-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	DESIGNED BY	REVISOR
RAMSEY J. HISSEN	SCOTT KELSEY	JASON HOM	SCOTT KELSEY
RAMSEY J. HISSEN	SCOTT KELSEY	JASON HOM	SCOTT KELSEY

LAST REVISION DATE PLOTTED => 1/2/2019 12-14-18 TIME PLOTTED => 2:41:11 PM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER
 Scott C. Kelsey
 No. C39656
 Exp. 12-31-19
 CIVIL
 STATE OF CALIFORNIA

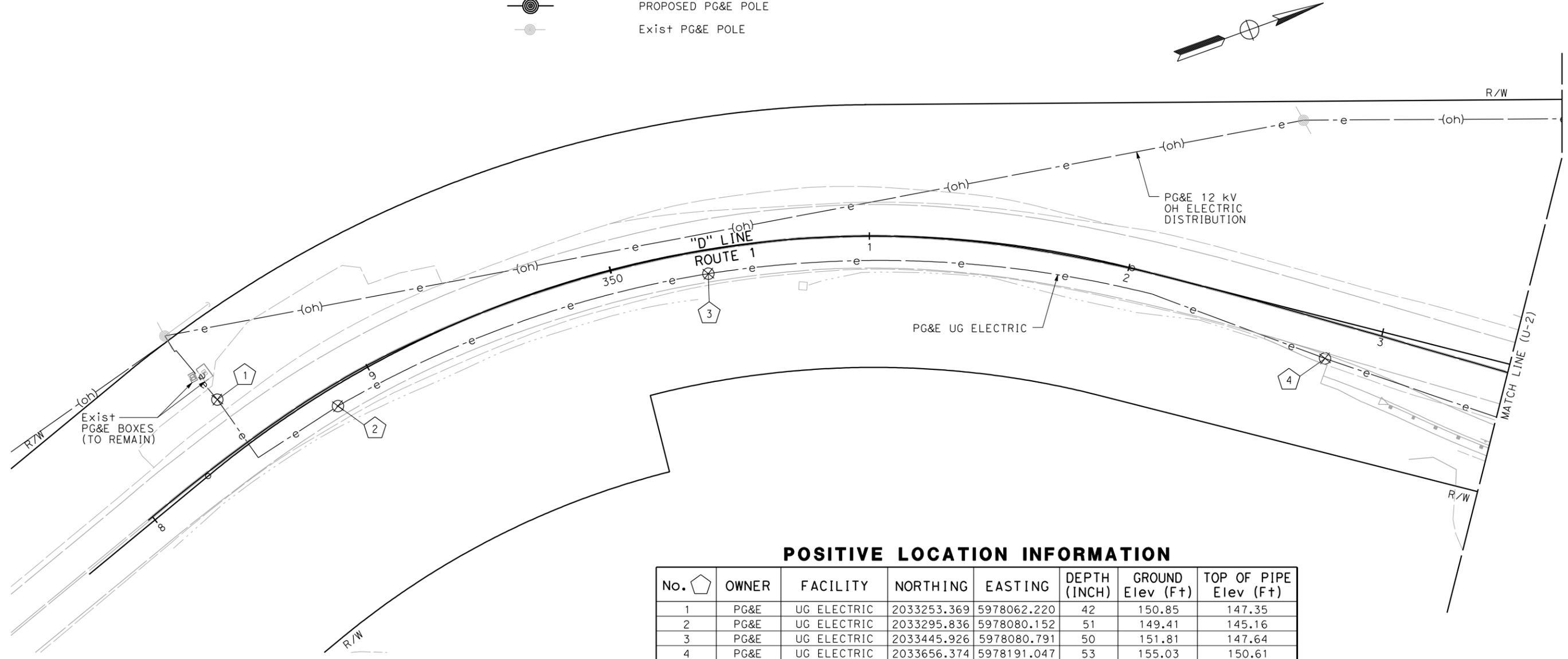
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM 100 W. SAN FERNANDO ST Suite 200 SAN JOSE, CA 95113-2254	SAN MATEO COUNTY TRANSPORTATION AUTHORITY 1250 SAN CARLOS AVE SAN CARLOS, CA 94070
---	---

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

- LEGEND:**
- e— —e— Exist UG ELECTRIC
 - e— —(oh)— Exist ELECTRICAL OVERHEAD LINE
 - sd--- ---sd--- Exist UG STORM DRAIN
 - E- -(OH)- PROPOSED ELECTRICAL OVERHEAD LINE
 - (x) UTILITY RELOCATION NUMBER
 - (⊗) POTHOLE
 - (No.) POTHOLE NUMBER
 - (⊙) PROPOSED PG&E POLE
 - (●) Exist PG&E POLE

- ABBREVIATIONS:**
- kV KILOVOLTS
 - PG&E PACIFIC GAS & ELECTRIC
 - UG UNDERGROUND



POSITIVE LOCATION INFORMATION

No.	OWNER	FACILITY	NORTHING	EASTING	DEPTH (INCH)	GROUND Elev (Ft)	TOP OF PIPE Elev (Ft)
1	PG&E	UG ELECTRIC	2033253.369	5978062.220	42	150.85	147.35
2	PG&E	UG ELECTRIC	2033295.836	5978080.152	51	149.41	145.16
3	PG&E	UG ELECTRIC	2033445.926	5978080.791	50	151.81	147.64
4	PG&E	UG ELECTRIC	2033656.374	5978191.047	53	155.03	150.61

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 Caltrans®
 CONSULTANT FUNCTIONAL SUPERVISOR: RAMSEY J. HISSEN
 CALCULATED/DESIGNED BY: CHECKED BY:
 SHABNAM YARI / JASON HOM SCOTT KELSEY
 REVISED BY: DATE REVISED:

THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

UTILITY PLAN
SCALE: 1" = 20'

U-1

LAST REVISION: DATE PLOTTED => 1/2/2019 12-14-18 TIME PLOTTED => 2:41:12 PM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

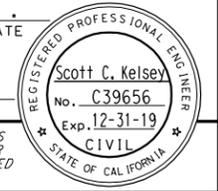
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM
100 W. SAN FERNANDO ST
Suite 200
SAN JOSE, CA 95113-2254

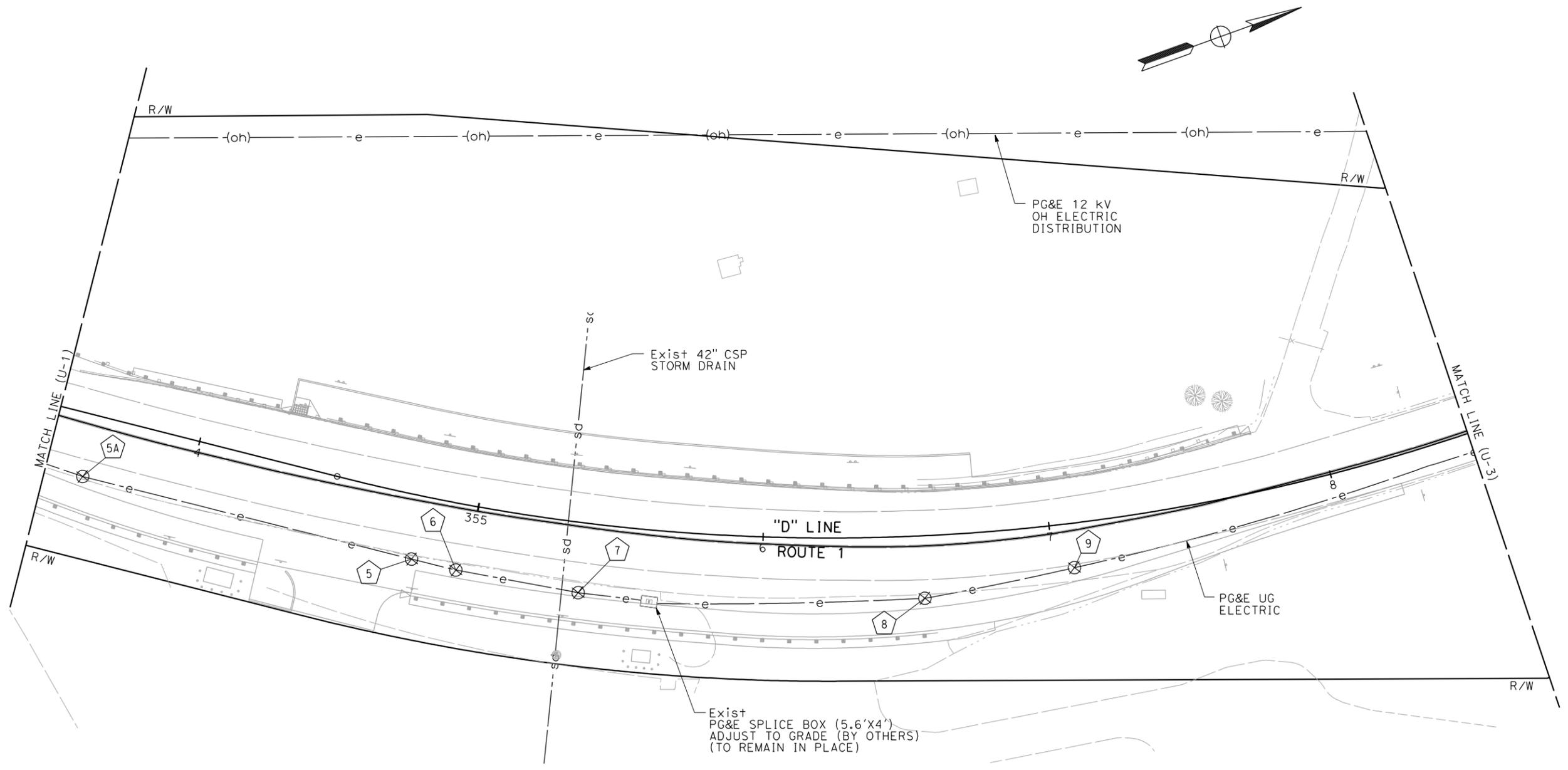
SAN MATEO COUNTY
TRANSPORTATION AUTHORITY
1250 SAN CARLOS Ave
SAN CARLOS, CA 94070



NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

POSITIVE LOCATION INFORMATION

No.	OWNER	FACILITY	NORTHING	EASTING	DEPTH (INCH)	GROUND Elev (Ft)	TOP OF PIPE Elev (Ft)
5A	PG&E	UG ELECTRIC	2033720.781	5978242.690	52	155.02	150.69
5	PG&E	UG ELECTRIC	2033819.006	5978308.724	48	152.93	148.93
6	PG&E	UG ELECTRIC	2033832.260	5978317.576	84	152.53	145.53
7	PG&E	UG ELECTRIC	2033869.768	5978339.504	84	151.29	144.29
8	PG&E	UG ELECTRIC	2033982.969	5978382.447	67	148.66	143.08
9	PG&E	UG ELECTRIC	2034035.723	5978390.149	48	146.60	142.60



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR
RAMSEY J. HISSEN

CALCULATED-DESIGNED BY
CHECKED BY

SHABNAM YARI / JASON HOM
SCOTT KELSEY

REVISED BY
DATE REVISED

FOR NOTES, ABBREVIATIONS
AND LEGEND, SEE SHEET U-1

THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

UTILITY PLAN
SCALE: 1" = 20'

U-2

LAST REVISION DATE PLOTTED => 1/2/2019 12-14-18 TIME PLOTTED => 2:41:14 PM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER	DATE
Scott C. Kelsey	
No. C39656	
Exp. 12-31-19	
CIVIL	

PLANS APPROVAL DATE

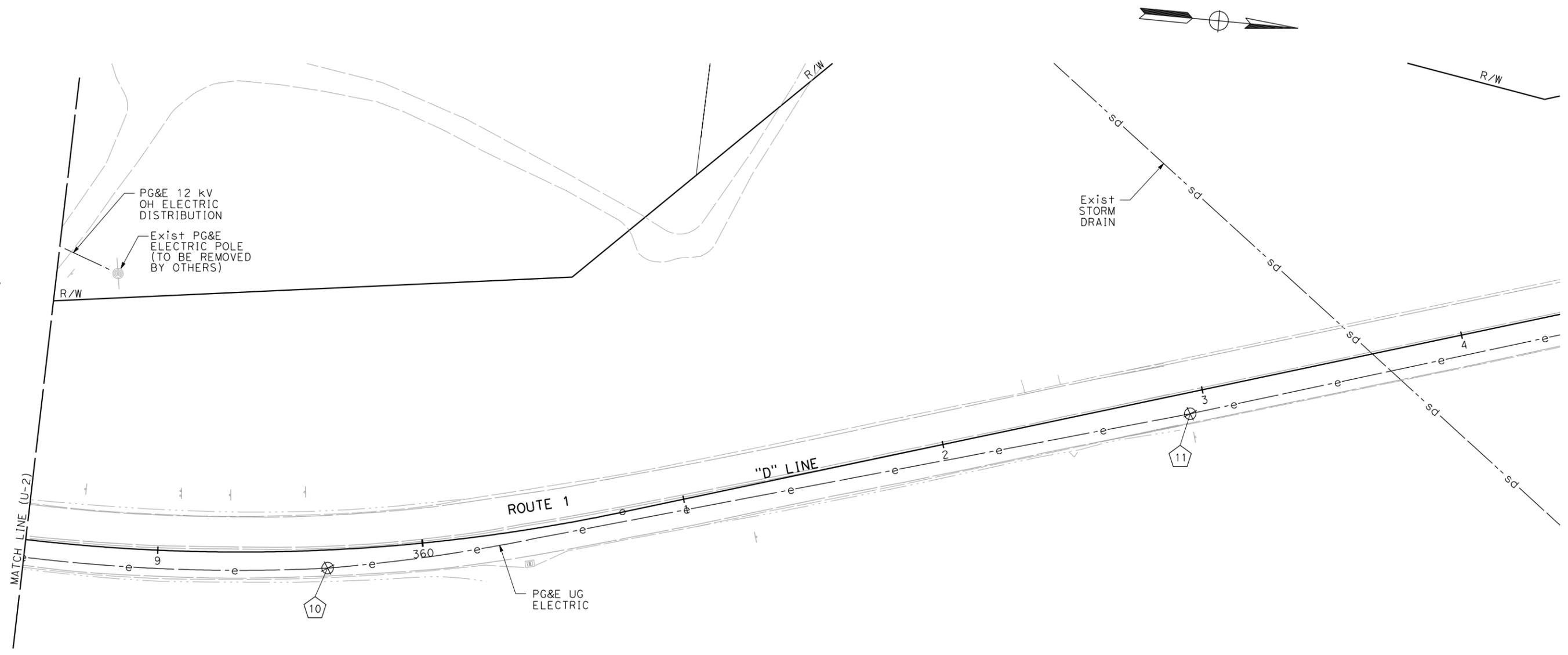
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM 100 W. SAN FERNANDO ST Suite 200 SAN JOSE, CA 95113-2254	SAN MATEO COUNTY TRANSPORTATION AUTHORITY 1250 SAN CARLOS Ave SAN CARLOS, CA 94070
---	---

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

POSITIVE LOCATION INFORMATION

No.	OWNER	FACILITY	NORTHING	EASTING	DEPTH (INCH)	GROUND Elev (Ft)	TOP OF PIPE Elev (Ft)
10	PG&E	UG ELECTRIC	2034295.195	5978392.875	48	135.84	131.84
11	PG&E	UG ELECTRIC	2034613.844	5978304.646	49	125.96	121.88



FOR NOTES, ABBREVIATIONS
AND LEGEND, SEE SHEET U-1

UTILITY PLAN
SCALE: 1" = 20'

U-3

THIS PLAN TO BE USED FOR UTILITY INFORMATION ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

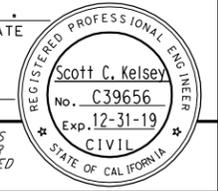
 CONSULTANT FUNCTIONAL SUPERVISOR: RAMSEY J. HISSEN
 CALCULATED/DESIGNED BY: SHABNAM YARI / JASON HOM
 CHECKED BY: SCOTT KELSEY
 REVISED BY: DATE
 REVISIONS: (None listed)

LAST REVISION: DATE PLOTTED => 1/2/2019 12-14-18 TIME PLOTTED => 2:41:15 PM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

AECOM 100 W. SAN FERNANDO St Suite 200 SAN JOSE, CA 95113-2254	SAN MATEO COUNTY TRANSPORTATION AUTHORITY 1250 SAN CARLOS Ave SAN CARLOS, CA 94070
---	---



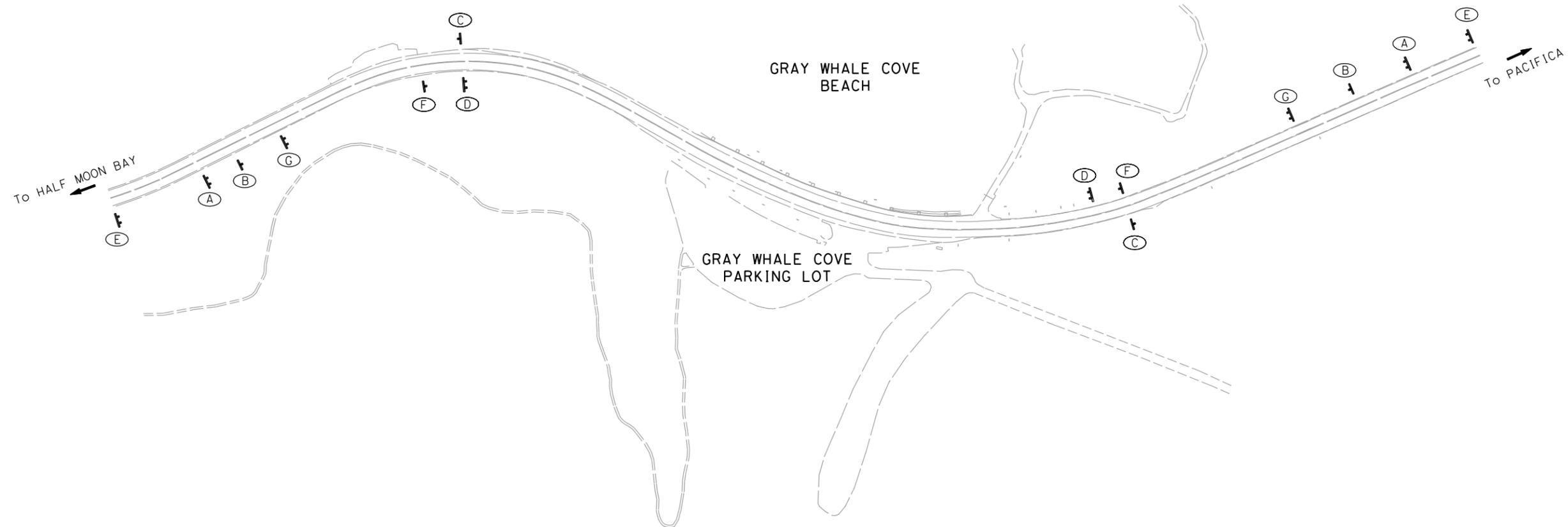
GENERAL NOTES

1. LOCATION OF CONSTRUCTION AREA SIGNS SHOWN ARE APPROXIMATE. EXACT LOCATION AND POSITION OF SIGNS TO BE DETERMINED BY THE ENGINEER.
2. KEEP EMERGENCY VEHICLE ACCESS OPEN AT ALL TIMES.
3. TEMPORARY SIGNS INSTALLED ON CITY STREETS MAY BE ATTACHED TO AN EXISTING POLE BY STRAP AND SADDLE BRACKET METHOD, AS AN ALTERNATIVE TO WOOD POSTS.

LEGEND

- † ONE POST CONSTRUCTION AREA SIGN LOCATION
- ‡ TWO POST CONSTRUCTION AREA SIGN LOCATION
- (X) CONSTRUCTION AREA SIGN NUMBER

P A C I F I C O C E A N



STATIONARY MOUNTED CONSTRUCTION AREA SIGNS

SHEET No.	SIGN No.	SIGN CODE	PANEL SIZE	SIGN MESSAGE OR REMARKS	No. OF POST AND SIZE	No. OF SIGNS
			IN x IN		IN x IN	[N]
CS-1	A	W20-1	60 x 60	ROAD WORK AHEAD, Min 2640 Ft IN ADVANCE OF BEGIN CONSTRUCTION	2 - 4 x 6	2
	B	PCMS	-	WORK ZONE AHEAD, REGARDING CONSTRUCTION WORK AHEAD	-	2
	C	G20-2	48 x 24	END ROAD WORK	1 - 4 x 6	2
	D	C40 (CA)	108 x 42	TRAFFIC FINES DOUBLE IN CONSTRUCTION ZONE	2 - 4 x 6	2
	E	SPECIAL	90 x 60	CONSTRUCTION PROJECT FUNDING SIGN	2 - 4 x 6	2
	F	W20-1	48 x 48	ROAD WORK AHEAD	1 - 4 x 6	2
	G	C40 (CA)	144 x 60	TRAFFIC FINES DOUBLED IN CONSTRUCTION ZONE	2 - 6 x 8	2

[N]-NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY

CONSTRUCTION AREA SIGNS

NO SCALE

CS-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 Et Caltrans®
 CONSULTANT - FUNCTIONAL SUPERVISOR: RAMSEY J. HISSEN
 CALCULATED/DESIGNED BY: SHABNAM YARI / JASON HOM
 CHECKED BY: SCOTT KELSEY
 REVISED BY: REVISIONS
 DATE: DATE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 CONSULTANT FUNCTIONAL SUPERVISOR: RAMSEY J. HISSEN
 CALCULATED/DESIGNED BY: SHABNAM YARI / JASON HOM
 CHECKED BY: SCOTT KELSEY
 REVISED BY: [] DATE: []
 DATE REVISED: []

LEGEND:

- PAVEMENT DELINEATION DETAIL
- TEMPORARY RAILING (TYPE K)
- CONSTRUCTION THIS STAGE
- CHANGE OF PAVEMENT DELINEATION DETAIL
- TRAFFIC DIRECTION
- CHANNELIZER (SURFACE MOUNTED)
- OBJECT MARKER
- CONSTRUCTION ITEM No.
- TRAFFIC ITEM No.

STAGE 1 CONSTRUCTION

- 1 CONSTRUCT OUTSIDE PAVEMENT WIDENING AND OTHER ROADWAY ITEMS ALONG ROUTE 1 NB DIRECTION.
- 2 CONSTRUCT PATHWAY ALONG ROUTE 1 SB DIRECTION.

STAGE 1 TRAFFIC:

- 1 MAINTAIN EXISTING TRAFFIC LANES UNLESS SHOWN OTHERWISE.
- 2 SHIFT TRAFFIC ON EXISTING ROUTE 1 TO ACCOMMODATE CONSTRUCTION.
- 3 EXISTING PARKING LOT TO REMAIN OPEN AT ALL TIMES.
- 4 MAINTAIN PEDESTRIAN BEACH ACCESS OPEN AT ALL TIMES.

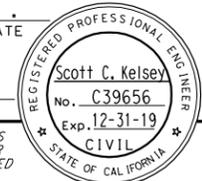
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

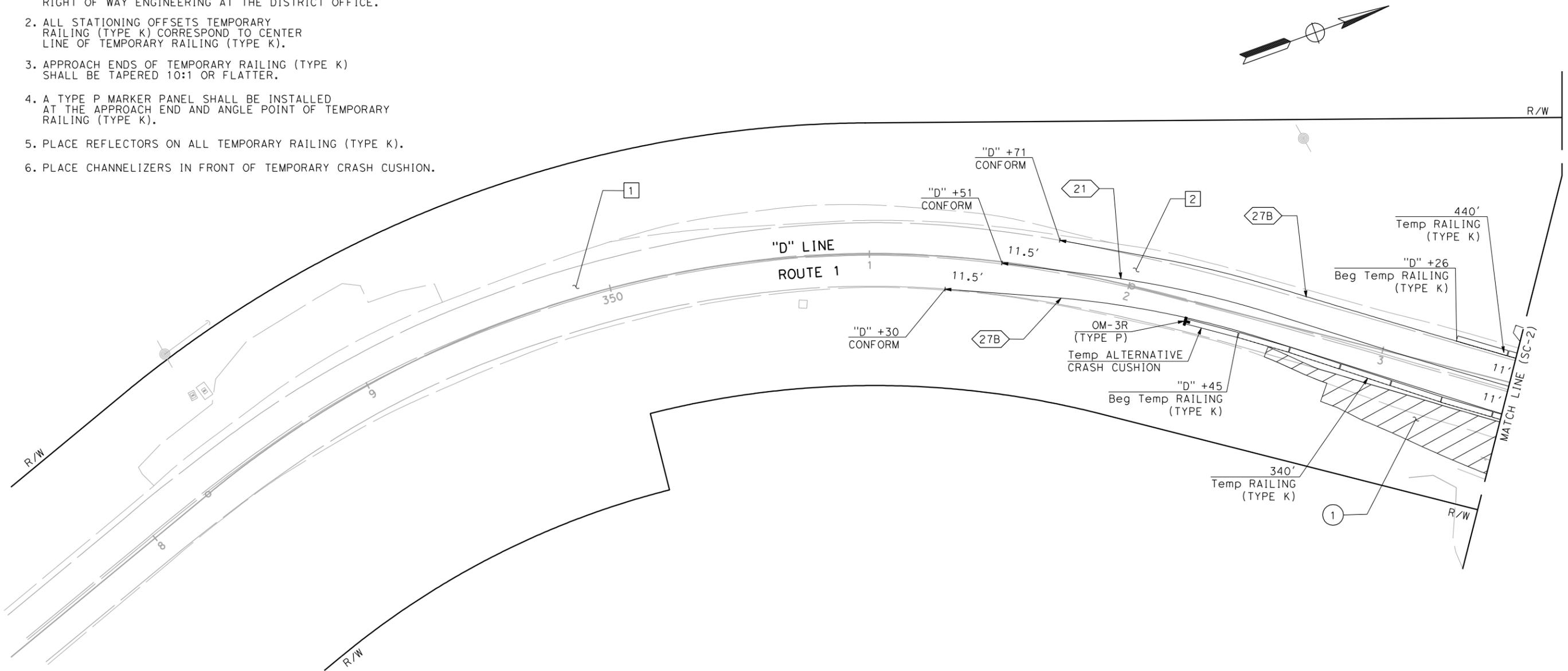
AECOM
 100 W. SAN FERNANDO ST
 Suite 200
 SAN JOSE, CA 95113-2254

SAN MATEO COUNTY
 TRANSPORTATION AUTHORITY
 1250 SAN CARLOS AVE
 SAN CARLOS, CA 94070



NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. ALL STATIONING OFFSETS TEMPORARY RAILING (TYPE K) CORRESPOND TO CENTER LINE OF TEMPORARY RAILING (TYPE K).
3. APPROACH ENDS OF TEMPORARY RAILING (TYPE K) SHALL BE TAPERED 10:1 OR FLATTER.
4. A TYPE P MARKER PANEL SHALL BE INSTALLED AT THE APPROACH END AND ANGLE POINT OF TEMPORARY RAILING (TYPE K).
5. PLACE REFLECTORS ON ALL TEMPORARY RAILING (TYPE K).
6. PLACE CHANNELIZERS IN FRONT OF TEMPORARY CRASH CUSHION.



STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN (STAGE 1)
 SCALE: 1" = 20'

APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

SC-1

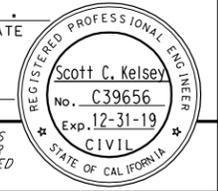
LAST REVISION DATE PLOTTED => 1/17/2019 12-14-18 TIME PLOTTED => 9:41:20 AM

NOTE:
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

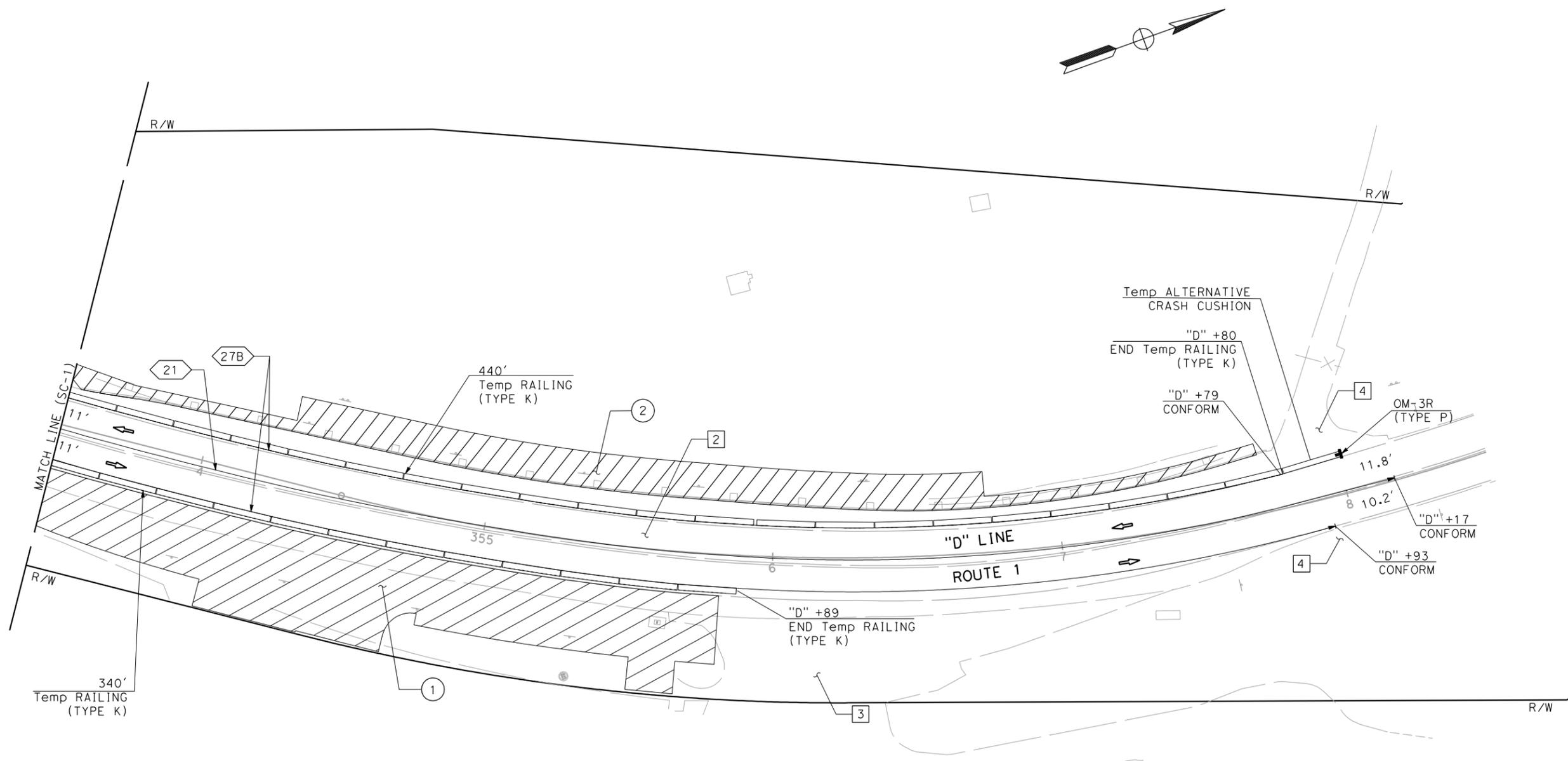
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

AECOM 100 W. SAN FERNANDO St Suite 200 SAN JOSE, CA 95113-2254	SAN MATEO COUNTY TRANSPORTATION AUTHORITY 1250 SAN CARLOS Ave SAN CARLOS, CA 94070
---	---



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR
RAMSEY J. HISSEN	SCOTT KELSEY	JASON HOM	SHABNAM YARI
	CHECKED BY	DATE	REVISION



FOR NOTES AND LEGEND,
 SEE SHEET SC-1

**STAGE CONSTRUCTION AND
 TRAFFIC HANDLING PLAN
 (STAGE 1)**
 SCALE: 1" = 20'

SC-2

APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

LAST REVISION DATE PLOTTED => 1/17/2019 12-14-18 TIME PLOTTED => 9:41:21 AM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>	
AECOM 100 W. SAN FERNANDO ST Suite 200 SAN JOSE, CA 95113-2254	SAN MATEO COUNTY TRANSPORTATION AUTHORITY 1250 SAN CARLOS AVE SAN CARLOS, CA 94070

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

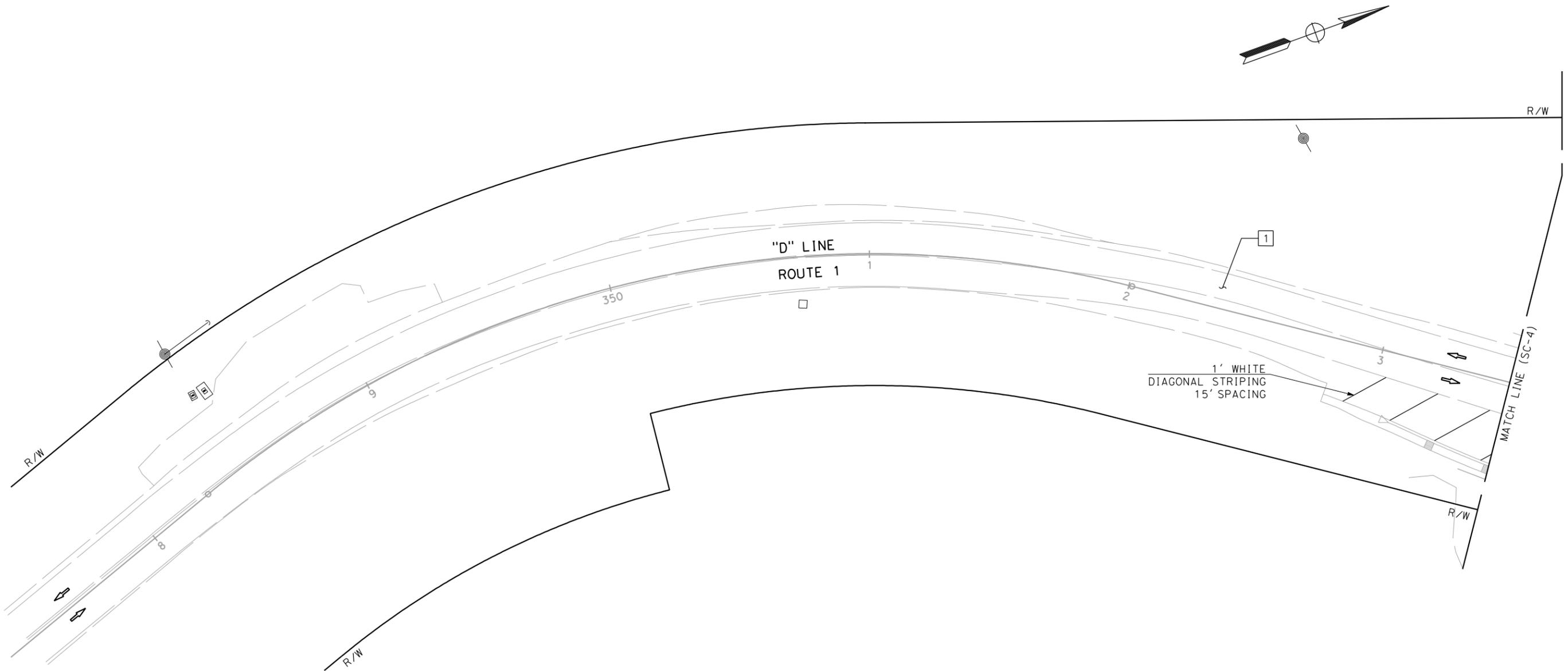
STAGE 2 CONSTRUCTION

- ① CONSTRUCT OUTSIDE PAVEMENT WIDENING AND OTHER ROADWAY ITEMS ALONG ROUTE 1 NB DIRECTION.

STAGE 2 TRAFFIC:

- ① MAINTAIN EXISTING TRAFFIC LANES UNLESS SHOWN OTHERWISE.
- ② SHIFT TRAFFIC ON EXISTING ROUTE 1 TO ACCOMMODATE CONSTRUCTION.
- ③ TRAFFIC TO ACCESS NEW PARKING LOT ENTRANCE TO ENTER AND LEAVE
- ④ MAINTAIN PEDESTRIAN BEACH ACCESS OPEN AT ALL TIMES.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	SHABNAM YARI / JASON HOM	REVISED BY
	RAMSEY J. HISSSEN	CHECKED BY	SCOTT KELSEY	DATE REVISED



FOR NOTES AND LEGEND, SEE SHEET SC-1

STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN (STAGE 2)
SCALE: 1" = 20'

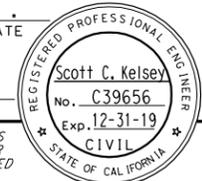
APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

SC-3

LAST REVISION | DATE PLOTTED => 1/17/2019
 12-14-18 | TIME PLOTTED => 9:41:23 AM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

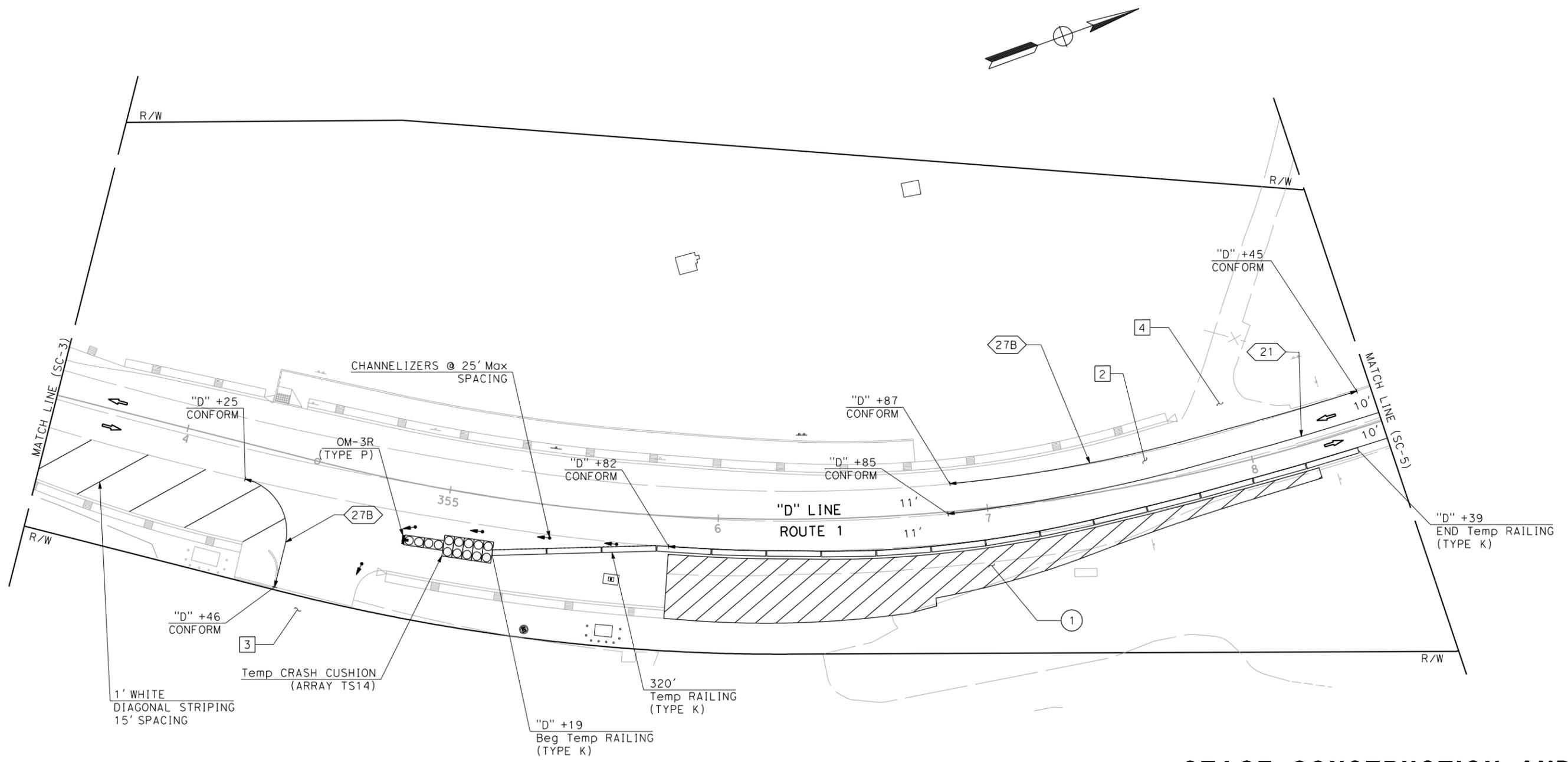


THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM 100 W. SAN FERNANDO ST Suite 200 SAN JOSE, CA 95113-2254	SAN MATEO COUNTY TRANSPORTATION AUTHORITY 1250 SAN CARLOS Ave SAN CARLOS, CA 94070
---	---

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR	REVISION
	RAMSEY J. HISSEN	CHECKED BY	SCOTT KELSEY	



FOR NOTES AND LEGEND,
SEE SHEET SC-1

**STAGE CONSTRUCTION AND
TRAFFIC HANDLING PLAN
(STAGE 2)**
SCALE: 1" = 20'

SC-4

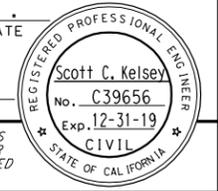
APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

LAST REVISION DATE PLOTTED => 1/17/2019
12-14-18 TIME PLOTTED => 9:41:24 AM

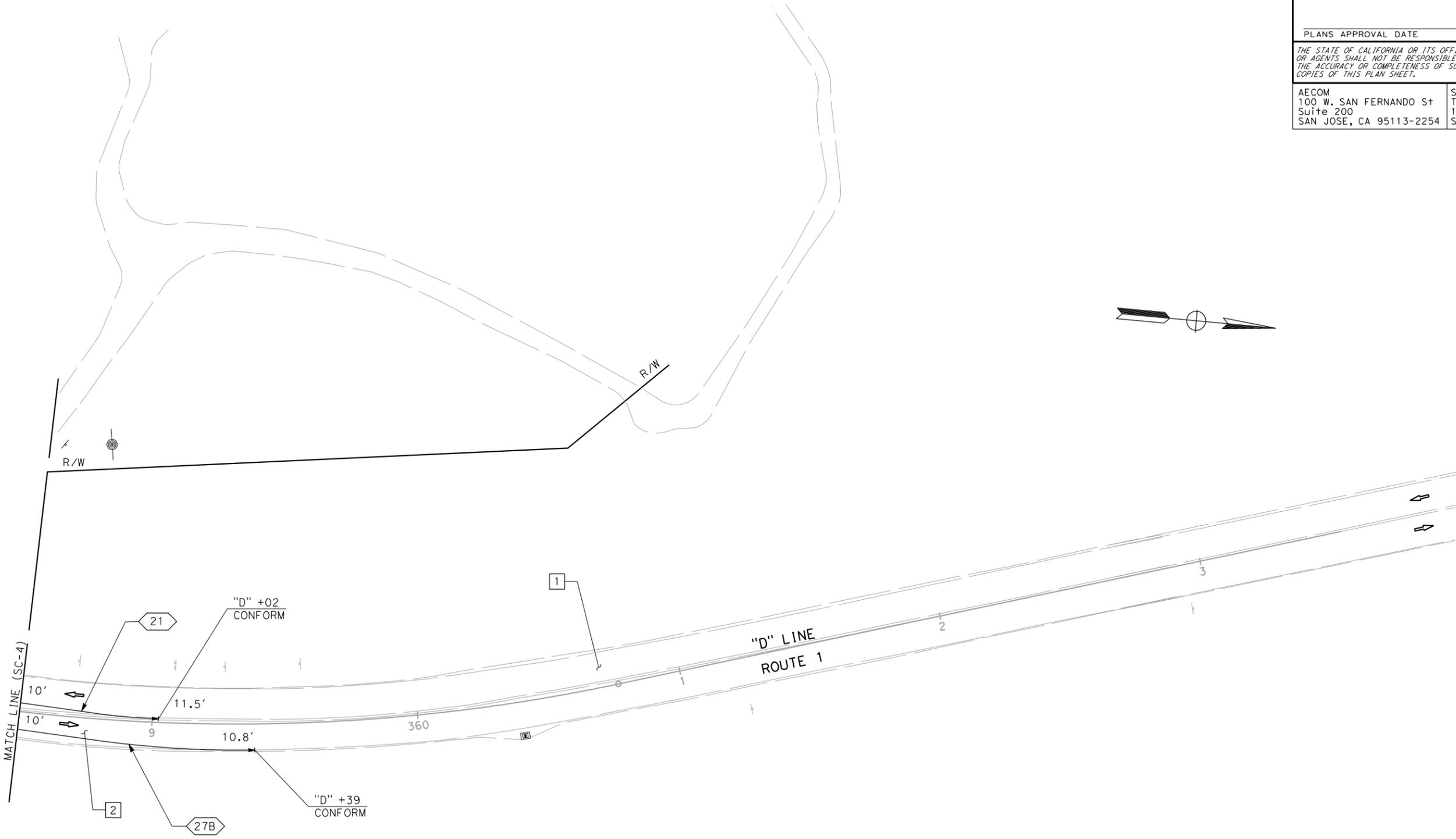
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

AECOM 100 W. SAN FERNANDO ST Suite 200 SAN JOSE, CA 95113-2254	SAN MATEO COUNTY TRANSPORTATION AUTHORITY 1250 SAN CARLOS Ave SAN CARLOS, CA 94070
---	---



NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



**STAGE CONSTRUCTION AND
TRAFFIC HANDLING PLAN
(STAGE 2)**
SCALE: 1" = 20'

SC-5

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR
Caltrans	RAMSEY J. HISSEN	CHECKED BY	DATE
		SHABNAM YARI / JASON HOM	REVISOR
		SCOTT KELSEY	DATE

FOR NOTES AND LEGEND,
SEE SHEET SC-1

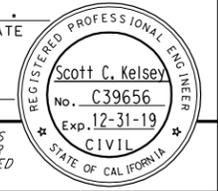
APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

LAST REVISION DATE PLOTTED => 1/17/2019
12-14-18 TIME PLOTTED => 9:41:26 AM

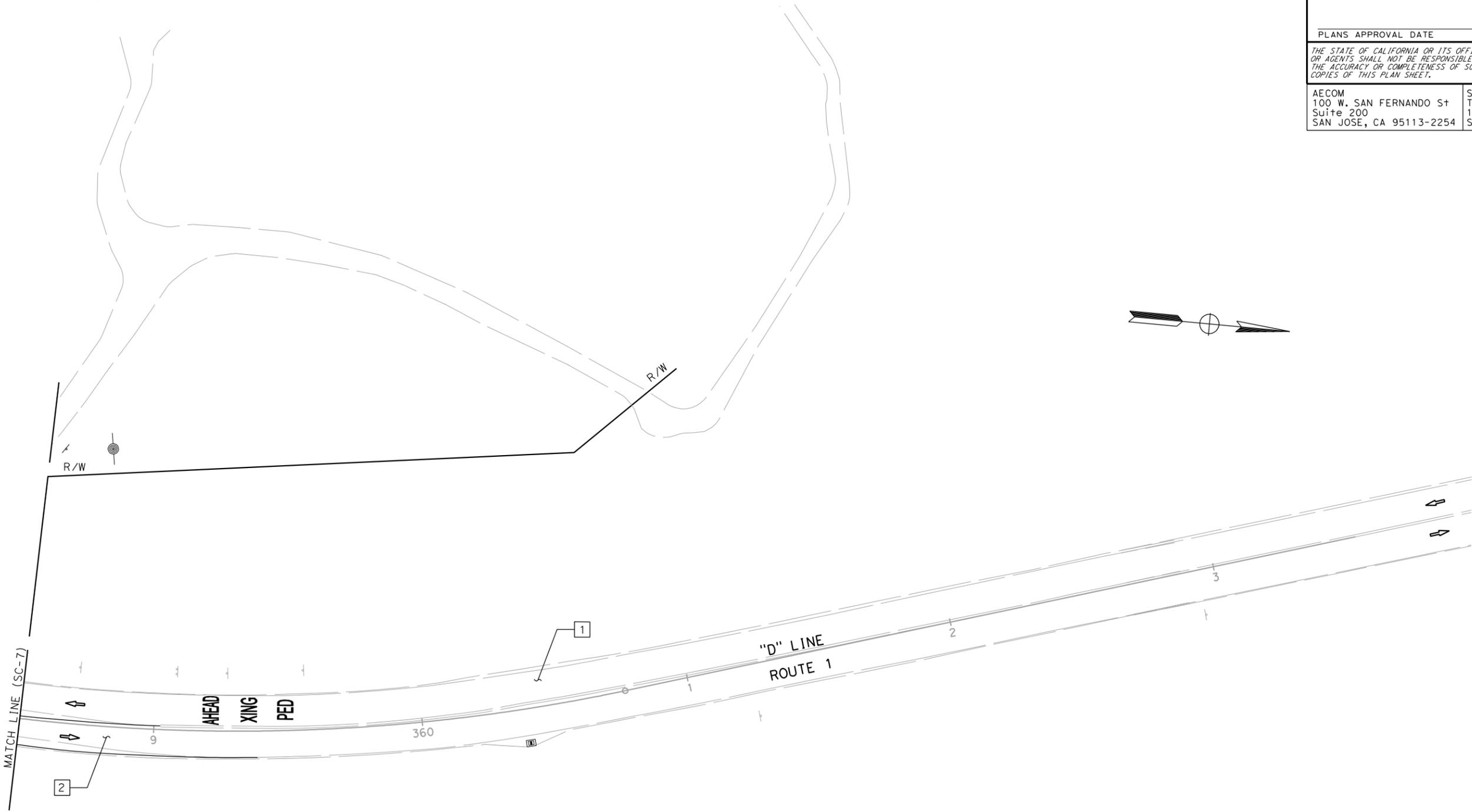
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

AECOM 100 W. SAN FERNANDO St Suite 200 SAN JOSE, CA 95113-2254	SAN MATEO COUNTY TRANSPORTATION AUTHORITY 1250 SAN CARLOS Ave SAN CARLOS, CA 94070
---	---



NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	SHABNAM YARI / JASON HOM	REVISED BY
Caltrans	RAMSEY J. HISSEN	CHECKED BY	SCOTT KELSEY	DATE REVISED

FOR NOTES AND LEGEND,
SEE SHEET SC-1

STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN (STAGE 3)

SCALE: 1" = 20'

SC-8

APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 CONSULTANT FUNCTIONAL SUPERVISOR
 RAMSEY J. HISSEN
 CALCULATED-DESIGNED BY
 CHECKED BY
 SHABNAM YARI / JASON HOM
 SCOTT KELSEY
 REVISED BY
 DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

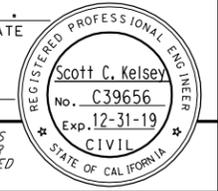
REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM
100 W. SAN FERNANDO ST
Suite 200
SAN JOSE, CA 95113-2254

SAN MATEO COUNTY
TRANSPORTATION AUTHORITY
1250 SAN CARLOS Ave
SAN CARLOS, CA 94070



TEMPORARY PAVEMENT DELINEATION QUANTITIES

SHEET No.	DETAIL No.	PAINT TRAFFIC STRIPE (1-COAT)		PAINT PAVEMENT MARKING (1-COAT)		REMOVE PAINTED TRAFFIC STRIPE	REMOVE THERMOPLASTIC TRAFFIC STRIPE	REMOVE YELLOW THERMOPLASTIC TRAFFIC STRIPE (HAZARDOUS WASTE)	REMOVE PAVEMENT MARKER
		LF	EA [N]	SQFT	LF				
STAGE 1									
SC-1, 2	27B	668					668		
	27B	604					604		
	21	667						667	58
STAGE 2									
SC-3, 4			1' WHITE DIAGONAL STRIPE	8	204				
	27B	48							
SC-4, 5	27B	155				91	64		
	21	217				132		84	8
	27B	362				215	147		
STAGE 3									
SC-6, 7						1,752			
SC-7, 8						734			
TOTAL		2,721		8	204	2,924	1,483	751	66

[N] = NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY.

OBJECT MARKER QUANTITIES

SHEET No.	STATION	LOCATION	OBJECT MARKER OM-3R (TYPE P)
			EA [N]
SC-1	"D" 352+25	R+	1
SC-2	"D" 358+00	L+	1
SC-4	"D" 354+87	R+	1
TOTAL			3

[N] = NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY.

CHANNELIZER (SURFACE MOUNTED)

SHEET No.	EA
SC-4	5
TOTAL	5

TEMPORARY RAILING (TYPE K)

STATION	TEMPORARY RAILING (TYPE K)
	LF
STAGE 1	
"D" 352+45 R+ TO "D" 355+89 R+	340
"D" 353+26 L+ TO "D" 357+80 L+	440
STAGE 2	
"D" 355+19 R+ TO "D" 358+39 R+	320
TOTAL	1,100

TEMPORARY ALTERNATIVE CRASH CUSHION

STATION	TEMPORARY ALTERNATIVE CRASH CUSHION
	EA
STAGE 1	
"D" 352+25 R+	1
"D" 358+00 L+	1
TOTAL	2

TEMPORARY CRASH CUSHION MODULE

STATION	ARRAY	EA
STAGE 2		
"D" 354+87 R+	TS14	14
TOTAL		14

STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN QUANTITIES

SCQ-1

LAST REVISION DATE PLOTTED => 1/17/2019
 12-14-18 TIME PLOTTED => 9:41:31 AM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 CONSULTANT FUNCTIONAL SUPERVISOR: RAMSEY J. HISSEN
 CALCULATED/DESIGNED BY: CHECKED BY:
 SHABNAM YARI / JASON HOM SCOTT KELSEY
 REVISED BY: DATE REVISED:

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND:

-  STANDARD PAVEMENT DELINEATION DETAIL No.
-  BEGIN/END OF TRAFFIC STRIPE DETAIL
-  CHANGE OF TRAFFIC STRIPE DETAIL
-  TYPE III (R OR L) ARROW
-  OBJECT MARKER

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER DATE _____

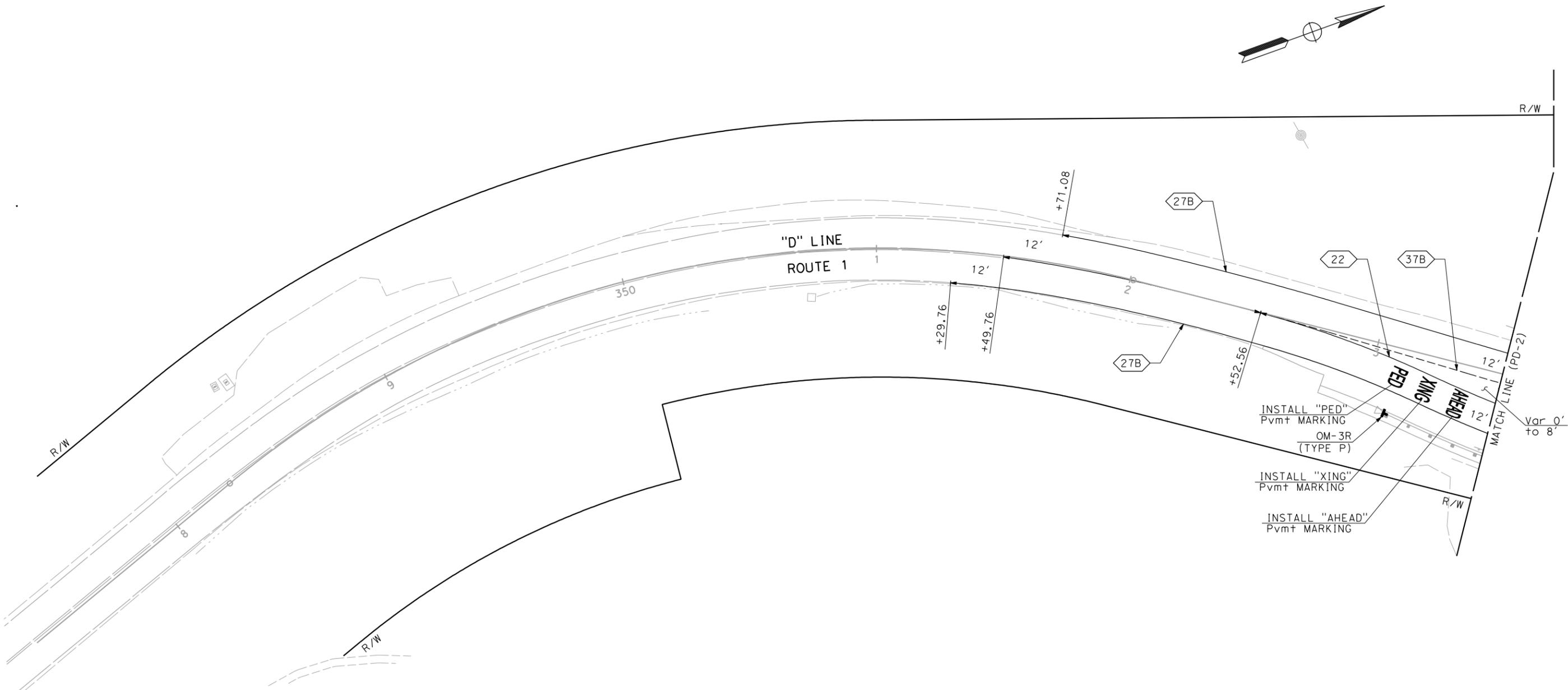
PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM
 100 W. SAN FERNANDO ST
 Suite 200
 SAN JOSE, CA 95113-2254

SAN MATEO COUNTY
 TRANSPORTATION AUTHORITY
 1250 SAN CARLOS Ave
 SAN CARLOS, CA 94070

REGISTERED PROFESSIONAL ENGINEER
 Scott C. Kelsey
 No. C39656
 Exp. 12-31-19
 CIVIL
 STATE OF CALIFORNIA



PAVEMENT DELINEATION PLAN
 SCALE: 1" = 20'

PD-1

APPROVED FOR PAVEMENT DELINEATION WORK ONLY

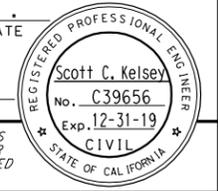
LAST REVISION | DATE PLOTTED => 1/7/2019
 12-14-18 TIME PLOTTED => 1:47:32 PM

NOTE:
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

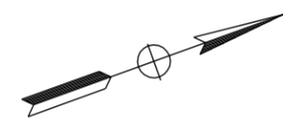
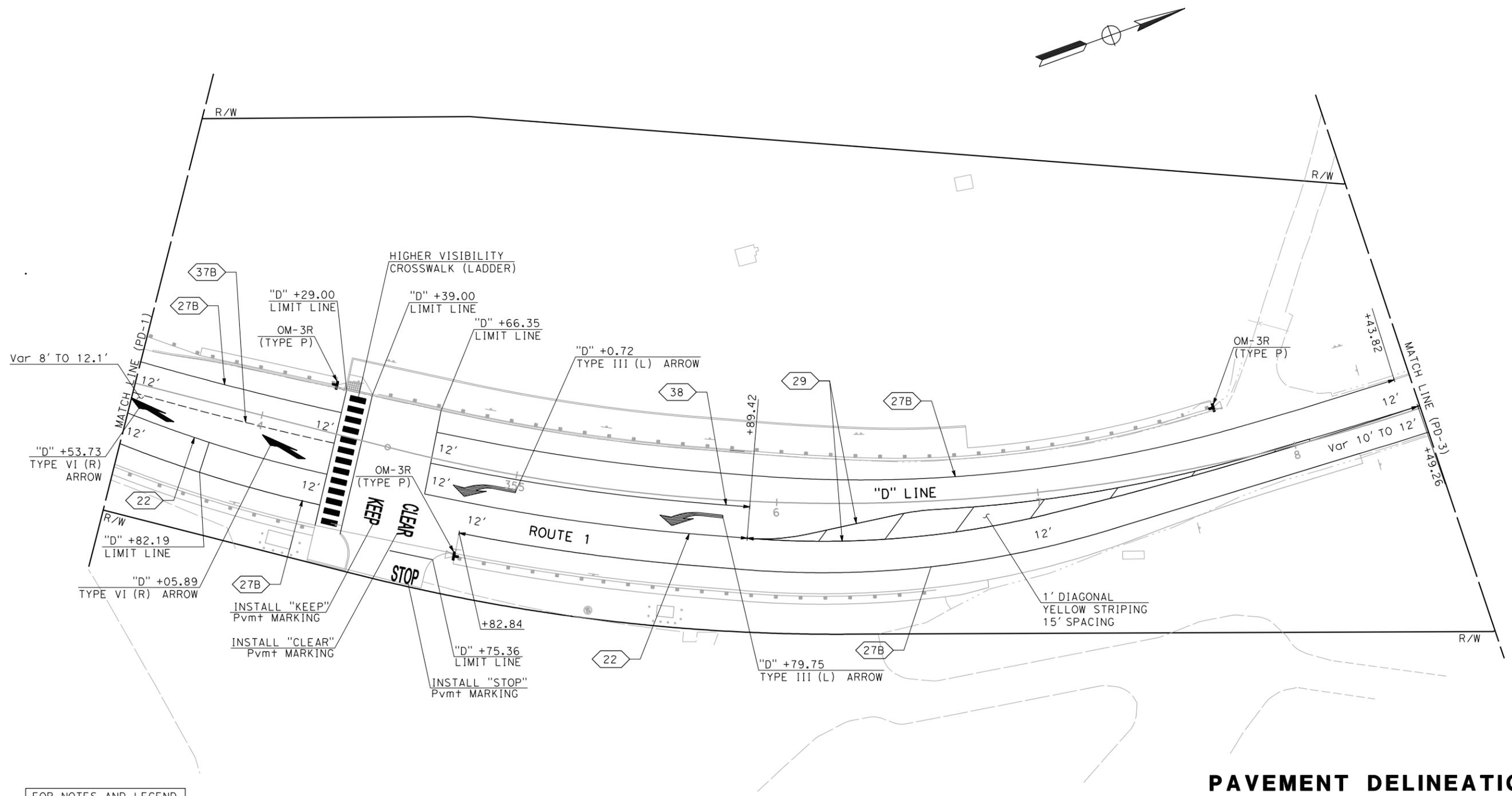
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

AECOM 100 W. SAN FERNANDO St Suite 200 SAN JOSE, CA 95113-2254	SAN MATEO COUNTY TRANSPORTATION AUTHORITY 1250 SAN CARLOS Ave SAN CARLOS, CA 94070
---	---



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR	DATE
RAMSEY J. HISSEN	SCOTT KELSEY	JASON HOM		



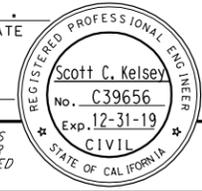
FOR NOTES AND LEGEND,
 SEE SHEET PD-1

PAVEMENT DELINEATION PLAN
 SCALE: 1" = 20'

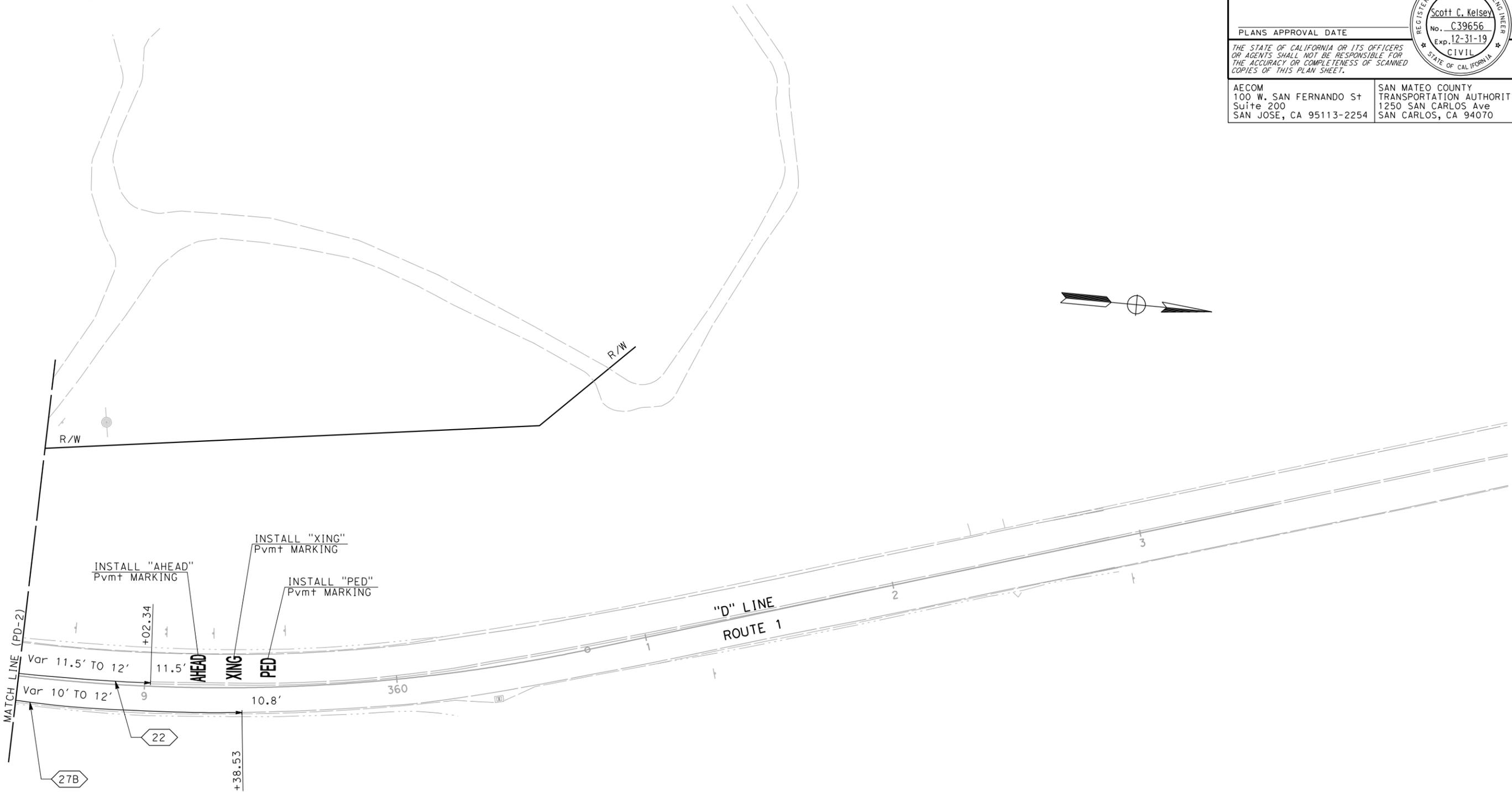
PD-2

APPROVED FOR PAVEMENT DELINEATION WORK ONLY

LAST REVISION DATE PLOTTED => 1/7/2019 12-14-18 TIME PLOTTED => 1:47:33 PM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.
REGISTERED CIVIL ENGINEER DATE					
					
PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					
AECOM 100 W. SAN FERNANDO ST Suite 200 SAN JOSE, CA 95113-2254			SAN MATEO COUNTY TRANSPORTATION AUTHORITY 1250 SAN CARLOS Ave SAN CARLOS, CA 94070		

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



FOR NOTES AND LEGEND,
SEE SHEET PD-1

PAVEMENT DELINEATION PLAN
SCALE: 1" = 20'

PD-3

APPROVED FOR PAVEMENT DELINEATION WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR
	RAMSEY J. HISSEN	SCOTT KELSEY	JASON HOM
		CHECKED BY	DATE REVISED

LAST REVISION DATE PLOTTED => 1/7/2019 12-14-18 TIME PLOTTED => 1:47:34 PM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 EtTrans®
 CONSULTANT FUNCTIONAL SUPERVISOR
 RAMSEY J. HISSSEN
 CALCULATED-DESIGNED BY
 CHECKED BY
 SHABNAM YARI / JASON HOM
 SCOTT KELSEY
 REVISED BY
 DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

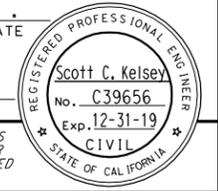
REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM
100 W. SAN FERNANDO ST
Suite 200
SAN JOSE, CA 95113-2254

SAN MATEO COUNTY
TRANSPORTATION AUTHORITY
1250 SAN CARLOS Ave
SAN CARLOS, CA 94070



PAVEMENT DELINEATION QUANTITIES

SHEET No.	STATION LIMITS				DETAIL No.	LENGTH (N) FT	PAVEMENT MARKER RETRO-REFLECTIVE TYPE "D"	THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)		THERMOPLASTIC PAVEMENT MARKING (ENHANCED WET NIGHT VISIBILITY)		PAINT PAVEMENT MARKING (2 COAT)	
	DIRECTION	LINE	BEGINNING	ENDING				6" YELLOW SOLID	6" WHITE SOLID	EA (N)	SQFT	WHITE	YELLOW
PD-1 - PD-2	SB	D	351+71.08	354+29.00	27B	260	EA	LF	LF	EA (N)	SQFT	WHITE	YELLOW
PD-1 - PD-2	SB	D	351+49.76	352+52.56	22	206	10	206					
PD-1 - PD-2	NB	D	351+29.76	354+29.00	27B	299			299				
PD-1	NB/SB	D	352+52.56	354+29.00	22	356	16	356					
PD-1	NB	D	353+10.01		"PED"					1	18		
PD-1	NB	D	353+21.68		"XING"					1	21		
PD-1	NB	D	353+34.98		"AHEAD"					1	31		
PD-1	NB/SB	D	352+52.56	354+29.00	37B	177	7		177				177
PD-2	SB	D	353+53.73		TYPE VI (R) ARROW					1	42		
PD-2	SB	D	354+05.89		TYPE VI (R) ARROW					1	42		
PD-2	NB	D	353+82.19		LIMIT LINE	12					12		
PD-2	NB/SB	D	354+29.00		CROSSWALK						156		
PD-2	NB/SB	D	354+29.00		LIMIT LINE	53					53		
PD-2	NB/SB	D	354+39.00		LIMIT LINE	55					55		
PD-2	WB	D	354+65.05		"STOP"					1	22		
PD-2	WB	D	354+75.36		LIMIT LINE	17					17		
PD-2	NB	D	354+50.42		"KEEP"					1	24		
PD-2	NB	D	354+63.41		"CLEAR"					1	27		
PD-2	SB	D	354+66.35		LIMIT LINE	33					33		
PD-2	SB	D	355+00.72		TYPE III (L) ARROW					1	42		
PD-2	SB	D	355+79.75		TYPE III (L) ARROW					1	42		
PD-2 - PD-3	SB	D	354+66.35	358+43.82	27B	372			372				
PD-2	SB	D	354+66.35	355+89.42	38	124	6		124				
PD-2	NB/SB	D	354+66.35	355+89.42	22	250	12	250					
PD-2 - PD-3	NB/SB	D	355+89.42	358+49.26	29	1,050	46	1,050					
PD-2 - PD-3	NB	D	354+82.84	359+38.53	27B	469			469				
PD-2 - PD-3	NB/SB	D	355+89.42	358+49.26	DIAGONAL STRIPING	49							49
PD-3	NB/SB	D	358+49.26	359+02.34	22	106	6	106					
PD-3	SB	D	359+21.03		"AHEAD"					1	31		
PD-3	SB	D	359+35.48		"XING"					1	21		
PD-3	SB	D	359+49.22		"PED"					1	18		
SUBTOTAL							103	1,968	1,701	13	707	0	226
TOTAL							103	3,669		13	707		226

(N)-NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY.

OBJECT MARKER QUANTITIES

STATION	LOCATION	OBJECT MARKER OM-3R (TYPE P)
		EA
"D" 353+08.84	R+	1
"D" 354+24.61	L+	1
"D" 354+82.90	R+	1
"D" 357+72.14	L+	1
TOTAL		4

PAVEMENT DELINEATION QUANTITIES PDQ-1

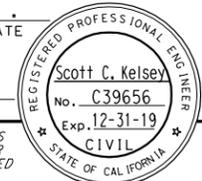
LAST REVISION DATE PLOTTED => 1/7/2019 12-14-18 TIME PLOTTED => 1:47:36 PM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



AECOM
100 W. SAN FERNANDO ST
Suite 200
SAN JOSE, CA 95113-2254

SAN MATEO COUNTY
TRANSPORTATION AUTHORITY
1250 SAN CARLOS Ave
SAN CARLOS, CA 94070

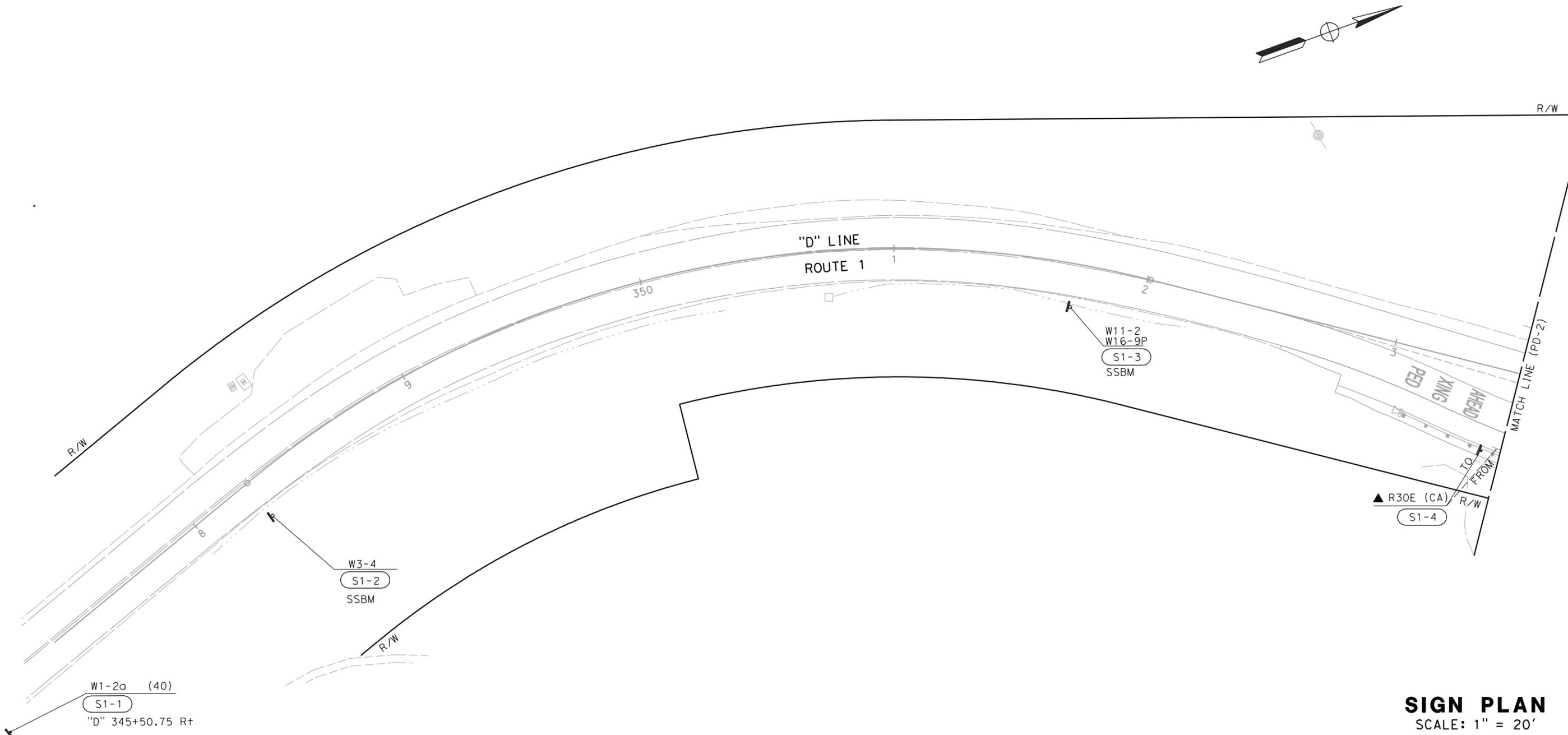
NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. EXACT LOCATION AND POSITION OF ROADSIDE SIGNS SHALL BE DETERMINED BY THE ENGINEER.

LEGEND:

- EXISTING SIGN TO REMAIN
- ▲ RELOCATE ROADSIDE SIGN
- REMOVE ROADSIDE SIGN AND POST
- REMOVE ROADSIDE SIGN PANEL

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR	REVISION
Et Caltrans	RAMSEY J. HISSSEN	CHECKED BY	JASON HOM	
			SCOTT KELSEY	



APPROVED FOR SIGN WORK ONLY

SIGN PLAN
SCALE: 1" = 20'

S-1

LAST REVISION DATE PLOTTED => 1/3/2019 12:14:18 PM TIME PLOTTED => 6:54:07 AM

NOTE:

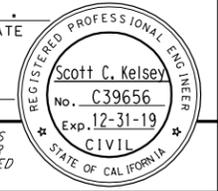
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

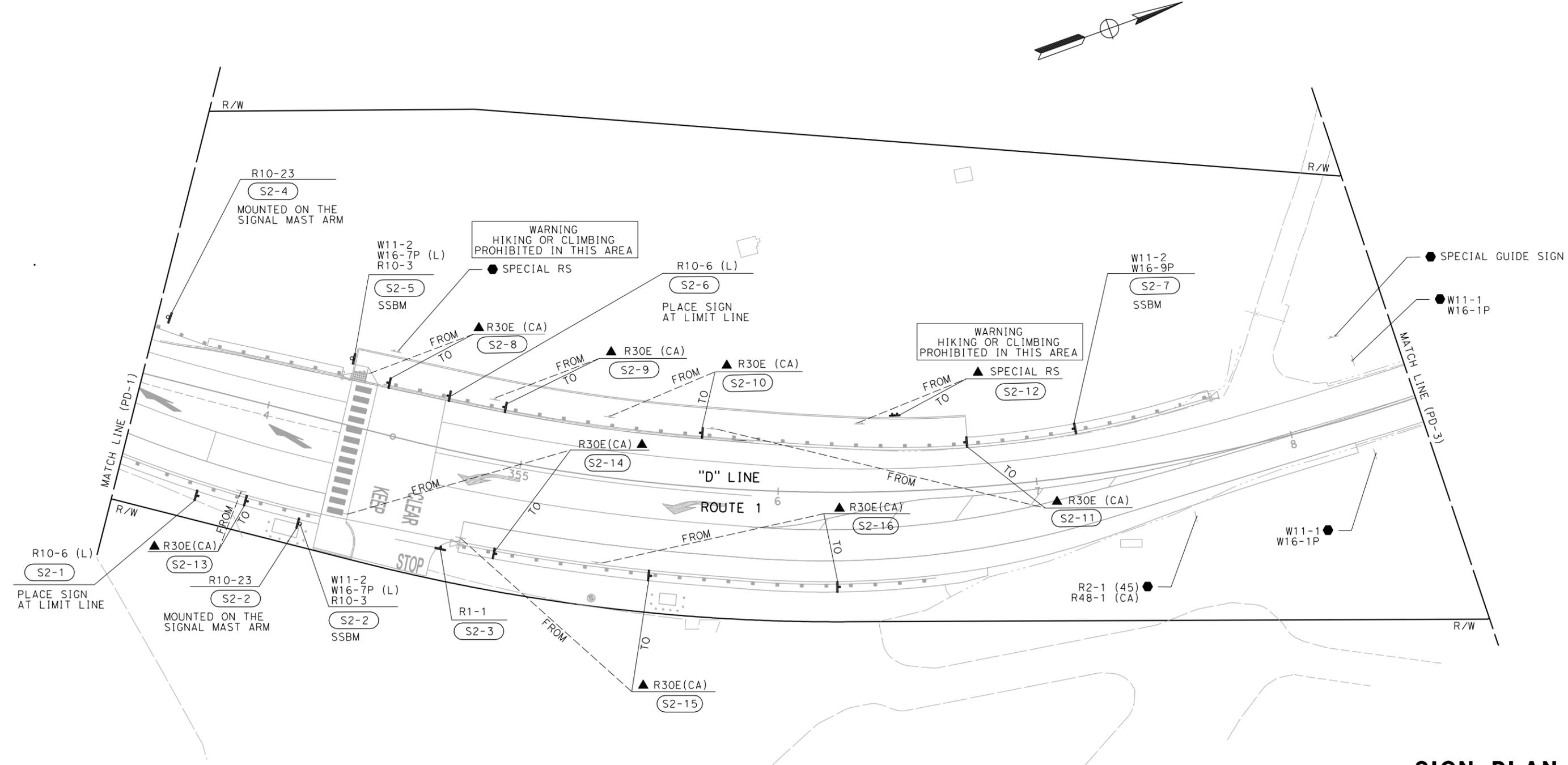
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



AECOM
100 W. SAN FERNANDO ST
Suite 200
SAN JOSE, CA 95113-2254

SAN MATEO COUNTY
TRANSPORTATION AUTHORITY
1250 SAN CARLOS Ave
SAN CARLOS, CA 94070

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR
RAMSEY J. HISSEN	RAMSEY J. HISSEN	JASON HOM	JASON HOM
SCOTT KELSEY	SCOTT KELSEY	SCOTT KELSEY	SCOTT KELSEY



FOR NOTES AND LEGEND,
SEE SHEET S-1

SIGN PLAN
SCALE: 1" = 20'

S-2

APPROVED FOR SIGN WORK ONLY

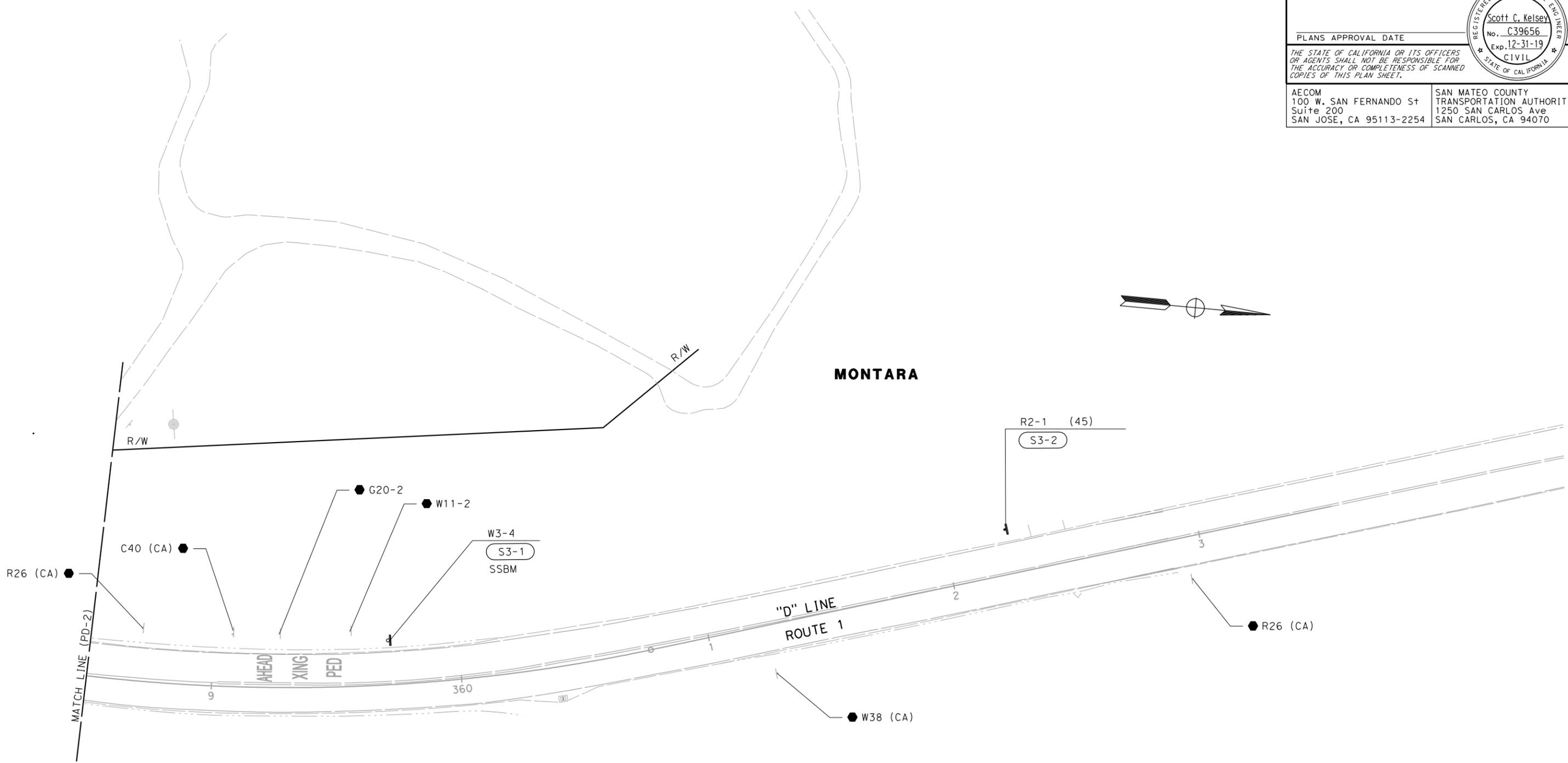
LAST REVISION DATE PLOTTED => 1/2/2019 12-14-18 TIME PLOTTED => 2:41:42 PM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER No. C39656 Exp. 12-31-19 CIVIL STATE OF CALIFORNIA	
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.	
AECOM 100 W. SAN FERNANDO ST Suite 200 SAN JOSE, CA 95113-2254	SAN MATEO COUNTY TRANSPORTATION AUTHORITY 1250 SAN CARLOS Ave SAN CARLOS, CA 94070

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR	DATE
Caltrans	RAMSEY J. HISSSEN	CHECKED BY	JASON HOM	
			SCOTT KELSEY	



FOR NOTES AND LEGEND,
SEE SHEET S-1

APPROVED FOR SIGN WORK ONLY

SIGN PLAN
SCALE: 1" = 20'

S-3

LAST REVISION DATE PLOTTED => 1/2/2019
12-14-18 TIME PLOTTED => 2:41:44 PM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 CONSULTANT - FUNCTIONAL SUPERVISOR
 RAMSEY J. HISSEN
 CALCULATED-DESIGNED BY
 CHECKED BY
 SHABNAM YARI / JASON HOM
 SCOTT KELSEY
 REVISED BY
 DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

REGISTERED PROFESSIONAL ENGINEER
 Scott C. Kelsey
 No. C39656
 Exp. 12-31-19
 CIVIL
 STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM
 100 W. SAN FERNANDO ST
 Suite 200
 SAN JOSE, CA 95113-2254

SAN MATEO COUNTY
 TRANSPORTATION AUTHORITY
 1250 SAN CARLOS Ave
 SAN CARLOS, CA 94070

ROADSIDE SIGN QUANTITIES

SHEET No.	SIGN No.	SIGN CODE	SIGN PANEL SIZE			"C" FT	WOOD POST SIZE AND LENGTH IN FEET (N) 4" x 6"	ROADSIDE SIGN ONE POST EA	INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD) (SSBM) EA	RELOCATE ROADSIDE SIGN(WOOD POST) EA	REMARKS	
			L	x	D							
			IN	IN	IN							
S-1	S1-1	W1-2a (40)	36	x	36	7	15	1				
	S1-2	W3-4	48	x	48	7				MOUNT ON FLASHING BEACON STANDARD		
	S1-3	W11-2	36	x	36	7				MOUNT ON SIGNAL POST		
		W16-9P	36	x	24							
S1-4	R30E (CA)								1			
S-2	S2-1	R10-6 (L)	24	x	36	7	15	1				
	S2-2	R10-23	30	x	24						MOUNT ON SIGNAL MAST ARM (N)	
		W11-2	36	x	36						1	MOUNT ON SIGNAL POST
		W16-7P (L)	30	x	18						1	MOUNT ON SIGNAL POST
		R10-3	9	x	12			1		MOUNT ON SIGNAL POST		
	S2-3	R1-1	30	x	30	7	15	1				
	S2-4	R10-23	30	x	24						MOUNT ON SIGNAL MAST ARM (N)	
	S2-5	W11-2	36	x	36	5					MOUNT ON SIGNAL POST	
		W16-7P (L)	30	x	18						1	MOUNT ON SIGNAL POST
		R10-3	9	x	12						1	MOUNT ON SIGNAL POST
	S2-6	R10-6 (L)	24	x	36	7	15	1			PLACE SIGN AT LIMIT LINE	
	S2-7	W11-2	36	x	36	5					MOUNT ON FLASHING BEACON STANDARD	
		W16-9P	36	x	24							
		S2-8	R30E (CA)								1	
		S2-9	R30E (CA)								1	
		S2-10	R30E (CA)								1	
	S2-11	R30E (CA)								1		
	S2-12	SPECIAL WS								1	HIKING OR CLIMBING PROHIBITED	
	S2-13	R30E (CA)								1		
	S2-14	R30E (CA)								1		
	S2-15	R30E (CA)								1		
	S2-16	R30E (CA)								1		
S-3	S3-1	W3-4	36	x	36	7					MOUNT ON FLASHING BEACON STANDARD	
	S3-2	R2-1	24	x	30	7	15	1				
TOTAL								5	12	10		

(N) = NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY

SIGN QUANTITIES SQ-1

LAST REVISION DATE PLOTTED => 1/3/2019 12-14-18 TIME PLOTTED => 6:33:38 AM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 CONSULTANT FUNCTIONAL SUPERVISOR
 RAMSEY J. HISSEN
 CALCULATED-DESIGNED BY
 CHECKED BY
 SHABNAM YARI / JASON HOM
 SCOTT KELSEY
 REVISED BY
 DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

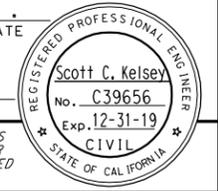
REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM
 100 W. SAN FERNANDO St
 Suite 200
 SAN JOSE, CA 95113-2254

SAN MATEO COUNTY
 TRANSPORTATION AUTHORITY
 1250 SAN CARLOS Ave
 SAN CARLOS, CA 94070



MATERIAL SUMMARY SIGN QUANTITIES

SHEET No.	SIGN No.	SIGN CODE	SIGN PANEL SIZE			AREA SQFT	SINGLE FACED	BACKGROUND		LEGEND		PROTECTIVE FILM PREMIUM	FURNISH SINGLE SHEET ALUMINUM SIGN
			L IN	x	D IN			SHEETING COLOR	RETROREFLECTIVE ASTM TYPE	SHEETING COLOR	RETROREFLECTIVE ASTM TYPE		UNFRAMED
S-1	S1-1	R2-1	24	x	30	5	X	WHITE	IX	BLACK	PLAIN	X	5
	S1-2	W3-4	48	x	48	16	X	ORANGE	XI	BLACK	PLAIN	X	16
	S1-3	W11-2	36	x	36	9	X	YELLOW	XI	BLACK	PLAIN	X	9
W16-9P		36	x	24	6	X	YELLOW	XI	BLACK	PLAIN	X	6	
S-2	S2-1	R10-6 (L)	24	x	36	6	X	WHITE	IX	BLACK	PLAIN	X	6
	S2-2	R10-23	30	x	24	5	X	WHITE	IX	BLACK/RED	PLAIN/XI	X	5
		W11-2	36	x	36	9	X	YELLOW	XI	BLACK	PLAIN	X	9
		W16-7P (L)	30	x	18	4	X	YELLOW	XI	BLACK	PLAIN	X	4
		R10-3	9	x	12	1	X	YELLOW	XI	BLACK	PLAIN	X	1
	S2-3	R1-1	30	x	30	6.25	X	RED	XI	WHITE	XI	X	6.25
	S2-4	R10-23	30	x	24	5	X	WHITE	IX	BLACK/RED	PLAIN/XI	X	5
	S2-5	W11-2	36	x	36	9	X	YELLOW	XI	BLACK	PLAIN	X	9
		W16-7P (L)	30	x	18	4	X	YELLOW	XI	BLACK	PLAIN	X	4
		R10-3	9	x	12	1	X	YELLOW	XI	BLACK	PLAIN	X	1
	S2-6	R10-6 (L)	24	x	36	6	X	WHITE	IX	BLACK	PLAIN	X	6
S2-7	W11-2	36	x	36	9	X	YELLOW	XI	BLACK	PLAIN	X	9	
	W16-9P	36	x	24	6	X	YELLOW	XI	BLACK	PLAIN	X	6	
S-3	S3-1	W3-4	36	x	36	9	X	ORANGE	XI	BLACK	PLAIN	X	9
	S3-2	R2-1	24	x	30	5	X	WHITE	IX	BLACK	PLAIN	X	5
TOTAL												121	

SIGN QUANTITIES SQ-2

LAST REVISION DATE PLOTTED => 1/2/2019 12-14-18 TIME PLOTTED => 2:41:47 PM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 CONSULTANT FUNCTIONAL SUPERVISOR
 RAMSEY J. HISSEN
 CALCULATED-DESIGNED BY
 CHECKED BY
 SHABNAM YARI / JASON HOM
 SCOTT KELSEY
 REVISED BY
 DATE REVISED

MIDWEST GUARDRAIL SYSTEM (WOOD POST)

SHEET No.	STATION	SIDE	GUARD RAILING LAYOUT	MIDWEST GUARDRAIL SYSTEM (WOOD POST)	ALTERNATIVE IN-LINE TERMINAL SYSTEM	END ANCHOR ASSEMBLY (TYPE SFT)	REMOVE GUARDRAIL	VEGETATION CONTROL (MINOR CONCRETE)	TREATED WOOD WASTE
			TYPE	LF	EA	EA	LF	SOYD	LB
L-1, 2	"D" 353+07.45 TO "D" 354+30.00	R+	16A	68.75	1	1		24	
L-1, 2	"D" 353+46.61 TO "D" 354+24.61	L+	16I	25	1	1		70.78	
L-2	"D" 354+41.09 TO "D" 357+72.14	L+	16A	268.75	1	1		64.67	
L-2	"D" 354+82.90 TO "D" 356+59.31	R+	16A	131.25	1	1		90.78	
L-2	"D" 353+57.48 TO "D" 357+60.40	L+					396		3,621
TOTAL				493.75	4	4	396	250.23	3,621

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM
100 W. SAN FERNANDO ST
Suite 200
SAN JOSE, CA 95113-2254

SAN MATEO COUNTY
TRANSPORTATION AUTHORITY
1250 SAN CARLOS Ave
SAN CARLOS, CA 94070

PLACE HOT MIX ASPHALT DIKE

SHEET No.	STATION	SIDE	TYPE C	TYPE F	TYPE F Mod
			LF	LF	LF
L-1, 2	"D" 352+82.04 TO "D" 353+61.45	R+	80		
L-2	"D" 353+61.45 TO "D" 354+29.98	R+		69	
L-2	"D" 353+53.52 TO "D" 353+71.51	L+		18	
L-2	"D" 353+71.51 TO "D" 354+28.50	L+	57		
L-2	"D" 354+38.99 TO "D" 356+74.38	L+			230
L-2	"D" 356+74.38 TO "D" 357+16.82	L+		42	
L-2	"D" 357+16.82 TO "D" 357+75.89	L+	58		
L-2	"D" 354+82.89 TO "D" 355+34.34	R+	54		
L-2	"D" 355+34.34 TO "D" 356+78.18	R+		131	
TOTAL			249	260	230

ROADWAY QUANTITIES

STATION	DIRECTION	HOT MIX ASPHALT (TYPE A)	CLASS 2 AGGREGATE BASE
		TON	CY
"D" 352+56.89 TO "D" 357+69.54	NB	339.01	554.19
"D" 354+28.58 TO "D" 356+74.30	SB		52.91
TOTAL		339.01	607.10

REMOVE ASPHALT CONCRETE DIKE

SHEET No.	STATION	SIDE	REMOVE ASPHALT CONCRETE DIKE
			LF
L-2	"D" 353+53.52 TO "D" 357+75.89	L+	417
TOTAL			417

MINOR CONCRETE (MISCELLANEOUS CONSTRUCTION)

STATION	DIRECTION	CURB RAMP & SIDEWALK	A1-8 CURB
		CY	CY
"D" 354+28.50 TO "D" 356+74.30	L+	52.91	
"D" 354+28.50 TO "D" 356+74.30	L+		7.68
"D" 354+30.23 TO "D" 354+45.55	R+		0.93
TOTAL			61.52

EARTHWORK

SHEET No.	STATION	ROADWAY EXCAVATION
		CY
L-1, 2	"D" 352+19.53 TO "D" 356+75.21	905.50
TOTAL		905.50

OBJECT MARKER

DESCRIPTION	OBJECT MARKER OM-3R (TYPE P)
	EA
FROM PAVEMENT DELINEATION PLANS	4
FROM STAGE CONSTRUCTION AND TRAFFIC HANDLING PLAN	3
TOTAL	7

GUARD POST

SHEET No.	STATION	DIRECTION	GUARD POST
			EA
L-2, C-1, 2	"D" 354+11.14 TO "D" 355+67.06		16
TOTAL			16

DETECTABLE WARNING SURFACE

SHEET No.	STATION	DETECTABLE WARNING SURFACE
		SOFT
L-2	"D" 354+31.50 L+	15
TOTAL		15

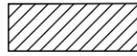
SUMMARY OF QUANTITIES

Q-1

LAST REVISION DATE PLOTTED => 1/10/2019 12-14-18 TIME PLOTTED => 2:17:53 PM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 CONSULTANT FUNCTIONAL SUPERVISOR
 RAMSEY J. HISSEN
 CALCULATED-DESIGNED BY
 CHECKED BY
 JASON HOM
 SCOTT KELSEY
 REVISED BY
 DATE REVISED

LEGEND:



EROSION CONTROL (TYPE 1)



FIBER ROLLS

EROSION CONTROL TYPE 1

SEQUENCE	ITEM	MATERIAL		APPLICATION RATE	DEPTH
		DESCRIPTION	TYPE		
STEP 1	COMPOST	COMPOST	FINE	538 CY/ACRE	4"
STEP 2	INCORPORATE MATERIALS	COMPOST/FG			12"
STEP 3	ROLLED EROSION CONTROL PRODUCT (NETTING)	NETTING	TYPE A		
STEP 4	HYDROSEED	SEED	MIX 1	42.3 LB/ACRE	
		FIBER	WOOD	500 LB/ACRE	
		FERTILIZER	ORGANIC	500 LB/ACRE	
STEP 5	HYDROMULCH	FIBER	WOOD	1,500 LB/ACRE	
		TACKIFIER	GUAR	125 LB/ACRE	

FIBER ROLLS

SEQUENCE	ITEM	MATERIAL		REMARKS
		DESCRIPTION	TYPE	
IN EC TYPE 1 AREA FIBER ROLLS MUST BE INSTALLED AFTER RECP	FIBER ROLLS	RICE STRAW FILLED, JUTE COVERED	8" TO 10" Dia	TYPE 2 FIBER ROLLS INSTALLATION

SEED MIX

SEED	BOTANICAL NAME (COMMON NAME)	PERCENT GERMINATION (MINIMUM)	POUNDS PURE LIVE SEED PER ACRE (SLOPE MEASUREMENT)
MIX 1	LIPINUS BICOLOR (ANNUAL LUPINE)	50	5.0
	BROMUS CARINATUS ¹ (CALIFORNIA BROME)	60	9.0
	ESCHSCHOLZIA CALIFORNICA (CALIFORNIA POPPY)	60	3.0
	FESTUCA MICROSTACHYS (THREE-WEEK FESCUE)	60	4.0
	FESTUCA RUBRA VAR MOLATE (MOLATE RED FESCUE)	60	8.0
	HORDEUM BRACHYANTHERUM (CALIFORNIA MEADOW BARLEY)	60	11.0
	KOELERIA MACRANTHA (JUNEGRASS)	50	2.0
	SYMPHYOTRICHUM CHILENSE (PACIFIC ASTER)	40	0.2
	ACHILLEA MILLEFOLIUM (YARROW)	60	0.1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.
REGISTERED CIVIL ENGINEER DATE					
PLANS APPROVAL DATE					
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>					
AECOM 100 W. SAN FERNANDO ST Suite 200 SAN JOSE, CA 95113-2254			SAN MATEO COUNTY TRANSPORTATION AUTHORITY 1250 SAN CARLOS Ave SAN CARLOS, CA 94070		

APPROVED FOR EROSION CONTROL WORK ONLY



EROSION CONTROL LEGEND

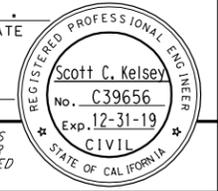
ECL-1

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

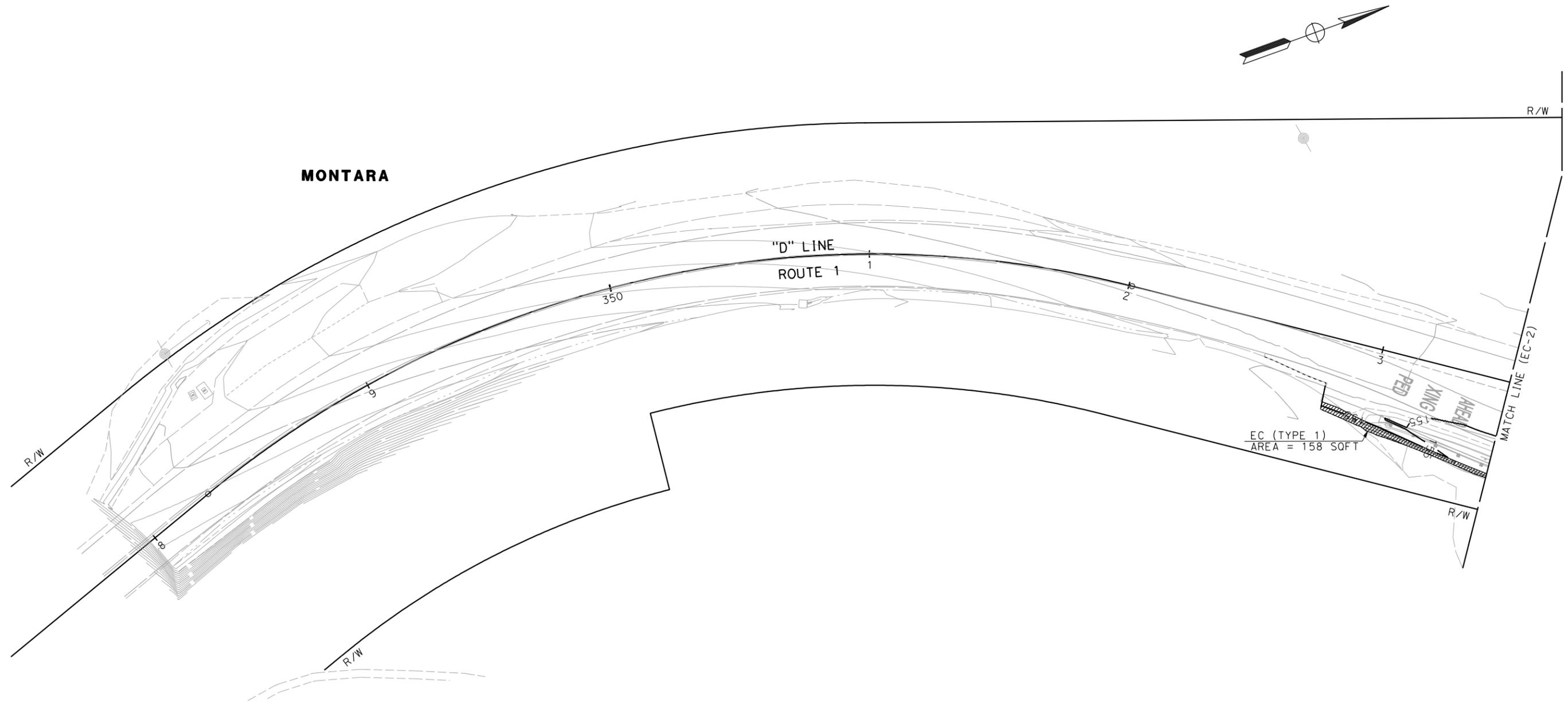
REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM 100 W. SAN FERNANDO ST Suite 200 SAN JOSE, CA 95113-2254	SAN MATEO COUNTY TRANSPORTATION AUTHORITY 1250 SAN CARLOS Ave SAN CARLOS, CA 94070
---	---



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR
Caltrans	RAMSEY J. HISSEN	CHECKED BY	DATE
		JASON HOM	
		SCOTT KELSEY	



APPROVED FOR EROSION CONTROL WORK ONLY

EROSION CONTROL
SCALE: 1" = 20'
EC-1

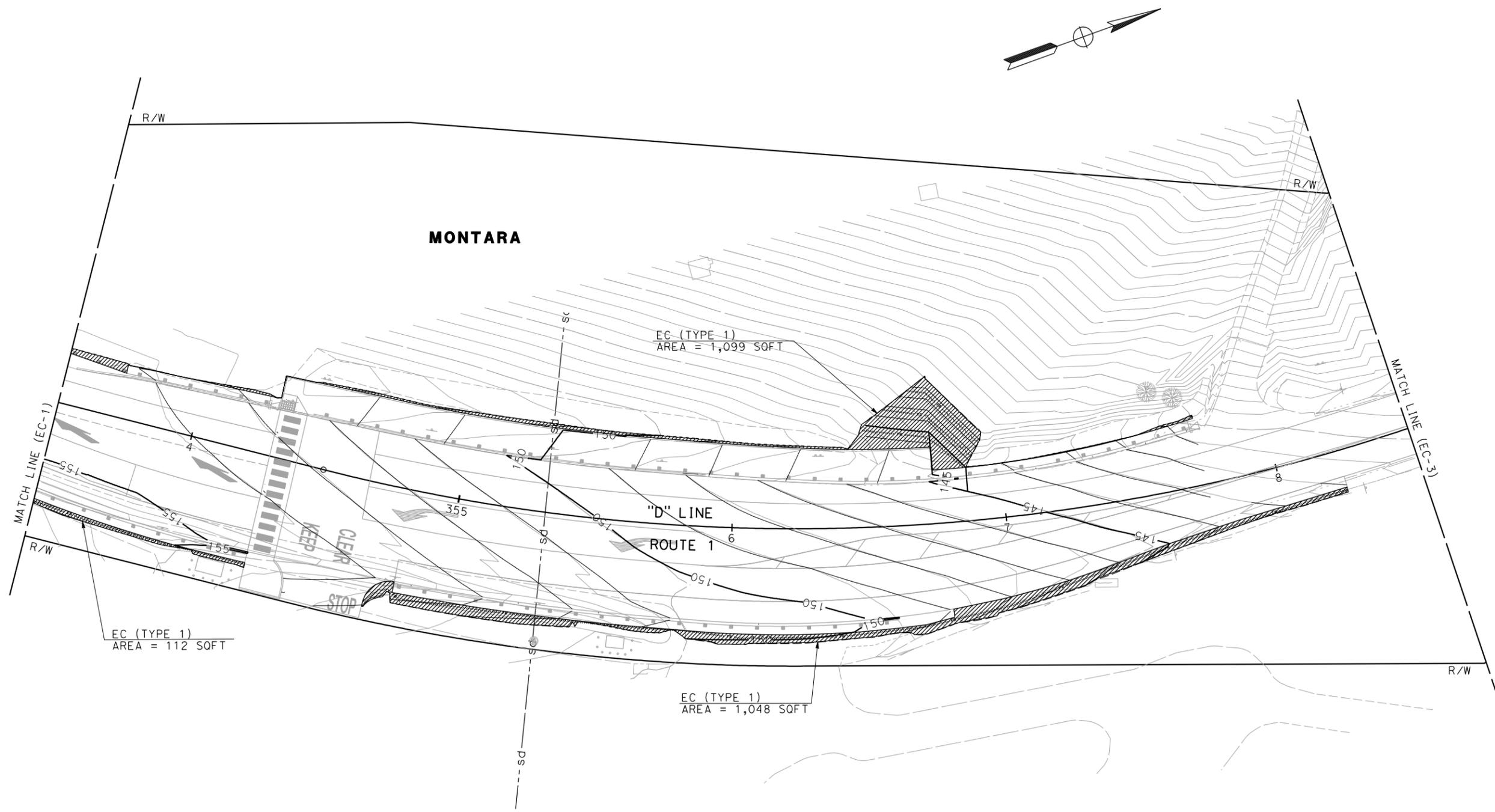
LAST REVISION | DATE PLOTTED => 1/16/2019
12-14-18 | TIME PLOTTED => 7:29:06 AM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

REGISTERED PROFESSIONAL ENGINEER Scott C. Kelsey No. C39656 Exp. 12-31-19 CIVIL STATE OF CALIFORNIA	
<small>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</small>	
AECOM 100 W. SAN FERNANDO ST Suite 200 SAN JOSE, CA 95113-2254	SAN MATEO COUNTY TRANSPORTATION AUTHORITY 1250 SAN CARLOS Ave SAN CARLOS, CA 94070

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISOR
RAMSEY J. HISSEN	JASON HOM	JASON HOM	JASON HOM
	SCOTT KELSEY	SCOTT KELSEY	SCOTT KELSEY



FOR NOTES AND LEGEND,
SEE SHEET EC-1

APPROVED FOR EROSION CONTROL WORK ONLY

EROSION CONTROL
SCALE: 1" = 20'
EC-2

LAST REVISION DATE PLOTTED => 1/16/2019
 12-14-18 TIME PLOTTED => 7:29:08 AM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 CONSULTANT FUNCTIONAL SUPERVISOR: RAMSEY J. HISSEN
 CALCULATED/DESIGNED BY: JASON HOM
 CHECKED BY: SCOTT KELSEY
 REVISED BY: JASON HOM
 DATE REVISED: SCOTT KELSEY

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

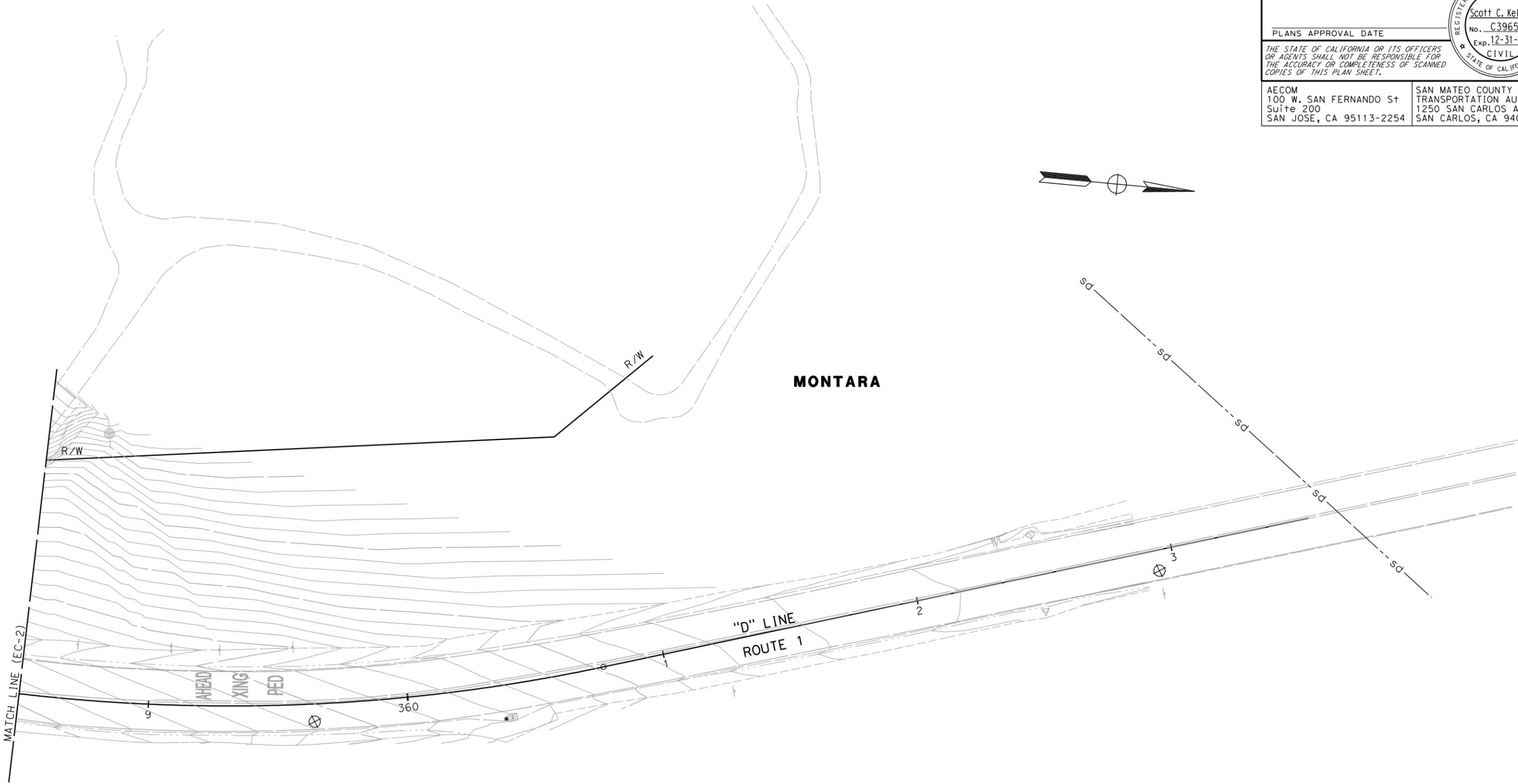
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM
 100 W. SAN FERNANDO ST
 Suite 200
 SAN JOSE, CA 95113-2254

SAN MATEO COUNTY
 TRANSPORTATION AUTHORITY
 1250 SAN CARLOS Ave
 SAN CARLOS, CA 94070



FOR NOTES AND LEGEND,
 SEE SHEET EC-1

APPROVED FOR EROSION CONTROL WORK ONLY

EROSION CONTROL
 SCALE: 1" = 20'
EC-3

LAST REVISION DATE PLOTTED => 1/16/2019 12-14-18 TIME PLOTTED => 7:29:09 AM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 CONSULTANT FUNCTIONAL SUPERVISOR
 RAMSEY J. HISSEN
 CALCULATED-DESIGNED BY
 CHECKED BY
 JASON HOM
 SCOTT KELSEY
 REVISED BY
 DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

REGISTERED PROFESSIONAL ENGINEER
 Scott C. Kelsey
 No. C39656
 Exp. 12-31-19
 CIVIL
 STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM
 100 W. SAN FERNANDO ST
 Suite 200
 SAN JOSE, CA 95113-2254

SAN MATEO COUNTY
 TRANSPORTATION AUTHORITY
 1250 SAN CARLOS Ave
 SAN CARLOS, CA 94070

EROSION CONTROL QUANTITY

SHEET No.	STATION	(N)	COMPOST	INCORPORATE MATERIALS	ROLLED EROSION CONTROL PRODUCT	HYDROSEED	HYDROMULCH	FIBER ROLLS	MOVE-IN/MOVE OUT (EROSION CONTROL)	(N)
		EROSION CONTROL TYPE			NETTING					COMPOST
			CY	SQFT	SQFT	SQFT	SQFT	LF	EA	SQFT
EC-1	"D" 352+82 TO 353+50 R+	Type 1	2	158	158	158	158	70		158
EC-2	"D" 353+50 TO 354+30 R+	Type 1	1	112	112	112	112	80		112
EC-2	"D" 354+74 TO 358+22 R+	Type 1	13	1048	1048	1048	1048	370		1048
EC-2	"D" 353+50 TO 357+74 L+	Type 1	13	1099	1099	1099	1099	115	2	1099
	TOTAL		30	2417	2417	2417	2417	635	2	1099

(N) NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY.

**EROSION CONTROL QUANTITIES
 ECQ-1**

LAST REVISION DATE PLOTTED => 1/16/2019 12-14-18 TIME PLOTTED => 7:29:11 AM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM
 100 W. SAN FERNANDO ST
 Suite 200
 SAN JOSE, CA 95113-2254

SAN MATEO COUNTY
 TRANSPORTATION AUTHORITY
 1250 SAN CARLOS Ave
 SAN CARLOS, CA 94070

NOTES:

1. THE CLEARANCE BETWEEN THE BOTTOM OF THE LOWEST CIRCUIT BREAKER AND THE BOTTOM OF THE SERVICE EQUIPMENT ENCLOSURE FOR A TYPE III-A SERIES MUST BE 24" MINIMUM.
2. WHERE 6 OR MORE 3-INCH CONDUITS ENTER A No. 6 PULL BOX, THE CONDUITS MUST ENTER AT AN ANGLE NOT GREATER THAN 45-DEGREES FROM THE HORIZONTAL.
3. ALL PULL BOXES FOR PEDESTRIAN HYBRID BEACON MUST BE No. 5 UNLESS NOTED OTHERWISE ON PLANS.
4. ALL CONDUITS MUST BE INSTALLED OUTSIDE OF THE TREE DRIP LINE. TRENCHING WITHIN THE DRIP LINE IS PROHIBITED.

LEGEND:

- 1 INSTALL DEPARTMENT FURNISHED MODEL 2070 CONTROLLER ASSEMBLY IN DEPARTMENT FURNISHED MODEL 332L CABINET. FOR CONTROLLER CABINET FOUNDATION AND PAD, SEE CONSTRUCTION DETAILS AND RSP ES-3C FOR DETAILS.
- 2 FURNISH AND INSTALL TYPE III-AF SERVICE EQUIPMENT ENCLOSURE. SEE CONSTRUCTION DETAILS AND RSP ES-2D FOR FOUNDATION DETAILS.
- 3 FURNISH AND INSTALL 3-SECTION PEDESTRIAN HYBRID BEACON 12" SIGNAL HEAD. SEE DETAIL A ON SHEET ED-2 AND RSP ES-4E FOR DETAILS.
- 4 FURNISH AND INSTALL 2-SECTION 12" SIGNAL HEAD. SEE DETAIL B ON SHEET ED-2.
- 5 FURNISH AND INSTALL TYPE 15-FBS FLASHING BEACON ASSEMBLY WITH TWO YELLOW FLASHING BEACONS AND PROPOSED SIGNAGE AS SHOWN IN SIGN PLANS. SIGN IS PART OF SIGN WORK. SEE RSP ES-7J FOR DETAILS. FLASHING MUST BE ACTIVATED WITH THE ACTIVATION OF APS.
- 6 FURNISH AND INSTALL RADAR SPEED FEEDBACK SIGN ASSEMBLY WITH SOLAR POWER SYSTEM ASSEMBLY ON NEW TYPE 15-FBS. SEE DETAIL C ON SHEET ED-2 FOR DETAILS. SIGN IS PART OF SIGN WORK.
- 7 CONTRACTOR TO INSTALL 3"C, 3#2 (120/240 V, 100A SERVICE)
- 8 CONTRACTOR TO INSTALL PULL BOX No. 6. PULL BOX COVER MUST BE MARKED AS "CALTRANS/PG&E". THIS IS A PG&E TERMINATION POINT.
- 9 CONTRACTOR TO INSTALL 3"C, PT. CONDUIT DEPTH AND TYPE MUST BE PER PG&E REQUIREMENTS. PG&E TO PULL SERVICE CONDUCTORS. COORDINATE WITH PG&E FOR REQUIREMENTS AND SERVICE CONNECTION.
- 10 INSTALL SLIP BASE PLATE. SEE RSP ES-6F FOR DETAILS.
- 11 FURNISH AND INSTALL BATTERY BACKUP SYSTEM INCLUDING CABINET, BATTERIES, AND DEPARTMENT FURNISHED ELECTRONICS ASSEMBLY.

ELECTRICAL INDEX:

- E-1 NOTES, ELECTRICAL INDEX, LEGEND AND ABBREVIATIONS
- E-2 TO E-4 PEDESTRIAN HYBRID BEACON SYSTEMS
- E-5 RADAR SPEED FEEDBACK SIGN SYSTEMS
- ED-1 TO ED-2 ELECTRICAL SYSTEM DETAILS
- EQ-1 ELECTRICAL SYSTEM QUANTITIES

ABBREVIATIONS:

- SMCTA SAN MATEO COUNTY TRANSPORTATION AUTHORITY
- ADA AMERICANS WITH DISABILITIES ACT
- AT&T AMERICAN TELEPHONE AND TELEGRAPH
- PG&E PACIFIC GAS AND ELECTRIC

NOTES, ELECTRICAL INDEX, LEGEND AND ABBREVIATIONS

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 CONSULTANT FUNCTIONAL SUPERVISOR: RAMSEY J. HISSEN
 CALCULATED/DESIGNED BY: ALEX HA / KRUNAL PATEL
 CHECKED BY: BESHROY DEMYAN
 REVISED BY: ALEX HA / KRUNAL PATEL
 DATE REVISED: BESHROY DEMYAN

NOTE:
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
 2. SEE SHEET E-4 FOR CONDUCTOR, POLE AND EQUIPMENT SCHEDULE.

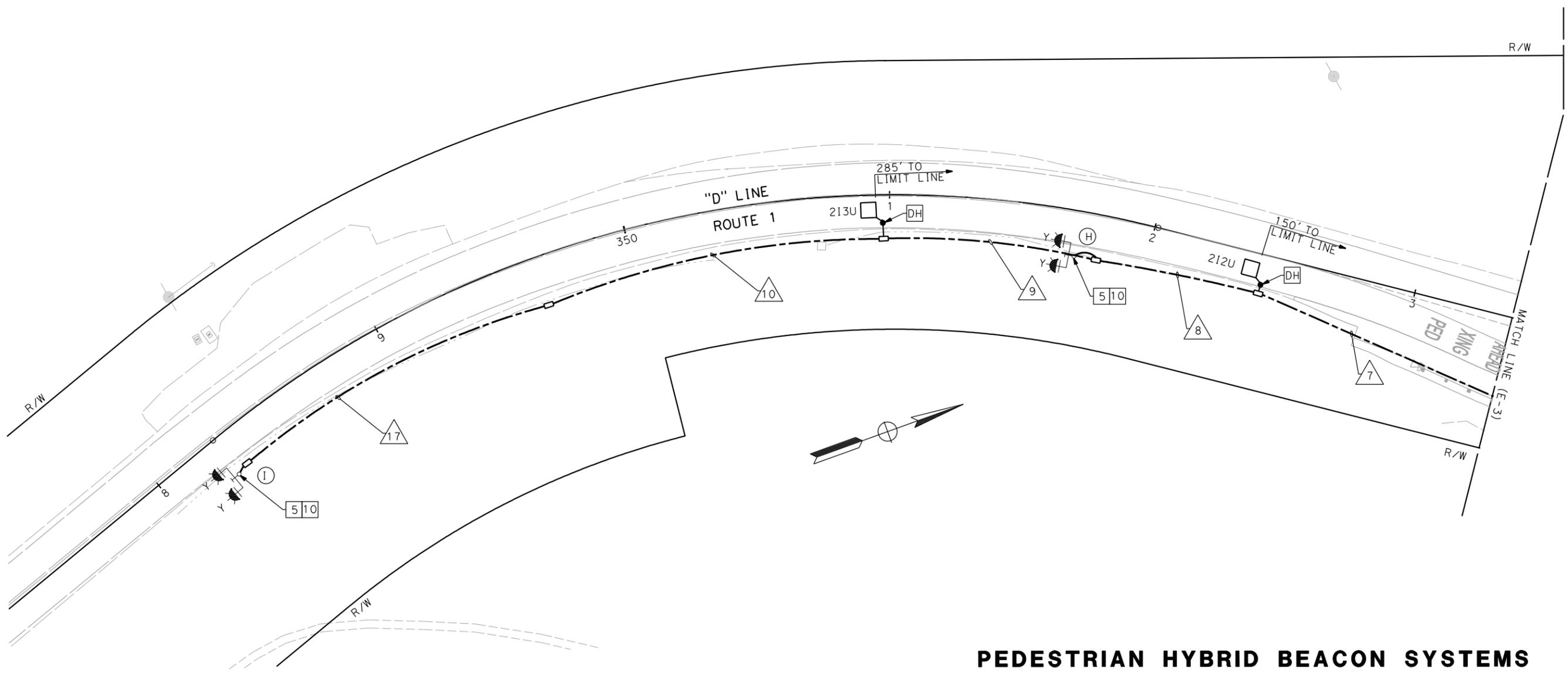
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM
 100 W. SAN FERNANDO ST
 Suite 200
 SAN JOSE, CA 95113-2254

SAN MATEO COUNTY
 TRANSPORTATION AUTHORITY
 1250 SAN CARLOS Ave
 SAN CARLOS, CA 94070



FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEETS E-1

PEDESTRIAN HYBRID BEACON SYSTEMS
 SCALE: 1" = 20'

APPROVED FOR ELECTRICAL WORK ONLY

LAST REVISION DATE PLOTTED => 1/2/2019 12-14-18 TIME PLOTTED => 2:41:54 PM

NOTE:

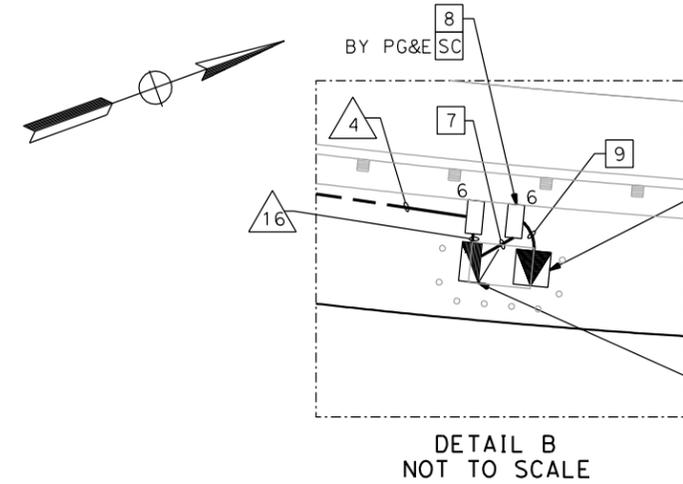
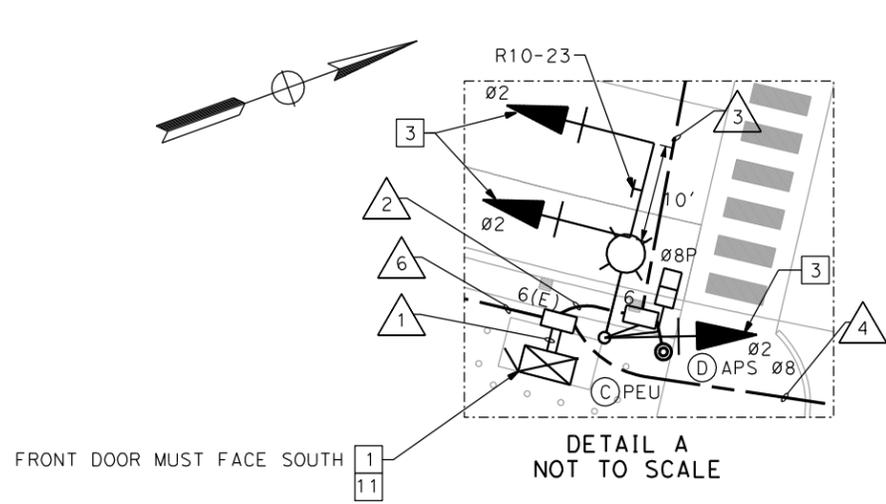
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. SEE SHEET E-4 FOR CONDUCTOR, POLE AND EQUIPMENT SCHEDULE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

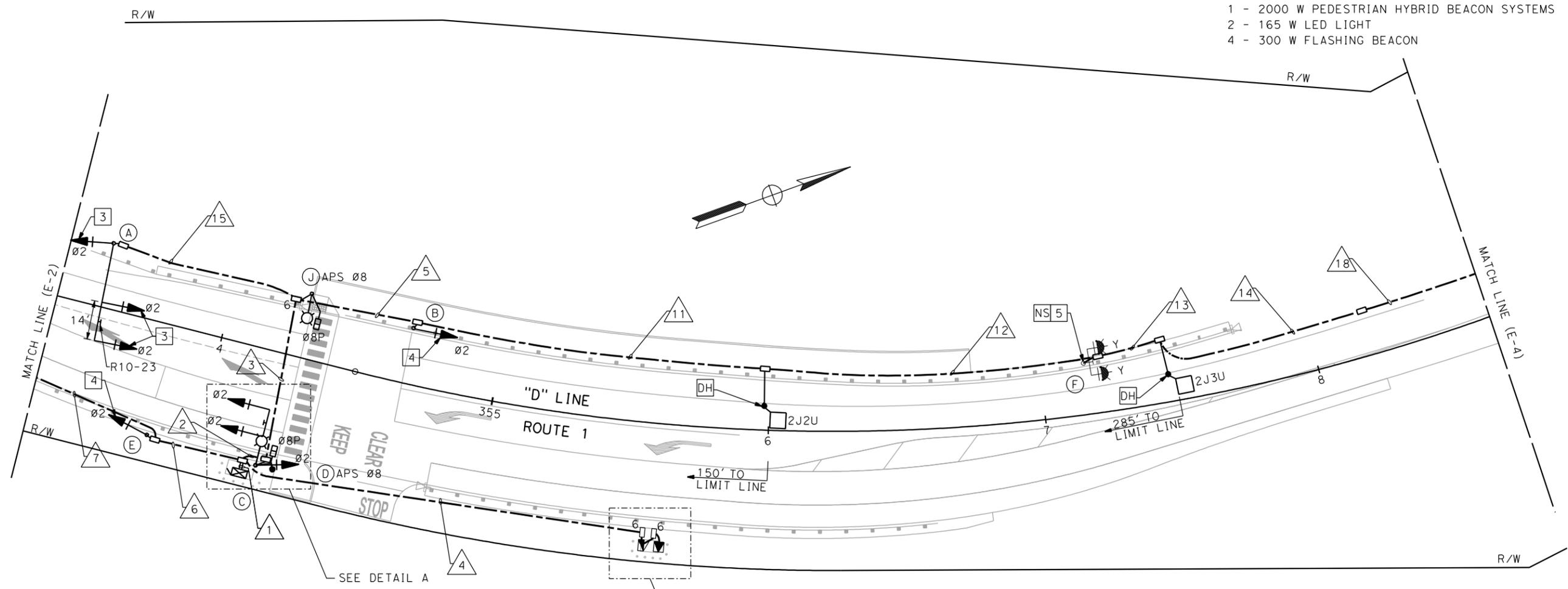
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM 100 W. SAN FERNANDO ST Suite 200 SAN JOSE, CA 95113-2254	SAN MATEO COUNTY TRANSPORTATION AUTHORITY 1250 SAN CARLOS Ave SAN CARLOS, CA 94070
---	---



PROPOSED TRANSFORMER SYSTEM No. 41-001-37907 BY PG&E
PG&E SERVICE (120/240 V)
FOR FOUNDATION PAD DETAILS, SEE CIVIL PLANS

TYPE III-AF SERVICE EQUIPMENT ENCLOSURES No. 37907
CTID 04410010037907, TOU
SEE TYPICAL SERVICE WIRING DIAGRAM ON SHEET ED-1
PROVIDE ITEMS No. ① THRU ⑭, ⑰
FRONT DOOR SHALL FACE NORTH
PROPOSED LOAD:
1 - 2000 W PEDESTRIAN HYBRID BEACON SYSTEMS
2 - 165 W LED LIGHT
4 - 300 W FLASHING BEACON



FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEETS E-1

APPROVED FOR ELECTRICAL WORK ONLY

PEDESTRIAN HYBRID BEACON SYSTEMS
SCALE: 1" = 20'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	DESIGNED BY	REVISOR
	RAMSEY J. HISSEN	ALEX HA / KRUNAL PATEL	REVISOR
		BESHROY DEMYAN	DATE REVISED

LAST REVISION DATE PLOTTED => 1/2/2019 12-14-18 TIME PLOTTED => 2:41:57 PM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

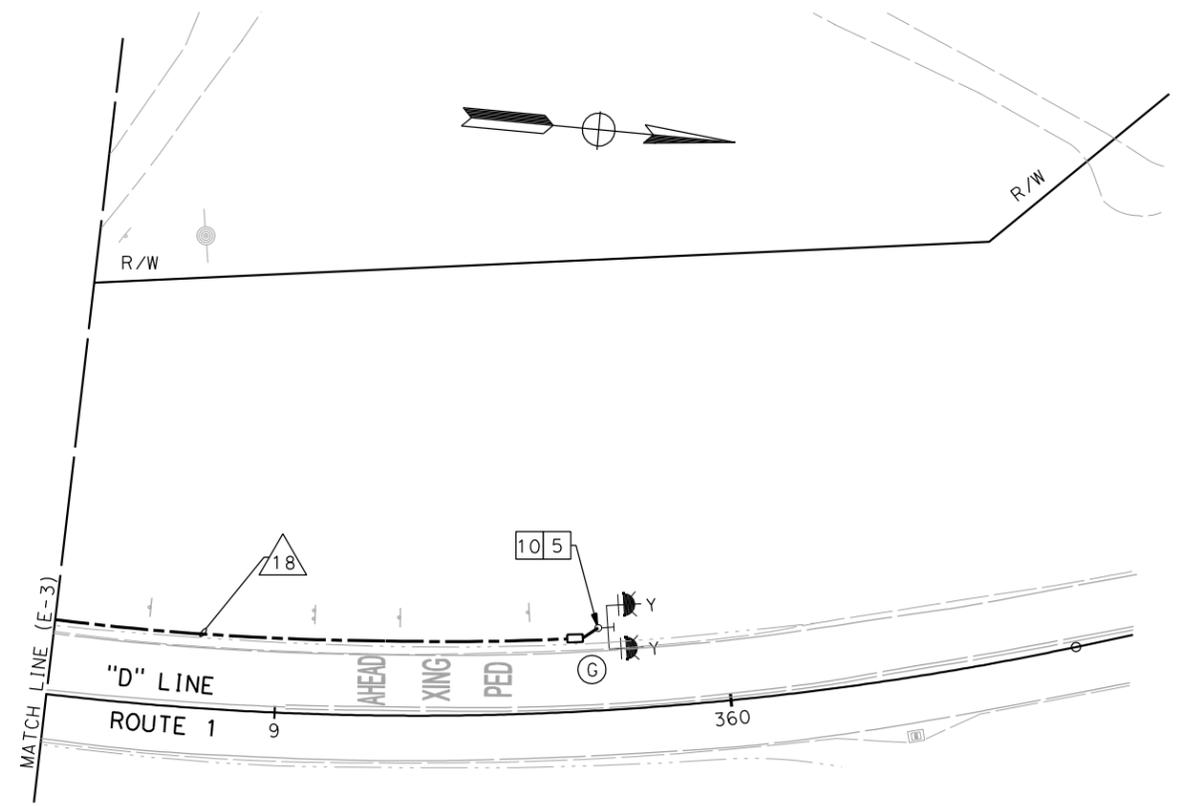
REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM 100 W. SAN FERNANDO ST Suite 200 SAN JOSE, CA 95113-2254	SAN MATEO COUNTY TRANSPORTATION AUTHORITY 1250 SAN CARLOS Ave SAN CARLOS, CA 94070
---	---

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

POLE AND EQUIPMENT SCHEDULE											
No.	STANDARD			VEHICLE SIGNAL MOUNTING		PED SIGNAL		APS		TYPE (ROADWAY)	SPECIAL REQUIREMENT
	TYPE	Sig. M.A.	Lum M.A.	Mast Arm	Pole	Ø	MTG	Ø	ARROW		
(A)	23-4-100	35'	-	MAS-3A MAS-3A	SV-1-T	-	-	-	-	-	INSTALL R10-23 ON SMA.
(B)	1-B	-	-	-	TV-1-T	-	-	-	-	-	INSTALL R10-6(L)
(C)	19-4-100	20'	15'	MAS-3A MAS-3A	SV-1-T	8	SP-1-T	-	-	1	INSTALL R10-23 ON SMA. INSTALL PEU. INSTALL W11-2 & W16-7P(L) ON POLE.
(D)	PBA POST (5'-7" APS)	-	-	-	-	-	-	8	→	-	INSTALL R62E(CA) ON APS
(E)	1-B	-	-	-	TV-1-T	-	-	-	-	-	INSTALL 10-6(L)
(F)	15-FBS	-	-	-	-	-	-	-	-	-	NO SLIP BASE. INSTALL W11-2 & W16-9P. INSTALL FLASHING BEACON ASSEMBLY.
(G)	15-FBS	-	-	-	-	-	-	-	-	-	INSTALL W3-4. INSTALL FLASHING BEACON ASSEMBLY.
(H)	15-FBS	-	-	-	-	-	-	-	-	-	INSTALL W11-2 & W16-9P. INSTALL FLASHING BEACON ASSEMBLY.
(I)	15-FBS	-	-	-	-	-	-	-	-	-	INSTALL W3-4. INSTALL FLASHING BEACON ASSEMBLY.
(J)	15TS	-	15'	-	-	8	SP-1-T	8	←	1	INSTALL W11-2 & W16-7P(L) ON POLE. INSTALL R62E(CA) ON APS.



CONDUCTOR SCHEDULE																		
CONDUCTOR DESIGNATION	NUMBER OF CONDUCTORS																	
	RUN NUMBER																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
No. 14 CONDUCTORS																		
PED HYBRID BEACON	22	20	11		2	2									9			
Ø8P	4	4	2															
APS Ø8	2	2	1															
APS NEUTRAL	2	2	1															
FLASHING BEACON	4	2	2		2	2	2	2	2	2	2	2	2			2	2	
PHOTO ELECTRIC UNIT (PEU)		3		3											3			
SPARES	3	3	3		3	3	3	3	3	3	3	3	3	3		3	3	
TOTAL No. 14	37	36	17	3	7	7	5	5	5	5	5	5	5	12	3	5	5	
No. 8 CONDUCTORS																		
LIGHTING (240 V)		2	2	2											2			
SIGNAL NEUTRAL	2	2	2		1	1	1	1	1	1	1	1	1	1	1	1	1	
GROUND	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
TOTAL No. 8	3	5	5	3	2	2	2	2	2	2	2	2	2	2	3	2	2	
No. 6 CONDUCTORS																		
SIGNAL CONTROLLER	2			2											2			
DLC																		
2J2U	1		1		1										1			
2J3U	1		1		1										1	1	1	
2I2U	1					1	1											
2I3U	1					1	1	1	1									
TOTAL DLC	4		2		2	2	2	1	1					2	1	1		
CONDUIT SIZE	2-3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	
FILL %	10%	14%	12%	6%	6%	6%	6%	5%	5%	4%	6%	5%	5%	4%	6%	5%	4%	

PEDESTRIAN HYBRID BEACON SYSTEMS
SCALE: 1" = 20'

APPROVED FOR ELECTRICAL WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 CONSULTANT: FUNCTIONAL SUPERVISOR: RAMSEY J. HISSEN
 CALCULATED-DESIGNED BY: CHECKED BY:
 ALEX HA / KRUNAL PATEL / BESHROY DEMYAN
 REVISED BY: DATE REVISED:

FOR NOTES, ABBREVIATIONS
AND LEGEND, SEE SHEETS E-1

LAST REVISION DATE PLOTTED => 1/2/2019 12-14-18 TIME PLOTTED => 2:42:00 PM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 CONSULTANT - FUNCTIONAL SUPERVISOR: RAMSEY J. HISSEN
 CALCULATED/DESIGNED BY: ALEX HA / KRUNAL PATEL
 CHECKED BY: BESHROY DEMYAN
 REVISED BY: ALEX HA / KRUNAL PATEL
 DATE REVISED: BESHROY DEMYAN

NOTE:
 1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

POLE AND EQUIPMENT SCHEDULE											
No.	STANDARD			VEHICLE SIGNAL MOUNTING		PED SIGNAL		APS		TYPE (ROADWAY)	SPECIAL REQUIREMENT
	TYPE	Sig. M.A.	Lum M.A.	Mast Arm	Pole	Ø	MTG	Ø	ARROW		
(K)	15-FBS	-	-	-	-	-	-	-	-	-	INSTALL R2-1(45). INSTALL RADAR FEEDBACK SIGN ASSEMBLY.
(L)	15-FBS	-	-	-	-	-	-	-	-	-	INSTALL W1-2a(40). INSTALL RADAR FEEDBACK SIGN ASSEMBLY.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

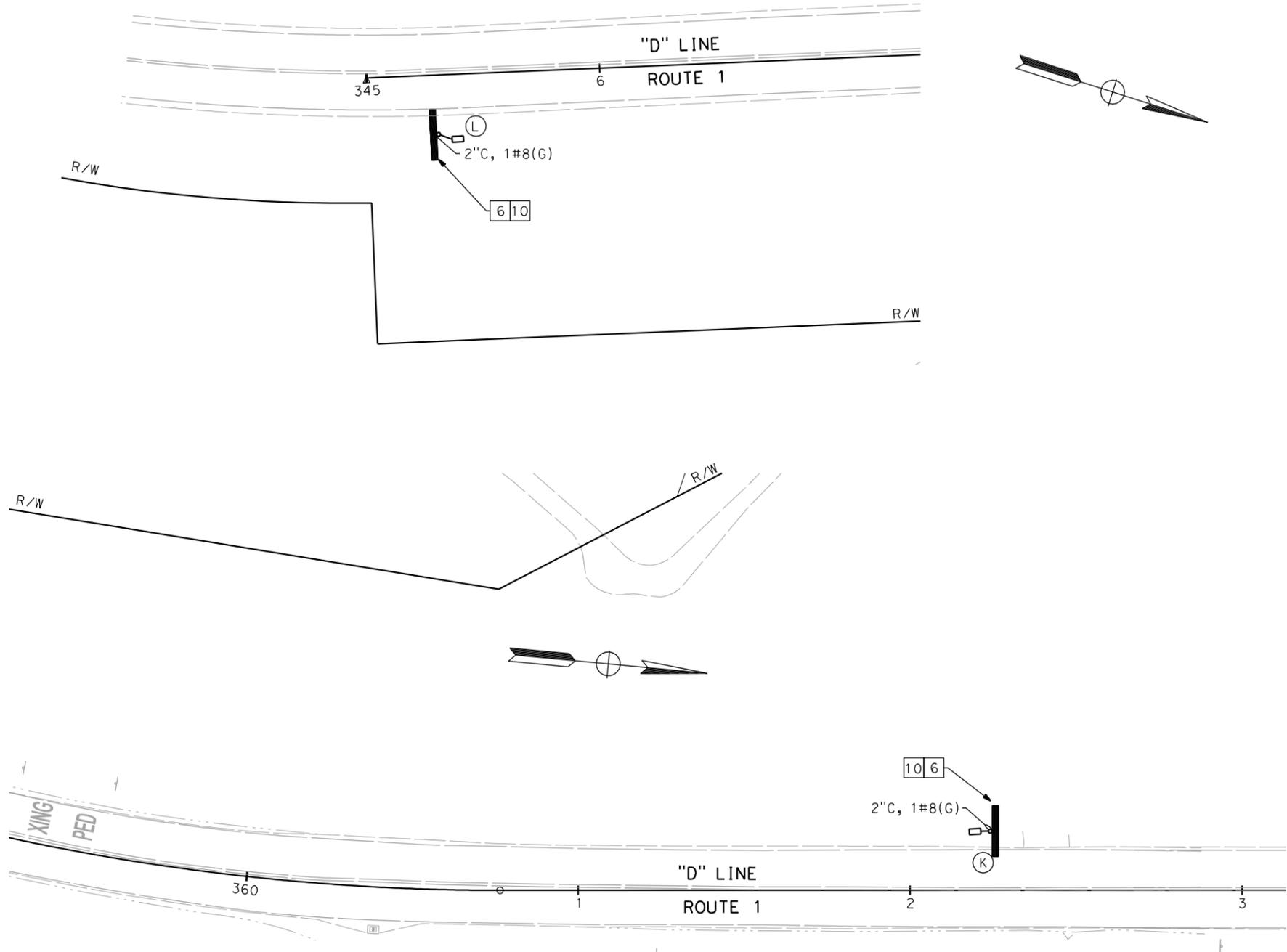
REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM
 100 W. SAN FERNANDO ST
 Suite 200
 SAN JOSE, CA 95113-2254

SAN MATEO COUNTY
 TRANSPORTATION AUTHORITY
 1250 SAN CARLOS Ave
 SAN CARLOS, CA 94070

RADAR SPEED FEEDBACK SIGN SYSTEMS

SCALE: 1" = 20'

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEETS E-1

APPROVED FOR ELECTRICAL WORK ONLY

E-5

LAST REVISION DATE PLOTTED => 1/2/2019 12-14-18 TIME PLOTTED => 2:42:01 PM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

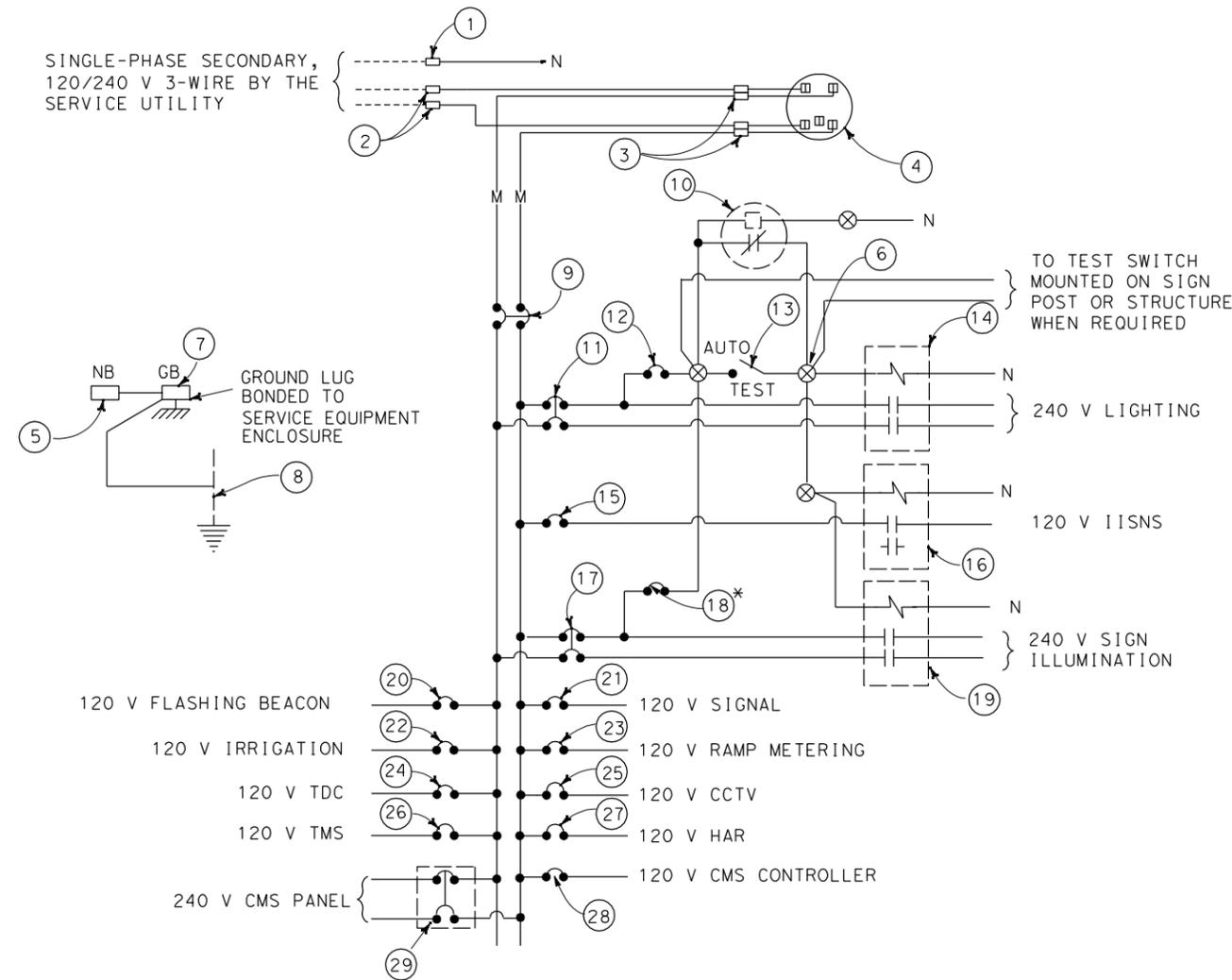
REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM
100 W. SAN FERNANDO ST
Suite 200
SAN JOSE, CA 95113-2254

SAN MATEO COUNTY
TRANSPORTATION AUTHORITY
1250 SAN CARLOS Ave
SAN CARLOS, CA 94070



120/240 V SERVICE WIRING DIAGRAM (TYPICAL)

TYPE III-A SERVICE (120/240 V) EQUIPMENT LEGEND

ITEM No.	COMPONENT	NAMEPLATE DESCRIPTION	ITEM No.	COMPONENT	NAMEPLATE DESCRIPTION
1	NEUTRAL LUG		17	30 A, 240 V, 2P, CB	SIGN ILLUMINATION
2	LANDING LUG		18*	15 A, 120 V, 1P, CB	SIGN ILLUMINATION CONTROL
3	TEST BYPASS FACILITY		19	30 A, 2PNO, CONTACTOR	
4	METER SOCKET AND SUPPORT		20	15 A, 120 V, 1P, CB	FLASHING BEACON
5	NEUTRAL BUS		21	50 A, 120 V, 1P, CB	SIGNALS
6	TERMINAL BLOCK		22	20 A, 120 V, 1P, CB	IRRIGATION
7	GROUND BUS		23	30 A, 120 V, 1P, CB	RAMP METERING
8	GROUNDING ELECTRODE		24	15 A, 120 V, 1P, CB	TELEPHONE DEMARCATION CABINET
9	100 A, 240 V, 2P, CB	MAIN BREAKER	25	30 A, 120 V, 1P, CB	CCTV
10	PHOTOELECTRIC UNIT (NOTE 7)		26	30 A, 120 V, 1P, CB	TMS
11	30 A, 240 V, 2P, CB	LIGHTING	27	30 A, 120 V, 1P, CB	HAR
12	15 A, 120 V, 1P, CB	LIGHTING CONTROL	28	30 A, 120 V, 1P, CB	CMS CONTROLLER
13	15 A, 1P, TEST SWITCH	TEST SWITCH	29	30 A, 240 V, 2P, CB	CMS PANEL
14	30 A, 2PNO, CONTACTOR				
15	15 A, 120 V, 1P, CB	LISNS			
16	30 A, 2PNO, CONTACTOR				

LEGEND:
(SEE RSP ES-1A & RSP ES-1C)

- NOTES: (FOR SERVICE EQUIPMENT)**
- VOLTAGE RATINGS OF SERVICE EQUIPMENT MUST CONFORM TO THE SERVICE VOLTAGES INDICATED ON THE PLANS.
 - UNLESS OTHERWISE INDICATED ON THE PLANS, ALL SERVICE EQUIPMENT ITEMS MUST BE PROVIDED FOR EACH SERVICE EQUIPMENT ENCLOSURE AS SHOWN.
 - ITEM NO. 1 AND 5 MUST BE ISOLATED FROM THE CABINET.
 - METER SOCKETS MUST BE 5 CLIP TYPE.
 - SERVICE UTILITY WILL INSTALL THE TIME-OF-USE METER IF APPLICABLE.
 - UNLESS OTHERWISE NOTED, THE MAXIMUM NUMBER OF SINGLE-POLE CB SPACES IN THE ENCLOSURE IS FOURTEEN.
 - PHOTOELECTRIC CONTROL MUST BE TYPE II.

* PROVIDE ITEM 12 WHEN BOTH CIRCUITS OF SIGN ILLUMINATION AND LIGHTING ARE USED. ITEM 18 IS NOT REQUIRED.

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEETS E-1

ELECTRICAL SYSTEM DETAILS
NO SCALE
ED-1

APPROVED FOR ELECTRICAL WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans

CONSULTANT FUNCTIONAL SUPERVISOR
RAMSEY J. HISSEN

CALCULATED-DESIGNED BY
CHECKED BY

ALEX HA / KRUNAL PATEL
BESHROY DEMYAN

REVISED BY
DATE REVISED

LAST REVISION DATE PLOTTED => 1/2/2019 12-14-18 TIME PLOTTED => 2:42:03 PM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

AECOM 100 W. SAN FERNANDO St Suite 200 SAN JOSE, CA 95113-2254	SAN MATEO COUNTY TRANSPORTATION AUTHORITY 1250 SAN CARLOS Ave SAN CARLOS, CA 94070
---	---

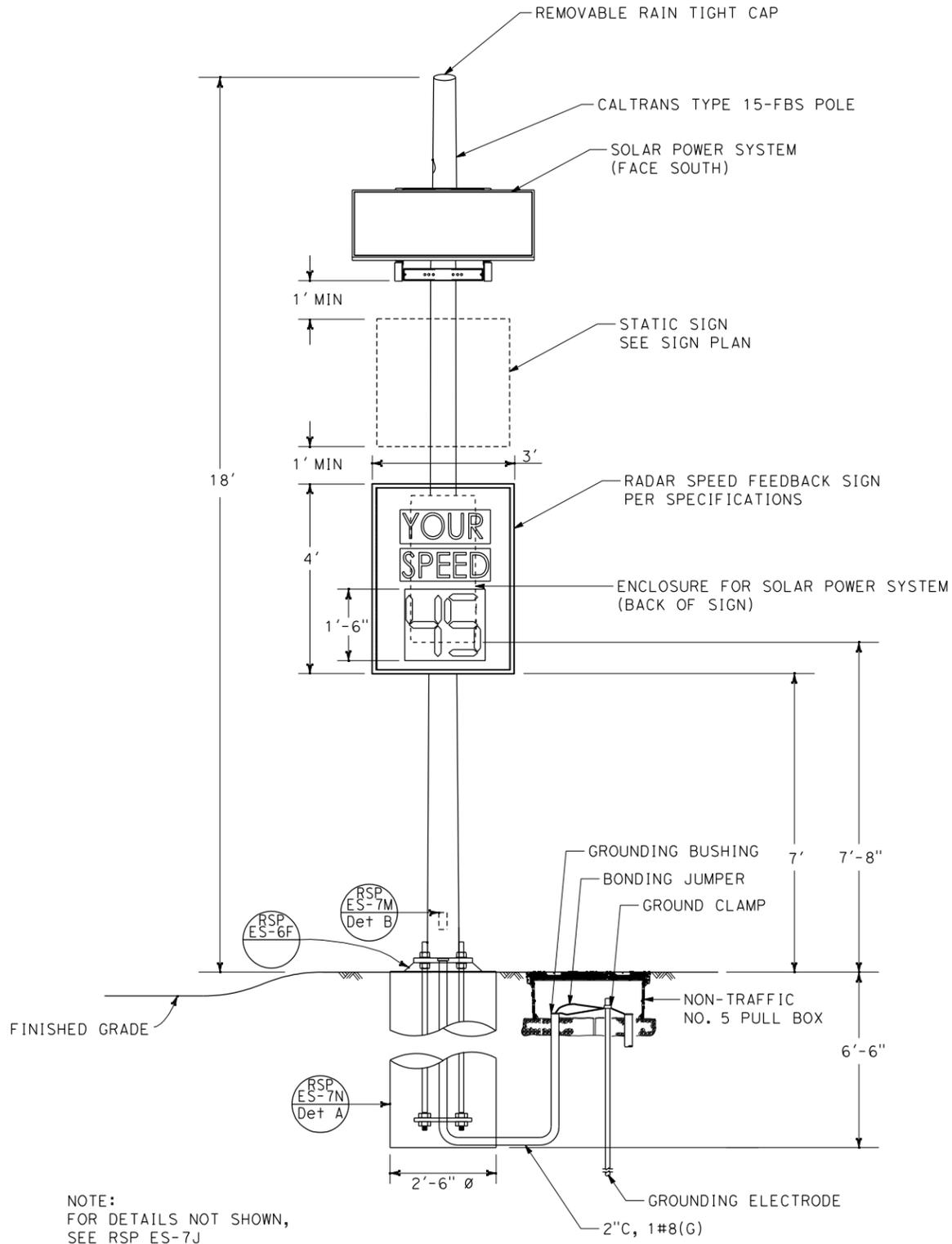


STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

REVISOR: ALEX HA / KRUNAL PATEL / BESHROY DEMYAN

DESIGNER: RAMSEY J. HISSSEN

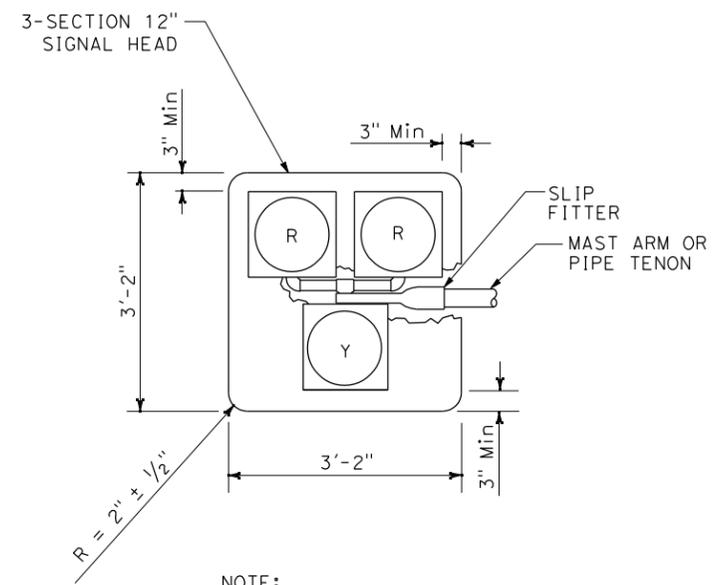
DATE: 7/2/2010



**RADAR SPEED FEEDBACK SIGN
DETAIL C**

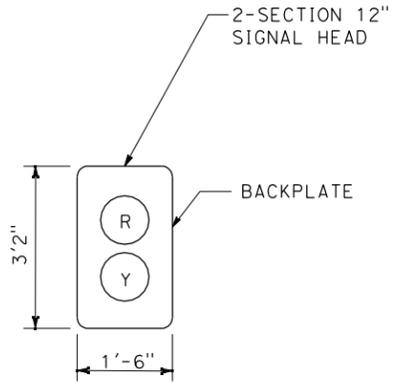
NOTE:
FOR DETAILS NOT SHOWN,
SEE RSP ES-7J

FOR NOTES, ABBREVIATIONS
AND LEGEND, SEE SHEETS E-1



**PEDESTRIAN HYBRID BEACON
DETAIL A**
R: RED, Y: YELLOW

NOTE:
FOR DETAILS NOT SHOWN,
SEE RSP ES-4E



**PEDESTRIAN HYBRID BEACON
DETAIL B**
R: RED, Y: YELLOW

ELECTRICAL SYSTEM DETAILS
NO SCALE

APPROVED FOR ELECTRICAL WORK ONLY

ED-2

LAST REVISION DATE PLOTTED => 1/2/2019 12-14-18 TIME PLOTTED => 2:42:04 PM

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	1	37.8/38.0	.	.

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM
100 W. SAN FERNANDO ST
Suite 200
SAN JOSE, CA 95113-2254

SAN MATEO COUNTY
TRANSPORTATION AUTHORITY
1250 SAN CARLOS Ave
SAN CARLOS, CA 94070

NOTE:

- ELECTRICAL SYSTEM QUANTITY TABLES SUMMARIZE SIGNIFICANT COMPONENTS ONLY. SEE ELECTRICAL SYSTEMS PLANS AND SPECIFICATIONS TO DETERMINE ALL MATERIALS NEEDED FOR EACH SYSTEM.
- COMPONENTS ITEMS LISTED ON QUANTITY TABLES ARE NOT SEPARATE PAY ITEM, FOR INFORMATION ONLY.

PEDESTRIAN HYBRID BEACON SYSTEMS

SHEET No.	CONDUIT [N]		CONDUCTORS [N]			PULL BOXES [N]			DETECTOR LOOPS [N]	DLC [N]	CONTROLLER CABINET FOUNDATION PAD [N]	TYPE III-AF SERVICE CABINET [N]	POLE TYPE [N]						PEU [N]	LED LUMINAIRES (ROADWAY 1) [N]	YELLOW FLASHING BEACON ASSEMBLY [N]	SLIP BASE PLATE [N]
	3"	2"	#14	#8	#6	#5	#6	#6(E)	TYPE A			23-4-100	1-B	19-4-100	APS POST	15-FBS	15TS					
	LF	LF	LF	LF	LF	EA	EA	EA	EA	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA
E-2	500	20	3000	1000		5			2	400							2				2	2
E-3	900	90	7500	2500	450	7	4	1	2	1050	1	1	1	2	1	1	1	1	1	2	1	
E-4	100	10	500	200		1											1				1	1

[N] = NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY.

RADAR SPEED FEEDBACK SIGN SYSTEMS

SHEET No.	CONDUIT [N]	CONDUCTORS [N]	PULL BOXES [N]	POLE TYPE [N]	RADAR SPEED FEEDBACK ASSEMBLY [N]	SOLAR POWER SYSTEM ASSEMBLY [N]	SLIP BASE PLATE [N]
	2"	#8	#5	15-FBS			
	LF	LF	EA	EA	EA	EA	EA
E-5	20	60	2	2	2	2	2

[N] = NOT A SEPARATE PAY ITEM, FOR INFORMATION ONLY.

ELECTRICAL SYSTEM QUANTITIES

EQ-1

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHEETS E-1

APPROVED FOR ELECTRICAL WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 CONSULTANT - FUNCTIONAL SUPERVISOR
 ALEX HA / KRUNAL PATEL
 BESHROY DEMYAN
 REVISOR
 DATE
 REVISOR
 DATE
 CALCULATED-DESIGNED BY
 CHECKED BY
 RAMSEY J. HISSEN
 LAST REVISION DATE PLOTTED => 1/2/2019 12:14:18 PM TIME PLOTTED => 2:42:06 PM



County of San Mateo - Planning and Building Department

ATTACHMENT B

Project name:
Gray Whale Cove Pedestrian Access
Improvement Project

From: Jeff Zimmerman

To:
Scott Kelsey, Senior Transportation Manager

Date:
December 21, 2018

Memo

Subject: Construction Emissions Estimates and CEQA Air Quality Impact Review, Gray Whale Cove Pedestrian Access Improvement Project, San Mateo County

This memo provides an estimate of air quality construction emissions and review of California Environmental Quality Act (CEQA) significance criteria for the Gray Whale Cove Pedestrian Access Improvement Project. This is supplemental information not applicable to Federal air quality conformity requirements, and therefore is separately documented.

San Mateo County in cooperation with the California Department of Transportation (Caltrans) proposes a pedestrian access improvement project on State Route 1 in San Mateo County at Gray Whale Cove State Beach. The project will add a pedestrian crosswalk across State Route 1, install pedestrian hybrid beacons and utility/service cabinets, widen pavement for a left turn lane and acceleration lane, relocate and improve the parking lot entrance, and install overhead lighting, overhead signs and roadside signs. The project is located within existing Caltrans right-of-way. Areas outside of the Caltrans right-of-way are owned and managed by the California Department of Parks and Recreation. Figure 1 shows the project location and layout.

The location of the project on State Route 1 is rural, with steep slopes and no developed land uses at or near the project location other than the two-lane highway, the Gray Whale Cove parking areas, hiking trails, and pedestrian dirt pathways alongside the highway and leading to the beach.

CONSTRUCTION EMISSIONS

Construction of the project would result in the temporary generation of reactive organic gases (ROG), nitrogen oxides (NO_x), PM₁₀, and PM_{2.5} emissions associated primarily from off-road construction equipment, on-road motor vehicles, soil grading, and material transport. ROG and NO_x emissions are primarily associated with mobile equipment exhaust. Fugitive dust emissions are primarily associated with site preparation (area disturbed) and transportation (trucks delivering or removing materials and worker trips). Construction at State Route 1 at the Gray Whale Cove parking area will involve a limited number of workers over a 3 to 4-month time period and is not considered a complex construction project.

Construction emissions were estimated using the Sacramento Metropolitan Air Quality Management District's (SMAQMD) Roadway Construction Emissions Model (Version 8.1.0) with conservative assumptions regarding the duration and scope of construction (SMAQMD 2018). The Roadway Construction Emissions Model Version 8.1.0 uses equipment data and emission factors from OFFROAD2011 and EMFAC2014. The total criteria pollutant construction emissions for the project are presented in Table 1 and are low because of the relatively low intensity of construction activity for this project (limited equipment and workforce). Estimated construction emissions would not exceed BAAQMD's applicable mass emission thresholds of significance that are listed in the table.

Table 1. Construction-Related Criteria Pollutant Emissions

Emissions Sources	ROG	NO _x	PM ₁₀ (exhaust + dust)	PM _{2.5} (exhaust + dust)	CO ₂ e
Total Emissions (tons/total construction period)	Less than 0.01	0.06	0.28	0.06	23.6
Maximum Daily Emissions (lbs./day) ^(a)	0.09	2.80	10.10	2.13	1,297
Thresholds of Significance ^(b) (lbs/day)	54	54	82	54	No construction threshold
Exceeds Thresholds?	No	No	No	No	No/Not Applicable

Notes:
 (a) Average Maximum Daily Emissions were calculated based on 22 working days per month over a 4 month construction period and are based on the total construction emissions.
 (b) Thresholds from Table 2-1 of the BAAQMD CEQA Air Quality Guidelines (BAAQMD 2017a).
 ROG = reactive organic gases; NO_x = oxides of nitrogen; PM₁₀ = particulate matter with aerodynamic diameter less than 10 microns; PM_{2.5} = particulate matter with aerodynamic diameter less than 2.5 microns; lbs/day = pounds per day

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) SIGNIFICANCE REVIEW.

The project would not result in a significant air quality impact based on the following discussion.

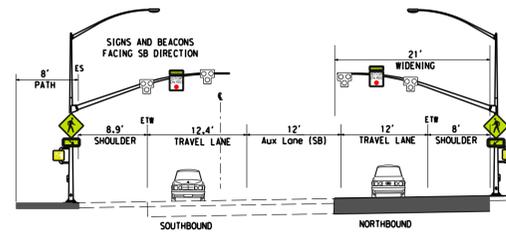
CEQA Air Quality Impact Criteria	Discussion
a) Conflict with or obstruct implementation of an applicable air quality plan? b) Violate air quality standard or contribute substantially to an existing or projected air quality violation? c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	This project provides for installation of a crosswalk, turning lanes, and safety beacons and will not change or affect traffic patterns or volumes on State Route 1. There will be no change in air quality emissions related to highway traffic. Construction emissions will be temporary, for approximately 3 months. Standard specifications will require the contractor to control dust emissions through periodic watering of the site, and maintain equipment.
d) Expose sensitive receptors to substantial pollutant concentrations? e) Create objectionable odors affecting a substantial number of people?	No sources of substantial emissions or odors are anticipated from construction. Beach and park users would only temporarily pass near the project construction site when they park and leave their vehicles, with no extended exposure.
f) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? g) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	The project would enhance pedestrian access across State Highway 1, and would not create or increase any post construction greenhouse gas emissions. There would be temporary greenhouse gas emissions during construction, but of limited duration and amount (as listed in Table 1). The construction emissions would not be significant.

GRAY WHALE COVE PEDESTRIAN ACCESS IMPROVEMENT PROJECT (PM 37.8/38.0) McNEE RANCH STATE PARK, HIGHWAY 1 ENVIRONMENTAL PHASE

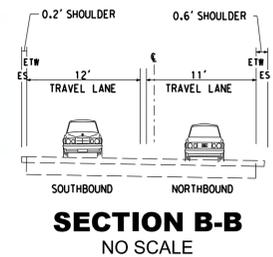


- LEGEND:**
- PROPOSED WIDENING
 - EXISTING ROADWAY
 - PROPOSED STRIPING
 - EXISTING STRIPING
 - PROPOSED SIGNAGE
 - EXISTING STRIPING
 - PROPOSED SIGNAGE
 - EXISTING STORM DRAIN
 - EXISTING PG&E UG ELECTRIC
 - EXISTING PG&E OH ELECTRIC
 - PROPOSED PG&E UG ELECTRIC
 - PROPOSED PG&E OH ELECTRIC
 - MANDATORY DESIGN EXCEPTION
 - CONTRACTOR'S LAYDOWN AREA

PROPOSED DESIGN EXCEPTIONS	
DESIGN STANDARD	CONDITION
M1 Mandatory 405.2(d) Non Standard Deceleration Length Standard: 50 mph Design Speed = 435 feet	Existing: No Crosswalk Proposed: 201 ft Standard: 435 feet
M2 Mandatory 203.2 Non Standard Curve Radius Standard: 50 mph Design Speed = 850 feet	Existing: 400 ft Proposed: 400 ft Standard: 850 ft
M3 Mandatory 302.1 Non Standard Shoulder Width Standard: 8 foot Shoulder	Existing NB: Varies from 0.6 to 6.5 ft Proposed NB: Varies from 0.6 to 8 ft Standard NB: 8ft
M4 Mandatory 201.1 Non Standard Stopping Sight Distance Standard: 50 mph Design Speed = 430 feet	Existing: 345 ft Proposed: 345 ft Standard: 430 ft
M5 Mandatory 202.2 Non Standard Superelevation Rate Standard: 12%	Existing: 6.7%, 700 ft Proposed: 6.7%, 700 ft Standard: 12%



SECTION A-A
NO SCALE
Push button activated hybrid beacon provides signalized crosswalk at mid-block location.



PRELIMINARY
FOR DISCUSSION PURPOSES ONLY

DESIGNATED PEDESTRIAN CROSSING PEDESTRIAN HYBRID BEACON (PHB)

FIGURE 1

Road Construction Emissions Model, Version 8.1.0

Daily Emission Estimates for ->														
Project Phases (Pounds)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	SOx (lbs/day)	CO2 (lbs/day)	CH4 (lbs/day)	N2O (lbs/day)	CO2e (lbs/day)
Grubbing/Land Clearing	0.09	0.91	2.80	10.10	0.10	10.00	2.13	0.05	2.08	0.01	1,284.85	0.01	0.04	1,296.75
Grading/Excavation	0.09	0.91	2.80	10.10	0.10	10.00	2.13	0.05	2.08	0.01	1,284.85	0.01	0.04	1,296.75
Drainage/Utilities/Sub-Grade	0.00	0.00	0.00	10.00	0.00	10.00	2.08	0.00	2.08	0.00	0.00	0.00	0.00	0.00
Paving	0.07	0.81	1.89	0.08	0.08	0.00	0.03	0.03	0.00	0.01	925.12	0.01	0.03	933.36
Maximum (pounds/day)	0.09	0.91	2.80	10.10	0.10	10.00	2.13	0.05	2.08	0.01	1,284.85	0.01	0.04	1,296.75
Total (tons/construction project)	0.00	0.02	0.06	0.28	0.00	0.28	0.06	0.00	0.06	0.00	25.78	0.00	0.00	26.02

Notes:
 Project Start Year -> 2020
 Project Length (months) -> 3
 Total Project Area (acres) -> 1
 Maximum Area Disturbed/Day (acres) -> 1
 Water Truck Used? -> Yes

Phase	Total Material Imported/Exported Volume (yd ³ /day)		Daily VMT (miles/day)			
	Soil	Asphalt	Soil Hauling	Asphalt Hauling	Worker Commute	Water Truck
Grubbing/Land Clearing	20	0	100	0	250	200
Grading/Excavation	20	0	100	0	250	200
Drainage/Utilities/Sub-Grade	10	0	0	0	0	0
Paving	0	40	0	200	250	0

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1, 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

Total Emission Estimates by Phase for ->														
Project Phases (Tons for all except CO2e. Metric tonnes for CO2e)	ROG (tons/phase)	CO (tons/phase)	NOx (tons/phase)	Total PM10 (tons/phase)	Exhaust PM10 (tons/phase)	Fugitive Dust PM10 (tons/phase)	Total PM2.5 (tons/phase)	Exhaust PM2.5 (tons/phase)	Fugitive Dust PM2.5 (tons/phase)	SOx (tons/phase)	CO2 (tons/phase)	CH4 (tons/phase)	N2O (tons/phase)	CO2e (MT/phase)
Grubbing/Land Clearing	0.00	0.00	0.01	0.03	0.00	0.03	0.01	0.00	0.01	0.00	4.24	0.00	0.00	3.88
Grading/Excavation	0.00	0.01	0.04	0.13	0.00	0.13	0.03	0.00	0.03	0.00	16.96	0.00	0.00	15.53
Drainage/Utilities/Sub-Grade	0.00	0.00	0.00	0.12	0.00	0.12	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.00
Paving	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.58	0.00	0.00	4.19
Maximum (tons/phase)	0.00	0.01	0.04	0.13	0.00	0.13	0.03	0.00	0.03	0.00	16.96	0.00	0.00	15.53
Total (tons/construction project)	0.00	0.02	0.06	0.28	0.00	0.28	0.06	0.00	0.06	0.00	25.78	0.00	0.00	23.60

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1, 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

The CO2e emissions are reported as metric tons per phase.

Air Quality Conformity Analysis

Gray Whale Cove Pedestrian Access Improvement Project

On State Route 1 in San Mateo County at Gray Whale Cove State Beach

04-SM-1-37.8/38.0

EA: 1Q130

December 2018

Prepared By:


Jeff Zimmerman
AECOM, Oakland CA

Date:

12-20-2018



Table of Contents

Section 1. Introduction and Project Description	1
1.1. Project Description.....	1
1.1.1 Purpose of the Project	1
1.1.2 Need	2
1.1.3 Project Description.....	2
1.2. Air Quality Regulatory Framework	6
1.3. Public Review Comments Related to Air Quality Conformity.....	7
Section 2. Regional Conformity	7
Section 3. Localized Impact (Hot-Spot) Conformity	7
3.1. Carbon Monoxide Hot-Spot Analysis.....	7
3.2. PM2.5/PM10 Hot-Spot Analysis	7
3.3. Construction-Related Hot-Spot Emissions	8
Appendix A. Transportation Air Quality Conformity Findings Checklist.....	9
Appendix B. MTC Air Quality Conformity Task Force Determination, TIP, and RTP	10
Appendix C. US EPA – Conformity Requirements End for Carbon Monoxide Conformity.....	11

List of Tables

Table 1. Project Area Attainment Status.....	2
--	---

List of Figures

Figure 1. Designated Pedestrian Crossing (Project Location and Layout)	17
--	----

Section 1. Introduction and Project Description

This Air Quality Conformity Analysis contains the information that is required to make a project-level air quality conformity determination for the Gray Whale Cove Pedestrian Access Improvement. This analysis has been prepared to be consistent with information published by FHWA related to Project-Level Conformity Analysis, the Standard Environmental Reference (SER) Air Quality Conformity Findings Checklist (included as Appendix A), applicable U.S. EPA project-level analysis guidance, the Transportation Conformity Regulations at 40 CFR 93 Subpart A, and Section 176(c) of the Federal Clean Air Act (42 USC 7506(c)).

This analysis only addresses the conformity requirements of the Federal Clean Air Act. It does not address general air quality analysis or studies conducted for the National Environmental Policy Act (NEPA) or the California Environmental Quality Act (CEQA), and only addresses pollutants for which the project area is designated nonattainment, or attainment with an approved Maintenance SIP, by the U.S. EPA.

This report is intended to provide all information needed by FHWA to make a project-level conformity determination for a project that falls under 23 USC 327 NEPA Assignment to Caltrans; or to support a full project-level conformity determination by Caltrans under 23 CFR 326 NEPA Assignment for projects that require a project-level conformity determination (including regionally significant projects as defined in 40 CFR 93.101), and are categorically excluded from NEPA analysis under 23 CFR 771.117(c)(22) or 23 CFR 771.117(c)(23).

1.1. Project Description

San Mateo County in cooperation with the California Department of Transportation (Caltrans) proposes a pedestrian access improvement Project (Project) on State Route 1 in San Mateo County at Gray Whale Cove State Beach. The Project will add a pedestrian crosswalk across State Route 1, install pedestrian hybrid beacons, widen pavement for left turn lane and acceleration lane, relocate and improve the parking lot entrance, and install overhead lighting, overhead signs and roadside signs. The Project is located within existing Caltrans right-of-way. Areas outside of the Caltrans right-of-way are owned and managed by the California Department of Parks and Recreation. Figure 1 shows the Project location and layout.

1.1.1 Purpose of the Project

The purpose of the proposed Project is to:

- Enhance pedestrian access across State Route 1 between Gray Whale Cove State Beach and the parking area.

- Improve vehicle access and vehicle turning movements entering and exiting State Route 1 at the Gray Whale Cove State Beach parking area.

1.1.2 Need

Within the Project limits, there is no designated highway crossing location available to users. A high volume of visitors frequent the area, especially on weekends. The existing parking lot at Gray Whale Cove State Beach is located on the opposite side of the highway from the coast, requiring pedestrians and bicyclists to cross State Route 1 and walk along the roadway shoulder to access points of attraction including the State Beach, hiking and biking trails. The presence of motorists traveling at high speeds through the Gray Whale Cove Beach area, and a lack of pedestrian facilities make crossing State Route 1 to access the State Beach challenging, especially during peak hours of traffic. The parking area is located between two curves. The limited available sight distance reduces the visibility for drivers approaching the curve. The Project is needed to:

- Provide a designated pedestrian crossing with a pedestrian and vehicular traffic control device.
- Promote drivers' awareness of a transition from open highway conditions to an area of increased pedestrian activity.
- Improve visibility of pedestrians and bicyclists crossing State Route 1.
- Minimize traffic backups on State Route 1 caused by traffic movements into and out of the parking lot area.

1.1.3 Project Description

This section describes the proposed action to meet the purpose and need of the Project. As described in this section, the project will add turning lanes at the entrance to the Gray Whale Cove State Beach parking lot on State Route 1, but will not add any new through traffic lanes, change capacity of the highway, or change the highway alignment other than to incorporate the turning lanes.

Turn Lanes and Pavement Widening at the Parking Lot Entrance

The existing parking area is accessed towards the north end. This current access will be moved about 200 feet south, placing the entrance just to the south of the center of the crescent shaped parking area. Additional pavement will be added to widen the northbound shoulder and create a new southbound acceleration lane, a southbound left turn lane, and a paved apron at the parking lot entrance. These features will provide more separation between vehicles turning into and out of the parking lot from through traffic on State Route 1:

- Northbound shoulder will be widened, providing increased buffer space between the traveled lanes and the parking lot entrance for vehicles entering or exiting the lot.
- Southbound pocket lanes will be added in the center of the highway. This includes a southbound left turn pocket and southbound acceleration lane. It will allow vehicles entering the lot to queue separately from the southbound traffic until they are able to cross opposing traffic and enter the parking lot. Likewise, vehicles leaving the lot will have a separate lane within which to accelerate and merge into southbound traffic when exiting the parking lot.

State Route 1 will be widened up to 21 feet on the east side, and the lanes and shoulders restriped. An 8 foot wide pedestrian pathway will be installed adjacent to the west side of the highway (on the southbound side) to provide a connection between the proposed crosswalk and the existing access to the beach. The existing shoulder on the west side will be maintained. Pavement widening will be added within the Project limits on the east side where feasible. This includes widening the northbound shoulder up to 8 feet in the area of the crosswalk and parking lot entrance. The northbound and southbound shoulders will remain available for bicycle use.

The total amount of additional paved or surfaced area is approximately 0.31 acre (13,576 square feet).

Pedestrian Crosswalk, Hybrid Beacon, and Safety Lighting

A pedestrian crosswalk will be installed (striped) on the south side of the relocated parking lot entrance, providing a designated crossing of State Route 1. Both a pedestrian hybrid beacon and overhead lighting will be placed at the crosswalk. Figure 1 shows a typical cross section at the proposed crosswalk, showing the pedestrian footpath, vehicle travel lanes, shoulders, and center median turn lane.

The pedestrian hybrid beacon is a traffic control device designed to help pedestrians cross higher-speed roadways at locations that are busy or not at typical intersections. The beacon head consists of two red lenses above a single yellow lens. The lenses remain "dark" until a pedestrian desiring to cross the highway pushes the call button to activate the beacon. The signal then initiates a yellow to red lighting sequence, consisting of steady and flashing lights that direct motorists to slow and come to a stop. The pedestrian signal then flashes a WALK display to the pedestrian. The light is timed to allow the pedestrians to cross, and then the hybrid beacon again goes dark.

An overhead light will extend above the pedestrian hybrid beacon, providing lighting focused on the crosswalk. The beacons and overhead lighting will be placed over both the northbound and southbound traffic lanes. The lighting will be directed towards the highway pavement area and is

not expected to affect areas off State Route 1. Placement of lighting and other features will be reviewed by the County for consistency with their Local Coastal Program.

Because State Route 1 curves north of the proposed crosswalk, and slightly impairs sight distance, an additional beacon will be installed over the southbound lane to warn motorists of the upcoming crosswalk. It will be located approximately 490 feet north of the crosswalk and consist of a set of flashing beacon lights (temporarily activated by the same call button noted above) and a pedestrian crossing sign. Similarly, an additional beacon will be installed over the northbound lane about 250 before the crosswalk, which also would only activate when the call button is pushed.

The Project's crosswalk and shoulder width will be available for bicyclists at the location of the proposed Project.

Signs, Warnings, and Pavement Striping

Various new traffic and warning signs will be installed along the shoulder of State Route 1. These are shown in Figure 1 and include yellow warning signs informing motorists to prepare to stop, green and white signs indicating the pedestrian crosswalks and to yield, electronic signs indicating motorists speeds, and a stop sign at the exit of the parking lot. For example, "Be Prepared to Stop" signs with flashing beacons would be installed in the north and southbound directions to alert motorists as they approach the crosswalk area. The shoulders and highway lanes will be restriped for the proposed improvements.

Public Access Features

The Project is designed to enhance public access to the Gray Whale Cove State Beach. This is a popular public coastal access location and has been in use for many years. This Project will formalize an already used but unmarked and uncontrolled pedestrian crossing of State Route 1 from the parking lot on the east side of State Route 1 to the beach on the west side.

Utility Connections

Utility connections will be necessary, which will be underground. There is an existing underground utility splice box near the entrance to the parking lot that will provide power. Three new above ground utility cabinets will be installed along the east side of State Route 1, in the shoulder area. These utility cabinets will house a new transformer, electrical service cabinet including an electric meter, and a signal equipment cabinet. The transformer cabinet will be surrounded by steel bollards (short posts about 2 to 3 feet high) to protect the equipment from a vehicle collision. The proposed utility cabinets are necessary to service the proposed pedestrian signal, lights, and warning beacons. Trenching will be necessary in the Caltrans shoulder

between the utility connection and service cabinets. The proposed utility connections can be completed within the existing State right-of-way.

Vegetation Removal

Most existing vegetation can be avoided except for the west side of State Route 1. It is anticipated that 5 trees will need to be removed and an additional 3 trees pruned or removed to provide sight distance and improved visibility for southbound vehicles approaching the crosswalk.

Grading, Earthwork, Drainage, and Parking

New grading will be minimal. However, widening of State Route 1 as well as installation of the pedestrian pathway and paved apron at the parking lot entrance will require excavation for installation of subsurface gravel and new pavement section.

Installation of the proposed overhead signals, relocated PG&E power pole, and light standards will require foundations, extending 7 to 14 feet in depth.

The existing parking lot may require minor incidental regrading or gravel resurfacing, but no new pavement would be added other than at the relocated entrance within Caltrans right-of-way. The size of the parking lot would remain approximately the same, which serves up to about 90 cars in the primary parking lot adjacent to State Route 1, and approximately an additional 25 cars in the adjacent overflow parking area to the north. Parking is informal (no designated spaces or striping). The necessary utility service cabinets and protective bollards may affect a small portion of the existing parking area (the equivalent of one or two spaces) in the primary lot, but at most times drivers will be able to accommodate the change by parking efficiently.

Additional gravel and grading of the parking lot may also be needed to correct or conform the surface elevation of the lot to match the driveway entrance, and to potentially smooth the surface elevation where minor compaction or erosion has resulted in poor drainage (puddles). Most of the grading would be within the Caltrans right-of-way, but incidental grading may extend into the portion of the parking lot area within State Parks.

Construction Staging

Equipment and materials will have to be temporarily staged during construction. It is anticipated that staging areas will be needed at the Gray Whale Cove State Beach parking lot within Caltrans right-of-way and are approximately defined on Figure 1. The total area is estimated to be 2,200 square feet and will be temporarily fenced off for use by the contractor. This will temporarily reduce the available parking area during construction. Work on or adjacent to the State Route 1 will involve periods of time when flagmen will have to close one of the travel lanes. This work will be coordinated with Caltrans and State Parks to be performed outside of the peak summer

months, will avoid weekends and holidays, and signs will be posted, and information made available informing the public about the Project and the construction schedule.

Project Schedule

The proposed schedule identifies environmental clearance in 2018, and construction to be accomplished within a three-month timeframe during the 2019 construction season (approximately September to November).

1.2. Air Quality Regulatory Framework

Table 1 shows that the proposed project is located in an area that is nonattainment for ozone and PM2.5. This report focuses on these criteria pollutant(s). The conformity process does not address pollutants for which the area is attainment/unclassified, mobile source air toxics, other toxic air contaminants or hazardous air pollutants, or greenhouse gases.

The project is in San Mateo County within the San Francisco Bay Area Air Basin (SFBAAB), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The project is within a relatively rural area of the San Mateo Coast, and prevailing winds from the ocean to the west generally maintain relatively good air quality conditions.

Air quality basins are classified under the Federal Clean Air Act and California Clean Air Act as attainment, non-attainment, or maintenance for each criteria pollutant based on whether the federal and state air quality standards have been achieved. With respect to National Ambient Air Quality Standards (NAAQS), the SFBAAB is designated as a nonattainment area for ozone and PM2.5.

Table 1. Project Area Attainment Status

Criteria Pollutant	Federal Attainment Status
Ozone (O ₃)	Nonattainment; 8-hour (Marginal)
Nitrogen Dioxide (NO ₂)	Attainment
Carbon Monoxide (CO)	Maintenance ¹
Particulate Matter (PM10)	Attainment
Particulate Matter (PM2.5)	Nonattainment (Moderate)

¹ Transportation conformity requirements for CO ceased to apply after June 1, 2018 and CO hot spot analysis are no longer required for projects in the San Francisco-Oakland-San Jose CO maintenance areas.

1.3. Public Review Comments Related to Air Quality Conformity

Circulation for public comment was not required because the NEPA determination for this project is a Categorical Exclusion.

Section 2. Regional Conformity

The Gray Whale Cove Pedestrian Access Improvement Project is included in the San Francisco Bay Area Metropolitan Transportation Commission (MTC)'s 2019 Regional Transportation Plan (RTP) (ID #17-06-0020) and the Transportation Improvement Program (TIP) (ID # SM-170001) as "Highway 1 Congestion & Safety Improvements" which included a listing for a series of improvements on Highway 1, including a proposed "pedestrian crossing at Gray Whale Cove." The RTP and Air Quality Conformity Analysis was approved by MTC on September 26, 2018. The listing identifies the project's air quality status as "Exempt (40 CFR 93.127) – Intersection Channelization Projects" (exempt from regional air quality conformity) (see Appendix B).

The project's design concept and scope have not changed significantly from what was analyzed in the regional emission analysis. This analysis found that the plan, which takes into account regionally significant projects and financial constraint, will conform to the state implementation plan(s) (SIP(s)) for attaining and/or maintaining the National Ambient Air Quality Standards (NAAQS) as provided in Section 176(c) of the Clean Air Act. The 2019 TIP is included in Caltrans' 2019 Federal-Statewide Transportation Improvement Program (FSTIP) by reference. The 2019 FSTIP was approved by the State on November 2, 2018. FHWA and FTA approved the 2019 FSTIP on December 17, 2018.

Section 3. Localized Impact (Hot-Spot) Conformity

3.1. Carbon Monoxide Hot-Spot Analysis

Transportation conformity requirements for carbon monoxide (CO) no longer apply, as of June 1, 2018. Please refer to the attached letter from the US Environmental Protection Agency (EPA) dated March 21, 2018.

3.2. PM2.5/PM10 Hot-Spot Analysis

The proposed project is not considered a project of air quality concern for PM2.5 (POAQC) because it does not meet the definition of a POAQC as defined in U.S. EPA's Transportation Conformity Guidance:

- It is not a new or expanded highway project.

- It does not affect any existing or proposed intersections.
- It will not involve bus or rail terminals.
- The project is not in a location identified in possible violation of a PM2.5 implementation plan.

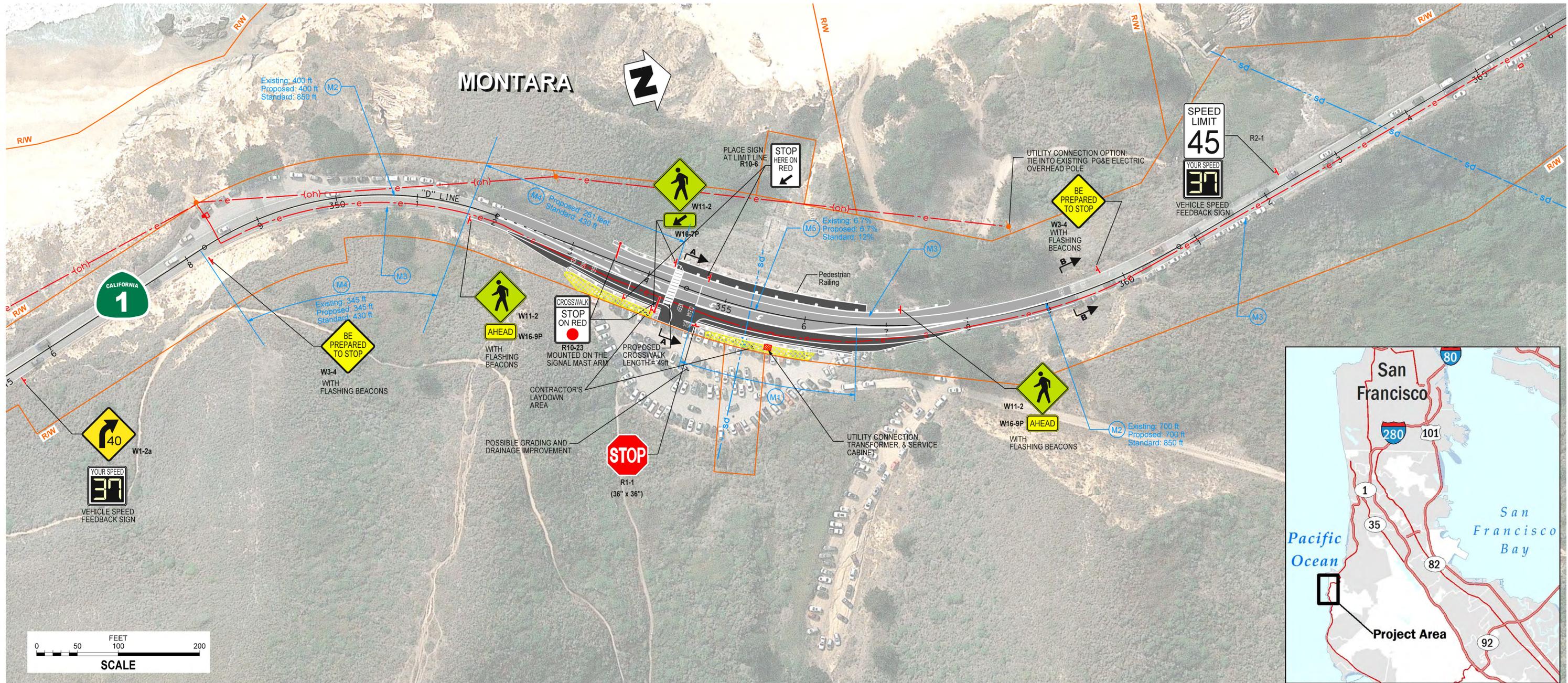
Based on the above, a PM hot-spot analysis is not required. The project has undergone Interagency Consultation (IAC) regarding the POAQC determination. It was determined that the project is not a POAQC on September 27, 2018. There are no meeting notes (this determination is listed in MTC's Fund Management System (FMS), and a copy is included in Appendix B).

3.3. Construction-Related Hot-Spot Emissions

40 CFR 93.123(c)(5) states that: "CO, PM10, and PM2.5 hot-spot analyses are not required to consider construction-related activities which cause temporary increases in emissions. Each site which is affected by construction-related activities shall be considered separately, using established 'Guideline' methods. Temporary increases are defined as those which occur only during the construction phase and last five years or less at any individual site."

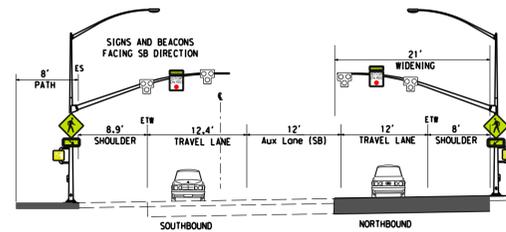
Because construction of the project is expected to last less than five years, construction-related emissions related to it are not considered in the project-level or regional conformity analysis.

GRAY WHALE COVE PEDESTRIAN ACCESS IMPROVEMENT PROJECT (PM 37.8/38.0) McNEE RANCH STATE PARK, HIGHWAY 1 ENVIRONMENTAL PHASE

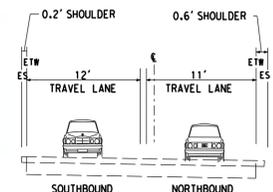


- LEGEND:**
- PROPOSED WIDENING
 - EXISTING ROADWAY
 - PROPOSED STRIPING
 - EXISTING STRIPING
 - PROPOSED SIGNAGE
 - EXISTING STRIPING
 - PROPOSED SIGNAGE
 - EXISTING STORM DRAIN
 - EXISTING PG&E UG ELECTRIC
 - EXISTING PG&E OH ELECTRIC
 - PROPOSED PG&E UG ELECTRIC
 - PROPOSED PG&E OH ELECTRIC
 - MANDATORY DESIGN EXCEPTION
 - CONTRACTOR'S LAYDOWN AREA

PROPOSED DESIGN EXCEPTIONS	
DESIGN STANDARD	CONDITION
M1 Mandatory 405.2(d) Non Standard Deceleration Length Standard: 50 mph Design Speed = 435 feet	Existing: No Crosswalk Proposed: 201 ft Standard: 435 feet
M2 Mandatory 203.2 Non Standard Curve Radius Standard: 50 mph Design Speed = 850 feet	Existing: 400 ft Proposed: 400 ft Standard: 850 ft
M3 Mandatory 302.1 Non Standard Shoulder Width Standard: 8 foot Shoulder	Existing NB: Varies from 0.6 to 6.5 ft Proposed NB: Varies from 0.6 to 8 ft Standard NB: 8ft
M4 Mandatory 201.1 Non Standard Stopping Sight Distance Standard: 50 mph Design Speed = 430 feet	Existing: 345 ft Proposed: 345 ft Standard: 430 ft
M5 Mandatory 202.2 Non Standard Superelevation Rate Standard: 12%	Existing: 6.7%, 700 ft Proposed: 6.7%, 700 ft Standard: 12%



SECTION A-A
NO SCALE
Push button activated hybrid beacon provides signalized crosswalk at mid-block location.



SECTION B-B
NO SCALE

PRELIMINARY
FOR DISCUSSION PURPOSES ONLY

DESIGNATED PEDESTRIAN CROSSING PEDESTRIAN HYBRID BEACON (PHB)

FIGURE 1

Appendix A. Transportation Air Quality Conformity Findings Checklist

Transportation Air Quality Conformity Findings Checklist

Project Name:	Gray Whale Cove Pedestrian Access Improvement Project		
Dist-Co-Rte-PM:	04-SM-1-37.8/38.0	EA:	1Q130
Federal-Aid No.:			
Document Type:	<input checked="" type="checkbox"/> 23 USC 326 CE	<input type="checkbox"/> 23 USC 327 CE	<input type="checkbox"/> EA <input type="checkbox"/> EIS

Step 1. Is the project located in a nonattainment or maintenance area for ozone, nitrogen dioxide, carbon monoxide (CO), PM2.5, or PM10 per EPA's [Green Book](#) listing of non-attainment areas?

If no, go to Step 17. **Transportation conformity does not apply to the project.**

If yes, go to Step 2.

Step 2. Is the project exempt from conformity per [40 CFR 93.126](#) or [40 CFR 93.128](#)

If yes, go to Step 17. **The project is exempt from all project-level conformity requirements (40 CFR 93.126 or 128)** (check one box below and identify the project type, if applicable).

40 CFR 93.126 Project type: _____

40 CFR 93.128

If no, go to Step 3.

Step 3. Is the project exempt from regional conformity per [40 CFR 93.127](#)

If yes, go to Step 8. **The project is exempt from regional conformity requirements (40 CFR 93.127)** (identify the project type). Project type: Intersection Channelization Project

If no, go to Step 4.

Step 4. Is the project located in a region with a currently conforming RTP and TIP?

If yes, **the project is included in a currently conforming RTP and TIP per 40 CFR 93.115. The project's design and scope have not changed significantly from what was assumed in RTP conformity analysis (40 CFR 93.115[b])** Go to Step 8.

If no and the project is located in an isolated rural area, go to Step 5.

If no and the project is not located in an isolated rural area, STOP and do not proceed until a conforming RTP and TIP are adopted.

Step 5. For isolated rural areas, is the project regionally significant per 40 CFR 93.101, based on review by Interagency Consultation?

If yes, go to Step 6.

If no, go to Step 8. **The project, located in an isolated rural area, is not regionally significant and does not require a regional emissions analysis (40 CFR 93.101 and 93.109[!]).**

Step 6. Is the project included in another regional conformity analysis that meets the isolated rural area analysis requirements per 40 CFR 93.109, including Interagency Consultation and public involvement?

If yes, go to Step 8. **The project, located in an isolated rural area, has met its regional analysis requirements through inclusion in a previously-approved regional conformity analysis that meets current requirements (40 CFR 93.109[!]).**

If no, go to Step 7.

Step 7. The project, located in an isolated rural area, requires a separate regional emissions analysis.

Regional emissions analysis for regionally significant project, located in an isolated rural area, is complete. Regional conformity analysis was conducted that includes the project and reasonably foreseeable regionally significant projects for at least 20 years. Interagency Consultation and public participation were conducted. Based on the analysis, the interim or emission budget conformity tests applicable to the area are met (40 CFR 93.109[!] and 95.105).¹ Go to Step 8.

Step 8. Is the project located in a CO nonattainment or maintenance area?

If no, go to Step 9. **CO conformity analysis is not required.**

If yes, **hot-spot analysis requirements for CO per the [CO Protocol](#) (or per EPA's modeling guidance, CAL3QHCR can be used with EMFAC emission factors²) have been met. Project will not cause or contribute to a new localized CO violation (40 CFR 93.116 and 93.123)**³. Go to Step 9.

Step 9. Is the project located in a PM10 and/or a PM2.5 nonattainment or maintenance area?

If no, go to Step 13. **PM2.5/PM10 conformity analysis is not required.**

If yes, go to Step 10.

¹ The analysis must support this conclusion before going to the next step.

² Use of the CO Protocol is strongly recommended due to its use of screening methods to minimize the need for modeling. When modeling is needed, the Protocol simplifies the modeling approach. Use of CAL3QHCR must follow U.S. EPA's latest CO hot spot guidance, using EMFAC instead of MOVES; see: <http://www.epa.gov/otaq/stateresources/transconf/projectlevel-hotspot.htm#co-hotspot>.

³ As of October 1, 2007, there are no CO nonattainment areas in California. Therefore, the requirements to not worsen existing violations and to reduce/eliminate existing violations do not apply.

<p>Step 10. Is the project considered to be a Project of Air Quality Concern (POAQC), as described in EPA's Transportation Conformity Guidance for PM 10 and PM 2.5?</p> <p><input checked="" type="checkbox"/> If no, the project is not a project of concern for PM10 and/or PM2.5 hot-spot analysis based on 40 CFR 93.116 and 93.123 and EPA's Hot-Spot Analysis Guidance. Interagency Consultation concurred with this determination on <u>September 27, 2018</u>. Go to Step 12.</p> <p><input type="checkbox"/> If yes, go to Step 11.</p>
<p>Step 11. The project is a POAQC.</p> <p><input type="checkbox"/> The project is a project of concern for PM10 and/or PM2.5 hot-spot analysis based on 40 CFR 93.116 and 93.123, and EPA's Hot-Spot Guidance. Interagency Consultation concurred with this determination on <u> </u>. Detailed PM hot-spot analysis, consistent with 40 CFR 93.116 and 93.123 and EPA's Hot-Spot Guidance, shows that the project would not cause or contribute to, or worsen, any new localized violation of PM10 and/or PM2.5 standards. Go to Step 12.</p>
<p>Step 12. Does the approved PM SIP include any PM10 and/or PM2.5 control measures that apply to the project, and has a written commitment been made as part of the air quality analysis to implement the identified SIP control measures? [Control measures can be found in the applicable Federal Register notice at: https://www.epa.gov/state-and-local-transportation/conformity-adequacy-review-region-9#ca]</p> <p><input type="checkbox"/> If yes, a written commitment is made to implement the identified SIP control measures for PM10 and/or PM2.5 through construction or operation of this project (40 CFR 93.117). Go to Step 14.</p> <p><input checked="" type="checkbox"/> If no, go to Step 13.</p>
<p>Step 13a. Have project-level mitigation or control measures for CO, PM10, and/or PM2.5, included as part of the project's design concept and scope, been identified as a condition of the RTP or TIP conformity determination? AND/OR</p> <p>Step 13b. Are project-level mitigation or control measures for CO, PM10, and/or PM2.5 included in the project's NEPA document?</p> <p>AND</p> <p>Step 13c (applies only if Step 13a and/or 13b are answered "yes"). Has a written commitment been made as part of the air quality analysis to implement the identified measures?</p> <p><input type="checkbox"/> If yes to 13a and/or 13b and 13c, a written commitment is made to implement the identified mitigation or control measures for CO, PM10, and/or PM2.5 through construction or operation of this project. These mitigation or control measures are identified in the project's NEPA document and/or as conditions of the RTP or TIP conformity determination¹ (40 CFR 93.125(a)). Go to Step 14.</p> <p><input checked="" type="checkbox"/> If no, go to Step 14</p>
<p>Step 14. Does the project qualify for a 771.117(c)(22), (c)(23), (c)(26), (c)(27), or (c)(28)⁴ Categorical Exclusion pursuant to 23 USC 326 and is an Air Quality Conformity Analysis required to document any analysis required by Steps 1 through 13 of this form?⁵</p> <p><input type="checkbox"/> If yes, then Caltrans prepares the Air Quality Conformity Analysis and makes the conformity determination. No FHWA involvement is required. See the AQCA Annotated Outline. Go to Step 17.</p> <p><input checked="" type="checkbox"/> If no, go to Step 15.</p>
<p>Step 15. Does the project qualify for any Categorical Exclusion pursuant to 23 USC 326 (including 771.117(c)(22), (c)(23), (c)(26), (c)(27), or (c)(28) when NO Air Quality Conformity Analysis is required)?</p> <p><input checked="" type="checkbox"/> If yes, then no FHWA involvement is required and Caltrans makes the conformity determination through its signature on the CE form. An Air Quality Conformity Analysis (AQCA) is not needed. Go to Step 17.</p> <p><input type="checkbox"/> If no, go to Step 16.</p>
<p>Step 16. Does the project require preparation of a Categorical Exclusion, EA, or EIS pursuant to 23 USC 327?</p> <p><input type="checkbox"/> If yes, then Caltrans submits a conformity determination to FHWA for FHWA's conformity determination. An AQCA is needed. See the AQCA Annotated Outline.</p> <p>Date of FHWA air quality conformity determination: <u> </u></p> <p>Go to Step 17.</p>
<p>Step 17. STOP as all air quality conformity requirements have been met.</p>
<p>Signature:</p> <p>Printed Name: <u>Jeff Zimmerman, AECOM</u> Date: <u>12-20-2018</u></p> <p>Title: <u>Senior Project Manager</u></p>

⁴ Please note that certain activities covered by these categorical exclusions may require that Caltrans prepare an Air Quality Conformity Analysis rather than documenting the conformity determination with the Senior Environmental Planner's signature on the Categorical Exclusion form.

⁵ Please note that for ALL projects the project file must include evidence that one of the three following situation applies: 1) Conformity does not apply to the project area; or 2) The project is exempt from all conformity analysis requirements; or 3) The project is subject to project-level conformity analysis (and possibly regional conformity analysis) and meets the criteria for a conformity determination. The project file must include all supporting documentation and this checklist.

Appendix B. MTC Air Quality Conformity Task Force Determination, TIP, and RTP

VIEW PROJECT: **Hwy 1 Congestion & Safety improvements**

- [← Project Search](#)
- [Project Detail](#)
- [Funding](#)
- [Air Quality](#)
- [Project Documents](#)
- [Contacts](#)
- [Delivery Milestones](#)
- [Location](#)
- [Screening Criteria](#)
- [Com](#)

Alternate ID Information

TIP ID	SM-170001	FMS ID	6307.00
CTIPS ID	20600006077	RTP ID	17-06-0020
Version	2	TIP Revision No	2019-00
Revision Type	Amendment	RTP Page No	
RTP Cycle	PLANBAYAREA2040	RTP Project Cost	\$29
RTP Title	Hwy 1 operational and safety improvements in County Midcoast (acceleration/deceleration lanes; turn lanes; bike lanes; pedestrian crossings; and trails)		
Regional Approval Date	09/26/2018	State Approval Date	11/02/2018
Federal Approval Date	12/17/2018	Final Approval Date	12/17/2018

Status Information

Created	03/03/2018	Last updated	08/08/2018	Status	ACTIVE
Current version	No	Locked	No		
Completed	No	Modified		Review Level	PR

General Information

Project Name	Hwy 1 Congestion & Safety improvements		
Sponsor	San Mateo Co	Implementing Agency	San Mateo Co
Project Type	ENHANCEMENTS	Purpose	SYSTEMGMT
Mode	BIKE/PED:60% AUTO:40%		
Submode	AUTO:40% BICYCLE:30% PEDESTRIAN:30%		
Primary Mode	BIKE/PED:60%		
Primary Submode	AUTO:40%		
Transportation System	STATE HWY		
Description	In San Mateo County along 7 miles of Highway 1 between Pacifica in the north and Half Moon Bay in the south; Install raised medians, left turn lanes, acceleration lanes, and pedestrian crossings.		
Expanded Description	In San Mateo County along 7 miles of Highway 1 between Pacifica in the north and Half Moon Bay in the south; Install raised medians, left turn lanes, acceleration lanes, and pedestrian crossings. Implementation has been divided into phases. The first phase includes a left turn lane, acceleration lane and pedestrian crossing at Gray Whale Cove State Beach. Future phases include a left turn lane at Cypress Avenue in Moss Beach, a pedestrian crossing at Sixteenth Street, a pedestrian crossing and raised median at Virginia Avenue in Moss Beach, and a pedestrian crossing and raised median at Second Street. The proposed enhancements include features that reduce vehicular speed, manage turning movements, and enhance pedestrian and bicycle access.		
Reason for Revision	2019 TIP Update - Update funding plan		
Reason Type	4C		
Description of Change	2019 TIP Update - Update funding plan		
Transportation problem to be addressed	Currently there are limited designated crossings across Highway 1 in this area. These enhancements will provide improved access to the coastal areas and communities along either side of Highway 1, alleviating traffic congestion and improving pedestrian and bicycle crossings for residents and visitors.		

Primary Location Information

Location	San Mateo County Midcoast	
Area		
County	San Mateo	
Urbanized Area		
State Hwy	1	
Post Mile	From 30	To 38.31

VIEW PROJECT: **Hwy 1 Congestion & Safety improvements**

- Project Search**
- Project Detail
- Funding
- Air Quality**
- Project Documents
- Contacts
- Delivery Milestones
- Location
- Screening Criteria
- Com

TIP ID	SM-170001	Status	ACTIVE	County	San Mateo	Project name	Hwy 1 Congestion & Safety improvements
FMS ID	6307.00	Version	2	Implementing Agency	San Mateo Co	Sponsor	San Mateo Co

Regional Conformity

Air Quality Code	Air Quality Description
5.01	EXEMPT (40 CFR 93.127) - Intersection channelization projects

AQCTF Regional Conformity Review

Air Basin	Air District
San Francisco Bay Area	Bay Area AQMD

TCM	TCM Number	VOC	NOX	CO	PM10	PM2.5	CO2
-----	------------	-----	-----	----	------	-------	-----

Conformity Analysis Year	Regionally Significant
2020	

** Based on RTP ID of the project

Project Conformity

Overview: The San Francisco Bay Area has been designated as non-attainment for the 24-hour PM2.5 standard. Beginning December 14, 2010, certain projects are required to complete a PM2.5 hot-spot analysis as part of the project-level conformity determination process. Project sponsors must engage in interagency consultation on the PM2.5 hot-spot analysis through MTC's Air Quality Conformity Task Force. The Conformity Task Force will (1) determine if a project meets the definition of a project of air quality concern and if the project requires undergoing a project-level PM2.5 hot-spot analysis, and (2) review the methods, assumptions and analysis of the PM2.5 hot-spot analysis. The EPA and either FHWA or FTA must concur with the recommendations from the Conformity Task Force. Upon completion of the interagency consultation, project sponsors must seek approval from FHWA or FTA on the PM2.5 hot-spot analysis.

Project Conformity Analysis Summary		Responsible Party
Next Step Project Conformity Analysis has been completed		
Milestone	Status	Comments
Step 1 - Project Identification		
Sponsor Input	Completed	Project exempt from regional air quality conformity 40 CFR 93.127. (Intersection channelization projects). However, this project may still require project level conformity and is therefore subject to interagency consultation. Please complete Step 2 Project is NOT a POAQC per the exemption code listed above Date of Consultation: 9/27/2018 Date of Action: 9/27/2018
System Determination	Completed	
Task Force Determination	Completed	
Step 2 - Interagency Consultation	N/A	
Sponsor Input		
Task Force Determination		
Step 3 - PM 2.5 Hot Spot Analysis		
Sponsor Input	N/A	
Task Force Review		

VIEW PROJECT: **Hwy 1 Congestion & Safety improvements**

- Project Search**
- Project Detail
- Funding
- Air Quality
- Project Documents
- Contacts
- Delivery Milestones
- Location
- Screening Criteria
- Com

TIP ID	SM-170001	Status	ACTIVE	County	San Mateo	Project name	Hwy 1 Congestion & Safety improvements
FMS ID	6307.00	Version	2	Implementing Agency	San Mateo Co	Sponsor	San Mateo Co

RTP Information

RTP Details

RTP ID	17-06-0020
RTP Cycle	PLANBAYAREA2040
RTP Title	
RTP Project Cost	

Appendix C. US EPA – Conformity Requirements End for Carbon Monoxide Conformity



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street

San Francisco, CA 94105-3901

MAR 21 2018

Muhaned Aljabiry, Chief
Office of Federal Transportation Management Program
California Department of Transportation
1120 N Street, Rm 4400, MS-82
Sacramento, CA 95814

Dear Mr. Aljabiry:

The U.S. Environmental Protection Agency (EPA) is providing this letter to document that the transportation conformity requirements under Clean Air Action (CAA) section 176(c) for the Carbon Monoxide (CO) maintenance areas included in the table below will end on June 1, 2018. This date marks 20 years from the redesignation of the areas to attainment for the CO National Ambient Air Quality Standard (NAAQS)¹.

California Carbon Monoxide Maintenance Areas

Table with 2 columns and 6 rows listing California Carbon Monoxide Maintenance Areas: Bakersfield, Chico, Fresno, Modesto, Lake Tahoe North Shore, Lake Tahoe South Shore, Sacramento, San Diego, San Francisco-Oakland-San Jose, Stockton.

Under 40 CFR 93.102(b)(4) of the EPA’s regulations, transportation conformity applies to maintenance areas through the 20-year maintenance planning period, unless the maintenance plan specifies that the transportation conformity requirements apply for a longer time period. Pursuant to CAA’s section 176(c)(5) and as explained in the preamble of the 1993 final rule, conformity applies to areas that are designated nonattainment or are subject to a maintenance plan approved under CAA section 175A. The section 175A maintenance planning period is 20 years, unless the applicable implementation plan specifies a longer maintenance period². The EPA further clarified this conformity provision in its January 24, 2008 final rule³.

The approved maintenance plan for these areas did not extend the maintenance plan period beyond 20 years from redesignation. Consequently, transportation conformity requirements for CO will cease to apply after June 1, 2018 (i.e., 20 years after the effective date of the EPA’s approval of the first 10-year maintenance plan and redesignation of the areas to attainment for the CO NAAQS). As a result, these areas’ Metropolitan Planning Organizations may reference this letter to indicate that as of June 1, 2018,

1 See 63 FR 15305 (March 31, 1998) (approval of redesignation request and first 10-year maintenance plan) and 70 FR 71776 (November 30, 2005) (approval of second 10-year maintenance plan)

2 See 58 FR 62188, 62206 (November 24, 1993)

3 See 73 FR 4420, at 4434-5 (January 24, 2008)

transportation conformity requirements no longer apply for the CO NAAQS for Federal Highway Administration / Federal Transit Association projects as defined in 40 CFR 93.101. Even though the conformity obligation for CO has ended, the terms of the maintenance plans remain in effect and all measures and requirements contained in the plans apply until the state submits, and the EPA approves, a revision to the state plan⁴. Such a State Implementation Plan revision would have to comply with the anti-backsliding requirements of CAA section 110(l), and if applicable, CAA section 193, if the intent of the revision is to remove a control measure or to reduce its stringency.

If you have any questions about the transportation conformity requirements, please contact me at (415) 972-3183 or Karina O'Connor of my staff at (775) 434-8176.

Sincerely,



Elizabeth J. Adams
Acting Director, Air Division

cc: Rodeny Langstaff, Caltrans
Nesamani Kalandiyur, California Air Resources Board
Tasha Clemons, Federal Highway Administration
Stew Sonnenberg, Federal Highway Administration
Christina Leach, Federal Highway Administration
Ted Matley, Federal Transit Administration
Ahron Hakimi, Kern Council of Governments
Jon Clark, Butte County Association of Governments
Steve Heminger, Metropolitan Transportation Commission
James Corless, Sacramento Area Council of Governments
Kim Kawanda, San Diego Association of Governments
Tony Boren, Fresno Council of Governments
Rosa De Leon Park, Stanislaus Council of Governments
Andrew Chesley, San Joaquin Council of Governments
Joanne Marchetta, Tahoe Regional Planning Association

⁴ See *General Motors Corp. v. United States*, 496 U.S. 530 (1990)

Project name:
Gray Whale Cove Pedestrian Access
Improvement Project

From: Jeff Zimmerman

Date:
December 21, 2018

To:
Scott Kelsey, Senior Transportation Manager

Memo

Subject: Noise Impact Review, Gray Whale Cove Pedestrian Access Improvement Project, San Mateo County

This memo summarizes a review of the Gray Whale Cove Pedestrian Access Improvement Project for noise impacts.

San Mateo County in cooperation with the California Department of Transportation (Caltrans) proposes a pedestrian access improvement project on State Route 1 in San Mateo County at Gray Whale Cove State Beach. The project will add a pedestrian crosswalk across State Route 1, install pedestrian hybrid beacons and utility/service cabinets, widen pavement for a left turn lane and acceleration lane, relocate and improve the parking lot entrance, and install overhead lighting, overhead signs and roadside signs. The project is located within existing Caltrans right-of-way. Areas outside of the Caltrans right-of-way are owned and managed by the California Department of Parks and Recreation. Figure 1 shows the project location and layout.

The location of the project on State Route 1 is rural, with steep slopes and no developed land uses at or near the project location other than the two-lane highway, the Gray Whale Cove parking areas, hiking trails, and pedestrian dirt pathways alongside the highway and leading to the beach.

Type of Project

The project is not a "Type I," as defined in 23 CFR 772 and the Caltrans Traffic Noise Protocol. The proposed installation of a crosswalk, associated signals and signage, and left turn lane at the parking lot entrance would not change the traffic flow or volume on State Route 1. No new through lanes are proposed. There would be no substantial changes in vertical or horizontal alignment of the traffic lanes, only restriping for the left turn lane and acceleration lane. No changes in traffic noise levels would occur.

Noise Sensitive Receptors

There is no seating or viewing areas at the project site where people spend extended time, and no such facilities are proposed with the project. However, the parking lot is open for public use from 8 am to sunset and provides access to the adjacent State Parks recreational areas. For example, a trail to the west connects to the Gray Whale Cove State Beach. On the eastern side of the parking lot is a trailhead for the Gray Whale Cove trail that leads south. At the northern end of the parking area an unpaved road extends to former State Park housing (now abandoned); this northern unpaved road is a segment of a planned Green Valley trail, also labeled "North Trail." Where these trails join the parking lot they are considered the nearest "sensitive receptors" with respect to construction noise. There are no residences or other noise sensitive receptors within this rural area of State Route 1.

Project Construction

Project construction would introduce temporary noise for site preparation and installation of the signals, lights, and pavement for the turn lanes and parking entrance. It is anticipated that construction would occur over approximately 3 months, or slightly longer depending on the contractors schedule and weather. Construction would in stages, with some possible overlap. For purposes of evaluating construction noise, these stages consist of:

- Site preparation activities such as equipment staging, delivery of materials, excavation of trenches, and installation and connections for subsurface utilities and power.
- Installation of utility and service cabinets (including concrete pads and safety bollards), installation of signals and lights (including foundations) and paving of the shoulders and turn lanes.
- Tree removal or pruning (affecting 5 to 8 trees, for sight distance in the southbound direction).
- Paving of the relocated parking lot entrance, minor grading potentially needed for parking lot drainage, and installation of metal beam guardrails.

Construction Noise

Representative construction equipment and vehicles may involve trucks (flatbed, concrete and pavement delivery, pickups, and dump trucks), excavators, backhoes, compressors, pumps, trailers, compactors, and a crane (to install lights and beacons). Table 1 summarizes the calculated worst-case noise levels during construction with respect to the trailhead locations at the perimeter of the parking area.

Table 1 – Worst-Case Construction Noise Levels at Nearest Sensitive Receptors¹

Construction Phase	Approximate Distance to Nearest Receptor (trailheads) (feet)	Construction Noise Levels	
		dB L _{eq}	dBA L _{max}
Site Preparation, Trenching, Utilities	100-150	77.5	75.6
Install Equipment, Lighting, Signals	100-150	78.0	77.2
Tree Removal/Pruning	200+	67.9	71.9
Paving, Striping, Barrier, De-Mobilization	100-150	77.2	77.2

Source: Roadway Construction Noise Model (RCNM), Federal Highway Administration (FHWA) 2006

Table 1 shows that worst-case maximum levels might rise up to 78 dBA during short periods of time at the nearest sensitive receptor locations. As individuals leave the parking area and use the trails, construction noise levels will decline with distance from the construction noise source, and therefore the worst-case levels will only be experienced when visitors are leaving or arriving at the trailhead or parking lot. Noise levels will also vary as a function of the construction activity, as activities move from one location to another within the construction area. Because this project is limited to installation of signals, lighting, trenching for electrical connections, installation of equipment boxes, and limited grading and paving, this project would not require extended noise-intensive construction (such as concrete removal, demolition, or pile driving). There would be no construction activities near the beach, which is the destination for most people visiting Gray Whale Cove. Because construction noise would be temporary and intermittent, would not involve equipment that generates highly intensive noise levels, and would avoid the peak visitor season (summer months), project construction activities are not considered a significant impact that would affect continued visitor use or enjoyment of the Gray Whale Cove State Beach facilities.

Construction noise control measures would be required of the contractor. These would include:

- All construction equipment should conform to Section 14-8.02, Noise Control, of the latest Standard Specifications.
- Construction equipment will be limited to the Caltrans right-of-way, away from the trail heads on the eastern side of the parking area.
- Equip all internal combustion engine equipment with manufacturer recommended intake and exhaust mufflers that are in good condition and appropriate for the equipment.

¹ The nearest trailheads where each trail joins the parking area were used as worst-case sensitive receptor locations. These locations are within 100 to 200 feet of the proposed construction activities (the distance to the equipment staging area is about 100 feet from the trailheads, while the tree removal/trimming work would be about 200 feet of more).

Memo
Gray Whale Cove

- Unnecessary idling of internal combustion will be avoided or minimized.
- Pile driving activities are not planned or anticipated.

References Cited:

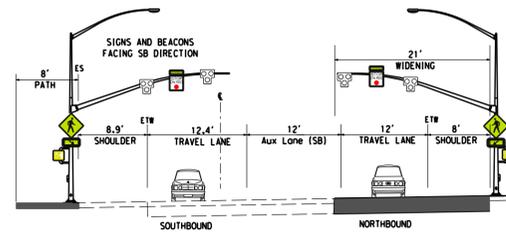
Federal Highway Administration (FHWA). 2006 (January). Roadway Construction Noise Model User's Guide. FHWA-HEP-05-054. Washington, DC.

GRAY WHALE COVE PEDESTRIAN ACCESS IMPROVEMENT PROJECT (PM 37.8/38.0) McNEE RANCH STATE PARK, HIGHWAY 1 ENVIRONMENTAL PHASE

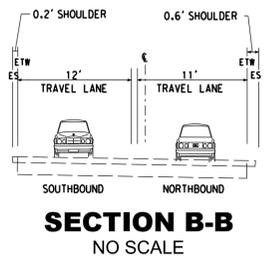


- LEGEND:**
- PROPOSED WIDENING
 - EXISTING ROADWAY
 - PROPOSED STRIPING
 - EXISTING STRIPING
 - PROPOSED SIGNAGE
 - EXISTING SIGNAGE
 - PROPOSED SIGNAGE
 - EXISTING STORM DRAIN
 - EXISTING PG&E UG ELECTRIC
 - EXISTING PG&E OH ELECTRIC
 - PROPOSED PG&E UG ELECTRIC
 - PROPOSED PG&E OH ELECTRIC
 - MANDATORY DESIGN EXCEPTION
 - CONTRACTOR'S LAYDOWN AREA

PROPOSED DESIGN EXCEPTIONS	
DESIGN STANDARD	CONDITION
M1 Mandatory 405.2(d) Non Standard Deceleration Length Standard: 50 mph Design Speed = 435 feet	Existing: No Crosswalk Proposed: 201 ft Standard: 435 feet
M2 Mandatory 203.2 Non Standard Curve Radius Standard: 50 mph Design Speed = 850 feet	Existing: 400 ft Proposed: 400 ft Standard: 850 ft
M3 Mandatory 302.1 Non Standard Shoulder Width Standard: 8 foot Shoulder	Existing NB: Varies from 0.6 to 6.5 ft Proposed NB: Varies from 0.6 to 8 ft Standard NB: 8ft
M4 Mandatory 201.1 Non Standard Stopping Sight Distance Standard: 50 mph Design Speed = 430 feet	Existing: 345 ft Proposed: 345 ft Standard: 430 ft
M5 Mandatory 202.2 Non Standard Superelevation Rate Standard: 12%	Existing: 6.7%, 700 ft Proposed: 6.7%, 700 ft Standard: 12%



SECTION A-A
NO SCALE
Push button activated hybrid beacon provides signalized crosswalk at mid-block location.



PRELIMINARY
FOR DISCUSSION PURPOSES ONLY

DESIGNATED PEDESTRIAN CROSSING PEDESTRIAN HYBRID BEACON (PHB)

FIGURE 1



100% TRANSPORTATION MANAGEMENT PLAN
January 17, 2019

Gray Whale Cove Pedestrian Access Improvement Project

04-SM-1-37.8/38.0

This Transportation Management Plan has been prepared under the direction of the following registered civil engineer.

Prepared by
REGISTERED CIVIL ENGINEER
Scott Kelsey, P.E.
AECOM
100 W. SAN FERNANDO STREET, SUITE 200
SAN JOSE, CA 95113
(408) 297-8415

DATE

Transportation Management Plan reviewed by:

TMP Coordinator

DATE

Gray Whale Cove Pedestrian Access Improvement Project

TABLE OF CONTENTS

1. PROJECT DESCRIPTION	1
2. CONSTRUCTION STAGING AND POTENTIAL IMPACTS.....	6
2.1 TEMPORARY LANE CLOSURES.....	6
2.2 ROLES AND RESPONSIBILITIES.....	6
3. TRANSPORTATION MANAGEMENT PLAN STRATEGIES.....	8
3.1 PUBLIC INFORMATION	8
3.1.1 Telephone Hotlines.....	8
3.1.2 Traveler Information System (Internet).....	8
3.1.3 County of San Mateo Community Outreach	8
3.1.4 Press Release	8
3.2 MOTORIST INFORMATION STRATEGIES	9
3.2.1 Changeable Message Signs (CMS)	9
3.2.2 Stationary Mounted Signs.....	9
3.3 INCIDENT MANAGEMENT	9
3.4 CONSTRUCTION STRATEGIES	10
3.4.1 Construction Access to Work Zones	10
3.4.2 Contingency Plan	10
3.4.3 Emergency Detour Plan.....	11
3.4.4 Emergency Notification Plan	11
4. TMP COORDINATION AND REVIEW	11

APPENDIX A PROJECT IMPROVEMENTS AND STAGE CONSTRUCTION PLANS

APPENDIX B TRAFFIC VOLUMES AND LANE CLOSURE CHARTS

APPENDIX C PROJECT ESTIMATE

1. PROJECT DESCRIPTION

San Mateo County in cooperation with the California Department of Transportation (Caltrans) proposes a pedestrian access improvement Project (Project) on State Route 1 in San Mateo County at Gray Whale Cove State Beach. The Project will add a pedestrian crosswalk across State Route 1, install pedestrian hybrid beacons, widen pavement for left turn lane and acceleration lane, relocate and improve the parking lot entrance, and install overhead lighting, overhead signs and roadside signs. The Project is located within existing Caltrans right-of-way except for utility connections. Areas outside of the Caltrans right-of-way are owned and managed by the California Department of Parks and Recreation. Figure 1 shows the Project location and layout.

The project was initially identified in the Highway 1 Safety and Mobility Improvement Study Phase 2. This study was completed in 2012 and adopted by the San Mateo County Board of Supervisors in November 2012.

The Project is included in the Metropolitan Transportation Commission's (MTC's) Regional Transportation Plan (RTP) Plan Bay Area 2040 under a larger corridor project called the "Highway 1 operational and safety improvements in County Midcoast (acceleration/deceleration lanes; turn lanes; bike lanes; pedestrian crossings; and trails)" (RTP ID 17-06-0020).

San Mateo County is the sponsor and California Environmental Quality Act (CEQA) lead agency for the Project. San Mateo County Transportation Authority (SMCTA) is the implementing agency for the design process while Caltrans will be the implementing agency for construction.

1.1 Location and Route Description

State Route 1 in San Mateo County is generally a two-lane undivided road (1-lane in each direction) with turn lanes at some locations. The recently constructed Tom Lantos Tunnel at Devils Slide is located to the north of the Project, and the community of Montara is to the south. In the vicinity of the Project, State Route 1 offers scenic views of the coast, with occasional vehicle pullouts, but is not a designated Scenic Highway at this location. The Project is within the California Coastal Zone.

State Route 1 is at an elevation of about 150 feet above sea level at the existing Gray Whale Cove State Beach parking lot located on the east side (northbound side) of State Route 1. This lot provides parking for the Gray Whale Cove State Beach and hiking trails. To access the State Beach, people park their cars in the crescent shaped parking area on the east side of

State Route 1 and walk across the highway to access the beach entrance on the west side of State Route 1. Other than one warning sign for a pedestrian crossing in the southbound direction, there are no other existing signs, crosswalks, or pavement markings at this location to aid pedestrians crossing State Route 1, or to warn on-coming vehicles of pedestrian presence.

State Route 1 is used as a regional bike route. In the immediate area of the project, the highway has paved shoulders that bicyclists use in both the northbound and southbound directions. The beach is not readily accessible by bikes due to the relatively steep path, stairway and unpaved trail.

1.2 Purpose and Need

The purpose of the proposed Project is to:

- Enhance pedestrian access across State Route 1 between Gray Whale Cove State Beach and the parking area.
- Improve vehicle access and vehicle turning movements entering and exiting State Route 1 at the Gray Whale Cove State Beach parking area.

Need

Within the Project limits, there is no designated highway crossing location available to users. A high volume of visitors frequent the area, especially on weekends. The existing parking lot at Gray Whale Cove State Beach is located on the opposite side of the highway from the coast, requiring pedestrians and bicyclists to cross State Route 1 and walk along the roadway shoulder to access points of attraction including the State Beach, hiking and biking trails. The presence of motorists traveling at high speeds through the Gray Whale Cove Beach area, and a lack of pedestrian facilities make crossing State Route 1 to access the State Beach challenging, especially during peak hours of traffic. The parking area is located between two curves. The limited available sight distance reduces the visibility for drivers approaching the curve. The Project is needed to:

- Provide a designated pedestrian crossing with a pedestrian and vehicular traffic control device.
- Promote drivers' awareness of a transition from open highway conditions to an area of increased pedestrian activity.
- Improve visibility of pedestrians and bicyclists crossing State Route 1.
- Minimize traffic backups on State Route 1 caused by traffic movements into and out of the parking lot area.

1.3 Proposed Project/ Improvements

The proposed project would include the following improvements as part of its design as shown in the exhibit included in Appendix A:

- Provide marked crosswalk with Pedestrian Hybrid Beacon (PHB);
- Provide programmed controller to control number of pedestrian activations per hour;
- Install advanced warning signs and loop detectors for the proposed PHB;
- Install pavement markings;
- Install overhead lighting;
- Improve parking lot driveway ingress/egress by providing the southbound left-turn pocket lane, acceleration lane, pavement markings and signs.



Project Vicinity Map

The proposed schedule identifies environmental clearance by approximately February 2019 and construction to be accomplished within a three-month timeframe during the 2019 construction season (April to November). The estimated construction cost of this project is \$1.43M.

Higher traffic is expected in the project area during the weekend and holidays. Based on 24-hour Traffic Volumes collected from Year 2017, the maximum daily volume within the study area on Highway 1 in the northbound direction is approximately 9,012 vehicles per day (vpd), and approximately 9,442 vpd in the southbound direction.

Construction activities can create significant additional traffic delay and safety concerns on already congested highways during construction. Planning work activities and balancing traffic demand with highway capacity becomes more critical during construction or maintenance. In order to prevent unreasonable traffic delays resulting from planned work, Transportation Management Plans (TMPs) must be carefully developed and implemented in order to maintain acceptable levels of service and safety during all work activities on the state highway system.

A TMP is a method for minimizing activity-related traffic delay and accidents by the effective application of traditional traffic handling practices and an innovative combination of public and motorist information, demand management, incident management, system management, construction strategies, alternate routes and other strategies. TMP share the common goal of congestion relief during the project period by managing traffic flow and balancing traffic demand with highway capacity through the project area, or by using the entire corridor.

Department Deputy Directive 60 (DD-60) titled Transportation Management Plans requires TMPs and contingency plans for all state highway activities. The Department minimizes motorist delays when implementing projects or performing other activities on the state highway system. This is accomplished without compromising public or worker safety, or the quality of the work being performed. TMPs, including contingency plans, are required for all construction, maintenance, encroachment permit, planned emergency restoration, locally or specially-funded, or other activities on the state highway system. As per the department guidelines major lane closures are those that are expected to result in significant traffic impacts despite the implementation of TMPs. Significant traffic impact is 15 minutes above normal recurring traffic delay on the existing facility or the delay threshold set by the District Traffic Manager (DTM), whichever is less. Contingency Plans address specific actions that will be taken to restore or minimize effects on traffic

when congestion or delays exceed original estimates due to unforeseen events such as work-zone accidents, higher than predicted traffic demand, or delayed lane closures.

2. CONSTRUCTION STAGING AND POTENTIAL IMPACTS

2.1 Temporary Lane Closures

Equipment and materials will have to be temporarily staged during construction. It is anticipated that staging areas will be needed at the Gray Whale Cove State Beach parking lot within Caltrans right-of-way; the total area is estimated to be 2,200 square feet and will be temporarily fenced off for use by the contractor. This will temporarily reduce the available parking area during construction. Work on or adjacent to the State Route 1 will involve periods of time when flagmen will have to close one of the travel lanes. The length of the closure is the entire study area limit (which is less than a mile). Flagger method cannot be used because of the curve and sight distance issues. Flag transfer method or pilot car method can be used, and vehicles may not be stopped for more than 5 minutes in each direction. This work will be coordinated with Caltrans and State Parks, will avoid weekends and holidays, and signs will be posted and information made available informing the public about the Project and the construction schedule.

The project Stage Construction Plans are attached in Appendix A, and proposed lane closure charts and traffic volumes are included in Appendix B.

2.2 Roles and Responsibilities

The roles and responsibilities/TMP cost estimate for the Project are shown in Table 1.

TMP Checklist and Project Cost Estimate are included in Appendix C.

TABLE 1 - Roles and Responsibilities / TMP Cost Estimate

No.	Transportation Management Measure	Responsible Agency	Action Required	Cost	Comments
1	COZEEP	CHP	Increase CHP presence during freeway closures	\$7.5 K	Included in PS&E
2	Construction Area Signs	Contractor	Provide warning information to motorists.	\$5 K	Included in PS&E
3	Changeable Message Signs	Contractor	Provide portable CMSs announcing delays, detours, and upcoming construction. Message content and deployment supervised by RE.	\$15 K	Included in PS&E
4	Press releases	Caltrans, County of San Mateo	Provide project and construction information through media.	\$10 K	Included in PS&E
5	Telephone Hotline	Caltrans, County of San Mateo	Provide construction information to public by TRAVINFO operated by Caltrans and County Telephone Hotline for the Project.	See notes*	No additional cost
6	Traveler Information System	Caltrans	Provide real time traffic information on Caltrans' website.	See notes*	No additional cost
7	County of San Mateo Community Outreach	County of San Mateo	Provide up to date project information on County website.	See notes*	No additional cost
8	Maintain Traffic	Caltrans	Provide Flagging and Traffic Handling Equipment	\$5 K	Included in PS&E
9	Late Lane Closure Pick Up	Contractor	When lane closures are not picked up in adherence with contact document lane closure charts-cost per SSP 12-4.03	\$1 K/10 minutes of delay	Costs for late lane openings of lane closure
Total				\$42.5 K	

Note: * = Items 5, 6, 7 are included in Item 4.

3. TRANSPORTATION MANAGEMENT PLAN STRATEGIES

This section describes possible TMP strategies to mitigate construction-related traffic delays. The TMP strategies are of a general nature and mitigate the overall level of congestion. The course of TMP action can be grouped into four broad transportation management strategies:

- Public Information
- Motorist Information Strategies
- Incident Management
- Construction Strategies

Traffic management strategies that require action by the construction contractor presented in detail in the special provisions. Traffic management strategies that are to be implemented by County of San Mateo appear only in the TMP and are not included in the contract Technical Specifications.

3.1 Public Information

3.1.1 Telephone Hotlines

Through a recorded message, the hotline will provide information about detours, closures and other construction related information. At a minimum, hot line recordings will include a brief description of ongoing or imminent construction activity, hours of impact and detours.

3.1.2 Traveler Information System (Internet)

The message provided via telephone hotlines will be posted on the Caltrans and TravInfo website, in addition to real time traffic information.

3.1.3 County of San Mateo Community Outreach

Provide up to date project information on the City of Redwood City's website and via Telephone Hotline.

3.1.4 Press Release

Project and construction information will be released to the press through Caltrans Public Information Office.

3.2 Motorist Information Strategies

The motorist information system is intended to provide advance notice regarding potential delays and/or available or lane and intersection approach closures during construction throughout the project. The strategies include two measures: Changeable Message Signs (CMS) and Stationary Mounted Signs.

3.2.1 Changeable Message Signs (CMS)

The function of Changeable Message Signs (CMS) is to alert drivers to changing travel conditions in the construction zone such as congestion and to improve their opportunity to change routes or adjust travel plans. CMS's can also be used to announce upcoming lane or street closures. Messages should conform to Caltrans guidelines. The Project Construction Manager (CM) is responsible for monitoring message content and CMS deployment. At least one portable CMS should be utilized for every lane and/or street closure. A contract item has been provided in the PS&E package requiring the Contractor to furnish these CMS signs.

3.2.2 Stationary Mounted Signs

Stationary mounted construction and warning signs provide information about immediate road conditions to motorists. The Project Construction Manager may provide input regarding numbers and types of signs needed. The PS&E package has incorporated stationary mounted construction and warning signs.

3.3 Incident Management

The incident detection and response system include the Construction Zone Enhanced Enforcement Program (COZEEP).

The COZEEP program involves the presence of the California Highway Patrol (CHP) in the construction zone, providing enforcement of speed restriction and for a faster incident response.

It is recommended that a COZEEP program be established. Enhanced enforcement would most likely be used during lane closures but could be invoked at other times at the discretion of the CM. The total COZEEP cost for the project is estimated to be approximately \$7,500.

3.4 Construction Strategies

Construction strategies are implemented for projects regardless of whether a TMP is prepared. One of the primary considerations in planning and staging construction projects is to minimize the impact of the construction activity on traffic circulation. The manner in which construction is staged is the first strategy employed to minimize disruption to traffic through the construction zone and of adjacent neighborhoods. One of the key features of stage construction is scheduling work to minimize impacts to traffic by the provision of alternate routes.

3.4.1 Construction Access to Work Zones

To avoid any potential unsafe access to the freeway from the construction zones, the Contractor will be required to prepare and submit a plan that addresses access of construction equipment to work zones. Ingress and egress of construction trucks will be regulated when exiting and entering the work areas to and from Highway 1 within the project limits.

3.4.2 Contingency Plan

The contractor will be required to submit a contingency plan for reopening closures to public traffic, at least one week prior closure, or any critical operation identified by the CM for each construction project. The traffic control plan shall contain a detailed contingency plan to ensure opening of the roadway by the designated time. During construction activities requiring roadway closures, the contractor shall provide appropriate personnel to monitor activities and make decisions regarding activation of contingency plans. As soon as it becomes evident during any construction activity that it will not be possible to complete that activity and remove the closure at the designated time, that activity shall be halted and postponed until a later date.

The contingency plan shall identify key operational decision points with a timeline listing the expected completion time of each critical path activity. Clearly defined trigger points shall be identified with each critical path activity to establish when the contingency plan will be activated. The plan will list and describe any and all standby equipment and secondary material suppliers, and be available to complete the operations in the event of equipment failure, unexpected loss of material, or unexpected uselessness of material.

A decision tree with clearly defined lines of communication and authority shall be provided in the contingency plan by the contractor. For each construction project, the names, telephone numbers and cell phone numbers of the Contractor's Project Manager, Local Authority's CM, Caltrans Permit and/or Construction Oversight Resident Engineer / Senior Engineer, District 4 Traffic Management Center, CHP Area Commander, Emergency Services, and other

applicable personnel shall be provided. Appropriate communication equipment will be provided and procedures established to communicate between each other during the entire construction period, especially whenever emergency events happen.

3.4.3 Emergency Detour Plan

In coordination with Caltrans and local jurisdiction, emergency service routes within the project area will be identified as field conditions require and as per the Contractor. Typically, emergency detour routes serve hospitals, fire/police stations, emergency shelters, command centers and other facilities that provide essential services in times of emergencies, either natural or man-made. Emergency response agencies will be notified in advance prior to any change in traffic control that can affect the agency. Any planned closures or interruptions on designated emergency service routes will be notified and coordinated with appropriate emergency service providers by the Contractor.

3.4.4 Emergency Notification Plan

The Contractor will be required to submit an emergency notification plan one month before the start of construction activities for the project. The emergency notification plan shall identify the persons to be contacted in case of emergency. The plan should provide the name, contact numbers, and their responsibilities. The plan should also identify the telephone numbers of the potential organizations and contacts in the event of an emergency. Upon notification of the occurrence of an emergency situation requiring response, the involved organizations will implement their respective emergency plan and procedures.

4. TMP COORDINATION AND REVIEW

Local authorities including the MTC, County of San Mateo and Caltrans will work closely with the contractor on all stages of construction. The staffs from the local authorities are to be notified of any expected conflicting lane closures in advance of the actual closure and local authority staffs, together with the Contractors, will discuss potential conflicts in closures and options for mitigating the conflict. However, it is the Contractors' responsibility to coordinate their work and resolve the issue regarding closures.

It is expected that a focal person for TMP coordination will be appointed by the CM for each construction project and be stationed at the construction office. The TMP coordinator will be coordinating meeting and closure requests under direction of the CM for each construction project. The rules and responsibility of a TMP coordinator include:

1. The TMP coordinator will gather and disseminate the lane closures information and identify conflicts and lead coordination meetings.
2. The TMP coordinator will conduct mandatory TMP coordination meetings weekly with the CM and Contractor to discuss coordination of conflicts and future planned closures. The mandatory coordination meetings should be attended by representatives of all stake holder such as project CM's, local agency representatives, and Contractors (Prime/Sub) that are doing work that is impacting traffic. They shall be able to answer questions regarding operations and possible solutions to conflicts that will not impact traffic or their operation.

APPENDIX A
PROJECT IMPROVEMENTS AND STAGE
CONSTRUCTION PLANS

GRAY WHALE COVE PEDESTRIAN ACCESS IMPROVEMENT PROJECT (PM 37.8/38.0) McNEE RANCH STATE PARK, HIGHWAY 1 ENVIRONMENTAL PHASE

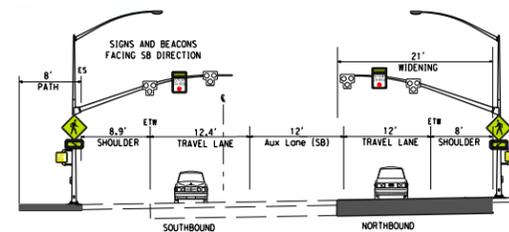


LEGEND:

- PROPOSED WIDENING
- EXISTING ROADWAY
- PROPOSED STRIPING
- PROPOSED SIGNAGE
- EXISTING STORM DRAIN
- EXISTING PG&E UG ELECTRIC
- EXISTING PG&E OH ELECTRIC
- PROPOSED PG&E UG ELECTRIC
- MANDATORY DESIGN EXCEPTION
- CONTRACTOR'S LAYDOWN AREA

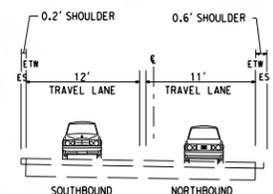
PROPOSED DESIGN EXCEPTIONS

DESIGN STANDARD	CONDITION	
(M1) Mandatory 405.2(d) Non Standard Deceleration Length Standard: 50 mph Design Speed = 435 feet	Existing: No Crosswalk Proposed: 201 ft Standard: 435 ft	
(M2) Mandatory 203.2 Non Standard Curve Radius Standard: 50 mph Design Speed = 850 feet	Existing: 400 ft Proposed: 400 ft Standard: 850 ft	Existing: 700 ft Proposed: 700ft Standard: 850 ft
(M3) Mandatory 302.1 Non Standard Shoulder Width Standard: 8 foot Shoulder	Existing NB: Varies from 0.6 to 6.5 ft Standard NB: 8ft	Existing SB: Varies from 6.5 to 7.9 ft Proposed SB: Varies from 6.5 to 7.9 ft Standard SB: 8ft
(M4) Mandatory 201.1 Non Standard Stopping Sight Distance Standard: 50 mph Design Speed = 430 feet	Existing: 345 ft Proposed: 345 ft Standard: 430 ft	Proposed: 261 ft Standard: 430 ft
(M5) Mandatory 202.2 Non Standard Superelevation Rate Standard: 12%	Existing: 6.7%, 700 ft Proposed: 6.7%, 700 ft Standard: 12%	



SECTION A-A
NO SCALE

Push button activated hybrid beacon provides signalized crosswalk at mid-block location.



SECTION B-B
NO SCALE

PRELIMINARY
FOR DISCUSSION PURPOSES ONLY

DESIGNATED PEDESTRIAN CROSSING PEDESTRIAN HYBRID BEACON (PHB)

FIGURE 1

In order to reduce duplication and wasteful paper consumption, please refer to Attachment A of this report for the 100% project plans.

APPENDIX B
TRAFFIC VOLUMES AND LANE CLOSURE CHARTS

EXISTING (2017) VOLUMES

1. ON CABRILLO HIGHWAY (HWY-1) NORTH OF GRAY WHALE COVE PARKING LOT

NB																										
Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr Total	
Date / Day	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400		
Monday	11/13/2017	29	22	11	19	49	162	447	782	590	493	463	396	414	482	461	459	389	408	343	207	143	89	73	54	6,985
Tuesday	11/14/2017	21	7	13	18	51	171	462	832	575	585	481	403	444	429	421	451	482	512	354	242	147	144	91	58	7,394
Wednesday	11/15/2017	22	14	14	15	66	172	425	792	629	553	486	450	389	418	422	419	439	418	398	228	143	116	86	46	7,160
Thursday	11/16/2017	19	12	17	17	52	171	431	813	603	569	483	427	417	422	422	435	460	465	377	235	142	120	84	54	7,247
Monday-Thursday (Highest)		29	22	17	19	66	172	462	832	629	585	486	450	444	482	461	459	482	512	398	242	147	144	91	58	7,394
Friday	11/17/2017	22	15	17	17	59	171	400	768	616	547	485	491	560	604	610	650	728	639	420	242	189	159	116	79	8,604
Saturday	11/18/2017	44	34	24	16	39	96	242	433	426	465	506	643	666	694	735	771	821	732	529	347	246	212	169	122	9,012
Sunday	11/12/2017	62	47	29	12	27	34	97	171	266	367	570	619	690	710	751	811	833	753	481	306	218	147	88	70	8,159
SB																										
Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr Total	
Monday	11/13/2017	38	23	19	10	12	60	161	270	353	392	417	437	506	512	537	598	721	740	536	399	269	208	146	91	7,455
Tuesday	11/14/2017	31	24	13	15	20	60	151	300	344	369	421	508	482	496	566	721	740	752	703	434	316	268	171	107	8,012
Wednesday	11/15/2017	39	25	14	11	19	55	141	268	360	363	365	404	428	460	502	613	751	752	624	460	301	247	149	96	7,447
Thursday	11/16/2017	40	30	21	14	19	36	128	266	324	305	336	377	412	416	468	588	760	670	612	488	295	240	224	122	7,191
Monday-Thursday (Highest)		40	30	21	15	20	60	161	300	360	392	421	508	506	512	566	721	760	752	703	488	316	268	224	122	8,012
Friday	11/17/2017	78	33	12	9	20	55	142	275	323	379	425	539	506	622	658	753	824	810	658	458	317	248	241	149	8,534
Saturday	11/18/2017	105	52	44	25	21	64	146	219	391	562	684	841	840	888	841	850	766	559	402	289	241	221	228	163	9,442
Sunday	11/12/2017	69	65	37	23	25	71	127	179	281	458	613	831	849	835	810	780	626	537	374	284	218	170	131	84	8,477
Total - Both Directions																										
Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr Total	
Monday-Thursday (Highest)	69	52	38	34	86	232	623	1132	989	977	907	958	950	994	1027	1180	1242	1264	1101	730	463	412	315	180	15,406	
Friday	100	48	29	26	79	226	542	1043	939	926	910	1030	1066	1226	1268	1403	1552	1449	1078	700	506	407	357	228	17,138	
Saturday	149	86	68	41	60	160	388	652	817	1027	1190	1484	1506	1582	1576	1621	1587	1291	931	636	487	433	397	285	18,454	
Sunday	131	112	66	35	52	105	224	350	547	825	1183	1450	1539	1545	1561	1591	1459	1290	855	590	436	317	219	154	16,636	

Replace *Reserved* in section 12-4.02C(3)(k) with:

Comply with the requirements for the conventional highway lane closures shown in the following chart:

Chart No. K1																									
Conventional Highway Lane Requirements																									
County: SM										Route/Direction: SR-1/ Both NB and SB										Post Mile: 37.80-38.10					
Closure limits: Gray Whale Cove State Beach and Hiking Trails Parking Area																									
Hour	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mon– Thu	R	R	R	R																		R	R	R	R
Fri	R	R	R	R																			R	R	R
Sat	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Sun	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Legend:																									
<input type="checkbox"/> R	Provide at least 1 through traffic lane not less than 10 feet in width for use by both directions of travel. (Reversing Control)																								
<input type="checkbox"/> N	No work is allowed.																								
<input type="checkbox"/>	Work is allowed within the highway where a shoulder or lane closure is not required.																								
REMARKS:																									

APPENDIX C
PROJECT ESTIMATE AND TMP CHECKLIST

PRELIMINARY ESTIMATE OF COST

**IN SAN MATEO COUNTY IN MONTARA ON ROUTE 1 FROM 0.6 MILE NORTH OF MONTARA MOUNTAIN TRAILHEAD
TO 0.6 MILE SOUTH OF TOM LANTOS TUNNELS**

Dist-Co-Rte-PM
04-SM-1-37.8/38.0

Gray Whale Cove Pedestrian Access Improvement Project
COMBINED ESTIMATE

DATE 1/15/2019
SOURCE OF FUNDS

100% PS&E Submittal

Item No.	Item Code	Item Description	Unit	Estimated Quantity	Unit Price	Item Total
1	070030	Lead Compliance Plan	LS	1	\$ 2,000.00	\$ 2,000
2	100100	Develop Water Supply	LS	1	\$ 2,000.00	\$ 2,000
3	120090	Construction Area Signs	LS	1	\$ 5,000.00	\$ 5,000
4	120100	Traffic Control System	LS	1	\$ 10,000.00	\$ 10,000
5	120165	Channelizer (Surface Mounted)	EA	5	\$ 75.00	\$ 375
6	128652	Portable Changeable Message Sign (LS)	LS	1	\$ 15,000.00	\$ 15,000
7	129000	Temporary Railing (Type K)	LF	1,100	\$ 10.00	\$ 11,000
8	129100	Temporary Crash Cushion Module	EA	14	\$ 230.00	\$ 3,220
9	129101A	Temporary Alternative Crash Cushion	EA	2	\$ 231.00	\$ 462
10	130100	Job Site Management	LS	1	\$ 30,000.00	\$ 30,000
11	130200	Prepare Water Pollution Control Plan	LS	1	\$ 5,000.00	\$ 5,000
12	130505	Move-In/Move-Out (Temporary Erosion Control)	EA	2	\$ 1,500.00	\$ 3,000
13	130530	Temporary Hydraulic Mulch (Bonded Fiber Matrix)	SQYD	82	\$ 1.50	\$ 123
14	130570	Temporary Cover	SQYD	100	\$ 5.00	\$ 500
15	130620	Temporary Drainage Inlet Protection	EA	5	\$ 150.00	\$ 750
16	130640	Temporary Fiber Roll	LF	230	\$ 2.50	\$ 575
17	130680	Temporary Silt Fence	LF	500	\$ 4.00	\$ 2,000
18	130710	Temporary Construction Entrance	EA	4	\$ 3,200.00	\$ 12,800
19	130730	Street Sweeping	LS	1	\$ 4,000.00	\$ 4,000
20	130900	Temporary Concrete Washout	LS	1	\$ 5,000.00	\$ 5,000
21	141103	Remove Yellow Thermoplastic Traffic Stripe (Hazardous Waste)	LF	760	\$ 7.00	\$ 5,320
22	141120	Treated Wood Waste	LB	3,630	\$ 20.00	\$ 72,600
23	170103	Clearing And Grubbing (LS)	LS	1	\$ 5,000.00	\$ 5,000
24	190101	Roadway Excavation	CY	910	\$ 140.00	\$ 127,400
25	203026	Move-In/Move-Out (Erosion Control)	EA	2	\$ 700.00	\$ 1,400
26	210610	Compost (CY)	CY	30	\$ 242.00	\$ 7,260
27	210630	Incorporate Materials	SQFT	2,420	\$ 0.70	\$ 1,694
28	210270	Rolled Erosion Control Product (Netting)	SQFT	2,420	\$ 2.00	\$ 4,840
29	210300	Hydromulch	SQFT	2,420	\$ 0.30	\$ 726
30	210350	Fiber Rolls	LF	640	\$ 6.00	\$ 3,840
31	210430	Hydroseed	SQFT	2,420	\$ 0.50	\$ 1,210
32	260203	Class 2 Aggregate Base (CY)	CY	610	\$ 205.00	\$ 125,050
33	390132	Hot Mix Asphalt (Type A)	TON	340	\$ 250.00	\$ 85,000
34	394074	Place Hot Mix Asphalt Dike (TYPE C)	LF	250	\$ 10.00	\$ 2,500
35	394077	Place Hot Mix Asphalt Dike (TYPE F)	LF	260	\$ 14.00	\$ 3,640
36	394078A	Place Hot Mix Asphalt Dike (TYPE F Mod)	LF	230	\$ 16.00	\$ 3,680
37	398100	Remove Asphalt Concrete Dike	LF	420	\$ 4.50	\$ 1,890
38	568064	Guard Post	EA	16	\$ 400.00	\$ 6,400

Item No.	Item Code	Item Description	Unit	Estimated Quantity	Unit Price	Item Total
39	730070	Detectable Warning Surface	SQFT	15	\$ 45.00	\$ 675
40	731502	Minor Concrete (Miscellaneous Construction)	CY	62	\$ 990.00	\$ 61,380
41	800103	Temporary Fence (TYPE CL-6)	LF	300	\$ 13.00	\$ 3,900
42	810120	Remove Pavement Marker	EA	66	\$ 5.00	\$ 330
43	810230	Pavement Marker (Retroreflective)	EA	110	\$ 4.00	\$ 440
44	820134	Object Marker (Type P)	EA	7	\$ 50.00	\$ 350
45	820630	Relocate Roadside Sign (Wood Post)	EA	10	\$ 400.00	\$ 4,000
46	820750	Furnish Single Sheet Aluminum Sign (0.063"-Unframed)	SQFT	130	\$ 9.50	\$ 1,235
47	820840	Roadside Sign - One Post	EA	5	\$ 300.00	\$ 1,500
48	820860	Install Sign (Strap And Saddle Bracket Method)	EA	12	\$ 96.00	\$ 1,152
49	832007	Midwest Guardrail System (Wood Post)	LF	440	\$ 38.00	\$ 16,720
50	832070	Vegetation Control (Minor Concrete)	SQYD	260	\$ 114.00	\$ 29,640
51	839581	End Anchor Assembly (Type SFT)	EA	4	\$ 890.00	\$ 3,560
52	839584	Alternative In-Line Terminal System	EA	4	\$ 3,940.00	\$ 15,760
53	839752	Remove Guardrail	LF	400	\$ 15.00	\$ 6,000
54	840516	Thermoplastic Pavement Marking (Enhanced Wet Night Visibility)	SQFT	710	\$ 6.00	\$ 4,260
55	840655	Paint Traffic Stripe (1-Coat)	LF	2,730	\$ 0.65	\$ 1,775
56	840665	Paint Pavement Marking (1-Coat)	SQFT	210	\$ 3.00	\$ 630
57	840666	Paint Pavement Marking (2-Coat)	SQFT	230	\$ 13.00	\$ 2,990
58	846007	6" Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility)	LF	3,670	\$ 3.50	\$ 12,845
59	846020	Remove Painted Traffic Stripe	LF	2,930	\$ 1.50	\$ 4,395
60	846030	Remove Thermoplastic Traffic Stripe	LF	1,490	\$ 1.00	\$ 1,490
61	870009	Maintaining Existing Traffic Management System Elements During Construction	LS	1	\$ 1,000.00	\$ 1,000
62	870800	Pedestrian Hybrid Beacon Systems	LS	1	\$ 317,000.00	\$ 317,000
63	871400	Radar Speed Feedback Sign Systems	LS	1	\$ 54,000.00	\$ 54,000
64	999990	Mobilization	LS	1	\$ 127,000.00	\$ 127,000
CONSTRUCTION TOTAL						1,250,000

Item No.	Item Code	Item Description	Unit	Estimated Quantity	Unit Price	Item Total
----------	-----------	------------------	------	--------------------	------------	------------

SUPPLEMENTAL WORK ITEMS

1	066041		Bird Protection	LS	1	\$2,000	\$ 2,000
2	066070		Maintain Traffic	LS	1	\$5,000	\$ 5,000
3	066101		Dust Palliative	LS	1	\$2,000	\$ 2,000
4	066103		Maintain Existing Planted Areas	LS	1	\$2,000	\$ 2,000
5	066595		Water Pollution Control Maintenance sharing	LS	1	\$10,000	\$ 10,000
6	066596		Additional Water Pollution Control	LS	1	\$10,000	\$ 10,000
7	066610		Partnering	LS	1	\$5,000	\$ 5,000
8	066670		Payment Adjustments For Price Index Fluctuations	LS	1	\$10,000	\$ 10,000
9	066919		Dispute Resolution Board	LS	1	\$5,000	\$ 5,000
TOTAL SUPPLEMENTAL WORK ITEMS							51,000

DEPARTMENT FURNISHED MATERIALS AND EXPENSES

1	066062		COZEEP Contract	LS	1	\$7,500	\$ 7,500
2	066063		Traffic Management Plan - Public Information	LS	1	\$10,000	\$ 10,000
3	66841		Traffic Controller Assembly	LS	1	\$30,000	\$ 30,000
4	66842A		Battery Backup System	LS	1	\$6,000	\$ 6,000
5	066893		Utility Service	LS	1	\$2,000	\$ 2,000
6	066901		Water Expenses	LS	1	\$2,000	\$ 2,000
TOTAL DEPARTMENT FURNISHED MATERIALS AND EXPENSES							\$ 57,500

SUB TOTAL CONSTRUCTION COST	\$ 1,358,500
CONTINGENCY (5%)	\$ 70,000
TOTAL CONSTRUCTION COST(2019 Dollars)	\$ 1,430,000

DISTRICT 4 TRANSPORTATION MANAGEMENT PLAN CHECKLIST (REV 12/10/12)

**** This checklist is to be signed and a copy be included in the Resident Engineer file ****

EA/Project ID	EA# 04-1Q1301/ ID# 0418000207	Co.-Rte-PM:	SM-1-37.8/38.0
Project Engineer:	Jason Hom, AECOM, Atif Abrar, CT	Description:	Gray Whale Cove Pedestrian Access Improvement Project
Date Prepared:	1/16/19	Construction Cost:	\$1.43 Million Working Days: 60

Check each box and reference your attachments to the item(s) number(s) shown on the list.

Required	Not required	Not Applicable	COMMENTS
----------	--------------	----------------	----------

1.0 Public Information

- 1.1 Public Awareness Campaign
- 1.2 Other Strategies

x			\$10,000 in BEES
	x		

2.0 Motorist Information Strategies

- 2.1 Changeable Message Signs
- 2.2 Construction Area Signs
- 2.3 Highway Advisory Radio (fixed and mobile)
- 2.4 Planned Lane Closure Web Site
- 2.5 Caltrans Highway Information Network (CHIN)

x			\$15,000 in BEES
x			\$5,000 in BEES
	x		
x			Construction to provide info to TMC/DTM
x			Construction to provide info to TMC

3.0 Incident Management

- 3.1 COZEEP
- 3.2 Tow Truck/Freeway Service Patrol

x			\$7,500 in BEES
	x		

4.0 Construction Strategies

- 4.1 Lane/Ramp Closures Charts
 - 4.1.1 Constructability Review
 - 4.1.2 Detour through local street
- 4.2 Full Facility Closure
- 4.3 Coordination with adjacent construction
- 4.4 Contingency Plan
 - 4.4.1 Contractor Cont. Plan
 - 4.4.2 Emergency Detour Plan
 - 4.4.3 Emergency Notification Plan
- 4.5 SSP 12-4.03 and Others
- 4.6 A+B Bidding Provisions
- 4.7 Other Strategies:
 - One way traffic control (flagger/signal)
 - Maintain Traffic and Detour/Temporary Traffic Screen

x			Night time Highway 1 lane closure using reversible control
	x		Not required (Minor project)
	x		
	x		
	x		No adjacent projects identified
x			
x			Construction to provide upon engineer's request
x			Construction/Contractor to provide
x			Construction/Contractor to provide
x			Damage Clause Recommendation. Request in progress
	x		Not used
	x		
	x		None proposed
x			\$5,000 in BEES

5.0 Anticipate Delays

- 5.1 Lane Closure Review Committee
(for anticipated delays over 15 minutes)
- 5.2 Full (directional) freeway closures

	x		
	x		

5.3 Minimal delay anticipated -

- 5.4 For detailed discussion, see TMP report
- 5.5 TMP categories

yes no If no, explain additional measures on attached sheet.

yes no

Blanket TMP Minor TMP Major TMP

TMP Manager, Julianna Gum

Project Manager, Scott C. Kelsey(AECOM)

1/17/2019

Date:



County of San Mateo - Planning and Building Department

ATTACHMENT C



United States Department of the Interior



In Reply Refer to:
08ESMF00-
2019-F-1730-1

FISH AND WILDLIFE SERVICE
Sacramento Fish and Wildlife Office
2800 Cottage Way, Suite W-2605
Sacramento, California 95825-1846

Mr. Christopher Caputo
California Department of Transportation
Environmental Division, MS-8A
111 Grand Avenue
Oakland, California 94612

AUG 07 2019

Subject: Formal Consultation on the State Route 1 Gray Whale Cove Pedestrian Access Improvement Project, San Mateo County, California (Caltrans EA 1Q130)

Dear Mr. Caputo:

This letter is in response to the California Department of Transportation's (Caltrans) March 5, 2019, request to initiate formal consultation with the U.S. Fish and Wildlife Service (Service) on the proposed State Route (SR) 1 Gray Whale Cove Pedestrian Access Improvement Project (proposed action) in San Mateo County, California. You provided a Biological Assessment for the project on January 8, 2019, and provided revised consultation requests on March 5, 2019 and July 12, 2019. At issue are the proposed project's effects on the federally threatened California red-legged frog (*Rana draytonii*), its critical habitat, and the federally endangered San Francisco garter snake (*Thamnophis sirtalis tetrataenia*). Critical habitat has not been designated for the San Francisco garter snake. This response is provided under the authority of the Endangered Species Act of 1973, as amended (16 U.S.C. § 1531 et seq.) (Act), and in accordance with the implementing regulations pertaining to interagency cooperation (50 CFR 402).

Fixing America's Surface Transportation Act (FAST Act) was signed into law on December 4, 2015. Providing funding from 2016 to 2020, the FAST Act includes provisions to promote streamlined and accelerated project delivery. Caltrans is approved to participate in the FAST Act project delivery program through the National Environmental Policy Act (NEPA) Assignment Memorandum of Understanding (MOU). The MOU allows Caltrans to assume the Federal Highway Administration's (FHWA) responsibilities under NEPA as well as FHWA's consultation and coordination responsibilities under federal environmental laws for most highway projects in California. Caltrans is exercising this authority as the federal nexus for section 7 consultation on this project.

The federal action we are consulting on includes the modification and addition of infrastructure to improve safe public access between the Gray Whale Cove State Beach parking lot on the east side of SR 1 and the coastline portion of the State Beach on the west side of SR 1. Caltrans submitted a Biological Assessment (BA) and additional information for our review and requested concurrence with the findings presented therein. Caltrans concluded that the proposed action may affect, and is likely to adversely affect the California red-legged frog and the San Francisco garter snake; and is not likely to adversely affect California red-legged frog critical habitat.

In considering your request, we based our evaluation on the following: (1) Caltrans' March 5, 2019, request for consultation along with their December 2018, BA; (2) Caltrans' March 5, 2019, response to the Service's February 4, 2019, electronic mail (e-mail) message; (3) Caltrans' July 12, 2019 e-mail message; (4) additional project information provided on July 19, 2019; (5) previous consultations completed in the general vicinity; and (6) other information available to the Service.

The Service agrees with Caltrans' determination that the proposed action is not likely to adversely affect designated critical habitat for the California red-legged frog. The entirety of the proposed 1.5-acre action area is located within the listed frog's SNM-1 Critical Habitat Unit. The majority of the proposed footprint is located within existing hardscape and the project will result in the addition of approximately 0.31 acre of hardscape that will be distributed along the outside edge of the existing road shoulder. An additional area extending approximately 300 feet from the proposed project footprint will be subject to project action-related noise and visual disturbance. The permanent addition of 0.31 acre of hardscape, linearly distributed along the existing SR 1 road shoulder, and temporary construction-related disturbance are unlikely to result in adverse effects to the functions of the primary constituent elements within the unit.

The remainder of this document provides our biological opinion (BO) on the effects of the proposed action on the California red-legged frog and the San Francisco garter snake.

Consultation History

January 8, 2019	The Service received a January 3, 2019, request for informal consultation from Caltrans along with a December 2018 BA.
February 4, 2019	The Service sent Caltrans an e-mail message requesting additional information needed to complete the requested consultation. The message was the equivalent of a 30-day letter.
March 5, 2019	The Service received Caltrans' e-mail response to the Service's February 4, 2019, information request. Caltrans' response provided additional information and a revised request to initiate formal consultation for the California red-legged frog.
April 25, 2019	The Service received notice from Caltrans that continued consultation is on hold.
June 13, 2019	The Service received notice from Caltrans that the consultation had been reactivated.
July 12, 2019	The Service received an e-mail message from Caltrans requesting that the consultation include the San Francisco garter snake.
July 19, 2019	The Service received additional information from Caltrans concerning the acreage of the proposed project footprint.

BIOLOGICAL OPINION

Description of the Action

In conjunction with the San Mateo County Transportation Authority, San Mateo County, and California State Parks, Caltrans District 4 proposes to implement several modifications to improve access to the Gray Whale Cove State Beach parking lot off of SR 1 and the pedestrian crossing from the parking lot across SR 1 to the beach. The proposed action includes the addition of a pedestrian crosswalk on SR 1; pedestrian hybrid beacons; widening pavement for the addition of a left turn lane and an acceleration lane; relocation and improvement of the parking lot entrance; as well as installation of associated overhead lighting, overhead signs and roadside signs.

Proposed construction will include the following components.

1. *Modify parking lot access.* Access from SR 1 to the Gray Whale Cove parking lot will be moved approximately 200 feet south of the current position. To provide this access, additional pavement will be added to widen the northbound shoulder and create a new southbound acceleration lane, a southbound left turn lane, and a paved apron at the parking lot entrance. Grading and excavation will be needed to install these new areas of hardscape. Grading will also take place to resurface and level the existing parking lot.
2. *SR 1 widening.* SR 1 will be widened up to 21 feet on the east side, and the lanes and shoulders restriped. An 8 foot wide pedestrian pathway will be installed adjacent to the west side of the highway (on the southbound side) to provide a connection between the proposed crosswalk and the existing access to the beach. The existing shoulder on the west side will be maintained. The northbound shoulder will be widened approximately 8 feet in the area of the crosswalk and parking lot entrance. Grading and excavation will be needed to install these new areas of hardscape. The total amount of additional paved or surfaced area will be approximately 0.31 acre
3. *Crosswalk installation.* A pedestrian crosswalk will be installed (striped) on the south side of the relocated parking lot entrance. Both a pedestrian hybrid beacon and overhead lighting will be placed at the crosswalk. An overhead light will extend above the pedestrian hybrid beacon, providing lighting focused on the crosswalk. The beacons and overhead lighting will be placed over both the northbound and southbound traffic lanes. This permanent overhead lighting will be directed towards the highway pavement area. An additional beacon will be installed over the southbound lane to warn motorists of the upcoming crosswalk. It will be located approximately 490 feet north of the crosswalk and consist of a set of flashing beacon lights and a pedestrian crossing sign. Similarly, an additional beacon will be installed over the northbound lane about 250 feet before the crosswalk. Excavation will be needed to install foundations for new lighting and signs.
4. *Utility connections.* Electrical power is already wired to the project area. Three new above ground utility cabinets will be installed along the east side of SR 1 road shoulder to support the new features. Trenching in the road shoulder will be needed to connect the features to the cabinets.
5. *Vegetation removal.* Ground cover vegetation will be cleared and grubbed throughout the project footprint. Removal of woody vegetation will be limited to eight trees on the west side

of SR 1. The trees will be removed to provide needed driver-pedestrian visibility and will not be replaced in-kind.

6. *Construction staging and access.* Project-related equipment and materials will be staged within the existing parking lot. Access to work areas will be gained from the parking lot and SR1.

Site Cleanup and Restoration

Construction-related materials will be removed after construction activities have been completed. The temporarily disturbed areas will be revegetated with appropriate native plant species, to the extent practicable.

Permanent erosion control, including soil stabilization measures such as hydroseeding, coir netting and non-filament mesh fiber rolls, will be applied to areas where it will be necessary to minimize erosion after construction has been completed. A permanent *Water Quality Treatment Plan* will be implemented.

Disturbed areas will be contoured to conform to the surrounding landscape, restored using a combination of compost application and revegetation with native plants, and hydro-seeded with an appropriate native seed mix. Invasive, non-native plants, duff, and excavated material containing invasive plant material will be removed from the project footprint.

Equipment

Equipment used to complete the work will likely include dump trucks, concrete mixers, flatbed trucks, water trucks, fuel trucks, front end loaders and/or backhoes, skid loaders, asphalt pavers, asphalt rollers, side pavers, substrate compactors, guardrail post drivers, pneumatic jackhammers, pneumatic impact wrenches, 6-inch diameter augers, portable electronic signs, air compressors, grinders, diesel-powered generators, saw cutters, portable tower lights, and hand tools.

Schedule

Caltrans anticipates construction will be completed in approximately three months and will occur between September and November 2019. Work will take place primarily during the day, with night work scheduled when lane closure is required for safety. Night work lane closures will be required for installation of overhead lighting and signals, and pavement restriping.

Conservation Measures

Caltrans proposes to reduce adverse effects to the California red-legged frog and San Francisco garter snake as well as other wildlife and habitat features by implementing the following measures:

1. A Service-Approved Biological Monitor. The names and qualifications of proposed biological monitor(s) will be submitted to the Service for approval prior to the start of construction. The Service-Approved Biological Monitors will keep a copy of this amended biological opinion in their possession when onsite. Through communication with the Resident Engineer, the Service-Approved Biological Monitor will be onsite during all work that could reasonably result in take of the California red-legged frog or San Francisco garter snake. The Service-Approved Biological Monitor will have the authority to stop work that may result in the unauthorized take of special-status species. If the Service-Approved Biological Monitor exercises this authority, the Service will be notified by telephone and e-mail message within one (1) working day.

2. Worker Environmental Awareness Training. Construction personnel will attend a mandatory environmental education program delivered by the Service-Approved Biological Monitor prior to taking part in site construction, including vegetation clearing. The program will focus on the conservation measures that are relevant to an employee's personal responsibility and will include an explanation as how to best avoid take of the California red-legged frog and San Francisco garter snake. At a minimum, the training will include a description of species; how they might be encountered within the project area; their status and protection; and the relevant *Conservation Measures* and *Terms and Conditions* of the biological opinion. A fact sheet conveying this information will be prepared and distributed to all construction and project personnel. Distributed materials will include cards with distinctive photographs of California red-legged frog and San Francisco garter snake, as well as compliance reminders and relevant contact information. Documentation of the training, including sign-in sheets, will be kept on file and made available to the Service upon request.
3. Pre-Construction Surveys. Pre-construction surveys for the California red-legged frog and San Francisco garter snake will be conducted by the Service-Approved Biological Monitor no more than 20 calendar days prior to any initial ground disturbance and immediately prior to ground-disturbing activities (including vegetation removal) within upland habitat. These efforts will consist of walking surveys of the project limits and, if possible, accessible adjacent areas within at least 50 feet of the project limits. The Service-Approved Biological Monitor will investigate potential cover sites when it is feasible and safe to do so. This includes thorough investigation of mammal burrows, rocky outcrops, appropriately sized soil cracks, tree cavities, and debris. Native vertebrates found in the cover sites within the project limits will be documented and relocated to an adequate cover site in the vicinity. Safety permitting, the Service-Approved Biological Monitor will investigate areas of disturbed soil for signs of California red-legged frogs and San Francisco garter snakes within 30 minutes following initial disturbance of the given area.
4. Discovery of Listed Species. The Service-Approved Biological Monitor will be present during all activities that could reasonably result in take of the California red-legged frog or San Francisco garter snake. If at any point a listed species is discovered during these activities, the Service-Approved Biological Monitor through the Resident Engineer or their designee, will halt all work within 50 feet of the animal until the it has either been captured and moved or has moved sufficiently from harm's way on its own volition.
5. Protocol for Species Observation: The Service-Approved Biological Monitor (s) will have the authority to halt work through coordination with the Resident Engineer in the event that a listed species is observed in the action area. The Resident Engineer will keep construction activities suspended in any construction area where the biologist has determined that a potential take of the species could occur. Work will resume after observed listed individuals leave the site voluntarily, the biologist determines that no wildlife is being harassed or harmed by construction activities, or the wildlife is removed by the biologist to a release site using Service-approved handling techniques.
6. Handling of Listed Species. If a listed species is discovered, the Resident Engineer and Service-Approved Biological Monitor will be immediately informed.
 - a. If a California red-legged frog or San Francisco garter snake is discovered in a construction zone, work will be halted immediately within 50 feet until the animal

leaves the site or is captured and relocated by the Service-Approved Biological Monitor.

- b. The Service will be notified within one (1) working day if a California red-legged frog or San Francisco garter snake is discovered within the construction site.
 - c. The captured California red-legged frog or San Francisco garter snake will be released within appropriate habitat outside of the construction area but nearby the capture location. The release habitat will be determined by the Service-Approved Biological Monitor.
 - d. The Service-Approved Biological Monitor will take precautions to prevent introduction of amphibian diseases in accordance with the *Revised Guidance on Site Assessments and Field Surveys for the California Red-legged Frog* (Service 2005).
7. Injured Animals. Injured California red-legged frogs and San Francisco garter snakes will be cared for by a Service-Approved Biological Monitor(s) or a licensed veterinarian, if necessary. Any deceased California red-legged frogs or San Francisco garter snakes will be preserved according to standard museum techniques and will be held in a secure location. The Service and the California Department of Fish and Wildlife (CDFW) will be notified within one (1) working day of the discovery of a death or an injury to any listed species resulting from project-related activities or if a listed species is observed at a construction site. Notification will include the date, time, and location of the incident or the finding of a deceased or injured animal, clearly indicated on a U.S. Geological Survey 7.5-minute quadrangle and other maps at a finer scale, as requested by the Service or CDFW, and any other pertinent information.
8. Inclement Weather Restriction. No work will occur during or within 24 hours following a rain event exceeding 0.2-inch as measured by the National Oceanic and Atmospheric Association National Weather Service for the Soquel, CA (SOQC1) base station available at: <http://www.wrh.noaa.gov/mtr/versprod.php?pil=RR5&sid=RSA>. The Service and CDFW approval to continue work during or within 24 hours of a rain event will be considered on a case-by-case basis.
9. Construction Boundary and Wildlife Exclusion Fencing. Before the start of construction. The project footprint boundary will be clearly delineated using high-visibility orange fencing as necessary. A security fence will enclose the designated staging area within the Gray Whale Cove parking lot. Wildlife exclusion fencing will be attached to the base of the staging area security fencing and installed to isolate the work area where paving will take place. Construction work areas will include the active construction site and all areas providing support for the project, including areas used for vehicle parking, equipment and material storage and staging, and access roads. The fencing will remain in place throughout the duration of construction activities, and will be inspected regularly and fully maintained at all times. The final project plans will show all locations where boundary fencing will be installed and will provide installation specifications. The bid solicitation package special provisions will clearly describe acceptable fencing material and prohibited construction-related activities, including vehicle operation, material and equipment storage, access roads and other surface-disturbing activities.

10. Vegetation Removal. Vegetation removal will be limited to the designated work areas needed for access and workspace. Where possible, vegetation removal in temporary work areas will be cut above soil level to promote revegetative growth of established plants following construction.
11. Staging. Construction access, staging, storage, and parking areas will be located within Caltrans ROW and the Gray Whale Cove parking lot on compacted soil and paved surfaces.
12. Night Lighting. All artificial lighting will be directed downwards, towards the travel way from sensitive resources or habitats.
13. Vehicle and Equipment Checks. Operators will check underneath construction equipment and vehicles that have been stationary for more than 30 minutes for wildlife prior to moving them. They will notify the Service-Approved Biological Monitor if any reptile or amphibian is observed.
14. Proper Use of Erosion Control Devices. To avoid California red-legged frogs and San Francisco garter snakes from becoming entangled, trapped or injured, erosion control materials that use plastic or synthetic mono-filament netting will not be used within the action area.
15. Avoidance of Entrapment. To prevent inadvertent entrapment of animals during construction, all excavated, steep-walled holes or trenches more than 1 foot deep will be covered at the close of each working day by plywood or similar materials. Before such holes or trenches are filled they must be thoroughly inspected for trapped animals. All replacement pipes, culverts, or similar structures stored in the project area overnight will be inspected before they are subsequently moved, capped and/or buried.
16. Migratory Bird Treaty Act. To minimize and avoid take of migratory birds, their nests, and their young, Caltrans will conduct vegetation and tree trimming between September 30 and January 30 before project construction. This work will be limited to vegetation and trees that are within the project footprint. No grubbing or other ground disturbing actions will occur at this time. Upon completion of vegetation and tree trimming, Caltrans will install storm water and erosion control best management practices (BMPs). A Service-Approved Biological Monitor with appropriate construction and species experience will conduct nest and bird surveys and other wildlife surveys before and during tree cutting. All work will be conducted under a Regional Water Board approved Water Pollution Control Plan or Storm Water Pollution Protection Plan. Vegetation will be cleared only where necessary and will be cut above soil level. This will allow plants that reproduce vegetatively to resprout after construction.

During the nesting season, pre-construction surveys for nesting birds will be conducted by a qualified biologist no more than 72 hours prior to the start of construction activities. If work is to occur within 300 feet of active raptor nests or 50 feet of active passerine nests, a non-disturbance buffer will be established at a distance sufficient to minimize disturbance based on the nest location, topography, cover, the species' sensitivity to disturbance, and the intensity/type of potential disturbance. All clearing and grubbing of woody vegetation will be performed by hand or using light construction equipment, such as backhoes and excavators.

17. Poison Control. Pesticides and herbicides will not be used.
18. Invasive Species Management. To reduce the spread of invasive non-native plant species and minimize the potential decrease of palatable vegetation for wildlife species, Caltrans will comply with Executive Order 13112. The purpose of this order is to prevent the introduction of invasive species and provide for their control to minimize economic, ecological, and human health impacts. In the event that high- or medium-priority noxious weeds, as defined by the California Department of Food and Agriculture or the California Invasive Plant Council, are disturbed or removed during construction-related activities, the contractor will contain the plant material associated with these noxious weeds and will dispose of it in a manner that will not promote the spread of the species. The contractor will be responsible for obtaining all permits, licenses, and environmental clearances for properly disposing materials. Areas subject to noxious weed removal or disturbance will be replanted with fast-growing native grasses or a native erosion control seed mixture. If seeding is not possible, the area will be covered to the extent practicable with heavy black plastic solarization material until completion of construction. All earthmoving equipment, as well as seeding equipment to be used during project construction would be thoroughly cleaned before arriving on the project site.
19. Construction Site BMP's. The following site restrictions will be implemented to avoid or minimize impacts on special-status species and their habitats:
 - a. The number and size of staging and work areas will be limited to the minimum necessary to construct the project and will be limited to existing paved surfaces or areas of compacted soil.
 - b. Routes and boundaries of roadwork will be clearly marked before the start of construction or grading.
 - c. To the maximum extent practicable, any borrow material will be certified to be nontoxic and weed free.
 - d. All food and food-related trash items will be enclosed in sealed trash containers and will be properly disposed off-site.
 - e. No pets belonging to project personnel will be allowed in the action area during construction.
 - f. No firearms will be allowed in the project footprint except for those carried by authorized security personnel, or local, state or federal law enforcement officials.
 - g. A *Spill Response Plan* will be prepared. Hazardous materials (e.g., fuels, oils, solvents) will be stored in sealable containers in a designated location that is at least 100 feet from any hydrologic features.
 - h. All equipment will be properly maintained and free of leaks. Servicing of vehicles and construction equipment, including fueling, cleaning, and maintenance, will occur at least 100 feet from any hydrologic features unless it is an existing gas station.

20. Implementation of Water Quality/Erosion Control BMP's. Erosion control BMPs will be developed and implemented to minimize any wind or water-related erosion, in compliance with the requirements of the Regional Water Quality Control Board. Protective measures will include, at a minimum:
- a. No discharge of pollutants from vehicle and equipment cleaning will be allowed into any storm drains or watercourses.
 - b. Vehicle and equipment fueling and maintenance operations will be kept at least 50 feet away from watercourses, except at established commercial gas stations or established vehicle maintenance facilities.
 - c. Concrete wastes will be collected in washouts, and water from curing operations will be collected and disposed. Neither will be allowed into watercourses.
 - d. Spill containment kits will be maintained on-site at all times during construction operations and/ or staging or fueling of equipment.
 - e. Dust control measures will include use of water trucks and dust palliatives to control dust in excavation-and-fill areas, covering temporary access road entrances and exits with rock (rocking), and covering temporary stockpiles when weather conditions require.
 - f. Coir rolls or straw wattles that do not contain plastic or synthetic monofilament netting will be installed along or at the base of slopes during construction, to capture sediment.
 - g. Graded areas will be protected from erosion using a combination of silt fences and fiber rolls along toes of slopes or along edges of designated staging areas, and erosion control netting (e.g., jute or coir) will be used as appropriate on sloped areas. Erosion control materials that use plastic or synthetic monofilament netting will not be used. This will include products that use photodegradable or biodegradable synthetic netting, which can take several months to decompose. Acceptable materials will include natural fibers, such as jute, coconut, twine or other similar fibers.
21. Replant, Reseed, and Restore Disturbed Areas. In areas of soil disturbance, any native topsoil will be removed and stored in a suitable location until project completion. Caltrans will restore temporarily disturbed areas to the preconstruction function and values to the maximum extent practicable. Exposed slopes and bare ground will be reseeded with native grasses and shrubs (using a hydro-seed mix) to stabilize and prevent erosion.
22. Service Access. If requested, before, during, or upon completion of groundbreaking and construction activities, Caltrans will allow access by Service personnel into the project footprint to inspect the project and its activities.
23. Permits. Caltrans will include a copy of this BO within the construction bid package of the proposed project. The Resident Engineer or their designee will be responsible for implementing the Conservation Measures and Terms and Conditions of this BO and the CDFW Incidental Take Permit.

Action Area

The action area is defined in 50 CFR § 402.02, as “all areas to be affected directly or indirectly by the federal action and not merely the immediate area involved in the action.” For the proposed project, the action area encompasses a 1.5-acre construction footprint (1.19 acres temporary + 0.31 acre permanent) plus a 300-foot habitat buffer to account for noise, vibration, visual disturbance, and barrier effects.

Analytical Framework for the Jeopardy Determinations

Section 7(a)(2) of the Endangered Species Act requires that federal agencies ensure that any action they authorize, fund, or carry out is not likely to jeopardize the continued existence of listed species. “Jeopardize the continued existence of” means to engage in an action that reasonably would be expected, directly or indirectly, to reduce appreciably the likelihood of both the survival and recovery of a listed species in the wild by reducing the reproduction, numbers, or distribution of that species (50 CFR § 402.02).

The jeopardy analysis in this BO considers the effects of the proposed federal action, and any cumulative effects, on the range wide survival and recovery of the listed species. It relies on four components: (1) the *Status of the Species*, which describes the range wide condition of the species, the factors responsible for that condition, and its survival and recovery needs; (2) the *Environmental Baseline*, which analyzes the condition of the species in the action area, the factors responsible for that condition, and the relationship of the action area to the survival and recovery of the species; (3) the *Effects of the Action*, which determines the direct and indirect impacts of the proposed federal action and the effects of any interrelated or interdependent activities on the species; and (4) the *Cumulative Effects*, which evaluates the effects of future, non-federal activities in the action area on the species.

Status of the Species

California Red-Legged Frog

Listing Status: The California red-legged frog was listed as a threatened species on May 23, 1996 (Service 1996). Critical habitat was designated for this species on April 13, 2006 (Service 2006a), with revisions to the critical habitat designation published on March 17, 2010 (Service 2010). At that time, the Service recognized the taxonomic change from *Rana aurora draytonii* to *Rana draytonii* (Shaffer et al. 2010). A recovery plan was published for the California red-legged frog on September 12, 2002 (Service 2002b).

Description: The California red-legged frog is the largest native frog in the western United States (Wright and Wright 1949), ranging from 1.5 to 5.1 inches in length (Stebbins 2003). The abdomen and hind legs of adults are largely red, while the back is characterized by small black flecks and larger irregular dark blotches with indistinct outlines on a brown, gray, olive, or reddish background color. Dorsal spots usually have light centers (Stebbins 2003); dorsolateral folds are prominent on the back. The California red-legged frog is sexually dimorphic; the females are larger than the males (Dodd 2013a, b). California red-legged frog tadpoles range from 0.6 inch to 3.1 inches in length and the background color of the body is dark brown and yellow with darker spots (Storer 1925).

Current Status and Distribution: The historical range of the California red-legged frog extended from central Mendocino County and western Tehama County south in the California Coast Range to northern Baja California, Mexico, and in the Sierra Nevada/Cascade Ranges from Shasta County

south to Madera County (Jennings and Hayes 1994). The species historically occurred from sea level to elevations of about 5,200 feet in 46 counties; however, currently the taxon is extant in 238 streams or drainages within only 22 counties, representing a loss of 70 percent of its former range (Service 2002b). Isolated populations persist in several Sierra Nevada foothill locales and in Riverside County (Barry and Fellers 2013; Backlin et al. 2017; CDFW 2019; Gordon, R. and J. Bennett, pers. comm., 2017). The species is no longer considered extant in California's Central Valley due to significant declines caused by habitat modifications and exotic species (Fisher and Shaffer 1996). Currently, the California red-legged frog is widespread in the San Francisco Bay nine-county area (CDFW 2018). They are still locally abundant within the California coastal counties from Mendocino County to Los Angeles County and presumed extirpated in Orange and San Diego counties (CDFW 2019; Yang, D. and J. Martin, pers. comm., 2017; Gordon, R. and J. Bennett, pers. comm., 2017). Baja California represents the southernmost edge of the species' current range (Peralta-García et al. 2016).

Barry and Fellers (2013) conducted a comprehensive study to determine the current range of the California red-legged frog in the Sierra Nevada, concluding that it differs little from its historical range; however, the current Sierra Nevada populations appear to be small and tend to fluctuate. Since 1991, eleven California red-legged frog populations have been discovered or confirmed, including eight probable breeding populations (Barry and Fellers 2013; Mabe, J., pers. comm., 2017). Microsatellite and mitochondrial DNA analysis by Richmond et al. (2014) confirmed the Sierra Nevada populations of the California red-legged frog are genetically distinct from each other, as well as from other populations throughout the range of this species. The research concluded that the Sierra Nevada populations are persisting at low levels of genetic diversity and no contemporary gene flow across populations exist. On a larger geographic scale, range contraction has left a substantial gap between Sierra Nevada and Coast Range populations, similar to the gap separating the Southern California and Baja California populations (Richmond et al. 2014).

Habitat and Life History:

Habitat

The California red-legged frog generally breeds in still or slow-moving water associated with emergent vegetation, such as cattails, tules (hardstem bulrush), or overhanging willows (Storer 1925; Fellers 2005). Aquatic breeding habitat predominantly includes permanent water sources such as streams, marshes, and natural and manmade ponds in valley bottoms and foothills (Jennings and Hayes 1994; Bulger et al. 2003; Stebbins 2003). Since the 1850's, manmade ponds may actually supplement stream pool breeding habitat and can be capable of supporting large populations of this species. Breeding sites may hold water only seasonally, but sufficient water must persist at the beginning of the breeding season and into late summer or early fall for tadpoles to successfully complete metamorphosis. Breeding habitat does not include deep lacustrine water habitat (e.g., deep lakes and reservoirs 50 acres or larger) (Service 2010). Within the coastal lagoon habitats, salinity is a significant factor on embryonic mortality or abnormalities (Jennings and Hayes 1990). Jennings and Hayes (1990) conducted laboratory studies and field observations concluding salinity levels above 4.5 parts per thousand detrimentally affected the California red-legged frog embryos. Aquatic breeding habitat does not need to be available every year, but it must be available at least once within the frog's lifespan for breeding to occur (Service 2010).

Non-breeding aquatic habitat consists of shallow (non-lacustrine) freshwater features not suitable as breeding habitat, such as seasonal streams, small seeps, springs, and ponds that dry too quickly to support breeding. Non-breeding aquatic and riparian habitat is essential for providing the space, food, and cover necessary to sustain the California red-legged frog. Riparian habitat consists of

vegetation growing nearby, but not typically in, a body of water on which it depends, and usually extends from the bank of a pond or stream to the margins of the associated floodplain (Service 2010). Adult California red-legged frogs may avoid coastal habitat with salinity levels greater than 6.5 parts per thousand (Jennings and Hayes 1990).

Cover and refugia are important habitat characteristic preferences for the species (Halstead and Kleeman 2017). Refugia may include vegetation, organic debris, animal burrows, boulders, rocks, logjams, industrial debris, or any other object that provides cover. Agricultural features such as watering troughs, spring boxes, abandoned sheds, or haystacks may also be utilized by the species. Incised stream channels with portions narrower and depths greater than 18 inches may also provide important summer sheltering habitat. During periods of high water flow, California red-legged frogs are rarely observed; individuals may seek refuge from high flows in pockets or small mammal burrows beneath banks stabilized by shrubby riparian growth (Jennings and Hayes 1994). Accessibility to cover habitat is essential for the survival of California red-legged frogs within a watershed and can be a factor limiting frog population numbers and survival.

Breeding

The California red-legged frog typically breeds between November and April; however, breeding may occur later in the Sierra Nevada Range (Barry 2002). Females deposit their egg masses on emergent vegetation, floating on or near the surface of the water. The California red-legged frog is often a prolific breeder, laying eggs during or shortly after large rainfall events in late winter and early spring. Egg masses containing 300-4,000 eggs hatch after six to fourteen days (Storer 1925; Jennings and Hayes 1994; Fellers 2005). Historically, the California red-legged frog in the Sierra Nevada likely bred within stream pools, which tend to be small with limited forage, constraining the size and number of populations (Barry and Fellers 2013).

California red-legged frog tadpoles undergo metamorphosis three to seven months following hatching. Most males reach sexual maturity in two years, while it takes approximately three years for females (Jennings and Hayes 1985; Fellers 2005). Under favorable conditions, California red-legged frogs may live eight to ten years (Jennings et al. 1992). Of the various life stages, tadpoles likely experience the highest mortality rates; only one percent of each egg mass completes metamorphosis (Jennings et al. 1992).

Diet

The California red-legged frog has a variable diet that changes with each of its life history stages. The feeding habits of the early stages are likely similar to other ranids, whose tadpoles feed on algae, diatoms, and detritus by grazing on the surface of rocks and vegetation (Fellers 2005). Hayes and Tennant (1985) found invertebrates to be the most common food items of adult California red-legged frogs collected in southern California; however, they speculated that this was opportunistic and varied based on prey availability. Vertebrates, such as Pacific tree frogs and California mice, represented over half of the prey mass eaten by larger frogs, although invertebrates were the most numerous food items. Feeding typically occurs along the shoreline and on the surface of the water; juveniles appear to forage during both daytime and nighttime, whereas adults appear to feed at night (Hayes and Tennant 1985).

Movement

California red-legged frogs do not have a distinct breeding migration (Fellers 2005), rather they may move seasonally from non-breeding pools or refugia to breeding pools. Some individuals remain at breeding sites year-round while others disperse to neighboring water features or moist upland sites when breeding is complete and/or when breeding pools dry (Service 2002b; Bulger et al. 2003;

Fellers and Kleeman 2007; Tatarian and Tatarian 2008; Tatarian 2008). Studies in the several San Francisco Bay counties showed movements are typically along riparian corridors (Fellers and Kleeman 2007; Tatarian 2008). Although, some individuals, especially on rainy nights and in more mesic areas, travel without apparent regard to topography, vegetation type, or riparian corridors, and can move directly from one site to another through normally inhospitable habitats such as heavily grazed pastures or oak-grassland savannas (Bulger et al 2003).

California red-legged frogs show high site fidelity (Tatarian and Tatarian 2008) and typically do not move significant distances from breeding sites (Bulger et al. 2003; Fellers and Kleeman 2007; Tatarian and Tatarian 2008; Tatarian 2008). When traveling between aquatic sites, California red-legged frogs typically travel less than 0.31 mile (Fellers and Kleeman 2007; Tatarian and Tatarian 2008), although they have been documented to move more than two miles in Santa Cruz County (Bulger et al. 2003). Various studies have found that the frogs typically do not make terrestrial forays further than 200 feet from aquatic habitat (Bulger et al. 2003; Fellers and Kleeman 2007; Tatarian and Tatarian 2008; Tatarian 2008). Upland movements are typically associated with precipitation events and usually last for one to four days (Tatarian 2008).

Threats: Factors associated with declining populations of the California red-legged frog throughout its range include degradation and loss of habitat through agriculture, urbanization, mining, overgrazing, recreation, timber harvesting, non-native species, impoundments, water diversions, erosion and siltation altering upland and aquatic habitat, degraded water quality, use of pesticides, and introduced predators (Service 2002b, 2010). Urbanization often leaves isolated habitat fragments and creates barriers to frog dispersal.

Non-native species pose a major threat to the recovery of California red-legged frogs. Several researchers have noted the decline and eventual local disappearance of California and northern red-legged frogs in systems supporting bullfrogs (Jennings and Hayes 1990; Twedt 1993), red swamp crayfish, signal crayfish, and several species of warm water fish including sunfish, goldfish, common carp, and mosquitofish (Moyle 1976; Barry 1992; Hunt 1993; Fisher and Shaffer 1996). The decline of the California red-legged frog due to these non-native species has been attributed to predation, competition, and reproduction interference (Twedt 1993; Bury and Whelan 1984; Storer 1933; Emlen 1977; Kruse and Francis 1977; Jennings and Hays 1990; Jennings 1993).

Chytridiomycosis, an infectious disease caused by the chytrid fungus, *Batrachochytrium dendrobatidis* (*Bd*), has been found to adversely affect amphibians globally (Davidson et al. 2003; Lips et al. 2006). While *Bd* prevalence in wild amphibian populations in California is unknown (Fellers et al. 2011), chytrid is expected to be widespread throughout much of the California red-legged frog's range. The chytrid fungus has been documented within the California red-legged frog populations at Point Reyes National Seashore, two properties in Santa Clara County, Yosemite National Park, Hughes Pond, Sailor Flat, Big Gun Diggings, and Spivey Pond (Padgett-Flohr and Hopkins 2010; Tatarian and Tatarian 2010; Fellers et al. 2011; Barry and Fellers 2013). However, no chytrid-related mortality has been reported in these populations, suggesting that California red-legged frogs are less vulnerable to the pathogenic effects of chytrid infection than other amphibian species (Tatarian and Tatarian 2010; Barry and Fellers 2013; Fellers et al. 2017). While chytrid infection may not directly lead to mortality in California red-legged frogs, Padgett-Flohr (2008) states that this infection may reduce overall fitness and could lead to long-term effects. Therefore, it is difficult to estimate the full extent and risk of chytridiomycosis to the California red-legged frog populations.

Negative effects to wildlife populations from roads and pavement may extend some distance from the actual road. The phenomenon can result from any of the effects already described in this BO,

such as vehicle-related mortality, habitat degradation, and invasive exotic species. Forman and Deblinger (1998, 2000) described the area affected as the “road effect” zone. Along a four-lane road in Massachusetts, they determined that this zone extend for an average of approximately 980 feet to either side of the road for an average total zone width of approximately 1,970 feet. They describe the boundaries of this zone as asymmetric and in some areas diminished wildlife use attributed to road effects was detected greater than 0.6 mile from Massachusetts Route 2. The “road-zone” effect can also be subtle. Van der Zande *et al.* (1980) reported that lapwings and black-tailed godwits feeding at 1,575-6,560 feet from roads were disturbed by passing vehicles. The heart rate, metabolic rate and energy expenditure of female bighorn sheep increase near roads (MacArthur *et al.* 1979). Trombulak and Frissell (2000) described another type of “road-zone” effect due to contaminants. Heavy metal concentrations from vehicle exhaust were greatest within 66 feet of roads, but elevated levels of metals in both soil and plants were detected at 660 feet of roads. The “road-zone” apparently varies with habitat type and traffic volume. Based on responses by birds, Forman and Deblinger (2000) estimated the effect zone along primary roads of 1,000 feet in woodlands, 1,197 feet in grasslands, and 2,657 feet in natural lands near urban areas. Along secondary roads with lower traffic volumes, the effect zone was 656 feet. The “road-zone” effect with regard to California red-legged frogs has not been adequately investigated.

The necessity of moving between multiple habitats and breeding ponds means that many amphibian species, such as the California red-legged frog, are especially vulnerable to roads and well-used large paved areas in the landscape. Van Gelder (1973) and Cooke (1995) have examined the effect of roads on amphibians and found that because of their activity patterns, population structure, and preferred habitats, aquatic breeding amphibians are more vulnerable to traffic mortality than some other species. Large, high-volume highways pose a nearly impenetrable barrier to amphibians and result in mortality to individual animals as well as significantly fragmenting habitat. Hels and Buchwald (2001) found that mortality rates for anurans on high traffic roads are higher than on low traffic roads. Vos and Chardon (1998) found a significant negative effect of road density on the occupation probability of ponds by the moor frog in the Netherlands. In addition, incidents of very large numbers of road-killed frogs are well documented (*e.g.*, Ashley and Robinson 1996), and studies have shown strong population level effects of traffic density (Carr and Fahrig 2001) and high traffic roads on these amphibians (Van Gelder 1973; Vos and Chardon 1998). Most studies regularly count road kills from slow moving vehicles (Hansen 1982; Rosen and Lowe 1994; Drews 1995; Mallick *et al.* 1998) or by foot (Munguira and Thomas 1992). These studies assume that every victim is observed, which may be true for large conspicuous mammals, but it certainly is not true for small animals, such as the California red-legged frog. Amphibians appear especially vulnerable to traffic mortality because they readily attempt to cross roads, are slow moving and small, and thus cannot easily be avoided by drivers (Carr and Fahrig 2001).

Recovery Plan: The Recovery Plan for the California red-legged frog identifies eight recovery units (Service 2002b). The goal of the recovery plan is to protect the long-term viability of all extant populations within each recovery unit. Within each recovery unit, delineated core areas, designed to protect metapopulations, represent contiguous areas of moderate to high California red-legged frog densities. The management strategy identified within this Recovery Plan will allow for the recolonization of habitats within and adjacent to core areas naturally subjected to periodic localized extinctions, thus assuring the long-term survival and recovery of California red-legged frogs.

San Francisco Garter Snake

For the most recent comprehensive assessment of the San Francisco garter snake’s range-wide status, please refer to the species’ 2006 *5-Year Review* (Service 2006b). The *5-Year Review* does not include the threat, recovery, survey data, and other relevant updates for the species since its issuance.

Since that time, actions have been implemented that have resulted in additional adverse effects to the species. In association with those actions, conservation measures have been implemented for the purpose of minimizing those adverse effects and in some cases, conserving, restoring, or enhancing San Francisco garter snake habitat. While the threats posed by habitat destruction and modification as well as other factors including curtailment of habitat or range; overutilization for commercial, recreational, scientific, or educational purposes; and disease or predation are ongoing, to date no project has proposed a level of effects for which the Service has issued a biological opinion of jeopardy for the species.

Environmental Baseline

The proposed action area is located along the Central Pacific Coast, situated between the Pacific Ocean and the Santa Cruz Mountains. There is little development in the local area. The project is located within the Caltrans ROW and the bordering State Park lands (Grey Whale Cove State Beach to the west and McNee Ranch State Park to the east). The area experiences a moderate climate which includes cool and moist fog throughout the summer. The local landscape is characterized by steep to rolling topography vegetated by open grasslands, forests, woodlands, scrub, and densely vegetated riparian corridors.

More specifically, the SR 1 ROW and the Gray Whale Cove State Beach parking lot are located on a bench constructed at the western base of Montara Mountain, which spills over a bluff to the Pacific Coast line. Within the action area, SR 1 is limited to two lanes with no paved shoulders and occasional pullouts and road cuts.

The northern slope of Montara Mountain is included in the Green Valley Creek watershed. The northern extent of the proposed action area is within the expansive Green Valley. Green Valley is vegetated by coastal scrub and dense low profile riparian vegetation. The dense vegetation provides difficult foot access and conceals the drainage features and wetlands that have been identified in other investigations (BioMaAs 2015) but are not evident in review of aerial photography. Wetlands and side ponds have been identified in this area. Green Valley Creek appears to be seasonally intermittent but water has ponded long enough through the summer months to support California red-legged frog larvae (BioMaAs 2015).

There are numerous drainages within 0.5 mile of the proposed action area that are part of the Green Valley watershed. A detention basin is located approximately 0.25 mile north of the proposed action area, immediately east of SR 1 and adjacent to the access road to a Caltrans operations and maintenance facility. Aquatic features have also been associated with the southern entrance to the SR 1 Devil's Slide tunnels, located approximately 0.5 mile north of the proposed action area.

The Grey Whale Cove parking lot is the center of the proposed action and is located between the base of Montara Mountain and Grey Whale Cove. The Grey Whale Cove parking lot includes upper and lower parking areas that consists of pavement and packed soil. According to the December 2018 BA, the surface topography results in shallow ponding within the parking lot following rain events. Unnamed drainages coursing down the steep mountain slope lead to a gently sloped area bordering the eastern edge of the parking lot. In the December 2018 BA, Caltrans describes the drainage as entering a culvert that crosses under SR 1 to discharge to the ocean. No further information is available concerning the hydrological features in the area immediately east of the parking lot, however landscape and vegetation features suggest the possibility of seasonal to perennial wetland and drainage features.

The culvert near the parking lot discharges through the SR 1 road prism, creating a freshwater wetland between Grey Whale Cove and SR 1. Wetland restoration and creation, following slide failure of the SR 1 embankment, was the subject of a formal consultation issued on September 18, 2008, for the California red-legged frog and San Francisco garter snake (Service file #81420-2008-F-1478). The wetland was reconstructed with features to slow and retain flow, and native vegetation was established.

Through the southern portion of the proposed action area, SR 1 is flanked by road cuts into the base of Montara Mountain. The southern terminus of the proposed project footprint ends at the culverted crossing of an ephemeral drainage. It appears that there are drainage features paralleling the east side of SR 1. Martini Creek flows westward to the coast line at the base of Montara Mountain's south slope. Martini Creek is routed through a culvert under the SR 1 road prism, approximately 0.6 mile south of the southern end of the project footprint. There are several ephemeral drainages between this southern end and Martini Creek.

Caltrans' Charthouse wetland mitigation site is located just south of Martini Creek and approximately 0.95 mile south of the southern end of the project footprint. The freshwater wetland was established on the east side of SR 1 as mitigation for Caltrans' Devil's Slide Project and includes a 0.77 acre California red-legged frog protection area.

California Red-Legged Frog

The action area is located within the range of the California red-legged frog. A map depicting the species' range is included in the Service's online profile for the species at <http://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=D02D>.

The proposed project is within California Red-Legged Frog Recovery Unit 5 (Central Coast) (Service 2002). The action area is located within Core Area #18 (South San Francisco Bay) of that Recovery Unit (Service 2002). The conservation needs for the South San Francisco Bay Core Area are: (1) protect existing populations, (2) control non-native predators, increase connectivity between populations, (3) reduce erosion, (4) implement guidelines for recreation activities to reduce impacts, (5) implement forest practice guidelines, and (6) reduce impacts of urbanization. This core area is described in the recovery plan as an important source population for the species.

The proposed action area is comprised of California State Parks land to the east and west of the bifurcating Caltrans SR 1 right-of-way. The San Mateo Coast State Beaches are actively managed for the benefit of special-status species such as the frog. The California red-legged frog is relatively abundant within this segment of the Coast Range. Compared to other portions of their historic range, habitat loss and degradation has been low to moderate in the project vicinity.

Standardized or protocol frog or other wildlife surveys were not conducted in the action area nor a wildlife movement analysis to support the baseline analysis for the project. However, occurrence of the listed frog has been documented in the area, including an observation from lower Green Valley Creek, on the east side of SR 1, approximately 420 feet north of the north end of the proposed project footprint (CNDDDB California red-legged frog occurrence #242, CDFW 2019). California red-legged frog breeding has been confirmed with the observation of larvae within an isolated wetland approximately 0.35 mile northeast of the project footprint within Green Valley (BioMaAs 2015). Adult frogs have been observed within the detention basin approximately 0.25 mile north, near the Caltrans' operation and maintenance building access road (information provided by Caltrans in 2008). Adults and larvae were observed in a feature called the "Trilobite Pond", in 2005 approximately 0.3 mile north of the proposed foot print (information provided by Caltrans in 2008).

It appears that the Trilobite Pond has been filled in since that time. There are additional observations of the listed frog near the southern entrance Devil's Slide tunnel approximately 0.5 mile north of the project footprint (CNDDDB California red-legged frog occurrence #539, CDFW 2019). California red-legged frog adults, egg masses, and larvae have been observed in the Charthouse wetland mitigation site is located just south of Martini Creek an approximately 0.95 mile south of the southern end of the project footprint (information provided by Caltrans in 2008).

The other wetland and other previously described hydrologic features within and in the vicinity of the proposed action area provide a spectrum of aquatic habitat values for the local California red-legged frog population, in the least, providing seasonal moisture regime regulation, support of prey species, and refuge. These features also provide "steeping stones" between other resource areas within and beyond the proposed action area, including locations that support breeding. This includes the restored and created wetland feature on the west side of the proposed action area as well as the drainage and wetland features on the east side of the proposed action area.

Cool to moderate temperatures, summer fog, and vegetative cover make upland areas hospitable for frog occupation throughout the year along this region of the Central California coast. Frogs may be encountered both in the open or taking cover under vegetation, in burrows or soil cracks, under various debris, and under staged equipment or construction materials over hardscape areas. The upland landscape areas throughout the action area include vegetative cover for refuge, temperature regulation, foraging, and movement between other resource areas. The hardscape areas provide potential areas for foraging and movement. There are no perceived physical barriers to movement through the action area, other than the risk of vehicle collision.

SR 1 is likely a fragmenting feature for upland connectivity, not due to physical barriers but from road mortality. Although most crossing attempts are likely successful, over time the compounded mortality can have a significant effect on population viability as the integrity of the larger population is disrupted and the recovery goals for the species in the South San Francisco Bay Core Recovery Unit are compromised.

There are a few local cross culverts under SR 1 but it is uncertain if they are suitable to provide safe passage for the California red-legged frog. Although frogs may be washed down through it, the drainage culverts in the action area do not appear to be conducive to intentional movement. Local movements across SR 1 would most likely take place over the road surface, exposing them to risk. Without a road mortality study or movement analysis it is difficult to determine the "hot spots" for red-legged frog movement across SR 1, and hence where increased road mortality risk would occur. Little roadkill data is available for this section of SR 1 on the University of California at Davis Road Ecology Center's online California Roadkill Observation System (<http://www.wildlifecrossing.net/california/>).

The road effects zone applies to the California red-legged frog and in this case, SR 1 is a permeable barrier to east and west movement due to road mortality. This baseline condition likely creates a risk for California red-legged frog that diminishes with distance from the SR 1 travel corridor and surrounding roads. Beyond road mortality, risks can also include adverse effects generated from traffic related noise, exhaust, head lighting, heavy metal and other solid deposition, toxic liquid discharges, and discarded waste. Chemicals also leach from pavement and are transported into the local environment. Paved surfaces absorb and reflect heat, creating elevated heat "islands". It is also likely that noxious weeds are introduced or spread to the SR 1 ROW and surrounding environment through deposition from passing vehicles.

Adult California red-legged frogs are highly mobile and have been documented to move more than 2 miles over upland habitat. The frog habitat within the action area has direct connectivity with habitat adjacent to the project site and is well within the feasible movement distance to documented breeding locations. Vertical barriers can limit or prevent passage but California red-legged frogs are not adverse to steep topography and could move back and forth between the action area and nearby resource areas.

The Service believes that the California red-legged frog is reasonably certain to occur within the action area due to: (1) the project being located within the species' range and current distribution; (2) suitable habitat within the action area; (3) recorded occurrences nearby; (4) all the elements needed to support the species' life history are located within less than .5 mile of the action area; (5) the lack of significant disturbance or history of significant threats to the species in the general vicinity; (6) the ability of the animal to move long distances; (7) active monitoring, management, and conservation for the species in nearby public lands; and (8) the biology and ecology of the animal.

San Francisco Garter Snake

The action area is within the historic range of the San Francisco garter snake. A map depicting the species' range is included in the Service's online profile for the species at <https://ecos.fws.gov/ecp0/profile/speciesProfile?sId=5956#currentRange>.

Although there are no nearby San Francisco garter snakes observations in commonly referenced databases such as the CNDDDB, the habitat and other life history needs of the species are found within the proposed action area and vicinity.

Based on what is known about this species' life history, evidence suggests that San Francisco garter snakes typically stay within 0.6 mile of aquatic habitat (Service 2006b) and as previously described, there are a range of freshwater aquatic features within 0.6 mile of the proposed project footprint. However, individuals do disperse through upland habitat and likely spend more time foraging away from aquatic habitat during the dry season as their frog prey metamorphose and wetlands and other ephemeral water sources dry up. Upland travel is also important for individuals to disperse to other suitable habitats. Therefore, the listed snake may be encountered in the project footprint dispersing or in search of prey (which includes the California red-legged frog).

The San Francisco garter snake experiences the same road-related risks described for the California red-legged frog. As noted in the snake's 5-year review, the San Francisco garter snake likely uses roads for thermoregulation, placing it at greater risk of vehicle collision (Service 2006b). The species has been observed basking on roads and road kill carcasses have been found at similarly coastally situated, Ano Nuevo State Park (Service 2006b).

The Service believes that the San Francisco garter snake is likely to be present within the action area due to: (1) the project being located within the species' range and current distribution; (2) suitable upland and aquatic habitat within the action area; (3) all the elements needed to support the species' life history are located within the action area; (4) the lack of significant disturbance or history of significant threats to the species in the general vicinity; (5) active monitoring, management, and conservation for the species in nearby public lands; and (6) the biology and ecology of the animal.

Effects of the Action

Caltrans proposes to minimize construction related effects by implementing the *Conservation Measures* included in the project description section of this biological opinion. Effective implementation of

Conservation Measures will likely minimize adverse effects to the California red-legged frog and San Francisco garter snake during construction. The proposed project has the potential to result in a variety of adverse effects to these two species, combined in the following section based on the similarities.

The California red-legged frog and San Francisco garter snake could be encountered throughout the hardscape and landscape areas of the project footprint where they risk injury under staged and moving equipment/vehicles and ground disturbing activities.

Educating project personnel will encourage compliance with the conservation measures and increase the possibility that California red-legged frogs and San Francisco garter snakes in the work area will be identified and addressed appropriately for avoidance. Worker education is limited by the effectiveness of the presentation and the willingness of the construction personnel to participate in compliance.

Pre-construction surveys by a Service-Approved Biological Monitor will assist in clearing California red-legged frogs and San Francisco garter snakes from the work area prior to the introduction of a potential construction-related threat. Biological clearance of work areas prior to the start of each day's work and during construction will increase the chances of identifying frogs and snakes in the work area that would be susceptible to injury. Biological clearance of work areas is limited by the experience of the biologist, the complexity and abundance of potential cover sites, the small size and inconspicuous nature of the species, and the challenges of completing a thorough clearance given the construction schedule and other factors.

Preconstruction surveys and the relocation of individual California red-legged frogs and San Francisco garter snakes by a Service-Approved Biological Monitor will minimize the likelihood of serious injury or mortality; however, capturing and handling individuals may result in stress and/or minor injury during handling, containment, and transport. Death and injury of individuals could occur at the time of relocation or later in time subsequent to their release. Although survivorship for translocated animals has not been estimated, survivorship of translocated wildlife, in general, is low because of intraspecific competition; lack of familiarity with the relocation site in regards to breeding, feeding, and sheltering habitats, risk of contracting disease in foreign environment, and increased risk of predation. Caltrans proposes to minimize these effects by using Service-Approved Biological Monitors, limiting the duration of handling, and relocating animals to suitable nearby habitat (no further than the frog or snake's typical dispersal range).

Despite being "cleared" prior to construction, California red-legged frogs and San Francisco garter snakes may move into the work site undetected and could be adversely affected by the activities occurring within.

It is unlikely that diseases, such as chytridiomycosis will be transmitted through contaminated equipment, given the lack of in-water work.

Construction noise, vibration, and increased human activity may interfere with normal behaviors – feeding, sheltering, movement between refugia and foraging grounds, and other essential behaviors of the California red-legged frog—resulting in avoidance of areas that have suitable habitat but intolerable levels of disturbance. Short-term temporal effects will occur when vegetative and debris cover and subterranean upland habitat is removed along the road shoulder as a result of project construction. Caltrans proposes to minimize these effects, in part, by locating construction staging, storage and parking areas outside of sensitive habitat; clearly marking construction work boundaries

to prevent crews from affecting more habitat than is absolutely necessary, and revegetating all unpaved areas disturbed by project activities.

Temporary effects comprise areas denuded, manipulated, or otherwise modified from their existing, pre-project conditions, thereby removing one or more essential components of a listed species' habitat as a result of project activities that include, but are not limited to work areas needed for construction. Temporary effects must be restored to baseline habitat values or better within one year following initial disturbance. Areas subject to ongoing operations and maintenance are not considered temporary even if they are restored within one year following initial disturbance. Affected areas not fulfilling these criteria are considered permanent. Construction within upland habitat, associated with pavement widening and pole and electrical installations, would result in the permanent loss and/or degradation of 0.31 acre of California red-legged frog and San Francisco garter snake upland and dispersal habitat; and the temporary loss and/or degradation of 1.19 acres of shared upland and dispersal habitat.

These effects will be further minimized by installing work boundary fencing to keep workers from straying into otherwise undisturbed habitat; erecting exclusion fencing to deter animals from moving into the staging area; implementing storm water and erosion BMP's; educating workers about the presence of California red-legged frogs and San Francisco garter snakes, their habitat, identification, regulatory laws, and avoidance and minimization measures; and requiring a Service-Approved Biological Monitor to be present to monitor project activities within or adjacent to suitable habitat.

The exclusion fence will be effective in discouraging animals from entering and taking cover under equipment or supplies. Fencing is not a complete deterrent and animals can gain access from needed gaps in the fence and end points. Therefore, continued monitoring of this area by the Service-Approved Biological Monitor will be necessary to minimize injury to California red-legged frogs or San Francisco garter snake throughout construction.

Monitoring and covering steep-walled excavations should minimize the potential for the two listed species to be affected by predation, desiccation, entombment, or starvation. Proper trash disposal is often difficult to enforce and is a common non-compliance issue. Improperly disposed edible trash could attract predators, such as raccoons, crows, gulls, and ravens, to the site, which could subsequently prey on the California red-legged frog and San Francisco garter snake. Trapped red-legged frogs may also be vulnerable to predation from the San Francisco garter snake.

California red-legged frogs, San Francisco garter snakes, and their prey could also be affected by contamination due to chemical or sediment discharge. Exposure pathways could include inhalation, dermal contact, direct ingestion, or secondary ingestion of contaminated soil, plants or prey species. Exposure to contaminants could cause short- or long-term morbidity, possibly resulting in reduced productivity or mortality. However, Caltrans proposes to reduce these risks by limiting the equipment used in the stream bed to hand tools, implementing BMPs that consist of refueling, oiling, or cleaning of vehicles and equipment a minimum of 50 feet from riparian and aquatic areas (or utilizing pads or other catchments to avoid potential discharges in cases where equipment cannot be moved); installing coir rolls, straw wattles and/or silt fencing to capture sediment and prevent runoff or other harmful chemicals from entering the aquatic habitat; and locating staging, storage and parking areas away from aquatic habitat.

Caltrans' commitment to use erosion control devices other than mono-filament should be effective in avoiding the associated risk of entrapment that can result in death by predation, starvation, or desiccation (Stuart *et al.* 2001).

The completed project will result in minor localized widening of the travel way but is unlikely to increase the local risk of California red-legged frog and San Francisco garter snake mortality from vehicle collision. The completed project will not provide wildlife with greater access to the roadway or result in the addition of structures such as barriers that may result in greater risk of being stranded in the roadway increasing their risk of being killed. Likewise, the road effects zone described in the baseline section is unlikely to change. The pedestrian crossing and associated signage and signaling will diminish baseline travel speeds and increase driver awareness in the immediate area which may result in greater detection and avoidance of wildlife on the road near the Grey Whale Cove parking exit.

Cumulative Effects

Cumulative effects include the effects of future State, Tribal, local or private actions that are reasonably certain to occur in the action area considered in this BO. Future federal actions that are unrelated to the SR 1 Gray Whale Cove Pedestrian Access Improvement Project are not considered in this section because they require separate consultation pursuant to section 7 of the Act. During this consultation, the Service did not identify any future non-federal actions that are reasonably certain to occur in the action area of the proposed project.

Conclusion

After reviewing the current status of the California red-legged frog and San Francisco garter snake, the environmental baseline for the action area, the effects of the proposed SR 1 Gray Whale Cove Pedestrian Access Improvement Project, and the cumulative effects, it is the Service's biological opinion that the SR 1 Gray Whale Cove Pedestrian Access Improvement Project, as proposed, is not likely to jeopardize the continued existence of the California red-legged frog or San Francisco garter snake. The Service reached this conclusion because the project-related effects to the species, when added to the environmental baseline and analyzed in consideration of all potential cumulative effects, will not rise to the level of precluding recovery or reducing the likelihood of survival of the species based on the following: (1) successful implementation of the described *Conservation Measures* is likely to reduce the potential for proposed project activities to result in the disruption of normal California red-legged frog and San Francisco garter snake behavior or risk of injury; (2) the ground-disturbing activities will be confined within and immediately adjacent to the existing paved and hard-packed surfaces; and (3) the habitat for the species in the proposed project footprint is small in size and the disturbance in those areas will be brief in duration.

INCIDENTAL TAKE STATEMENT

Section 9 of the Act and Federal regulation pursuant to section 4(d) of the Act prohibit the take of endangered and threatened species, respectively, without special exemption. Take is defined as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect, or to attempt to engage in any such conduct. Harass is defined by Service regulations at 50 CFR 17.3 as an intentional or negligent act or omission which creates the likelihood of injury to wildlife by annoying it to such an extent as to significantly disrupt normal behavior patterns which include, but are not limited to, breeding, feeding, or sheltering. Harm is defined by the same regulations as an act which actually kills or injures wildlife. Harm is further defined to include significant habitat modification or degradation that results in death or injury to listed species by significantly impairing essential behavior patterns, including breeding, feeding, or sheltering. Incidental take is defined as take that is incidental to, and not the purpose of, the carrying out of an otherwise lawful activity. Under the terms of section 7(b)(4) and section 7(o)(2), taking that is incidental to and not intended as part of the agency action

is not considered to be prohibited taking under the Act provided that such taking is in compliance with the terms and conditions of this *Incidental Take Statement*.

The measures described below are non-discretionary, and must be undertaken by the Caltrans so that they become binding conditions of any grant or permit issued to the applicant, as appropriate, for the exemption in section 7(o)(2) to apply. The Caltrans has a continuing duty to regulate the activity covered by this incidental take statement. If the Caltrans (1) fails to assume and implement the terms and conditions or (2) fails to require the applicant to adhere to the terms and conditions of the incidental take statement through enforceable terms that are added to the permit or grant document, the protective coverage of section 7(o)(2) may lapse. In order to monitor the impact of incidental take, Caltrans must report the progress of the action and its impact on the species to the Service as specified in the incidental take statement [50 CFR §402.14(i)(3)].

Amount or Extent of Take

The Service anticipates that incidental take of the California red-legged frog and San Francisco garter snake will be difficult to detect due to their small size, wariness, and cryptic nature. The project footprint includes vegetative cover which provide cover for both species. Finding an injured or dead California red-legged frog or San Francisco garter snake is unlikely due to their relatively small body size, rapid carcass deterioration, and likelihood that the remains will be removed by a scavenger or indistinguishable amongst the disturbed soil and debris. Losses of these listed animals will also be difficult to quantify due to a lack of baseline survey data and seasonal/annual fluctuations in their numbers due to environmental or human-caused disturbances. There is a reasonable likelihood of harm, injury and mortality as a result of the proposed construction activities, the permanent loss/degradation of suitable habitat, and capture and relocation efforts.

California Red-Legged Frog

The Service is authorizing take incidental to the proposed action as the non-lethal harm of all California red-legged frogs within the action area, and the capture of all individuals within the construction footprint.

Since the Service cannot estimate the number of individual California red-legged frogs that will be incidentally taken for the reasons listed, the Service is providing a mechanism to quantify when take would be considered to be exceeded as a result of implementing the proposed project. The Service will use detection of one (1) dead or injured California red-legged frog to determine when take is exceeded. By setting a threshold of one (1) individual detected, the Service has set an incidental take limit that is measurable, irrefutable, and indicates that the species are being affected at a level where conservation measures and project implementation need to be evaluated and possibly modified. The Service concludes that incidental take of the California red-legged frog will be considered exceeded if one (1) dead or injured individual California red-legged frog is detected by biological monitors or other project personnel.

San Francisco Garter Snake

The Service is authorizing take incidental to the proposed action as the non-lethal harm of all San Francisco garter snakes within the action area, and the capture of all individuals within the construction footprint.

Upon implementation of the following *Reasonable and Prudent Measure*, the incidental take of the California red-legged frog and San Francisco garter snake associated with the proposed project in proportion to the amount and type of take outlined above will become exempt from the

prohibitions described under section 9 of the Act. No other forms of take are exempted under this opinion.

Effect of the Take

In the accompanying BO, the Service determined that this level of anticipated take for the California red-legged frog and San Francisco garter snake is not likely to result in jeopardy to the species.

Reasonable and Prudent Measure

The Service has determined that the following reasonable and prudent measure is necessary and appropriate to minimize the effect of the action on the California red-legged frog and San Francisco garter snake. Caltrans will be responsible for the implementation and compliance with this measure:

Minimize the adverse effects to the California red-legged frog and San Francisco garter snake and their habitat in the action area by implementing the proposed project, including the *Conservation Measures* as described, with the following *Terms and Conditions*.

Terms and Conditions

In order to be exempt from the prohibitions of section 9 of the Act, Caltrans must ensure compliance with the following terms and conditions, which implement the reasonable and prudent measure described above. These terms and conditions are nondiscretionary.

1. The following *Terms and Conditions* implement *Reasonable and Prudent Measure* one (1):
 - a. Approval request for Service-Approved Biological Monitors shall include, at a minimum: (1) relevant education; (2) relevant training concerning the California red-legged frog and San Francisco garter snake, identification, survey techniques, handling individuals of different age classes, and handling of different life stages by a permitted biologist or recognized species expert authorized for such activities by the Service; (3) a summary of field experience conducting requested activities (to include project/research information); (4) a summary of BOs under which they were authorized to work with the California red-legged frog and San Francisco garter snake and at what level (such as construction monitoring versus handling), this will also include the names and qualifications of persons under which the work was supervised as well as the amount of work experience on the actual project; (5) a list of Federal Recovery Permits [10(a)1(A)] held or under which they are authorized to work with the species (to include permit number, authorized activities, and name of permit holder); and (6) any relevant professional references with contact information. No project construction will begin until Caltrans has received written Service approval for biologists to conduct specified activities.
 - b. If appropriate habitat for the California red-legged frog and San Francisco garter snake is located immediately adjacent to its capture location then the preferred option is short distance relocation to that habitat. The animal should not be moved outside of the area it would have traveled on its own. Captured animals should be released within suitable habitat as close to their capture location as feasible for their continued safety. Under no circumstances should an animal be relocated to another property without the owner's written permission. It is Caltrans' responsibility to arrange for that permission.

Service-Approved Biological Monitors must limit the duration of handling and captivity. While in captivity, California red-legged frogs and San Francisco garter snakes shall be kept individually in a cool, dark, moist, aerated environment, such as a clean and disinfected bucket or plastic container with a damp sponge. Containers used for holding or transporting should not contain any standing water.

Reporting Requirements

In order to monitor whether the amount or extent of incidental take anticipated from implementation of the project is approached or exceeded, Caltrans shall adhere to the following reporting requirements. Should this anticipated amount or extent of incidental take be exceeded, Caltrans must reinitiate formal consultation as per 50 CFR 402.16.

1. Notification of injured or dead listed species will be made to the Coast-Bay Division Chief of the Endangered Species Program at the Sacramento Fish and Wildlife Office (SFWO) at (916) 414-6623. When an injured or dead individual of the listed species is found, Caltrans shall follow the steps outlined in the following *Disposition of Individuals Taken* section.
2. Sightings of any listed or sensitive animal species should be reported to the CNDDDB (<http://www.dfg.ca.gov/biogeodata/cnddb/>).
3. Construction compliance reports will be addressed to the Coast-Bay Division Chief of the Endangered Species Program at the SFWO.
4. Caltrans shall submit post-construction compliance reports prepared by the Service-approved biologist to the Service within 60 calendar days following completion of each construction season or within 60 calendar days of any break in construction activity lasting more than 60 calendar days. This report shall detail: (1) dates that relevant project activities occurred; (2) pertinent information concerning the success of the project in implementing avoidance and minimization measures; (3) an explanation of failure to meet such measures, if any; (4) known project effects on the California red-legged frog and San Francisco garter snake; (5) occurrences of incidental take of any listed species; (6) documentation of employee environmental education; and (7) other pertinent information.

Disposition of Individuals Taken

Injured listed species must be cared for by a licensed veterinarian or other qualified person(s), such as the Service-approved biologist. Dead individuals must be sealed in a resealable plastic bag with the date and time when the animal was found, the location where it was found, and the name of the person who found it, and the bag containing the specimen frozen in a freezer located in a secure site, until instructions are received from the Service regarding the disposition of the dead specimen. The Service contact person is the Coast-Bay Division Chief of the Endangered Species Program at the SFWO at (916) 414-6623.

CONSERVATION RECOMMENDATIONS

Section 7(a)(1) of the Act directs federal agencies to utilize their authorities to further the purposes of the Act by carrying out conservation programs for the benefit of endangered and threatened species. Conservation recommendations are discretionary agency activities to minimize or avoid adverse effects of a proposed action on listed species or critical habitat, to help implement recovery plans, or to develop information. The Service recommends the following actions:

1. Caltrans District 4 should work with the Service to develop a conservation strategy that would identify the current safe passage potential along Bay Area highways and the areas where safe passage for wildlife could be enhanced or established.
2. Caltrans should assist the Service in implementing recovery actions identified in the *Recovery Plan for the California Red-legged Frog* (Service 2002) and *Recovery Plan for the San Francisco Garter Snake* (Service 1985).
3. Caltrans should consider participating in the planning for a regional habitat conservation plan for the California red-legged frog, San Francisco garter snake, other listed species, and special-status species.
4. Caltrans should consider establishing functioning preservation and creation conservation banking systems to further the conservation of the California red-legged frog, San Francisco garter snake, and other appropriate species. Such banking systems also could possibly be utilized for other required mitigation (i.e., seasonal wetlands, riparian habitats, etc.) where appropriate. Efforts should be made to preserve habitat along roadways in association with wildlife crossings.
5. Roadways can constitute a major barrier to critical wildlife movement. Therefore, Caltrans should incorporate culverts, tunnels, or bridges on highways and other roadways that allow safe passage by the California red-legged frog, San Francisco garter snake, other listed animals, and wildlife. Photographs, plans, and other information into the BAs if “wildlife friendly” crossings are incorporated into projects. Efforts should be made to establish upland culverts designed specifically for wildlife movement rather than accommodations for hydrology. Transportation agencies should also acknowledge the value of enhancing human safety by providing safe passage for wildlife in their early project design.
6. Adequate wildlife road mortality data is a critical factor in assessing where wildlife and the travelling public are most at risk due to animal-vehicle collision along California’s highways. Caltrans should make its wildlife road mortality data available or provide it to a database service such as the California Roadkill Observation System (<https://www.wildlifecrossing.net/california/>) to enhance road ecology-based planning, add to our resources of “best available science”, and increase public safety.
7. Caltrans should ensure that their container plants used for restoration are sourced from nurseries utilizing the Working Group for Phytophthoras in Native Habitats’ *Guidelines to Minimize Phytophthora Pathogens in Restoration Nurseries* (available at http://www.suddenoakdeath.org/wp-content/uploads/2016/04/Restoration.Nsy_.Guidelines.final_.092216.pdf).

In order for the Service to be kept informed of actions minimizing or avoiding adverse effects or benefiting listed species or their habitats, the Service requests notification of the implementation of any conservation recommendations.

REINITIATION--CLOSING STATEMENT

This concludes formal consultation on the SR 1 Gray Whale Cove Pedestrian Access Improvement Project. As provided in 50 CFR §402.16, reinitiation of formal consultation is required and shall be requested by the federal agency or by the Service where discretionary federal agency involvement or control over the action has been retained or is authorized by law and: (a) if the amount or extent of taking specified in the incidental take statement is exceeded; (b) if new information reveals effects of

the action that may affect listed species or critical habitat in a manner or to an extent not previously considered; (c) if the identified action is subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered in the BO; or (d) if a new species is listed or critical habitat designated that may be affected by the identified action.

If you have questions concerning this consultation or implementation of its measures, please contact John Cleckler, Caltrans Liaison (john_cleckler@fws.gov), or at (916) 414-6639 or Ryan Olah, Coast-Bay Division Chief, (ryan_olah@fws.gov), at (916) 414-6623, or the letterhead address.

Sincerely,



for Jennifer M. Norris, Ph.D.
Field Supervisor

cc:

Robert Stanley, California Department of Fish and Wildlife, Fairfield, California
Gregory Pera, Caltrans District 4, Oakland, California

Literature Cited

- Ashley, E. P., and J. E. Robinson. 1996. Road mortality of amphibians, reptiles and other wildlife on the Long Point Causeway, Lake Erie, Ontario. *Canadian Field Naturalist* 110:403–412.
- Backlin, A.R., J.Q. Richmond, E.A. Gallegos, C.K. Chistensen, and R.N. Fisher. 2017. An extirpated lineage of a threatened frog species resurfaces in southern California. *Oryx*: 1–5.
- Barry, S. 1992. Letter to Marvin L. Plenert, Regional Director, U.S. Fish and Wildlife Service, Portland, Oregon, regarding proposed listing.
- _____. 2002. Dobbins and Cottage/Deadwood Watersheds, Plumas National Forest, Herpetological Surveys, 2001-2002. Department of Zoology, University of California, Davis
- Barry, S.J. and G.M. Fellers. 2013. History and status of the California red-legged frog (*Rana draytonii*) in the Sierra Nevada, California, USA. *Herpetological Conservation and Biology* 8(2): 456-502.
- BioMaAs. 2015. Biological Assessment for Green Valley Trail Alignment. Prepared for Questa Engineering and County of San Mateo Parks Department. April 5, 2015. San Francisco, California. 42 pages.
- Bulger, J.B., N.J. Scott Jr., and R.B. Seymour. 2003. Terrestrial activity and conservation of adult California red-legged frogs *Rana aurora draytonii* in coastal forests and grasslands. *Biological Conservation* 110(2003): 85–95.
- Bury, R.B. and J.A. Whelan. 1984. Ecology and management of the bullfrog. *Fish and Wildlife Resource Publication* 155.
- California Department of Fish and Wildlife (CDFW). 2019. BIOSIS. Natural Heritage Division, Sacramento, California.
- Carr, L. W., and L. Fahrig. 2001. Effect of road traffic on two amphibian species of differing vagility. *Conservation Biology* 15:1,071–1,078.
- Cooke, A. S. 1995. Road mortality of common toads (*Bufo bufo*) near a breeding site, 1974–1994. *Amphibia-Reptilia* 16:87–90.
- Davidson, E.W., M. Parris, J.O. Collins, J.E. Longcore, A.P. Pessier, and J. Brunner. 2003. Pathogenicity and transmission of *Chytridiomycosis* in tiger salamanders (*Ambystoma tigrinum*). *Copeia* 2003(3): 601-607.
- Dodd, C.K. 2013a. *Frogs of the United States and Canada*. Volume 1. John Hopkins University Press, Baltimore, Maryland.
- _____. 2013b. *Frogs of the United States and Canada*. Volume 2. John Hopkins University Press, Baltimore, Maryland.
- Drews, C. 1995. Road kills of animals by public traffic in Mikumi National Park, Tanzania, with notes on baboon mortality. *African Journal of Ecology* 33:89–100.

- Emlen, S.T. 1977. "Double clutching" and its possible significance in the bullfrog. *Copeia* 1977(4): 749-751.
- Fellers, G. 2005. *Rana draytonii* Baird and Girard, 1852b California red-legged frog. Pages 552-554 in M. Lannoo (editor). Amphibian declines the conservation status of United States species. University of California Press. Berkeley, California.
- Fellers, G.M., and P.M. Kleeman. 2007. California Red-Legged Frog (*Rana draytonii*) Movement and Habitat Use: Implications for Conservation. *Journal of Herpetology* 41: 276-286.
- Fellers, G.M., R.A. Cole, D.M. Reintz, and P.M. Kleeman. 2011. Amphibian chytrid fungus (*Batrachochytrium dendrobatidis*) in coastal and montane California, USA Anurans. *Herpetological Conservation and Biology* 6(3): 383-394.
- Fellers, G.M., P.M. Fleeman, D.A.W. Miller, and B.J. Halstead. 2017. Population Trends, Survival, and Sampling Methodologies for a Population of *Rana draytonii*. *Journal of Herpetology* 51(4): 567-573.
- Fisher, R.N. and H.B. Shaffer. 1996. The decline of amphibians in California's Great Central Valley. *Conservation Biology* 10(5): 1387-1397.
- Forman, T. T., and R. D. Deblinger. 1998. The ecological road-effect zone for transportation planning and a Massachusetts highway example. Pages 78–96 in G. L. Evinck, P. Garrett, D. Zeigler, and J. Berry (editors). Proceedings of the international conference on wildlife ecology and transportation. Publication FL-ER-69-98. Florida Department of Transportation, Tallahassee.
- _____. 2000. The Ecological Road-Effect Zone of a Massachusetts (U.S.A) Suburban Highway. *Conservation Biology* 14:36–46.
- Halstead, B.J. and P.M. Kleeman. 2017. Frogs on the Beach: Ecology of California red-legged frogs (*Rana draytonii*) in Coastal Dune Drainages. *Herpetological Conservation and Biology* 12: 127-140.
- Hansen, L. 1982. Trafikdræbte dyr i Danmark (Road kills in Denmark, in Danish). *Dansk Ornitologisk Forenings Tidsskrift* 76:97–110.
- Hayes, M.P., M.R. Jennings, and G.B. Rathbun. 2006. *Rana Draytonii* (California Red-Legged Frog) Prey. *Herpetological Review* 37(4):449. Available at http://researcharchive.calacademy.org/research/bmammals/Rathbun/PDFs/Hayes_HerpReview_2006.pdf.
- Hayes, M.P. and M.R. Tennant. 1985. Diet and feeding behavior of the California red-legged frog *Rana aurora draytonii* (Ranidae). *The Southwestern Naturalist* 30(4):601-605.
- Hels, T., and E. Buchwald. 2001. The effect of road kills on amphibian populations. *Biological Conservation* 99:331–340.
- Hunt, L. 1993. Letter to Marvin L. Plenert, Regional Director, U.S. Fish and Wildlife Service, Portland, Oregon, regarding proposed listing.

- Jennings, M.R. 1993. Letter to Peter C. Sorensen, U.S. Fish and Wildlife Service, Sacramento, California.
- Jennings, M.R. and M.P. Hayes. 1985. Pre-1900 overharvest of California red-legged frogs (*Rana aurora draytonii*): The inducement for bullfrog (*Rana catesbeiana*) introduction. *Herpetological Review* 31(1): 94-103.
- _____. 1990. Final report of the status of the California red-legged frog (*Rana aurora draytonii*) in the Pescadero Marsh Natural Preserve. Final report prepared for the California Department of Parks and Recreation, Sacramento, California through Agreement (4-823-9018). Department of Herpetology, California Academy of Sciences, Golden Gate Park, San Francisco, California. 30 pages.
- _____. 1994. Amphibian and reptile species of special concern in California. California Department of Fish and Game, Rancho Cordova, California.
- Jennings, M.R., M.P. Hayes, and D.C. Holland. 1992. A petition to the U.S. Fish and Wildlife Service to place the California red-legged frog (*Rana aurora draytonii*) and the western pond turtle (*Clemmys marmorata*) on the List of Endangered and Threatened Wildlife and Plants. 21 pages.
- Kruse, K.C. and M.G. Francis. 1977. A predation deterrent in larvae of the bullfrog, *Rana catesbeiana*. *Transactions of the American Fisheries Society* 106(3): 248-252.
- Lips, K.R., F. Brem, R. Brenes, J.D. Reeve, R.A. Alford, J. Voyles, C. Carey, L. Livo, A.P. Pessier and J.P. Collins. 2006. Emerging infectious disease and the loss of biodiversity in a Neotropical amphibian community. *Proceedings of the National Academy of Sciences of the United States of America* 103(9): 3165-3170.
- MacArthur, R. A., R. H. Johnston, and V. Geist. 1979. Factors in influencing heart rate in free-ranging bighorn sheep: a physiological approach to the study of wildlife harassment. *Canadian Journal of Zoology* 57:2,010–2,021.
- Mallick, S. A., G. J. Hocking, and M. M. Driessen. 1998. Road-kills of the eastern barred bandicoot (*Perameles gunnii*) in Tasmania: an index of abundance. *Wildlife Research* 25:139–145.
- Moyle, P.B. 1976. Fish introductions in California: a history and impact of native fishes. *Biological Conservation* 9(1): 101-118.
- Munguira, M. L., and J. A. Thomas. 1992. Use of road verges by butterfly and moth populations, and the effect of roads on adult dispersal and mortality. *Journal of Applied Ecology* 29:316–329.
- Peralta-García, A., B.D. Hollingsworth, J.Q. Richmond, J.H. Valdez-Villavicentio, G. Ruiz-Campos, R. N. Fisher, P. Cruz-Hernandez, P. Galina-Tessaro. 2016. Status of the California red-legged frog (*Rana draytonii*) in the state of Baja California, México. *Herpetological Conservation and Biology* 11(1): 168-180.
- Padgett-Flohr, G. 2008. Pathogenicity of *Batrachochytrium dendrobatidis* in two threatened California amphibians: *Rana draytonii* and *Ambystoma californiense*. *Herpetological Conservation and Biology* 3(2): 182-191.

- Padgett-Flohr, G.E. and R.L. Hopkins, II. 2010. Landscape epidemiology of *Batrachochytrium dendrobatidis* in central California. *Ecography* 33: 688–697.
- Richmond, J.O., A.R. Backlin, P.J. Tatarian, B.G. Solvesky, R.N. Fisher. 2014. Population declines lead to replicate patterns of internal range structure at the tips of the distribution of the California red-legged frog (*Rana draytonii*). *Biological Conservation* 172: 128-137.
- Rosen, P. C., and C. H. Lowe. 1994. Highway mortality of snakes in the Sonoran desert of southern Arizona. *Biological Conservation* 68:143–148.
- Shaffer, H.B., G.M. Fellers, S.R. Voss, C. Oliver, and G.B. Pauley. 2010. Species boundaries, phylogeography, and conservation genetics of the red-legged frog (*Rana aurora/draytonii*) complex. *Molecular Ecology* 13: 2667-2677.
- Stebbins, R.C. 2003. A field guide to western reptiles and amphibians. Houghton Mifflin. Boston, Massachusetts.
- Storer, T. I. 1925. A synopsis of the Amphibia of California. University of California Publications in Zoology 27: 1-342.
- _____. 1933. Frogs and their commercial use. California Department of Fish and Game 19(3): 203-213.
- Stuart, J. M., M. L. Watson, T. L. Brown, and C. Eustice. 2001. Plastic netting: an entanglement hazard to snakes and other wildlife. *Herpetological Review* 32(3):162–164.
- Tatarian, T.J. and G. Tatarian. 2008. California red-legged frog telemetry study; Hughes Pond, Plumas National Forest. Annual Report, Option Year 3 to: U. S. Fish and Wildlife Service, 2800 Cottage Way, Sacramento, California and U.S. Forest Service, Plumas National Forest, 875 Mitchell Avenue, Oroville, California.
- _____. 2010. Chytrid Infection of *Rana draytonii* in the Sierra Nevada, California, USA. *Herpetological Review* 41(3): 325-327.
- Tatarian, P.J. 2008. Movement patterns of California red-legged frogs (*Rana draytonii*) in an inland California environment. *Herpetological Conservation and Biology* 3(2): 155-169.
- Trombulak, S. C., and C. A. Frissell. 2000. The ecological effects of roads on terrestrial and aquatic communities: a review. *Conservation Biology* 14:18–30.
- Twedt, B. 1993. A comparative ecology of *Rana aurora* Baird and Girard and *Rana catesbeiana* Shaw at Freshwater Lagoon, Humboldt County, California. Master of Science thesis. Humboldt State University, Arcata, California. 53 pages plus appendix.
- U. S. Fish and Wildlife Service (Service). 1985. Recovery Plan for the San Francisco Garter Snake (*Thamnophis sirtalis tetrataenia*). U.S. Fish and Wildlife Service, Portland, Oregon. 77 pages.
- _____. 1996. Endangered and threatened wildlife and plants; determination of threatened status for the California red-legged frog. *Federal Register* 61: 25813-25833.

- _____. 2002. Recovery plan for the California red-legged frog (*Rana aurora draytonii*). Portland, Oregon. 173 pages.
- _____. 2005. Revised Guidance on Site Assessments and Field Surveys for the California Red-legged Frog. Sacramento, California. 26 pages. Available at http://www.fws.gov/sacramento/es/Survey-Protocols-Guidelines/Documents/crf_survey_guidance_aug2005.pdf
- _____. 2006a. Endangered and threatened wildlife and plants; designation of critical habitat for the California red-legged frog (*Rana aurora draytonii*), and special rule exemption associated with final listing for existing routine ranching activities; final rule. Federal Register 71(71):19244-19346.
- _____. 2006b. San Francisco Garter Snake (*Thamnophis sirtalis tetrataenia*) 5-Year Review: Summary and Evaluation. September 2006. Sacramento, California. 46 pages.
- _____. 2010. Endangered and threatened wildlife and plants; revised designation of critical habitat for California red-legged frog; final rule. Federal Register 75: 12815-12959.
- Van der Zande, A. N., W. J. ter Keurs, and W. J. Van der Weijden. 1980. The impact of roads on the densities of four bird species in an open field habitat - evidence of a long-distance effect. *Biological Conservation* 18:299–321.
- Van Gelder, J. J. 1973. A quantitative approach to the mortality resulting from traffic in a population of *Bufo bufo* L. *Oecologia* 13:93–95.
- Vos, C. C., and J. P. Chardon. 1998. Effects of habitat fragmentation and road density on the distribution pattern of the moor frog, *Rana arvalis*. *Journal of Applied Ecology* 35:44–56.
- Wright, A.H. and A.A. Wright. 1949. Handbook of frogs and toads in the United States and Canada. Comstock Publishing, Ithaca, New York.

Personal Communication

- Gordon, R. and J. Bennett. Electronic mail communication from Rebecca Gordon and Jesse Bennett, Service, Carlsbad FWO, to Valerie Hentges, Service, Sacramento FWO, dated October 12, 2017.
- Mabe, J. 2017. Phone conversation from Jeff Mabe, U.S. Forest Service, Eldorado National Forest, to Ian Vogel, Service, Sacramento FWO, dated June 6, 2017.
- Yang, D. and J. Martin. Electronic mail communication from Dou-Shuan Yang and Jacob Martin, Service, Ventura FWO, to Valerie Hentges, Service, Sacramento FWO, dated July 5, 2017.



County of San Mateo - Planning and Building Department

ATTACHMENT D

Gray Whale Cove Pedestrian Access Improvement Project BA



Biological Assessment

County of San Mateo
Caltrans District 04
04-SM-1 PM 37.8/38.0
EA: 1Q130

December 2018

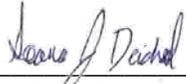


Biological Assessment

Gray Whale Cove Pedestrian Access Improvement Project

County of San Mateo
Caltrans District 04
04-SM-1 PM 37.8/38.0
EA: 1Q130

December 2018

Prepared By:  Date: 12/11/2018

Saana Deichsel, Senior Ecologist
(510) 874-1718
AECOM, 300 Lakeside Drive, Suite 400
Oakland, California 94612

Recommended
for Approval By: _____ Date: _____

Greg Pera, Senior Environmental Planner
(510) 286-5617
Office of Biological Sciences and Permits
California Department of Transportation, District 4

Approved By: _____ Date: _____

John Yeakel, Branch Chief
(510) 286-5681
Office of Biological Sciences and Permits
California Department of Transportation, District 4

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, John Yeakel, Branch Chief, Office of Biological Sciences and Permits, 111 Grand Avenue, Oakland, CA 94623-0660; or call (510) 286-5681, or use the California Relay Service TTY number, (800) 735-2929.

Summary

The California Department of Transportation (Caltrans), in cooperation with the San Mateo County Transportation Authority and San Mateo County, proposes the Gray Whale Cove Pedestrian Access Improvement Project on State Route 1 in San Mateo County at Gray Whale Cove State Beach (Proposed Action) (Appendix A, Figures 1 and 2). The Proposed Action would add a pedestrian crosswalk across State Route 1, install pedestrian hybrid beacons, widen pavement for a left turn lane and an acceleration lane, relocate and improve the parking lot entrance, and install overhead lighting, overhead signs and roadside signs. A detailed project description is provided in Section 1.

The purpose of this Biological Assessment (BA) is to provide sufficient technical information about this Proposed Action to determine its potential effects on species and habitats listed as threatened, endangered, or proposed threatened or endangered under the Federal Endangered Species Act (FESA). This document is specific to species that are regulated by the United States Fish and Wildlife Service (USFWS), a branch of the United States Department of the Interior.

The USFWS website and California Natural Diversity Data Base (CNDDDB) were reviewed to determine which species have the potential to occur in the vicinity of the Action Area. As a result of field assessments and a review of special-status species data and literature, it was determined that areas adjacent to the Action Area provide potential habitat for California red-legged frog (*Rana draytonii*; federal threatened). However, due to lack of suitable aquatic breeding or dispersal habitat within the Action Area, and with the implementation of avoidance and minimization measures, no impacts to the California red-legged frog are anticipated. California red-legged frogs are not expected to seek upland refugia within the Action Area, since ground disturbance will be limited to the shoulders of State Route 1 where suitable habitat is lacking, and the entrance and parking area for Gray Whale Cove nearest the highway. No ground disturbance will occur on the east side of State Route 1 in Green Valley, where the known California red-legged frog occurrences are located. Although the Action Area occurs within designated critical habitat for the species, PCEs for the species were not observed in the Action Area, and there would be no adverse impact to habitat that is suitable to the species for breeding, dispersal, or foraging. Therefore, the Proposed Action *may affect, but is not likely to adversely affect* California red-legged frog and its designated critical habitat.

Contents

Summary	i
Contents	ii
Figures (see Appendix A)	iv
Abbreviated Terms	v
1 Introduction.....	1-1
1.1 Purpose and Need of the Proposed Action	1-1
1.2 Action Area.....	1-2
1.3 Description of the Proposed Action.....	1-2
1.3.1 Project Design Overview Turn Lanes and Pavement Widening at the Parking Lot Entrance	1-2
1.3.2 Pedestrian Crosswalk, Hybrid Beacon, and Safety Lighting.....	1-3
1.3.3 Signs, Warnings, and Pavement Striping.....	1-4
1.3.4 Public Access Features	1-4
1.3.5 Utility Connections	1-4
1.3.6 Vegetation Removal.....	1-5
1.3.7 Grading, Earthwork, Drainage, and Parking.....	1-5
1.3.8 Construction Staging.....	1-5
1.3.9 Right-of-Way, Easements, and Permits	1-6
1.3.10 Proposed Schedule	1-6
1.4 Summary of Consultation to Date.....	1-6
2 Study Methods.....	2-1
2.1 Database Searches and Literature Review.....	2-1
2.2 Field Review	2-1
2.3 Limitations That May Influence Results.....	2-2
3 Environmental Setting.....	3-1
3.1 Description of Physical Conditions	3-1
3.1.1 Climate.....	3-1
3.1.2 Topography	3-1
3.1.3 Hydrology	3-1
3.1.4 Soils.....	3-2
3.2 Biological Conditions	3-2
3.2.1 Vegetation Communities	3-2
3.2.2 Wildlife	3-3

4 Results: Biological Resources, Discussion of Impacts and Avoidance Measures 4-1

4.1 California Red-Legged Frog 4-1

 4.1.1 Status and Range 4-1

 4.1.2 Life History 4-1

 4.1.3 Survey Results and Potential to Occur 4-2

 4.1.4 Cumulative Effects (FESA) 4-2

4.2 Critical Habitat 4-2

4.3 Potential Effects on Federally Listed Species and Critical Habitat 4-3

 4.3.1 Direct Effects 4-3

 4.3.2 Indirect Effects 4-4

4.4 Avoidance and Minimization Measures 4-4

5 Conclusions and Determination 5-1

5.1 Conclusions 5-1

5.2 Determination 5-1

6 References 6-1

Appendix A **Figures** A-1

Appendix B **US Fish and Wildlife Service Species List** B-1

Appendix C **Federally Listed and Proposed Species With Potential to Occur in the Vicinity of the Action Area** C-1

Appendix D **Photographs** D-1

Figures (see Appendix A)

Figure 1. Project Design

Figure 2. Project Footprint and Action Area

Figure 3. CNDDDB Special Status Plant and Wildlife Occurrences Within One Mile of the
Study Area

Figure 4. Environmentally Sensitive Areas

Abbreviated Terms

BA	Biological Assessment
BMP	Best Management Practices
Caltrans	California Department of Transportation
CCC	California Coastal Commission
CDFG	California Department of Fish and Game
CDFW	California Department of Fish and Wildlife
CNDDDB	California Natural Diversity Data Base
CNPS	California Native Plant Society
ESA	Environmentally Sensitive Area
FC	Federal Candidate
FD	Federal delisted
FE	Federal endangered
FESA	(Federal) Endangered Species Act
FT	Federal threatened
iPac	USFWS Information for Planning and Consultation
NRCS	Natural Resources Conservation Services
PCE	Primary Constituent Element
PG&E	Pacific Gas and Electric Company
PM	Post mile
Proposed Action	Gray Whale Cove Pedestrian Access Improvement Project
RWQCB	Regional Water Quality Control Board
SWPPP	Storm Water Pollution Prevention Plan
USFWS	United States Fish and Wildlife Service
WRCC	Western Regional Climate Center

1 Introduction

This Biological Assessment (BA) has been prepared to evaluate potential effects of the Gray Whale Cove Pedestrian Access Improvement Project on State Route 1 in San Mateo County at Gray Whale Cove State Beach (Proposed Action) on species that are listed as endangered or threatened, proposed for listing as endangered or threatened, or candidates for listing as endangered or threatened under the Federal Endangered Species Act (FESA) that are regulated by the United States Fish and Wildlife Service (USFWS). Potential effects on federal species are evaluated in accordance with the legal requirements set forth in Section 7 of the FESA (16 United States Code 1536).

This BA presents the criteria used to determine which federal species were considered and potential adverse effects to those species from the Proposed Action. In addition, this report proposes measures to avoid and/or minimize take or disturbance to potentially affected species.

1.1 Purpose and Need of the Proposed Action

The purpose of the Proposed Action is to:

- Enhance pedestrian access across State Route 1 between Gray Whale Cove State Beach and the parking area.
- Improve vehicle access and vehicle turning movements entering and exiting State Route 1 at the Gray Whale Cove State Beach parking area.

Within the Action Area limits, there is no designated highway crossing location available to users. A high volume of visitors frequent the area, especially on weekends. The existing parking lot at Gray Whale Cove State Beach is located on the opposite side of the highway from the coast, requiring pedestrians and bicyclists to cross State Route 1 and walk along the roadway shoulder to access points of attraction including the State Beach, hiking and biking trails. The presence of motorists traveling at high speeds through the Gray Whale Cove Beach area, and a lack of pedestrian facilities make crossing State Route 1 to access the State Beach challenging, especially during peak hours of traffic. The parking area is located between two curves. The limited available sight distance reduces the visibility for drivers approaching the curve.

The Proposed Action is needed to:

- Provide a designated pedestrian crossing with a pedestrian and vehicular traffic control device.

- Promote drivers' awareness of a transition from open highway conditions to an area of increased pedestrian activity.
- Improve visibility of pedestrians and bicyclists crossing State Route 1.
- Minimize traffic backups on State Route 1 caused by traffic movements into and out of the parking lot area.

1.2 Action Area

The Action Area is located along State Route 1 in San Mateo County. Within the Action Area, State Route 1 is generally a two-lane undivided road with turn lanes at some locations. The recently constructed Devils Slide tunnel is located to the north of the Action Area, and the community of Montara is to the south. The Action Area is located within the California Coastal Zone.

State Route 1 is at an elevation of about 150 feet above sea level at the existing Gray Whale Cove State Beach parking lot located on the east side (northbound side) of State Route 1. This lot provides parking for the Gray Whale Cove State Beach and hiking trails. To access the State Beach, people park their cars in the crescent shaped parking area on the east side of State Route 1 and walk across the highway to access the beach entrance on the west side of State Route 1. Other than one warning sign for a pedestrian crossing in the southbound direction, there are no other existing signs, crosswalks, or pavement markings at this location to aid pedestrians crossing State Route 1, or to warn on-coming vehicles of pedestrian presence.

State Route 1 is used as a regional bike route. In the immediate area of the project, the highway has paved shoulders that bicyclists use in both the northbound and southbound directions. The beach is not readily accessible by bikes due to the relatively steep path, stairway and unpaved trail.

1.3 Description of the Proposed Action

This section describes the activities proposed to meet the purpose and need of the Proposed Action.

1.3.1 Project Design Overview Turn Lanes and Pavement Widening at the Parking Lot Entrance

The existing parking area is accessed towards the north end. This current access will be moved about 200 feet south, placing the entrance just to the south of the center of the crescent shaped parking area. Additional pavement will be added to widen the northbound shoulder and create a new southbound acceleration lane, a southbound left turn lane, and a paved apron at the parking lot entrance. These features will provide more

separation between vehicles turning into and out of the parking lot from through traffic on State Route 1:

- Northbound shoulder will be widened, providing increased buffer space between the traveled lanes and the parking lot entrance for vehicles entering or exiting the lot.
- Southbound pocket lanes will be added in the center of the highway. This includes a southbound left turn pocket and southbound acceleration lane. It will allow vehicles entering the lot to queue separately from the southbound traffic until they are able to cross opposing traffic and enter the parking lot. Likewise, vehicles leaving the lot will have a separate lane within which to accelerate and merge into southbound traffic when exiting the parking lot.

State Route 1 will be widened up to 21 feet on the east side, and the lanes and shoulders restriped. An 8 foot wide pedestrian pathway will be installed adjacent to the west side of the highway (on the southbound side) to provide a connection between the proposed crosswalk and the existing access to the beach. The existing shoulder on the west side will be maintained. Pavement widening will be added within the Action Area on the east side where feasible. This includes widening the northbound shoulder up to 8 feet in the area of the crosswalk and parking lot entrance. The northbound and southbound shoulders will remain available for bicycle use.

The total amount of additional paved or surfaced area is approximately 0.31 acre (13,576 square feet).

1.3.2 Pedestrian Crosswalk, Hybrid Beacon, and Safety Lighting

A pedestrian crosswalk will be installed (striped) on the south side of the relocated parking lot entrance, providing a designated crossing of State Route 1. Both a pedestrian hybrid beacon and overhead lighting will be placed at the crosswalk. Figure 1 shows a typical cross section at the proposed crosswalk, showing the pedestrian footpath, vehicle travel lanes, shoulders, and center median turn lane.

The pedestrian hybrid beacon is a traffic control device designed to help pedestrians cross higher-speed roadways at locations that are busy or not at typical intersections. The beacon head consists of two red lenses above a single yellow lens. The lenses remain "dark" until a pedestrian desiring to cross the highway pushes the call button to activate the beacon. The signal then initiates a yellow to red lighting sequence, consisting of steady and flashing lights that direct motorists to slow and come to a stop. The pedestrian signal then flashes a WALK display to the pedestrian. The light is timed to allow the pedestrians to cross, and then the hybrid beacon again goes dark.

An overhead light will extend above the pedestrian hybrid beacon, providing lighting focused on the crosswalk. The beacons and overhead lighting will be placed over both the

northbound and southbound traffic lanes. The lighting will be directed towards the highway pavement area, and is not expected to affect areas off State Route 1. Placement of lighting and other features will be reviewed by the County for consistency with their Local Coastal Program.

Because State Route 1 curves north of the proposed crosswalk, and slightly impairs sight distance, an additional beacon will be installed over the southbound lane to warn motorists of the upcoming crosswalk. It will be located approximately 490 feet north of the crosswalk and consist of a set of flashing beacon lights (temporarily activated by the same call button noted above) and a pedestrian crossing sign. Similarly, an additional beacon will be installed over the northbound lane about 250 before the crosswalk, which also would only activate when the call button is pushed.

The project's crosswalk and shoulder width will be available for bicyclists at the location of the Proposed Action.

1.3.3 Signs, Warnings, and Pavement Striping

Various new traffic and warning signs will be installed along the shoulder of State Route 1. These are shown in Figure 1 and include yellow warning signs informing motorists to prepare to stop, green and white signs indicating the pedestrian crosswalks and to yield, electronic signs indicating motorists speeds, and a stop sign at the exit of the parking lot. For example, "Be Prepared to Stop" signs with flashing beacons would be installed in the north and southbound directions to alert motorists as they approach the crosswalk area. The shoulders and highway lanes will be restriped for the proposed improvements.

1.3.4 Public Access Features

The Proposed Action is designed to enhance public access to the Gray Whale Cove State Beach. This is a popular public coastal access location, and has been in use for many years. This Proposed Action will formalize an already used but unmarked and uncontrolled pedestrian crossing of State Route 1 from the parking lot on the east side of State Route 1 to the beach on the west side.

1.3.5 Utility Connections

Utility connections will be necessary, which will be underground. There is an existing underground utility splice box near the entrance to the parking lot that will provide power. Three new above ground utility cabinets will be installed along the east side of State Route 1, in the shoulder area. These utility cabinets will house a new transformer, electrical service cabinet including an electric meter, and a signal equipment cabinet. The transformer cabinet will be surrounded by steel bollards (short posts about 2 to 3 feet high) to protect the equipment from a vehicle collision. The proposed utility cabinets are necessary to service the proposed pedestrian signal, lights, and warning beacons.

Trenching will be necessary in the Caltrans shoulder between the utility connection and service cabinets. The proposed utility connections can be completed within the existing State right-of-way.

1.3.6 Vegetation Removal

Most existing vegetation can be avoided with the exception of the west side of State Route 1. It is anticipated that 5 trees will need to be removed and an additional 3 trees pruned or removed to provide sight distance and improved visibility for southbound vehicles approaching the crosswalk.

1.3.7 Grading, Earthwork, Drainage, and Parking

New grading will be minimal. However, widening of State Route 1 as well as installation of the pedestrian pathway and paved apron at the parking lot entrance will require excavation for installation of subsurface gravel and new pavement section.

Installation of the proposed overhead signals, relocated PG&E (Pacific Gas and Electric Company) power pole, and light standards will require foundations, extending 7 to 14 feet in depth.

The existing parking lot may require minor incidental regrading or gravel resurfacing, but no new pavement would be added other than at the relocated entrance within Caltrans right-of-way. The size of the parking lot would remain approximately the same, which serves up to about 90 cars in the primary parking lot adjacent to State Route 1, and approximately an additional 25 cars in the adjacent overflow parking area to the north. Parking is informal (no designated spaces or striping). The necessary utility service cabinets and protective bollards may affect a small portion of the existing parking area (the equivalent of one or two spaces) in the primary lot, but at most times drivers will be able to accommodate the change by parking efficiently.

Additional gravel and grading of the parking lot may also be needed to correct or conform the surface elevation of the lot to match the driveway entrance, and to potentially smooth the surface elevation where minor compaction or erosion has resulted in poor drainage (puddles). Most of the grading would be within the Caltrans right-of-way, but incidental grading may extend into the portion of the parking lot area within State Parks.

1.3.8 Construction Staging

Equipment and materials will have to be temporarily staged during construction. It is anticipated that staging areas will be needed at the Gray Whale Cove State Beach parking lot within Caltrans right-of-way and are approximately defined on Figure 1. The total area is estimated to be 2,200 square feet and will be temporarily fenced off for use by the

contractor. This will temporarily reduce the available parking area during construction. Work on or adjacent to the State Route 1 will involve periods of time when flagmen will have to close one of the travel lanes. This work will be coordinated with Caltrans and State Parks to be performed outside of the peak summer months, will avoid weekends and holidays, and signs will be posted and information made available informing the public about the Proposed Action and the construction schedule.

1.3.9 Right-of-Way, Easements, and Permits

All construction work is planned within the State right-of-way. The Proposed Action will require the following permits:

- Coastal Development Permit. The San Mateo County Local Coastal Program, approved by the California Coastal Commission (CCC), allows San Mateo County to issue this permit within the unincorporated County areas of the Coastal Zone. Caltrans will apply for this permit, in coordination the County.
- Caltrans Encroachment Permit. This permit, issued by Caltrans District 4, is necessary to allow any work affecting State Route 1 and the State right-of-way.
- California State Park Encroachment Permit. Grading within the parking lot east of the Caltrans right-of-way, if needed, would require either an encroachment permit or permit to enter from State Parks.

1.3.10 Proposed Schedule

The proposed schedule identifies environmental clearance in 2018 or early 2019, and construction to be accomplished within a three-month timeframe during the 2019 construction season (approximately September to November).

1.4 Summary of Consultation to Date

The USFWS species list was created on February 26, 2018, and most recently updated on October 24, 2018. It was used to identify target species for reconnaissance-level surveys for terrestrial plants and animals (USFWS 2018; see Appendix B).

2 Study Methods

The potential for federally listed and proposed species to occur in the Action Area was evaluated based on a review of the existing data and the reconnaissance site visit that included a walking survey of the Action Area and a larger Study Area. The Study Area corresponds with the Action Area shown in Figure 1, along with a variable buffer. The Action Area boundary was established to encompass all areas that may be directly or indirectly affected by project construction activities, including construction staging and laydown.

2.1 Database Searches and Literature Review

AECOM biologists reviewed the following special-status species data and literature describing biological resources in the Action Area and vicinity:

- USFWS Information for Planning and Consultation (IPaC), Official Species List (USFWS 2018; Appendix B)
- California Department of Fish and Wildlife (CDFW), California Natural Diversity Database (CNDDDB); search of federally listed and proposed species occurrence records within a 1-mile radius of the Study Area (CDFW 2018; Appendix A, Figure 3)
- California Native Plant Society (CNPS), Rare Plant Inventory (CNPS 2018)

The background data identified 18 wildlife species and five plant species that are federally listed or proposed to be listed as threatened or endangered under the FESA, that have recorded occurrences in the vicinity of the Action Area and/or have the potential to occur based on historic range and/or suitable habitat in the vicinity of the Action Area. Appendix C, Table C-1 provides a table of these federally listed and proposed species evaluated in the Action Area, and describes a rationale for the species that were dismissed from further review. Based on this evaluation, the only federally listed species with potential to occur in the Action Area is:

- California red-legged frog (*Rana draytonii*), threatened

2.2 Field Review

An AECOM biologist conducted a reconnaissance survey of the Action Area on February 7, 2018. The reconnaissance survey included meeting with engineers onsite to gather additional information about the Proposed Action, and included identification of the vegetation communities in the Action Area and habitat assessment for federally listed species (see photographs in Appendix D). The availability of suitable habitat and the

potential for wildlife species to occur in the Action Area were evaluated by comparing the proximity of verified species occurrences and the habitat characteristics in the Action Area with habitat and life history requirements for each species.

2.3 Limitations That May Influence Results

The limited construction outside of the roadbed and shoulders of State Route 1 avoids most vegetation and affects primarily disturbed roadside areas. The project improvements will be within Caltrans right-of-way, with the exception of minor access to the parking lot area. No drainages, creeks, or intact habitat will be affected. Consequently, the limited habitat within the Action Area did not require USFWS, CDFW, or CNPS protocol-level surveys for any federally or state-listed species.

3 Environmental Setting

The Action Area is located along State Route 1 in San Mateo County. Within the Action Area, State Route 1 is generally a two-lane undivided road with turn lanes at some locations. The recently constructed Devils Slide tunnel is located to the north of the Action Area, and the community of Montara is to the south. The Action Area is located within the California Coastal Zone.

3.1 Description of Physical Conditions

This section describes the physical conditions of the Action Area, including its climate, topography, and hydrology. These characteristics are the context for the biological conditions and the species descriptions that follow.

3.1.1 Climate

The Action Area is located in the San Francisco Bay Area sub-region, which has a Mediterranean climate, with approximately 90 percent of annual precipitation occurring between November and April. Cool, coastal fog alternates with clear skies and warm weather during the months of May through October. In the nearby town of Pacifica (about 2 miles north of Gray Whale Cove), the mean annual temperature is 56 degrees Fahrenheit (Western Region Climate Center [WRCC] 2018).

3.1.2 Topography

The Action Area is located near the northern and coastal end of the Santa Cruz Mountains. The region is considered part of the Coast Ranges Geomorphic Province and is seismically active due to faulting that is dominantly right lateral and strike-slip at the margin between the North American and Pacific Plates. The majority of the Action Area is paved. State Route 1 is at an elevation of about 150 feet above sea level at the Gray Whale Cove State Beach parking lot (Google Earth 2018).

3.1.3 Hydrology

Average precipitation in the Pacifica area is 30 inches per year. Rainfall between the months of May and October is relatively rare and represents approximately 10 percent of the annual average (WRCC 2018).

No United States Army Corps of Engineers or California Coastal Commission jurisdictional aquatic features were observed in the Action Area. An ephemeral drainage was observed just outside of the Action Area, to the east of the Action Area, adjacent to the parking lot. This drainage runs under State Route 1 through a culvert and empties out

on the west side of State Route 1. Just outside of the Action Area to the north is Green Valley Creek, a high gradient, intermittent creek that drains approximately 277 acres of brushy, mountainous terrain near Montara Mountain and discharges indirectly into the Pacific Ocean about one-half mile south of the south portal the Devils Slide Tunnel (United States Geological Survey 2018).

3.1.4 Soils

Online soil surveys for San Mateo County (Natural Resources Conservation Services [NRCS] 2018) were used to identify the soil series within the Action Area. Soils in the Action Area are mapped as the Scarper-Miramar Association, 30 to 75 percent slopes. These soils have formed on quartz-diorite and related granitic rocks and are typically well-drained, shallow (<2 feet deep), and grade to a highly weathered granitic rock. Texture is generally coarse loamy to fine loamy and soils occur on steep slopes.

3.2 Biological Conditions

This section describes the general biological conditions in and around the Action Area with particular emphasis on the dominant vegetation communities, wildlife, and specific plant and animal species with potential to occur within the Action Area. Overall, the Action Area is highly disturbed and fragmented because of the presence of a major highway and heavy use by the public for accessing Gray Whale Cove beach.

3.2.1 Vegetation Communities

The project corridor is in the San Francisco Bay Area, a floristic sub-region of the California Floristic Province's Central Western California region. The sub-region occupies the northern one-third of the Central Western California region and contains a diverse assemblage of plant communities and wildlife habitat types.

Vegetation within the Action Area and in the immediate vicinity of the Action Area was surveyed and dominant vegetation types noted. The Action Area consists largely of previously disturbed areas. Along the edge of State Route 1 and just outside the Action Area, three dominant vegetation types were mapped: northern coastal scrub, ruderal, and landscaped. Habitat descriptions were primarily developed using digital resources from the CWHR (CDFG 2005), listed species information from the USFWS Sacramento Field Office online database (USFWS 2018; Appendix B), and the CNDDDB (CDFW 2018). Nomenclature follows the Jepson Manual (Baldwin et al. 2012). No special-status plant species were identified during the survey.

Northern Coastal Scrub

Northern coastal scrub is typical of the San Mateo County coastal region. Dominant species include native shrubs such as coyote brush (*Baccharis pilularis*), California sagebrush (*Artemisia californica*), California coffeeberry (*Frangula californica*), blue blossom (*Ceanothus thyrsiflorus* var. *thyrsiflorus*), poison oak (*Toxicodendron diversilobum*) and bush monkey-flower (*Mimulus aurantiacus*). Vegetated areas along the edge of the scrub habitat adjacent to the parking lot support sparse to patchy, herbaceous native species such as yarrow (*Achillea millefolium*), as well as non-natives like field mustard (*Brassica rapa*), scarlet pimpernel (*Anagallis arvensis*), and the highly invasive exotic species Cape ivy (*Delairia odorata*).

Landscaped

The slopes to the east and west of the Action Area host landscaped wooded areas which included planted (or escaped) ornamental species such as Monterey pine (*Pinus radiata*) and Monterey cypress (*Hesperocyparis macrocarpa*), both native to the Monterey Peninsula but frequently planted along the San Mateo coast. In addition, iceplant (*Carpobrotus edulis*) has been planted or is present as an escaped landscape species in patches along the roadside.

Ruderal

Ruderal habitat is located on the road shoulders along State Route 1. Ruderal habitats are made up of highly disturbed upland vegetation, characterized by weedy species. Within the Action Area, the ruderal areas are dominated by non-native annual grass species such as wild oats (*Avena* spp.), and bromes (*Bromus* spp.), as well as common weedy herbaceous species such as Jersey cudweed (*Pseudognaphalium luteoalbum*), petty spurge (*Euphorbia peplus*), and Bermuda buttercup (*Oxalis pes-caprae*).

3.2.2 Wildlife

The Action Area provides potential habitat for a number of common wildlife species. Wildlife observed during field surveys included red-tailed hawk (*Buteo jamaicensis*), Anna's hummingbird (*Calypte anna*), American crow (*Corvus brachyrhynchos*), house finch (*Carpodacus mexicanus*), common raven (*Corvus corax*), wrenit (*Chamaea fasciata*) Western scrub-jay (*Aphelocoma californica*), and California gulls (*Larus occidentalis*). No active nests were observed during the site visit. Due to the undisturbed nature of the surrounding landscape, many species more common to coastal areas may be observed foraging adjacent to the Action Area.

This page intentionally left blank

4 Results: Biological Resources, Discussion of Impacts and Avoidance Measures

As a result of the field and background review, it was determined that areas adjacent to the Action Area provide potential habitat suitable to support the California red-legged frog. The Action Area occurs within designated critical habitat for this species although Primary Constituent Elements (PCEs) for California red-legged frog were not observed.

4.1 California Red-Legged Frog

4.1.1 Status and Range

The California red-legged frog, federally listed as threatened and a California species of special concern, is distributed throughout 26 counties in California but is most abundant in the San Francisco Bay Area. Populations have become isolated in the Sierra Nevada, northern Coast, northern and southern Transverse, and Peninsula ranges (Jennings and Hayes 1994; Stebbins 2003). California red-legged frogs predominately inhabit permanent water sources such as streams, lakes, marshes, natural and manmade ponds, and ephemeral drainages in valley bottoms and foothills up to 4,920 feet in elevation (Jennings and Hayes 1994; Bulger et al. 2003; Stebbins 2003).

4.1.2 Life History

California red-legged frogs breed between November and April in standing or slow-moving water that is at least 2½ feet deep with emergent vegetation, such as cattails (*Typha* spp.), tules (*Schoenoplectus* spp.), or overhanging willows (*Salix* spp.) (Hayes and Jennings 1988). Aquatic breeding habitat should hold water for a minimum of 20 weeks in most years and have salinity less than 7.0 parts per thousand. Egg masses containing 2,000 to 5,000 eggs are attached to vegetation below the surface and hatch after 6 to 14 days (Storer 1925; Jennings and Hayes 1994). Larvae undergo metamorphoses 3.5 to 7 months after hatching and reach sexual maturity at 2 to 3 years of age (Jennings and Hayes 1994). California red-legged frogs have been found in drainages and ephemeral pools but prefer deeper pools associated with dense riparian stands.

In a study of California red-legged frog terrestrial activity in the Santa Cruz Mountains, Bulger et al. (2003) categorized terrestrial use as migratory and non-migratory. Non-migratory activity occurred from two days to several days and was associated with precipitation events. Migratory movements are characterized as the movement between aquatic sites and were most often associated with breeding activities. Bulger reported that non-migrating frogs typically stayed within 200 feet of aquatic habitat 90 percent of the time and were most often associated with dense vegetative cover (i.e., California

blackberry, poison oak, and coyote brush). However, dispersal during winter rain events for juvenile and adult California red-legged frog has been recorded as up to 2 miles (USFWS 2002).

4.1.3 Survey Results and Potential to Occur

No California red-legged frogs were observed during the site visit and no California red-legged frog occurrences have been recorded in the Action Area. California red-legged frogs have been observed within Green Valley north of the Action Area in recent years (Questa Engineering 2006, CNDDDB 2018). One occurrence is from 1997, 500 feet northeast of the Action Area in Green Valley which lies on the east side of State Route 1. At this site, California red-legged frogs were observed in a small pond receiving overflow from Green Valley Creek. The surrounding habitat at this pond was recorded as willow scrub. An additional occurrence from within one mile of the Study Area is from 2002, between Devil's Slide and Green Valley within a perennial drainage on the west slope of Montara Mountain. Due to the proximity of these occurrences, there is some potential for the species to occur along the ephemeral drainage located immediately east of the Gray Whale Cover parking area. This drainage may be used for aquatic dispersal. No suitable aquatic breeding habitat was observed within the Action Area, and the upland habitat for dispersal is marginal; no small mammal burrows were observed during the site visit. The habitat in the Action Area is predominantly disturbed (paved) and ruderal. The area on the west side of the Action Area is landscaped with Monterey pines and Monterey cypress, with a dense ground cover of pine needles and iceplant, or compact soils. These areas lack foraging habitat and cover for the species, and connectivity to aquatic breeding and dispersal habitat. State Route 1 and the Gray Whale Cove parking area create barriers to dispersal from potentially suitable habitat to the east of the Action Area.

4.1.4 Cumulative Effects (FESA)

The Proposed Action is not expected to affect California red-legged frog as a result of the implementation of the avoidance and minimization measures. The limited number of recent occurrences in the vicinity of the Action Area makes the likelihood for occurrence in the Action Area, or within any nearby projects, very low. Therefore, the Proposed Action will not contribute to cumulative effects on this species.

4.2 Critical Habitat

The Action Area is within the designated critical habitat Unit SNM-1 (San Mateo County) for California red-legged frog, as defined in the March 2010 revised critical habitat designation (USFWS 2010) (Appendix A, Figure 3).

Critical habitat for the California red-legged frog was designated by the USFWS in April 2006 and revised in March 2010. In designating critical habitat for the California red-

legged frog, USFWS evaluated the specific habitat elements required by the species for all of its biological needs. These habitat elements, called PCEs, are necessary for the conservation of the species and were used to evaluate whether habitat present in proposed critical habitat units would indeed have the entire habitat element suite required for the continued survival of the species. These habitat elements can also be used to evaluate potential habitat locations as part of a habitat assessment. If a suspected habitat location does not have one or more of these PCEs, it is unlikely to support California red-legged frog populations. As defined in the USFWS critical habitat designation (USFWS 2010), the PCEs for California red-legged frog are aquatic breeding habitat, nonbreeding aquatic habitat, upland habitat, and dispersal habitat. PCEs for California red-legged frog were not observed within the Study Area.

4.3 Potential Effects on Federally Listed Species and Critical Habitat

Potential effects resulting from the Proposed Action include harassment, injury, or mortality in the unlikely event that a California red-legged frog is encountered, temporary loss or degradation of habitat, and temporary impediment to movement and dispersal.

4.3.1 Direct Effects

California red-legged frogs are known to occur north of the Action Area in Green Valley. Rainfall runoff from the Action Area could enter Green Valley Creek which supports known breeding habitat for the frog. The ephemeral drainage to the east of the Action Area (which runs through a culvert adjacent to the parking lot, under State Route 1) while not known for hosting California red-legged frogs, presents potentially suitable aquatic habitat for dispersal or foraging. Because drainage from the construction area can conceivably enter the Green Valley Creek area, measures will be required at the construction site to contain or treat potential runoff.

California red-legged frogs are not expected to seek upland refugia within the Action Area, since ground disturbance will be limited to the shoulders of State Route 1, and entrance and parking area for Gray Whale Cove nearest the highway. Frogs are not expected to occur alongside State Route 1 due to lack of access from potential and known breeding locations. On the west side of State Route 1, the shoulder behind a metal beam guardrail is currently used as a foot path, and has no suitable vegetation for upland dispersal. The footpath and shoulder are at a flat graded area at the top of a steep slope. The widening would only impact the previously disturbed shoulder. No ground disturbance will occur on the east side of State Route 1 in Green Valley, where the known California red-legged frog occurrences are located. Although the Action Area occurs within designated critical habitat for the species, PCEs for the species were not observed in the Action Area, and there would be no adverse impact to habitat that is suitable to the species for breeding, dispersal, or foraging. Proposed project activities

within the critical habitat include widening of the road on the west side of State Route 1 to accommodate construction of the turning lane, and removal of trees to improve sight distance.

Due to the lack of aquatic dispersal habitat, the high level of ground disturbance in the Action Area, the marginal nature of upland dispersal habitat, barriers to dispersal with the Action Area, and the implementation of general avoidance and minimization measures listed in Section 8.1, the Proposed Action “may affect, but is not likely to adversely affect” California red-legged frog under FESA.

4.3.2 Indirect Effects

No indirect effects to the California red-legged frog are anticipated from the Gray Whale Cove Pedestrian Access Improvement Project. The Proposed Action is not anticipated to adversely affect California red-legged frog movement or suitable aquatic breeding or dispersal, or upland aestivation habitat.

4.4 Avoidance and Minimization Measures

This section describes avoidance and minimization measures that will be implemented for the Proposed Action. Caltrans will incorporate the following construction best management practices (BMPs) and avoidance and minimization measures into the Proposed Action to reduce effects to sensitive biological resources. These BMPs will be communicated to the contractor through the use of standard and non-standard special provisions in the bid solicitation package:

1. No ground-disturbing activities will be conducted outside the limits of the Action Area.
2. Environmentally sensitive areas (ESAs, as indicated on Figure 4) will be avoided by limiting staging areas to within the designated footprint. No fencing would be necessary along the road shoulder upslope of the California red-legged frog occurrence, as no work is anticipated on the east side of the road, and the shoulder will remain clear to allow for safety and maintenance setbacks.
3. The contractor will implement Caltrans construction site, stormwater, and water quality standard BMPs during work on the Proposed Action. Silt fencing or other Regional Water Quality Control Board (RWQCB)-approved erosion control measures will be installed to prevent sediment and pollutant discharges to State and Federal waters and wetlands or storm drains beyond the project limits.
4. A Storm Water Pollution Prevention Plan (SWPPP) or similar plan and erosion control BMPs will be developed and implemented to minimize any wind or water-related material discharges, in compliance with the requirements of the Regional

Water Quality Control Board. The SWPPP will provide guidance to design staff, directing inclusion of provisions in construction contracts for measures to protect sensitive areas, and to prevent and minimize stormwater and non-stormwater discharges.

5. Temporary erosion control measures will be implemented on all disturbed areas.
6. Permanent erosion control measures will be implemented upon completion of construction. All disturbed areas will be revegetated with appropriate native, non-invasive species or non-persistent hybrids that will serve to stabilize site conditions.
7. Maintenance and refueling areas for equipment will be kept a minimum of 50 feet from drainage ditches and only on designated disturbed/developed areas where accidental spills can be contained immediately. All equipment shall be refueled with appropriate drip pans, absorbent pads, and water quality Best Management Practices. Equipment and vehicles operating in the Action Area shall be checked and maintained daily to prevent leaks of fuels, lubricants, or other liquids.
8. Spill containment materials will be maintained onsite at all times during construction operations and/or staging or fueling of equipment.

This page intentionally left blank

5 Conclusions and Determination

5.1 Conclusions

As a result of a review of the USFWS species list, species occurrence databases and literature, and the reconnaissance-level wildlife habitat assessments, one species is considered to have some potential to occur in the Action Area: California red-legged frog. General and specific conservation measures are proposed that will avoid and minimize effects of the Proposed Action to the species to the maximum extent practicable.

5.2 Determination

Caltrans has determined that with implementation of the avoidance and minimization measures described in Section 4.4, the Proposed Action *may affect, but is not likely to adversely affect* the California red-legged frog and its designated critical habitat. Caltrans has determined that the Proposed Action would result in no effect to other federally listed species or critical habitat not described above. Caltrans requests concurrence from the Service that the Proposed Action may affect, but is not likely to adversely affect the California red-legged frog.

This page intentionally left blank

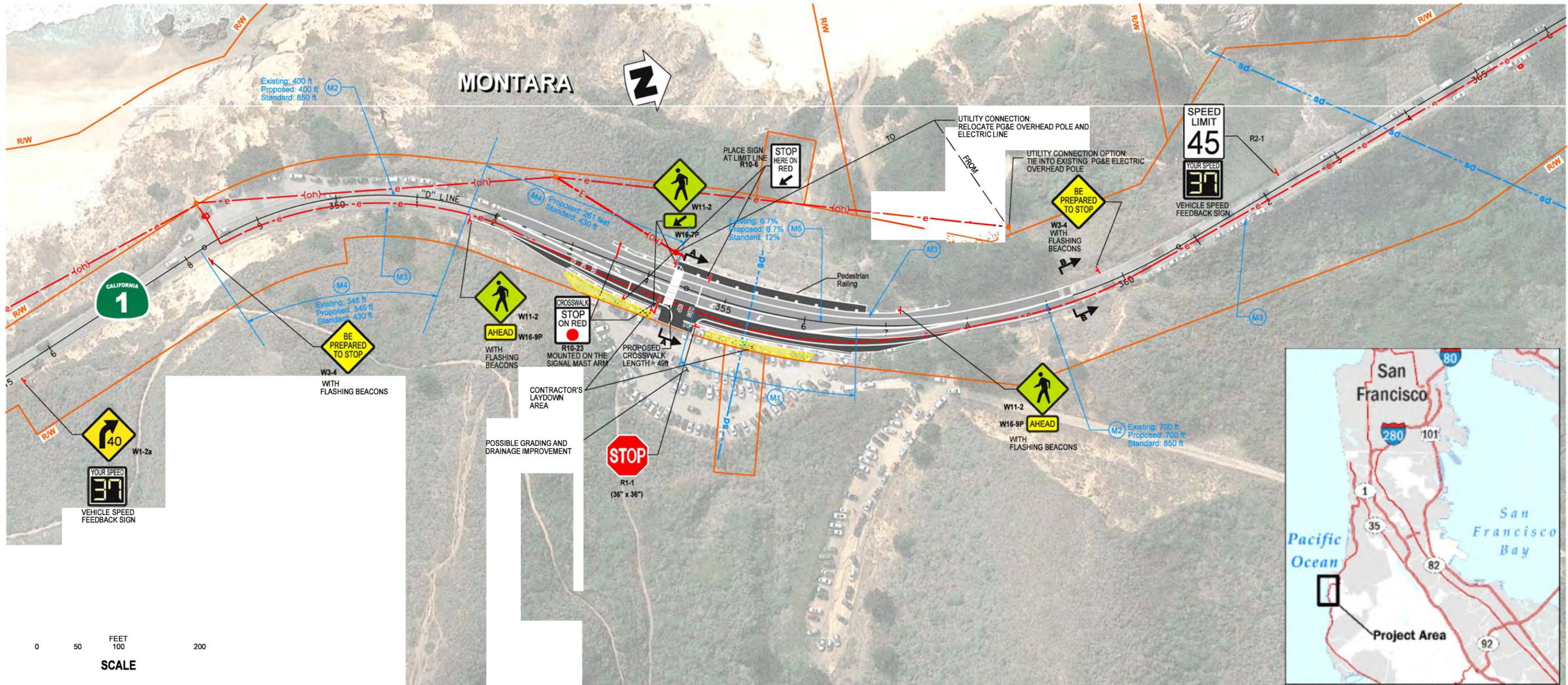
6 References

- Baldwin, B.G., D.H. Goldman, D.J. Keil, R. Patterson, T.J. Rosatti, and D.H. Wilken (eds.), 2012. *The Jepson Manual: Vascular Plants of California*, Second Edition, Thoroughly Revised and Expanded. Berkeley: University of California Press.
- Bulger, J.B., N.J. Scott Jr. and R. Seymour. 2003. Terrestrial Activity and Conservation of adult California red-legged frogs *Rana aurora draytonii* in coastal forests and grasslands. *Biological Conservation*. Vol. 110: 85-95.
- California Department of Fish and Game (CDFG). 2005. California Wildlife Habitat Relationship System (CWHR) version 8.1. [Personal computer program]. Sacramento (CA): California Interagency Wildlife Task Group.
- California Department of Fish and Wildlife (CDFW). 2018. California Natural Diversity Database (CNDDDB). Program “Rarefind,” version 5 [Computer Program]. Sacramento, CA. Accessed on February 5, 2018.
- California Native Plant Society (CNPS). 2018. Inventory of Rare and Endangered Plants of California. Online inventory, version 7-08a. Accessed on February 5, 2018. Available from <http://cnps.site.aplus.net/cgi-bin/inv/inventory.cgi>
- Google Earth 6.2. 2018. Available: <https://www.google.com/earth/index.html>
- Hayes, M.P. and M.R. Jennings. 1988. *Habitat correlates of distribution of the California red-legged frog (Rana aurora draytonii) and the foothill yellow-legged frog (Rana boylei): Implications for management*. 144-158. Proceedings of the Symposium on the Management of Amphibians, Reptiles, and Small Mammals in North America. United States Department of Agriculture. Forest Service General Technical Report (GTR)-166.
- Jennings, M.R. and M.P. Hayes. 1994. *Amphibian and Reptile Species of Special Concern in California*. Final Report to the California Department of Fish and Game.
- NRCS (Natural Resources Conservation Service). 2018. Web Soil Survey. Accessed on February 2018 at <http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>.

- Questa Engineering Corporation. 2006. Linking the California Coastal Trail South of the Devils Slide Tunnel: Design and Feasibility Study for the Green Valley Trail, Montara, CA.
- Stebbins, R. C. 2003. *A Field Guide to Western Reptiles and Amphibians*. 3rd Edition. New York (NY): Houghton Mifflin Company.
- Storer, Tracy I. 1925. A Synopsis of the Amphibia of California. *University of California Publications in Zoology* v27. Berkeley (CA): University of California Press.
- U.S. Fish and Wildlife Service (USFWS). 2002. *Recovery Plan for the California Red-legged Frog (Rana aurora draytonii)*. Portland (OR): Region 1, U.S. Fish and Wildlife Service. Accessed May 28, 2009. Available from http://ecos.fws.gov/docs/recovery_plan/020528.pdf
- _____.2010. Endangered and Threatened Wildlife and Plants: Revised Designation of Critical Habitat for California Red-Legged Frog; Final Rule (50 CFR Part 17). 75 Federal Register 51: 12815-12864. Available from http://frwebgate.access.gpo.gov/cgi-bin/getdoc.cgi?dbname=2010_register&docid=fr17mr10-23.
- _____.2018. Official Species List for State Gray Whale Cove Pedestrian Crossing Project. Consultation Code: 08ESMF00-2018-SLI-1335. Event Code: 08ESMF00-2018-E-03866. October, 2018.
- U.S. Geological Survey (USGS) in cooperation with the U.S. Environmental Protection Agency. 2018. National Hydrography Dataset (NHD).
- Western Regional Climate Center (WRCC). 2018. Remote Automatic Weather Stations (RAWS). Pacifica, CA. Available: <https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca6599>. Accessed February 2018.

Appendix A Figures

GRAY WHALE COVE PEDESTRIAN ACCESS IMPROVEMENT PROJECT (PM 37.8/38.0) McNEE RANCH STATE PARK, HIGHWAY 1 ENVIRONMENTAL PHASE

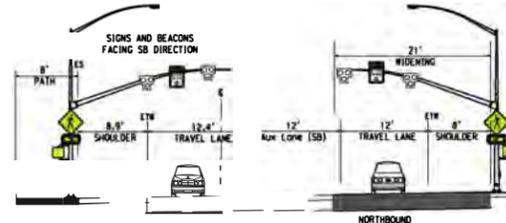


LEGEND:

- sd--- PROPOSED WIDENING
- e--- EXISTING ROADWAY
- e--- PROPOSED STRIPING
- e--- EXISTING STRIPING
- e--- PROPOSED SIGNAGE
- sd--- EXISTING STORM DRAIN
- e--- EXISTING PG&E UG ELECTRIC
- e---(oh)--- EXISTING PG&E OH ELECTRIC
- e--- PROPOSED PG&E UG ELECTRIC
- e---(oh)--- PROPOSED PG&E OH ELECTRIC
- (M#) MANDATORY DESIGN EXCEPTION
- CONTRACTOR'S LAYDOWN AREA

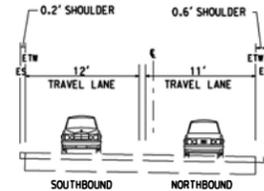
PROPOSED DESIGN EXCEPTIONS

DESIGN STANDARD	CONDITION
(M1) Mandatory 405.2(d) Non Standard Deceleration Length Standard: 50 mph Design Speed = 435 feet	Existing: No Crosswalk Proposed: 201 ft Standard: 435 ft
(M2) Mandatory 203.2 Non Standard Curve Radius Standard: 50 mph Design Speed = 850 feet	Existing: 400 ft Proposed: 400 ft Standard: 850 ft
(M3) Mandatory 202.1 Non Standard Shoulder Width Standard: 8 foot Shoulder	Existing NB: Varies from 0.6 to 6.5 ft Proposed NB: Varies from 0.6 to 8 ft Standard NB: 8ft
(M4) Mandatory 201.1 Non Standard Stopping Sight Distance Standard: 50 mph Design Speed = 430 feet	Existing SB: Varies from 6.5 to 7.9 ft Proposed SB: Varies from 6.5 to 7.9 ft Standard SB: 8ft
(M5) Mandatory 202.2 Non Standard Superelevation Rate Standard: 12%	Existing: 345 ft Proposed: 345 ft Standard: 430 ft
	Existing: 6.7%, 700 ft Proposed: 6.7%, 700 ft Standard: 12%



SECTION A-A
NO SCALE

Push button activated hybrid beacon provides signalized crosswalk at mid-block location.

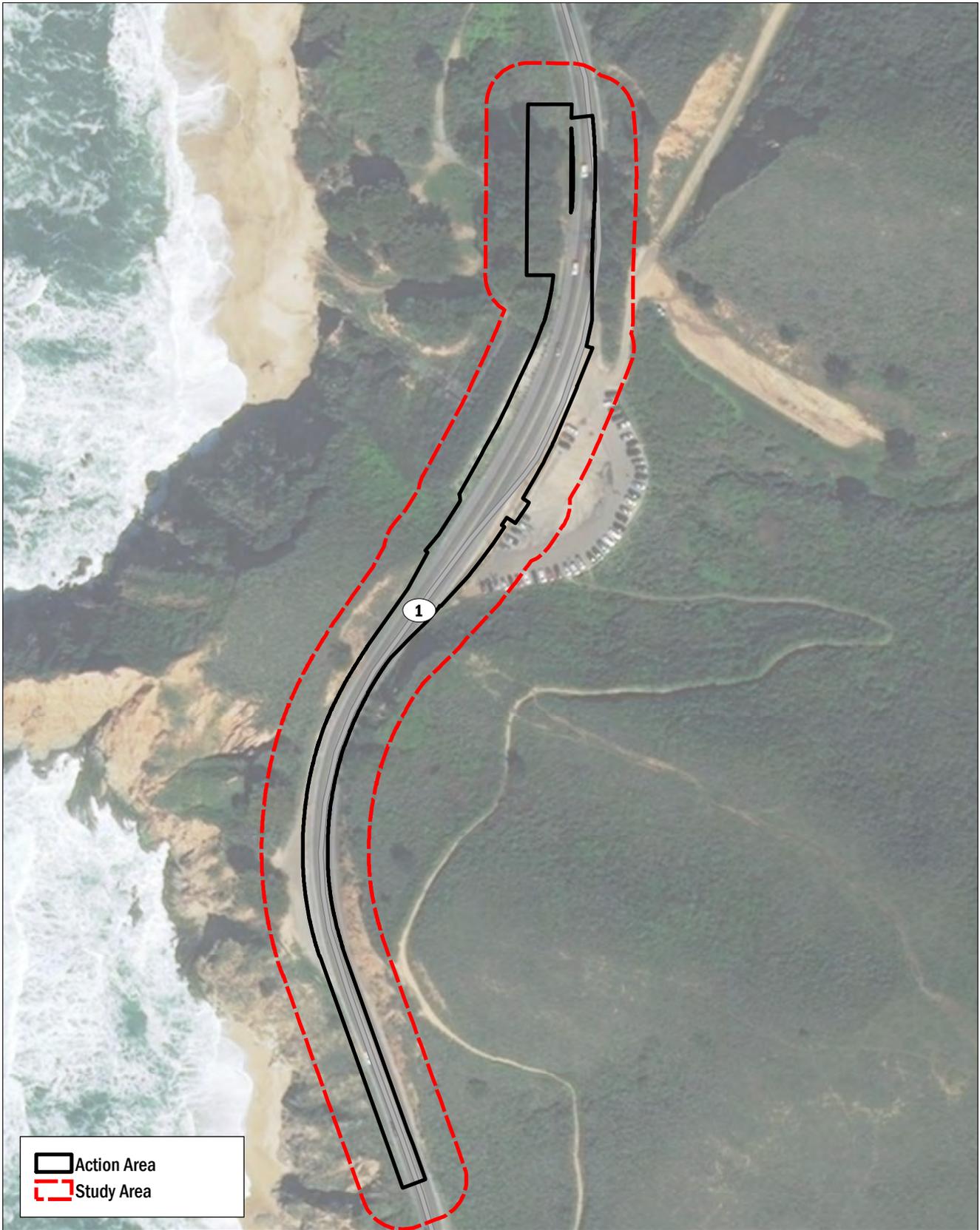


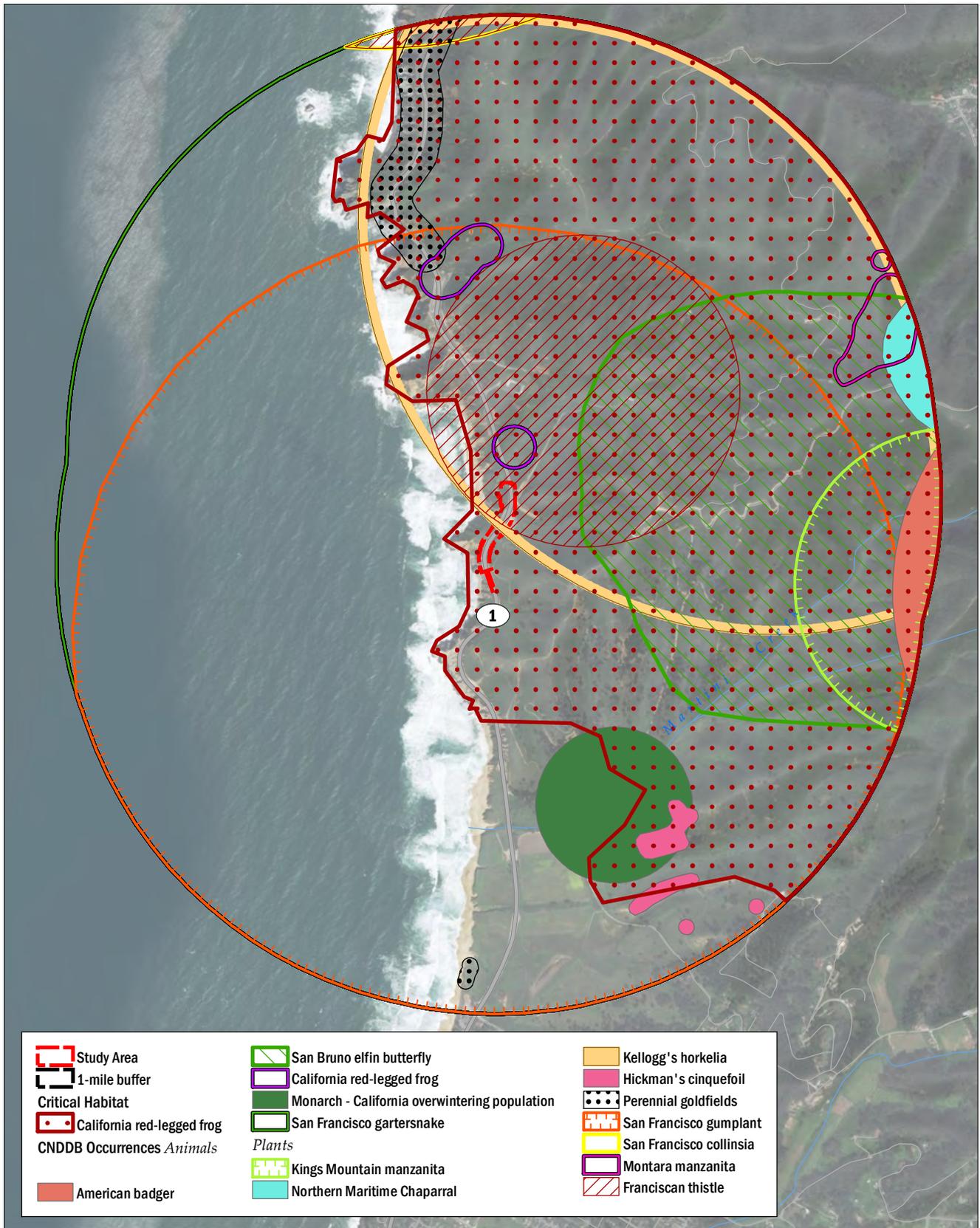
SECTION B-B
NO SCALE

PRELIMINARY
FOR DISCUSSION PURPOSES ONLY

DESIGNATED PEDESTRIAN CROSSING PEDESTRIAN HYBRID BEACON (PHB)

FIGURE 1: Project Design





ESRI imagery, 2018
ESRI roads, 2010
CNDDB, 2018

AECOM

California Department of Transportation (Caltrans)
Gray Whale Cove

FIGURE 3

CNDDB Special Status Plant and Wildlife Occurrences Within One Mile of the Study Area

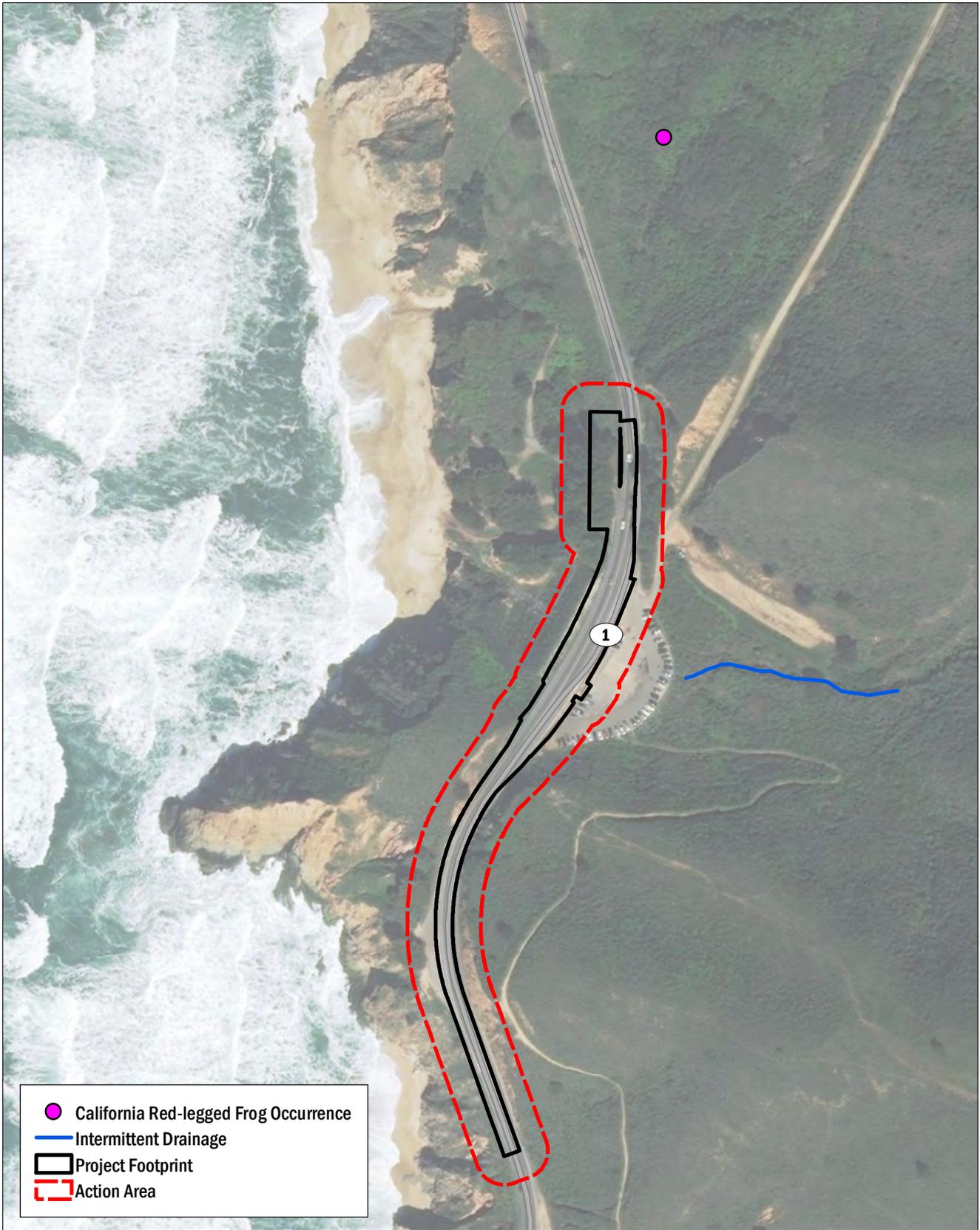


FIGURE 4
Environmentally Sensitive Areas

This page intentionally left blank.

Appendix B US Fish and Wildlife Service Species List



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To:

October 24, 2018

Consultation Code: 08ESMF00-2018-SLI-1335

Event Code: 08ESMF00-2019-E-00517

Project Name: Gray Whale Cove Pedestrian Crossing

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

(916) 414-6600

Project Summary

Consultation Code: 08ESMF00-2018-SLI-1335

Event Code: 08ESMF00-2019-E-00517

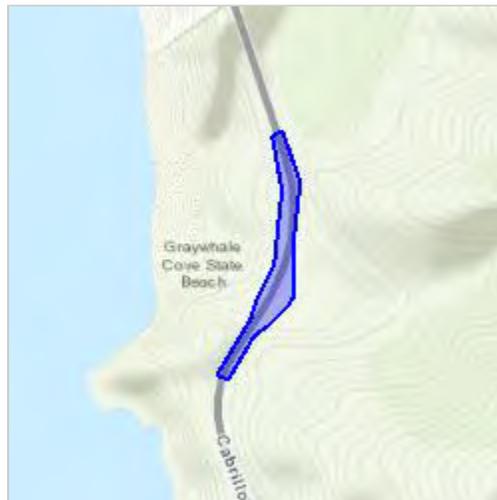
Project Name: Gray Whale Cove Pedestrian Crossing

Project Type: TRANSPORTATION

Project Description: Pedestrian crossing for safety.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/37.56371274071766N122.51266041488117W>



Counties: San Mateo, CA

Endangered Species Act Species

There is a total of 18 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Salt Marsh Harvest Mouse <i>Reithrodontomys raviventris</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/613	Endangered
Southern Sea Otter <i>Enhydra lutris nereis</i> No critical habitat has been designated for this species. <i>This species is also protected by the Marine Mammal Protection Act, and may have additional consultation requirements.</i> Species profile: https://ecos.fws.gov/ecp/species/8560	Threatened

Birds

NAME	STATUS
California Clapper Rail <i>Rallus longirostris obsoletus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4240	Endangered
California Least Tern <i>Sterna antillarum browni</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8104	Endangered
Marbled Murrelet <i>Brachyramphus marmoratus</i> Population: U.S.A. (CA, OR, WA) There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4467	Threatened
Short-tailed Albatross <i>Phoebastria (=Diomedea) albatrus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/433	Endangered
Western Snowy Plover <i>Charadrius nivosus nivosus</i> Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8035	Threatened

Reptiles

NAME	STATUS
Green Sea Turtle <i>Chelonia mydas</i> Population: East Pacific DPS No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6199	Threatened
San Francisco Garter Snake <i>Thamnophis sirtalis tetrataenia</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5956	Endangered

Amphibians

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> There is final critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened

Fishes

NAME	STATUS
Delta Smelt <i>Hypomesus transpacificus</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/321	Threatened
Tidewater Goby <i>Eucyclogobius newberryi</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/57	Endangered

Insects

NAME	STATUS
Mission Blue Butterfly <i>Icaricia icarioides missionensis</i> There is proposed critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/6928	Endangered
Myrtle's Silverspot Butterfly <i>Speyeria zerene myrtilae</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6929	Endangered
San Bruno Elfin Butterfly <i>Callophrys mossii bayensis</i> There is proposed critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/3394	Endangered

Flowering Plants

NAME	STATUS
Hickman's Potentilla <i>Potentilla hickmanii</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6343	Endangered
San Mateo Woolly Sunflower <i>Eriophyllum latilobum</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7791	Endangered
White-rayed Pentachaeta <i>Pentachaeta bellidiflora</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7782	Endangered

Critical habitats

There is 1 critical habitat wholly or partially within your project area under this office's jurisdiction.

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> https://ecos.fws.gov/ecp/species/2891#crithab	Final

This page intentionally left blank

Appendix C Federally Listed and Proposed Species With Potential to Occur in the Vicinity of the Action Area

Table C-1: Federally Listed and Proposed and Proposed Species With Potential To Occur in the Vicinity of the Action Area

Scientific Name	Common Name	Listing Status	Critical Habitat	General Habitat	Potential to Occur in the Action Area
Amphibians					
<i>Rana draytonii</i>	California red-legged frog	FT	Designated Critical Habitat SNM-1. The USFWS critical habitat map for the species covers areas within the Action Area.	Occupy a range of aquatic habitats including small streams, ponds and marshy areas. Breeds in deep (2.30 feet), still or slow-moving water. Often found in dense, shrubby, or emergent vegetation. Requires 11-20 weeks of permanent water for larval development. Must have access to aestivation habitat.	There are several CNDDDB occurrences within one mile of the Study Area, including in Green Valley, just to the north of the Action Area. However, the Action Area does not contain suitable freshwater wetlands or ponds for breeding or dispersal, or upland aestivation habitat. Low potential to occur.
<i>Ambystoma californiense</i>	California tiger salamander	FT	No critical habitat for this species occurs in the Action Area	Need underground refuges, especially ground squirrel burrows and vernal pools or other seasonal water sources for breeding.	No suitable aquatic habitat is present in the Action Area. This species is unlikely to occur in the Action Area because of an absence of suitable underground refugia. No CNDDDB occurrences on coastal side of San Mateo County. No potential to occur.
Reptiles					
<i>Thamnophis sirtalis tetrataenia</i>	San Francisco garter snake	FE	No critical habitat for this species occurs in the Action Area	Vicinity of freshwater marshes, ponds, and slow moving streams. Prefers dense cover and water depths of at least one foot. Upland areas near water are important.	No suitable aquatic habitat is present in the Action Area. Unlikely to occur in uplands due to isolation from known populations in the vicinity, and recent studies in the area failed to trap or observe the species in adjacent Green

Scientific Name	Common Name	Listing Status	Critical Habitat	General Habitat	Potential to Occur in the Action Area
					Valley (Questa Engineering 2006). No potential to occur.
Birds					
<i>Brachyramphus marmoratus</i>	marbled murrelet	FT	No critical habitat for this species occurs in the Action Area	[Nesting Colony] Nests inland along coast in old-growth redwood-dominated forests.	The Action Area does not contain suitable old-growth redwood forest habitat. No potential to occur.
<i>Charadrius alexandrinus nivosus</i>	western snowy plover	FT	No critical habitat for this species occurs in the Action Area	[Nesting] Sandy coastal beaches, salt pans, coastal dredged spoils sites, dry salt ponds, levees, and gravel bars. Nests occur in flat, open areas with sandy, gravelly or friable soils.	The Action Area does not contain suitable sandy/gravel nesting habitat. No potential to occur.
<i>Falco peregrinus anatum</i>	American peregrine falcon	FD	No critical habitat for this species occurs in the Action Area	[Nesting Habitat] Open country including tundra, coastal, mountainous, and forested regions; nests on rocky cliff ledges, large trees or tall urban structures near water.	Structures and trees adjacent to and within the project site do not provide suitable nest sites. However, foraging habitat is present. No potential to occur.
<i>Phoebastria (=Diomedea) albatrus</i>	short-tailed albatross	FE	No critical habitat for this species occurs in the Action Area	Lives in open ocean waters and on islands.	No suitable habitat is present in the Action Area, and no CNDDDB records are within one mile of the Study Area. No potential to occur.
<i>Rallus longirostris obsoletus</i>	California Ridgway's rail	FE	No critical habitat for this species occurs in the Action Area	Salt-water and brackish water marshes traversed by tidal sloughs in the vicinity of Sand Francisco Bay. Associated with abundant	The Action Area does not contain suitable marsh habitat. No potential to occur.

Scientific Name	Common Name	Listing Status	Critical Habitat	General Habitat	Potential to Occur in the Action Area
			Area	growths of pickleweed (<i>Salicornia virginica</i>), but feeds away from cover on invertebrates from mud-bottomed sloughs.	
<i>Sternula antillarum browni</i>	California least tern	FE	No critical habitat for this species occurs in the Action Area	[Nesting Colony] Forages in shallow estuaries or lagoons where small fish are abundant. Nests on barren to sparsely vegetated sites near water, usually on sandy or gravelly substrate, and free of human or predatory disturbance.	The Action Area does not contain suitable foraging or nesting habitat. No potential to occur.
Fish					
<i>Eucyclogobius newberryi</i>	tidewater goby	FT	No critical habitat for this species occurs in the Action Area	Found primarily in waters of coastal lagoons, estuaries, and marshes. Brackish water in shallow lagoons and in lower stream reaches where the water is fairly still but not stagnant and has high oxygen levels.	The Action Area does not contain any waterways that would support this species. No potential to occur.
<i>Hypomesus transpacificus</i>	Delta smelt	FT	No critical habitat for this species occurs in the Action Area	Found in estuarine waters from the Sacramento-San Joaquin confluence to San Pablo Bay. Is tolerant of a wide salinity range and has been collected from estuarine waters with up to 14 parts per thousand salinity. Migrates upstream from the brackish-water habitat associated with the mixing zone and disperses widely into river channels and tidally influenced backwater sloughs. Generally spawns in tidally influenced backwater	The Action Area does not contain any waterways that would support this species. No potential to occur.

Scientific Name	Common Name	Listing Status	Critical Habitat	General Habitat	Potential to Occur in the Action Area
				sloughs.	
Invertebrates					
<i>Callophrys mossii bayensis</i>	San Bruno Elfin butterfly	FE	No critical habitat for this species occurs in the Action Area	Occurs in coastal, mountainous areas with grassy ground cover, mainly in the vicinity of San Bruno Mountain. Elfin colonies are located on steep, north-facing slopes within the fog belt. The San Bruno elfin butterfly's larval host plant is <i>Sedum pathulifolium</i> .	The Action Area does not contain suitable grassland habitat and no larval host plants observed in the Action Area. No potential to occur.
<i>Danaus plexippus</i>	monarch butterfly	FC	No critical habitat for this species occurs in the Action Area	Winter roosts sites located in wind protected tree groves (eucalyptus, Monterey pine, cypress) with water and nectar sources nearby.	The Action Area contains Monterey pine and Monterey cypress. However, the trees are not protected with windrows, and there are no records of the species using the area around Gray Whale Cove for overwintering. No potential to occur.
<i>Euphydryas editha bayensis</i>	Bay checkerspot butterfly	FT	No critical habitat for this species occurs in the Action Area	Restricted to native grasslands on outcrops of serpentine soil in the vicinity of San Francisco Bay; <i>Plantago erecta</i> is the primary host plant; <i>Orthocarpus densiflorus</i> and <i>O. purpurscens</i> are secondary host plants.	The Action Area does not contain suitable grassland habitat and no larval host plants observed in the Action Area. No potential to occur.
<i>Icaricia icariodes missionensis</i>	mission blue butterfly	FE	No critical habitat for this species occurs in the Action Area	Inhabits grasslands of the San Francisco peninsula. Host plants include <i>Lupinus albifrons</i> , <i>L. variicolor</i> , and <i>L. formosus</i> , of which <i>L. albifrons</i> is favored.	The Action Area does not contain suitable grassland habitat and no larval host plants observed in the Action Area. No potential to occur.

Scientific Name	Common Name	Listing Status	Critical Habitat	General Habitat	Potential to Occur in the Action Area
<i>Speyeria callippe callippe</i>	callippe silverspot butterfly	FE	No critical habitat for this species occurs in the Action Area	Restricted to native grasslands on outcrops of serpentine soil in the vicinity of San Francisco Bay.	The Action Area does not contain suitable grassland habitat and no larval host plants observed in the Action Area. No potential to occur.
<i>Speyeria zerene myrtleae</i>	Myrtle's silverspot butterfly	FE	No critical habitat for this species occurs in the Action Area	Coastal dune and prairie habitat. Four known populations in northwestern Marina County and southwestern Sonoma County. Extirpated from coastal San Mateo County. Larval foodplant thought to be <i>Viola adunca</i> .	The Action Area does not contain coastal dune or prairie habitat. The Action Area does not occur within either Marin or Sonoma County. No potential to occur.
Mammals					
<i>Reithrodontomys raviventris</i>	salt marsh harvest mouse	FE	No critical habitat for this species occurs in the Action Area	Primary habitat is saline emergent wetlands with abundant pickleweed, but also requires non-submerged, salt-tolerant vegetation for escape during highest tides. Does not burrow, build loosely organized nests. Require higher areas for flood escape.	The Action Area does not contain suitable habitat. Although there is potential habitat along Seal Slough 500 feet east of the Action Area, no disturbance is anticipated in this area. No potential to occur.
Plants					
<i>Acanthomintha duttonii</i>	San Mateo thorn-mint	FE	No critical habitat for this species occurs in the Action Area	Annual herb. Chaparral, valley and foothill grassland, coastal scrub. Extant populations only known from very uncommon serpentinite vertisol clays; in relatively open areas. Blooms Apr. - Jun.	The Action Area does not contain suitable serpentine habitat, and the species was not observed on site. No potential to occur.

Scientific Name	Common Name	Listing Status	Critical Habitat	General Habitat	Potential to Occur in the Action Area
<i>Eriophyllum latilobum</i>	San Mateo woolly sunflower	FE	No critical habitat for this species occurs in the Action Area	Perennial herb. Cismontane woodland (often serpentinite and on roadcuts). Blooms Mar. - Jun.	The Action Area does not contain cismontane woodlands. No potential to occur.
<i>Hesperolinon congestum</i>	Marin western flax	FT	No critical habitat for this species occurs in the Action Area	Annual herb. Serpentinite, chaparral, and valley and foothill grassland. Blooms Apr. - Jul.	The Action Area does not contain serpentinite, chaparral, or valley and foothill grassland. No potential to occur.
<i>Pentachaeta bellidiflora</i>	white-rayed pentachaeta	FE	No critical habitat for this species occurs in the Action Area	Annual herb. Cismontane woodland, and valley and foothill grassland (often serpentinite).	The Action Area does not contain serpentine soils. No potential to occur.
<i>Potentilla hickmanii</i>	Hickman's cinquefoil	FE	No critical habitat for this species occurs in the Action Area	Perennial herb. Occurs in meadows and seeps, freshwater marshes, swamps, and small streams in open or forested areas along the coast. Blooms Apr. - Aug.	The Action Area does not contain suitable wetland habitat, and the species was not observed on site. No potential to occur.
<p>Sources: CNDDDB 2018, Calflora 2018, USFWS 2018</p> <p>Notes: FT-Federal threatened FE-Federal endangered FD-Federal delisted FC-Federal candidate</p>					

This page intentionally left blank

Appendix D Photographs



Photo 1: Wooded slope to the west of State Route 1, northeast aspect (2/7/2018).



Photo 2: Road shoulder, west side of State Route 1, north aspect (2/7/2018).



Photo 3: Coastal scrub habitat and ephemeral drainage to the east of the Action Area, east aspect (2/7/2018).



Photo 4: Road shoulder, west side of State Route 1, south aspect (2/7/2018).



Photo 5: Road shoulder, east side of State Route 1, north aspect (2/7/2018).



Photo 6: Gray Whale Cove parking area, south aspect(2/7/2018).



County of San Mateo - Planning and Building Department

ATTACHMENT E

Archaeological Survey Report

Gray Whale Cove Pedestrian Access Improvement Project

04-SM-1 (PM 37.8/38.0)
EA 1Q130 Project ID 0418000207

Prepared for

County of San Mateo Planning and Building
County Government Center
455 County Center, Redwood City, CA 94063

Prepared by

AECOM
300 Lakeside Drive, Suite 400
Oakland, CA 94612

November 2018

ARCHAEOLOGICAL SURVEY REPORT GRAY WHALE COVE PEDESTRIAN CROSSING PROJECT

SAN MATEO COUNTY, CALIFORNIA

Prepared by:



Annamarie Leon Guerrero
Archaeologist
AECOM
300 Lakeside Drive, Suite 400
Oakland, CA 94612

11/27/18
Date

Reviewed by:



Jennifer Blake
PQS Principal Investigator – Prehistoric Archaeology
Office of Cultural Resource Studies
Caltrans District 4

11/19/18
Date

Approved by:



Kathryn Rose
Branch Chief, Archaeology
Office of Cultural Resource Studies
Caltrans District 4

11/19/2018
Date

USGS 7.5-minute topographic quadrangle: *Montara Mountain, Calif.*
Approximately 0.85 acres

Table of Contents

1 Summary of Findings	1-1
2 Introduction	2-1
3 Project Description	3-1
3.1 Location and Route Description	3-1
3.2 Background	3-1
3.3 Purpose and Need	3-1
3.3.1 Purpose of the Project	3-1
3.3.2 Need	3-2
3.3.3 Project Description	3-2
3.3.3.2 Pedestrian Crosswalk, Hybrid Beacon, and Safety Lighting	3-3
3.3.3.3 Signs, Warnings, and Pavement Striping	3-3
3.3.3.4 Public Access Features	3-3
3.3.3.5 Utility Connections	3-3
3.3.3.6 Vegetation Removal	3-4
3.3.3.7 Grading, Earthwork, Drainage, and Parking	3-4
3.3.3.8 Construction Staging	3-4
3.3.3.9 Right-of-Way, Easements, and Permits	3-4
3.3.3.10 Project Schedule	3-4
3.4 Area of Potential Effects	3-4
4 Sources Consulted	4-1
4.1 Records Search	4-1
4.1.1 Literature and Map Review	4-1
4.2 Native American Consultation	4-2
5 Background	5-1
5.1 Project Setting	5-1
5.2 Prehistory	5-1
5.3 Ethnography	5-3
5.4 History	5-4
6 Field Methods	6-1
6.1 Field Methods	6-1
7 Findings and Conclusions	7-1
7.1 Findings and Conclusions	7-1
7.2 Impacts and Recommendations	7-1
7.3 Unanticipated Discovery and/or Changes in the Project	7-1
7.4 Statement of Limitations	7-1
8 References Consulted	8-1

List of Appendices

- Appendix A. Native American Consultation
- Appendix B. Record Search Results

List of Tables

Table 1. Cultural Resources Studies within or adjacent to the APE 4-1
 Table 2. Native American Consultation Efforts 4-2

List of Figures

- Figure 1. Project Vicinity
- Figure 2. Project Location
- Figure 3A. Area of Potential Effects
- Figure 3B. Designated Pedestrian Crossing
- Figure 4. 1965 Historic aerial of San Mateo County coastline
- Figure 5. Archaeological Survey Coverage

List of Acronyms

APE	Area of Potential Effects
ASR	Archaeological Survey Report
B.P.	before present
cal	calibrated
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHRIS	California Historical Resources Information System
FHWA	Federal Highway Administration
ft.	feet
m	meters
NAHC	Native American Heritage Commission
NHPA	National Historic Preservation Act
NPS	National Park Service
NWIC	Northwest Information Center
OHP	California Office of Historic Preservation
PA	Programmatic Agreement
PM	post mile
ROW	right-of-way
RPA	Registered Professional Archaeologist
SHPO	State Historic Preservation Officer
SR1	State Route 1
USGS	U.S. Geological Survey

1 Summary of Findings

San Mateo County, in cooperation with the California Department of Transportation (Caltrans), proposes a pedestrian access improvement project (Project) on State Route (SR) 1 at the Gray Whale Cove State Beach. The Project will add a pedestrian crosswalk across State Route 1, install pedestrian hybrid beacons, widen pavement for left turn and acceleration lanes, relocate and improve the parking lot entrance, and install overhead lighting, overhead signs and roadside signs. The Project is located within existing Caltrans right-of-way. The purpose of the Project is to provide increased safety for pedestrians across SR 1, and improved access for vehicles entering and exiting the Gray Whale Cove State Beach parking area. Figure 1-3b illustrates the project location and layout. San Mateo County is the sponsor and California Environmental Quality Act (CEQA) lead agency for the Project. San Mateo County Transportation Authority (SMCTA) is the implementing agency for the design process while Caltrans will be the implementing agency for construction.

The Area of Potential Effects (APE) consist of approximately 750 linear feet (ft.) (228 meters [m]) of Caltrans ROW along SR1. The APE is bounded on the east by the Gray Whale Cove parking lot and on the west by either by a steep drop-off or steep slopes. Most of the project-related work will take place within existing road shoulders or paved roadway. The APE is approximately 0.85 acres.

A pedestrian survey of the APE was conducted on February 7, 2018, by AECOM archaeologist Annamarie Leon Guerrero. While much of the APE is paved or covered with gravel, a portion is located on a vegetated hillside. This area was examined for archaeological materials. Boot scrapes were employed in order to examine the ground surface. No archaeological resources were identified in the APE during the survey. One previously identified resource (P-41-000131), a shell midden site, is located approximately 17 m (56 ft.) west of the APE. The resource was re-located during the survey; the site boundary appeared to be consistent with how it is depicted on the site record, and did not extend into the APE.

It is Caltrans' policy to avoid cultural resources whenever possible. Further investigations may be needed if the site(s) cannot be avoided by the project. If buried cultural materials are encountered during construction, it is Caltrans' policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find. Additional survey will be required if the project changes to include areas not previously surveyed.

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA PRC Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC, which will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact the District Environmental Branch so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

This archaeological survey report was produced in compliance with Caltrans' regulatory responsibilities under Section 106 of the National Historic Preservation Act and the January 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California*.

2 Introduction

San Mateo County, in cooperation with Caltrans, proposes a safety improvement project (Project) on SR1 at Gray Whale Cove State Beach (Figures 1 and 2). The 0.85-acre Project area is located on the east side of the Gray Whale Cove parking lot and includes a portion of the lot. The Project area extends for approximately 750 linear ft. along SR1.

San Mateo County in cooperation with the California Department of Transportation (Caltrans) proposes a Pedestrian Access Improvement Project (Project) on State Route 1 at Gray Whale Cove State Beach (Figures 1 and 2). The Project will add a pedestrian crosswalk across State Route 1, install pedestrian hybrid beacons, widen pavement for left turn lane and acceleration lane, relocate and improve the parking lot entrance, and install overhead lighting, overhead signs and roadside signs. The Project is located within existing Caltrans right-of-way. Areas outside of the Caltrans right-of-way are owned and managed by the California Department of Parks and Recreation. Figures 1 through 3B shows the Project location and layout.

The Project was initially identified in the Highway 1 Safety and Mobility Improvement Study Phase 2. This study was completed in 2012 and adopted by the San Mateo County Board of Supervisors in November 2012.

The Project is included in the Metropolitan Transportation Commission's (MTC's) Regional Transportation Plan (RTP) Plan Bay Area 2040 under a larger corridor project called the "Highway 1 operational and safety improvements in County Midcoast (acceleration/deceleration lanes; turn lanes; bike lanes; pedestrian crossings; and trails)" (RTP ID 17-06-0020).

San Mateo County is the sponsor and California Environmental Quality Act (CEQA) lead agency for the Project. San Mateo County Transportation Authority (SMCTA) is the implementing agency for the design process while Caltrans will be the implementing agency for construction.

A substantial portion of the Area of Potential Effects (APE) is paved and developed (Figure 3). A pedestrian survey was conducted throughout the APE by AECOM archaeologist Annamarie Leon Guerrero on February 7, 2018 (Figure 4). No cultural resources were identified in the APE during the survey. However, one previously identified resource (P-41-000131) is located approximately 17 m (56 ft.) west of the APE. The site boundary was re-located, appeared to be consistent with the depiction on the most recent site, and did not extend into the APE (Hines et al. 1986). See Section 4.1.1 for description of resource.

In accordance with Caltrans guidance for an ASR, the names and qualifications of the Project personnel are listed below.

- Annamarie Leon Guerrero, Registered Professional Archaeologist (RPA) acted as Principal Investigator, and conducted research and authored this report. Ms. Leon Guerrero has an M.A. in Cultural Resources Management from Sonoma State University (California) and 10 years of experience in prehistoric and historical archaeology and cultural resources management throughout California.
- Kathleen Kubal, RPA, provided a technical review of this report. Ms. Kubal has an M.A. in Cultural Resources Management from Sonoma State University (California) and 13 years of experience in prehistoric and historical archaeology and cultural resources management throughout California and 5 years of experience conducting ge archaeological investigations in northern California.

3 Project Description

3.1 Location and Route Description

State Route 1 in San Mateo County is generally a two-lane undivided road (1-lane in each direction) with turn lanes at some locations. The recently constructed Tom Lantos Tunnel at Devils Slide is located to the north of the Project, and the community of Montara is to the south. In the vicinity of the Project, State Route 1 offers scenic views of the coast, with occasional vehicle pullouts, but is not a designated Scenic Highway at this location. The Project is within the California Coastal Zone.

State Route 1 is at an elevation of about 150 feet above sea level at the existing Gray Whale Cove State Beach parking lot located on the east side (northbound side) of State Route 1. This lot provides parking for the Gray Whale Cove State Beach and hiking trails. To access the State Beach, people park their cars in the crescent shaped parking area on the east side of State Route 1 and walk across the highway to access the beach entrance on the west side of State Route 1. Other than one warning sign for a pedestrian crossing in the southbound direction, there are no other existing signs, crosswalks, or pavement markings at this location to aid pedestrians crossing State Route 1, or to warn on-coming vehicles of pedestrian presence.

State Route 1 is used as a regional bike route. In the immediate area of the project, the highway has paved shoulders that bicyclists use in both the northbound and southbound directions. The beach is not readily accessible by bikes due to the relatively steep path, stairway and unpaved trail.

3.2 Background

In 2011, San Mateo County in partnership with the Local Government Commission conducted a Highway 1 Safety and Mobility Study, Phase 2 (“Phase 2 Study”) (San Mateo Board of Supervisors 2012). The purpose of the Phase 2 Study is to identify motor vehicle, pedestrian and bicycle safety and mobility challenges and solutions for State Route 1 and surroundings between Half Moon Bay Airport and the Devils Slide area in unincorporated coastal San Mateo County. The Phase 2 Study was funded through a Community Based Transportation Planning Grant provided by the California Department of Transportation. As part of the study, a concentrated series of meetings, presentations, workshops, and field walk observations were conducted that engaged residents, stakeholders and agencies to identify concerns, priorities, and potential solutions. A summary of the general corridor observations and issues on State Route 1 within the study segment was included in Exhibit A of the Phase 2 Study. The study identified the lack of pedestrian crossings, including at the Project location, as a common issue along the corridor. To address the issue, a series of design concepts were developed that emphasize the provision of designed pedestrian crossing locations in high demand areas. The design concepts were used to guide future development at selected improvement location(s). The San Mateo County Board of Supervisors approved the Phase 2 Study in November 2012.

A Preliminary Planning Study (PPS) was completed in August 2015 to identify improvements in six alternative locations (SMCTA 2015). At the conclusion of the PPS, the Gray Whale Cove Improvement location was selected as the preferred location for phase 1 implementation. The Project is included in SMCTA’s Strategic Plan 2014-2019 as “SR 1 Congestion, Throughput and Safety Improvements, Gray Whale Cove to Miramar – unincorporated San Mateo County”. SMCTA Measure A sales tax proceeds are used to help fund transportation projects and programs included in the Strategic Plan. There currently is no proposed federal funding for this Project.

3.3 Purpose and Need

3.3.1 Purpose of the Project

The purpose of the project is to:

- Enhance pedestrian access across State Route 1 between Gray Whale Cove State Beach and the parking area.
- Improve vehicle access and vehicle turning movements entering and exiting State Route 1 at the Gray Whale Cove State Beach parking area.

3.3.2 Need

Within the Project limits, there is no designated highway crossing location available to users. A high volume of visitors frequent the area, especially on weekends. The existing parking lot at Gray Whale Cove State Beach is located on the opposite side of the highway from the coast, requiring pedestrians and bicyclists to cross State Route 1 and walk along the roadway shoulder to access points of attraction including the State Beach, hiking and biking trails. The presence of motorists traveling at high speeds through the Gray Whale Cove Beach area, and a lack of pedestrian facilities make crossing State Route 1 to access the State Beach challenging, especially during peak hours of traffic. The parking area is located between two curves. The limited available sight distance reduces the visibility for drivers approaching the curve. The Project is needed to:

- Provide a designated pedestrian crossing with a pedestrian and vehicular traffic control device.
- Promote drivers' awareness of a transition from open highway conditions to an area of increased pedestrian activity.
- Improve visibility of pedestrians and bicyclists crossing State Route 1.
- Minimize traffic backups on State Route 1 caused by traffic movements into and out of the parking lot area.

Accident rates are summarized in Table 1 for the period covering the years 2014 through 2016. A total of two accidents occurred on State Route 1 within the project limits, one involving an injury and the other property damage. The accidents were categorized as a sideswipe and "hit object." The primary factors involved were under the influence of alcohol and an improper turn. None of the accidents recorded involved pedestrians or bicycles.

As shown on Table 1, the actual accident rates at this location are below the Statewide average for similar types of facilities.

Table 1 – Project Area Accident Data

Post Miles	Actual Accident Rates			Average Accident Rates		
	Fatal	Fatal+Injury	Total	Fatal	Fatal+Injury	Total
37.7 – 38.2	0.00	0.11	0.23	0.014	0.42	1.02

Source: Caltrans 2018. Period covered: January 1, 2014 through December 31, 2016.

3.3.3 Project Description

This section describes the proposed action to meet the purpose and need of the Project. These details are provided to support the various studies for the Project as well as the permit applications, including a coastal development permit from San Mateo County. Elements of the Project design and construction methods may change as the Project plans are further developed.

3.3.3.1 Turn Lanes and Pavement Widening at the Parking Lot Entrance

The existing parking area is accessed towards the north end. This current access will be moved about 200 feet south, placing the entrance just to the south of the center of the crescent shaped parking area. Additional pavement will be added to widen the northbound shoulder and create a new southbound acceleration lane, a southbound left turn lane, and a paved apron at the parking lot entrance. These features will provide more separation between vehicles turning into and out of the parking lot from through traffic on State Route 1:

- Northbound shoulder will be widened, providing increased buffer space between the traveled lanes and the parking lot entrance for vehicles entering or exiting the lot.
- Southbound pocket lanes will be added in the center of the highway. This includes a southbound left turn pocket and southbound acceleration lane. It will allow vehicles entering the lot to queue separately from the southbound traffic until they are able to cross opposing traffic and enter the parking lot. Likewise, vehicles leaving the lot will have a separate lane within which to accelerate and merge into southbound traffic when exiting the parking lot.

State Route 1 will be widened up to 20 feet on the east side, and the lanes and shoulders restriped. An 8 foot wide pedestrian pathway will be installed adjacent to the west side of the highway (on the southbound side) to provide a connection between the proposed crosswalk and the existing access to the beach. The existing

shoulder on the west side will be maintained. Pavement widening will be added within the Project limits on the east side where feasible. This includes widening the northbound shoulder up to 8 feet in the area of the crosswalk and parking lot entrance. The northbound and southbound shoulders will remain available for bicycle use.

The total amount of additional paved or surfaced area is approximately 12,772 square feet.

3.3.3.2 Pedestrian Crosswalk, Hybrid Beacon, and Safety Lighting

A pedestrian crosswalk will be installed (striped) on the south side of the relocated parking lot entrance, providing a designated crossing of State Route 1. Both a pedestrian hybrid beacon and overhead lighting will be placed at the crosswalk. Figure 1 shows a typical cross section at the proposed crosswalk, showing the pedestrian footpath, vehicle travel lanes, shoulders, and center median turn lane.

The pedestrian hybrid beacon is a traffic control device designed to help pedestrians cross higher-speed roadways at locations that are busy or not at typical intersections. The beacon head consists of two red lenses above a single yellow lens. The lenses remain "dark" until a pedestrian desiring to cross the highway pushes the call button to activate the beacon. The signal then initiates a yellow to red lighting sequence, consisting of steady and flashing lights that direct motorists to slow and come to a stop. The pedestrian signal then flashes a WALK display to the pedestrian. The light is timed to allow the pedestrians to cross, and then the hybrid beacon again goes dark.

An overhead light will extend above the pedestrian hybrid beacon, providing lighting focused on the crosswalk. The beacons and overhead lighting will be placed over both the northbound and southbound traffic lanes. The lighting will be directed towards the highway pavement area, and is not expected to affect areas off State Route 1. Placement of lighting and other features will be reviewed by the County for consistency with their Local Coastal Program.

Because State Route 1 curves north of the proposed crosswalk, and slightly impairs sight distance, an additional beacon will be installed over the southbound lane to warn motorists of the upcoming crosswalk. It will be located approximately 490 feet north of the crosswalk and consist of a set of flashing beacon lights (temporarily activated by the same call button noted above) and a pedestrian crossing sign. Similarly, an additional beacon will be installed over the northbound lane about 250 before the crosswalk, which also would only activate when the call button is pushed.

The Project's crosswalk and shoulder width will be available for bicyclists at the location of the proposed Project.

3.3.3.3 Signs, Warnings, and Pavement Striping

Various new traffic and warning signs will be installed along the shoulder of State Route 1. These are shown in Figure 1 and include yellow warning signs informing motorists to prepare to stop, green and white signs indicating the pedestrian crosswalks and to yield, electronic signs indicating motorists speeds, and a stop sign at the exit of the parking lot. For example, "Be Prepared to Stop" signs with flashing beacons would be installed in the north and southbound directions to alert motorists as they approach the crosswalk area. The shoulders and highway lanes will be restriped for the proposed improvements.

3.3.3.4 Public Access Features

The Project is designed to enhance public access to the Gray Whale Cove State Beach. This is a popular public coastal access location, and has been in use for many years. This Project will formalize an already used but unmarked and uncontrolled pedestrian crossing of State Route 1 from the parking lot on the east side of State Route 1 to the beach on the west side.

3.3.3.5 Utility Connections

Utility connections will be necessary, which will be underground. There is an existing underground utility splice box near the entrance to the parking lot that will provide power. Three new above ground utility cabinets will be installed along the east side of State Route 1, in the shoulder area. These utility cabinets will house a new transformer, electrical service cabinet including an electric meter, and a signal equipment cabinet. The transformer cabinet will be surrounded by steel bollards (short posts about 2 to 3 feet high) to protect the equipment from a vehicle collision. The proposed utility cabinets are necessary to service the proposed pedestrian signal, lights, and warning beacons.

Trenching will be necessary in the Caltrans shoulder between the utility connection and service cabinets. The proposed utility connections can be completed within the existing State right-of-way.

3.3.3.6 Vegetation Removal

Most existing vegetation can be avoided with the exception of the west side of State Route 1. It is anticipated that 5 trees will need to be removed and an additional 3 trees pruned or removed to provide sight distance and improved visibility for southbound vehicles approaching the crosswalk.

3.3.3.7 Grading, Earthwork, Drainage, and Parking

New grading will be minimal. However, widening of State Route 1 as well as installation of the pedestrian pathway and paved apron at the parking lot entrance will require excavation for installation of subsurface gravel and new pavement section.

Installation of the proposed overhead signals, relocated PG&E power pole, and light standards will require foundations, extending 7 to 14 feet in depth.

The existing parking lot may require minor incidental regrading or gravel resurfacing, but no new pavement would be added other than at the relocated entrance within Caltrans right-of-way. The size of the parking lot would remain approximately the same, which serves up to about 90 cars in the primary parking lot adjacent to State Route 1, and approximately an additional 25 cars in the adjacent overflow parking area to the north. Parking is informal (no designated spaces or striping). The necessary utility service cabinets and protective bollards may affect a small portion of the existing parking area (the equivalent of one or two spaces) in the primary lot, but at most times drivers will be able to accommodate the change by parking efficiently.

Additional gravel and grading of the parking lot may also be needed to correct or conform the surface elevation of the lot to match the driveway entrance, and to potentially smooth the surface elevation where minor compaction or erosion has resulted in poor drainage (puddles). Most of the grading would be within the Caltrans right-of-way, but incidental grading may extend into the portion of the parking lot area within State Parks.

3.3.3.8 Construction Staging

Equipment and materials will have to be temporarily staged during construction. It is anticipated that staging areas will be needed at the Gray Whale Cove State Beach parking lot within Caltrans right-of-way and are approximately defined on Figure 1. The total area is estimated to be 2,200 square feet and will be temporarily fenced off for use by the contractor. This will temporarily reduce the available parking area during construction. Work on or adjacent to the State Route 1 will involve periods of time when flagmen will have to close one of the travel lanes. This work will be coordinated with Caltrans and State Parks to be performed outside of the peak summer months, will avoid weekends and holidays, and signs will be posted and information made available informing the public about the Project and the construction schedule.

3.3.3.9 Right-of-Way, Easements, and Permits

All construction work is planned within the State right-of-way. The Project will require the following permits:

- Coastal Development Permit. The San Mateo County Local Coastal Program, approved by the California Coastal Commission, allows San Mateo County to issue this permit within the unincorporated County areas of the Coastal Zone. The County will assume the lead on issuing this permit, in coordination with Caltrans District 4 since the Project is primarily within Department of Transportation's right-of-way.
- Caltrans Encroachment Permit. This permit, issued by Caltrans District 4, is necessary to allow any work affecting State Route 1 and the State right-of-way.
- California State Park Encroachment Permit. Grading within the parking lot east of the Caltrans right-of-way, if needed, would require either an encroachment permit or permit to enter from State Parks.

3.3.3.10 Project Schedule

The proposed schedule identifies environmental clearance in 2018, and construction to be accomplished within a three-month timeframe during the 2019 construction season (approximately September to November).

3.4 Area of Potential Effects

In accordance with stipulation VI.B.7 and VIII.A and Attachment 3 of the PA, under the delegated authority of the FHWA, the APE was established in consultation with Caltrans Professionally Qualified Staff (PQS) and Caltrans project manager Nandini Shridhar. The APE is based on the maximum area of potential construction activities. It

represents the maximum extent of project-related activities and contains all areas that could be permanently or temporarily affected by the proposed project. The APE consists of approximately 1,350 linear ft. of Caltrans ROW along SR 1 from PM 37.7 to PM 38.0 and a small area of California State Parks property, where an electrical line would connect to an existing power source. The APE is 0.85-acre and is bounded on the east by the Gray Whale Cove parking lot and on the west by either by a steep drop-off or steep slopes. See Figures 2 through 3B.

The vertical APE represents the maximum vertical extent of project-related activities for the proposed project. The majority of the construction would have minimal vertical impacts, however, installation of the crosswalk signal and the lighting standard foundations would have a maximum depth of 14 ft. below ground surface. While a portion of the electrical utility connection would likely be installed by trenching, it would be limited to an excavation area approximately 24 inches wide and a maximum of 42 inches deep, located alongside an existing access path.

4 Sources Consulted

4.1 Records Search

A cultural resources records search was conducted by AECOM at the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS), Sonoma State University, on June 2, 2014 (File No. 13-850) (Appendix B). The NWIC, an affiliate of the State of California Office of Historic Preservation (OHP), is the official state repository of cultural resource records and studies for San Mateo County. Site records within a 1,000-foot radius and previous studies within or directly adjacent to the APE were accessed on the *Montara Mountain, Calif.* U.S. Geological Survey (USGS) 7.5-minute quadrangle. The following references were also reviewed:

- National Register of Historic Places
- California Register of Historical Resources
- Historic Property Data File for San Mateo County (OHP April 2012)
- *Five Views: An Ethnic Historic Site Survey for California* (OHP 1988)
- California State Historical Landmarks (OHP 1996)
- California Inventory of Historic Resources (California Department of Parks and Recreation 1976)
- California Points of Historical Interest (OHP 1992)

The records search identified no cultural resources in or adjacent to the APE (Appendix B). The nearest prehistoric cultural resource (P-41-000131) is located approximately 56 ft. west of the APE (see Figure 3A). P-41-000131 (CA-SMA-129) was originally recorded in 1909 by Nels Nelson as shellmound 402 (Nelson 1909). In 1970, the site was resurveyed by Jackson and Dietz, who described portions of it as “destroyed in construction of stairway down to beach; some of site may have been destroyed in highway construction” (Jackson and Dietz 1970).

In 1986 the site was resurveyed again by Hines et al., who described it as “a badly disturbed shell midden on a small coastal terrace . . . sheltered on the north, south, and east by low hills,” and consisting primarily of barnacle (*balanus californicus*) and mussel (*Californianus Mytilus*) (Hines et al. 1986). Hines et al. also identified a total of four lithic flakes—three quartz and one chert.

Review of historic aerials and topographic maps resulted in the identification of a building within the boundary of P-41-000131, as well as a road (a possible driveway) splitting from SR 1, leading to the building. The road and building are depicted on a 1949 USGS 7.5-minute topographic map and the building is visible on a 1956 and 1965 historic aerial (USGS 1949; historicaerials.com) (see Figure 4). However, it appears to be non-extant by 1968 (historicaerials.com). The findings of this review are supported by the site records. Jackson and Dietz (1970) noted that a house once stood “near” the site and Hines et al. (1986) reported concrete footings within the site boundary and identified structural remains that were thrown into a gully at the south extent of the site.

One cultural resources study (S-38121) has been conducted within the APE (Rose 2010). The survey area consisted of the Caltrans ROW within SR1, beginning at PM 37.90 (west of the Gray Whale Cove parking lot) and extending south to PM 34.80. Two previously identified resources (CA-SMA-132 and CA-SMA-203) were identified as a result of Rose’s (2010) study; however, neither of these resources is within the current APE.

4.1.1 Literature and Map Review

AECOM reviewed the following publications and maps for archaeological, ethnographic, historical, and environmental information about the APE and its vicinity:

- *Montara Mountain, California* 7.5-minute topographic quadrangle (USGS 1949, 1956, 1968)
- *San Mateo County, California* 1:50000 topographic quadrangle (US Army 1947)
- *California Place Names* (Gudde 1998)
- *Historic Spots In California* (Kyle et al. 2002)
- *Historical Atlas of California* (Beck and Haase 1974)
- *Handbook of the North American Indians: Costanoan* (Levy 1978)

- *Map of San Francisco Bay Region Showing Distribution of Shell Heaps* (Nelson 1909)
- *Handbook of the Indians of California* (Kroeber 1925)
- *Maps of Quaternary Deposits and Liquefaction Susceptibility in the Central San Francisco Bay Region, California* (Witter et al. 2006)
- UC Davis, California Soil Resource Lab, SoilWeb (2018)

4.2 Native American Consultation

On March 1, 2018, AECOM contacted the Native American Heritage Commission (NAHC) via email, to request a review of their Sacred Lands File for any Native American cultural resources that might be affected by the proposed project (Appendix A). Also requested were the names of Native Americans who might have information or concerns about the APE.

On March 15, 2018, AECOM sent emails and letters describing the project with a map depicting the APE to the Native American individuals specified by the NAHC, requesting any information or concerns they might have regarding the project (Appendix A). AECOM received an email reply from Mr. Andrew Galvan requesting a copy of the records search and the Sacred Lands File search that was completed for the APE. This information was emailed to Mr. Galvan on March 21, 2018. See Appendix A.

AECOM made follow-up telephone calls on March 27, 2018 to all of the individuals identified by the NAHC. Table 2 (below) provides the responses.

Table 2: Native American Consultation Efforts

Contact	Date	Comments
Tony Cerda, Chairperson Coastanoan Rumsen Carmel Tribe	3/27/2018	Mr. Cerda has not had time to review the information yet; but, may call back with any questions/concerns at a later date.
Irene Zwierlein, Chairperson, Amah Mutsun Tribal Band of Mission San Juan Bautista	3/27/2018	Ms. Zwierlein requested that a cultural resources tailgate training be provided to the construction crew and that if cultural resources are identified during Project-related activities, to have an archaeologist and tribal monitor out on site.
Rosemary Cambra, Chairperson, Muwekma Ohlone Indian Tribe of the San Francisco Bay Area	3/27/2018	Requested literature search and a copy of the cultural technical document. AECOM will provide the technical document, which includes a copy of the literature search, once the document is finalized.
Andrew Galvan, The Ohlone Indian Tribe	3/27/2018	Mr. Galvan received the copy of the literature search and the NAHC response. Will review and call back with any questions. AECOM placed a follow up phone call to Mr. Galvan on 7/20/2018; a message was left.
Ann Marie Sayers, Chairperson, Indian Canyon Mutsun Band of Costanoan	3/27/2018	Has no questions / concerns at this time.

5 Background

5.1 Project Setting

The APE is located in the County of San Mateo on an open terrace that provides public beach and ocean access, approximately 1.25 miles north of the community of Montara and west of McNee Ranch State Park. The APE, at an elevation of approximately 150 feet above sea level, is located along SR1 at the existing Gray Whale Cove parking lot. This lot provides parking for the Gray Whale Cove State Beach and hiking trails into the nearby state park.

Vegetation within and just outside the APE consists of: northern coastal scrub, ruderal, and landscaped. Northern coastal scrub is typical of the San Mateo County coastal region. Dominant species include native shrubs such as coyote brush (*Baccharis pilularis*), California sagebrush (*Artemisia californica*), California coffeeberry (*Frangula californica*), blue blossom (*Ceanothus thyrsiflorus* var. *thyrsiflorus*), poison oak (*Toxicodendron diversilobum*) and bush monkey-flower (*Mimulus aurantiacus*). The slopes to the east and west of the APE host landscaped wooded areas which included planted (or escaped) ornamental species such as Monterey pine (*Pinus radiata*) and Monterey cypress (*Hesperocyparis macrocarpa*), both native to the Monterey Peninsula but frequently planted along the San Mateo coast. Ruderal habitat is located on the road shoulders along SR 1. Ruderal habitats are made up of highly disturbed upland vegetation, characterized by weedy species.

Geologically, the APE is mapped as bedrock (br) and latest Pleistocene undifferentiated alluvial deposits (Qpa) (Witter et al. 2006). Soils in the APE are mapped as the Scarper-Miramar complex. Both Scarper and Miramar soils are thin and poorly developed, extending only 20 to 40 inches below surface before hitting weathered bedrock (USDA 2018). Given the limited depth of the underlying soils and the absence of Holocene geological deposits in project area, the APE is not sensitive for buried archaeology.

5.2 Prehistory

The current San Francisco Bay Area regional temporal chronology standard is the Groza et al. (2011) Dating Scheme D, which uses radiocarbon dates from provenienced *Olivella* shell beads to describe cultural patterns in the region. *Olivella* beads are used to create temporal chronologies because they have distinct stylistic phases bound by time and were prehistorically widely traded throughout California, and extending into Nevada, Utah, and New Mexico. Scheme D is primarily a Late Holocene sequence encompassing post-4200 calibrated (cal) before present (B.P.), due to a paucity of data for earlier periods.

Scheme D improved on previous *Olivella* bead chronologies (A through C) by increasing sampling variation and accounting for the marine reservoir effect; this reformed previous dates by up to 200 years (Milliken et al. 2007:105). Scheme D divides broad periods into shorter “bead horizons” to describe “short periods marked by trade of particular bead types across wide areas of Central California, in order to clearly separate units of time and culture” (Milliken et al. 2007:105). This separation of time and cultural was an important theoretical tool championed by Fredrickson (1973; 1994), and the Scheme D dating scheme still relies on this earlier work with regards to the definition of broad cultural patterns. Scheme D offers more precise, empirically robust temporal groupings than the central California taxonomic system for archaeological sites dated after 4200 cal B.P., and is hence the preferred modern chronological system for discussing temporal changes in cultural patterns in the Bay Area.

The temporal sequence for the archaeology of the San Francisco Bay Area can be organized into broad geologic time segments, with much greater temporal resolution for the Late Holocene, based on Groza et al.'s (2011) Scheme D. The temporal periods are defined in Table 1:

Table 1: Temporal sequence for San Francisco Bay Area archaeology, based on Groza et al. (2011).

Time Period	cal B.P.
Terminal Pleistocene	13,500 – 11,700
Early Holocene	11,700 – 8200
Middle Holocene	8200 – 4200
Late Holocene	4200 – 180
Early Period	4200 – 2550
Early/Middle Transition	2550 – 2150
Middle Period (M1-4)	2150 – 930
Middle/Late Transition	935 – 685
Late Period (L1a, L1b, L2)	685 – 180
Mission/Historic	180 – 115

The Middle and Late Periods consist of additional bead horizons of approximately 200 to 300 years; however, the earlier periods are not delineated due to coarser data resolution. Each of these bead horizons is associated with one or multiple bead types, which enable an informal estimation of age of an archaeological deposit when a diagnostic bead is encountered. Detailed descriptions of each bead horizon and associated bead types can be found in Groza et al. (2011). Byrd et al. (2016:3-20) developed a useful table that lists the bead types by bead horizon and calibrated ages, and additionally includes the broader corresponding cultural patterns defined by Fredrickson (1994).

Terminal Pleistocene

The earliest evidence for human occupation in California, during the Terminal Pleistocene, is very sparse, consisting primarily of isolated fluted points, as well as limited archaeological evidence from the Santa Barbara Channel Islands. Throughout California, the Terminal Pleistocene occupation is infrequently encountered; no fluted points or archaeological deposits dating to this time period have been documented in the San Francisco Bay Area. The absence of these archaeological sites can be partially attributed to the small mobile populations leaving only a marginal footprint on the landscape, in conjunction with the subsequent rise of sea levels and coastal erosion burying what limited sites were deposited during this time (Byrd et al. 2016).

Early Holocene

Early occupation of the San Francisco Bay region is characterized by the use of handstones and millingslabs, stemmed points, crescents, and steep-edged formed flaked tools that served a semi-mobile hunter-gatherer population who exploited a wide range of plants and animals from marine, lacustrine, and terrestrial environments (Byrd et al. 2016).

Middle Holocene

Middle Holocene archaeological deposits are represented with over 60 known sites in the San Francisco Bay-Delta Area (Byrd et al. 2016). Sites from this period include both surficial and buried deposits, with a number of substantial residential settlements. In addition, several isolated burials found in buried contexts have been identified, the closest being that of CA-SMA-273 near Coyote Point, 10 miles east of the APE on the bay margin. Artifact assemblages from this time are varied and are characterized by groundstone (with both handstones and millingslabs represented, as well as mortars and pestles, sometimes together and sometimes independently of each other); side-notched dart points; cobble-based implements; and shell beads and ornaments (Byrd et al.

2016). Mortars and pestles appeared around 6000 cal B.P., and became the predominant groundstone implements thereafter.

Late Holocene

The Late Holocene is well-documented in the San Francisco Bay-Delta Area with over 240 known archaeological sites (Milliken et al. 2007). This time period reflects an increase in population and socio-economic complexity, coupled with resource intensification and an increase in inter-group violence (Lightfoot et al. 2013; Schwitalla et al. 2014; Whitaker and Byrd 2014).

Early Period

The most dramatic shift observable in the archaeological record during the Early Period includes the establishment and/or significant expansion of shellmounds around the bay. Prominent mounds near the bay margins that date to the Early Period include University Village (CA-SMA-77) and San Bruno Mountain mound (CA-SMA-40) (Byrd et al. 2016). Shellmound assemblages include stemmed and short, broad leaf projectile points; mortars and pestles; perforated charmstones; bone awls; notched and grooved net sinkers; rectangular and spire-topped *Olivella* beads; rectangular *Haliotis* beads and pendants (Lightfoot 1997:138).

Middle Period

Mound building reached its climax during the Middle Period, with the majority of the dated mound sites having components from this time (Lightfoot and Luby 2012). This trend is correlated with greater settlement permanence, including evidence of year-round or multi-season occupation (Hylkema 2002; Milliken et al. 2007), and greater social complexity and ritual elaboration (Lightfoot 1997). Artifact type changes occurring during this time period include barbless and single-barbed bone fishing spears; large, shaped mortars and large pestles; ear spools and various forms of *Haliotis* and *Olivella* shell beads and ornaments (Byrd et al. 2016). Mortuary practices were highly ritualized; with some individuals buried with thousands of shell beads. Terrestrial resources appear to have been exploited in greater abundance during this time period, including greater use of deer and acorns (Bickel 1978; Whitaker and Byrd 2014; Wohlgemuth 2004). In addition, many shellmound sites show a shift from almost exclusive oyster exploitation, to mussel and horn sail.

Late Period

The Late Period is the best-documented era, and current data suggests that the Bay-Delta Area populations increased in size, sedentary villages flourished, and ritual activity increased (Byrd et al. 2016). Artifact assemblages include “clam disk beads, distinctive *Haliotis* pendants, flanged steatite pipes, chevron-etched bone whistles and tubes, elaborately finished stone ‘flower pot’ mortars, and needle-sharp coiled basketry awls” (Milliken et al. 2007:99). The bow and arrow make their appearance in the region around 700 cal B.P., with a distinctive arrow style dubbed the Stockton Serrated. Evidence reveals a greater reliance on small seeds, further supplementing the earlier use of acorns and other nuts, suggesting a possible surplus production and storage for use in the fall and winter (Byrd et al. 2016). Funerary rituals were strongly patterned and included flexed internments and “killed” grave offerings, along with occasional cremations.

5.3 Ethnography

Ethnographic literature indicates that the APE was formerly the territory of speakers of Ramaytush, one of eight Ohlone languages (Levy 1978:485). The Raymatush language was spoken by about 1,400 people in the areas now designated as San Mateo and San Francisco counties (Levy 1978:485). The APE was likely within the vicinity of the Ohlone-speaking people that called themselves the Chiguan and inhabited the territory from Montara Mountain down to Half Moon Bay (National Park Service [NPS], n.d.). At the time of Spanish contact, the entire local tribe consisted of no more than 50 people. Mission records indicate there were two Chiguan villages: Ssatumnumo and Chagūnte. Ssatumnumo was located within the Princeton-Pillar Point region and was closer to the APE than the Chagūnte village, which was further south in Half Moon Bay, near Pilarcitos Creek (NPS, n.d.).

The Chiguan people traveled over and back from Montara Mountain on paths, portions of which are still visible. Uphill and east of Gray Whale Overlook, an Indian trail is still visible near Saddle Pass on the North Peak Access Road. The Indian path probably followed the ridge line south, behind the Willow Brooks Estates area in Pacifica’s Linda Mar District, up Montara Mountain to Salle Pass, to the ridge above Green Valley before dropping down to Martini Creek (NPS n.d.).

The basic Ohlone social unit was the family household, which was extended patrilineally (Harrington 1942). A household was made up of about 15 individuals (Broadbent 1972). Households grouped together to form villages, which in turn, formed tribelets. There were approximately 40 Ohlone tribelets. Tribelets exchanged trade goods such as obsidian, shell beads, and baskets; participated in ceremonial and religious activities together; intermarried; and could have extensive reciprocal obligations to one another involving resource collection. "The Ohlones," writes Malcolm Margolin, "were not forty independent, isolated tribelets jealously guarding their frontiers. Rather, each tribelet was involved in a network of feasting, trading, and gift-giving" (Margolin 1978:101).

The Ohlone insured a sustained yield of plant and animal foods by employing land management strategies, such as controlled burning of extensive areas. While acorns probably were one of the most important plant foods, seeds, berries and roots also played an important part of their diet (Levy 1978:491). Seeds, such as chia or holly-leaf cherry, were either roasted or ground to produce a meal that was eaten. Roots included wild onion, chuchupate, and cattail. Fish and game were also an integral part of the Ohlone diet; mammals included: deer, elk, antelope, and mountain lion. Waterfowl included ducks and geese. Examples of fish important to the Ohlone diet include, but were not limited to: steelhead, salmon, swordfish, and sturgeon (Levy 1978:491).

The Ohlone built dome-shaped shelters which they thatched with ferns, tule, grass, and reeds. The thatch was tied to the structure's frame with willow withes. The Ohlone also built small sweathouses, accommodating six to eight persons, which were dug into creek banks and roofed with brush; and circular dance areas, which were enclosed by fences woven from brush or laurel branches (Levy 1978:492). Plants, particularly sedge, were also woven into baskets. Basket making was generally done by women, who crafted cooking and storage containers, fish traps, and trays for leaching acorns. Tightly woven baskets, decorated with feathers or shell, were valued exchange items (Margolin 1978:121-122). Animal bones, teeth, beaks, and claws were made into awls, pins, knives, and scrapers. Pelts and feathers became clothing and bedding, while sinews were used for cordage and bow strings. Feathers, bone, and shells were crafted into ornaments (Heizer and Elsasser 1980).

By the late 18th century, Spanish settlers moved into northern California, established the mission system, and dramatically transformed Ohlone culture. Many Ohlone were baptized by the Franciscan missionaries and made to work on mission farms. Most Chiguans were brought into the Mission system between 1783 and 1791; most were baptized at Mission San Francisco de Asis. Following the secularization of the missions in 1834, many of the surviving Ohlone worked as manual laborers on ranchos (Levy 1978:486). Many of the vaqueros that worked on the ranchos were California Indians (NPS n.d.). In the 1790s, the Mission Fathers began grazing cattle in the Rancho Corral de Tierra area. These lands that Portolá, Costansó and Crespi had criticized for lack of wood were perfect for livestock raising. For centuries the Indians had been burning the landscape to make it better for the herds of large grazing animals that they hunted (NPS n.d.).

Ohlone people continue to live in their traditional territory, which includes San Mateo County, and continue to engage in traditional cultural practices.

5.4 History

The APE is located along a stretch of rugged relatively undeveloped California coastline, between the modern-day cities of Pacifica (to the north) and Montara (to the south). The first recorded European sighting of the general region was by Francisco Gali in 1595 (NPS n.d.). After an initial period of exploration, the Spanish began founding missions, presidios, and pueblos. The sixth California Mission built, Mission Dolores, was founded approximately fifteen miles north of the APE in 1777. Following the independence of Mexico and the secularization of the missions in the 1830s, Mexico disposed of the property by dividing it into ranchos for cattle and distributed it to private citizens. The APE is located within the Corral de Tierra Land Grant. On current maps, the grant can be described as beginning at Montara Mountain to the north, the ocean to the west, *Arroyo de en Medio* to the south and the first mountain ridge to the east. It includes the modern-day communities of Montara, Moss Beach, Princeton, and El Granada (NPS n.d.).

The ranch was granted in two sections: north and south. The APE is located within the northern section of the grant that was given to Francisco Guerrero Palomares in 1839. His widow, Josefa Haro de Guerrero, filed her claim in 1852 and received it 14 years later (Kyle et al. 2002). Josefa remarried an American, James G.

Denniston, and the Rancho came under American ownership. Denniston continued to raise cattle and beef on the property but also planted hay, oats, barley, and potatoes (NPS n.d.).

California underwent a rapid change during and after the Gold Rush, especially in terms of development; however the San Mateo County coast avoided this trend. Instead, small-scale farms using a stable local labor force gave the coast unique character (NPS n.d.). Post-Gold Rush immigrants included those of Irish, Chinese, Japanese, Italian, and Portuguese descent. In general, this influx of immigrants provided agricultural laborers.

In addition to working on farms, many Portuguese engaged in coastal whaling, as it was a traditional occupation practiced in the Azores. The large number of whales migrating down the California coastline made the practice a profitable one. One observer of whalers and whales reported in 1873 (after nearly 20 years of shore-whaling activity) counting at least 15 whale spouts at intervals off the San Mateo County coast. This was most likely a pod of gray whales. Instinctively, the grays follow the coast on their annual migratory search for food. Shore whalers could render an average of 30 barrels of oil from such an animal. There may have been earlier whaling activity off the San Mateo Coast, but no real evidence exists of a whaling station until about 1860 at Pillar Point. Most historical accounts agree that California shore whaling ended in the 1890s (NPS n.d.). There is little doubt that the Gray Whale Cove derives its name from the large number of gray whales migrating down the coast line to this day.

The San Mateo County coastline has been treacherous to oceangoing navigators for all its recorded history. Ships have been sailing past the San Mateo County coast since the time of Cabrillo (1542). The Gold Rush however brought hundreds of ships. The first recorded ship to breakup at Half Moon Bay was the 350 ton Isabelita Hyne, on January 8, 1856. It washed up on the beach belonging to James Denniston at Rancho Corral de Tierra. Congress authorized \$15,000 for installation of a fog whistle at Montara Point in March of 1873. Inevitably, the fog whistle was not enough, and In 1912, the federal government upgraded the Montara station by building a wooden tower, equipped with a fourth-order, French-made, Fresnel lens, to act as a lighthouse. Even today, the San Mateo coast remains dangerous to sailing vessels, with the last documented wreck occurring in 2004 (NPS n.d.).

A review of historic aerials and topographic maps indicates that the APE was relatively undeveloped in the mid-twentieth century. A road and a building are depicted on a 1949 USGS 7.5-minute map on the flat terrace just west of the APE (USGS 1949). The building is visible on a 1965 historic aerial (see Figure 4); however, it appears to be non-extant by 1968 (historicaerials.com). The parking lot area associated with Gray Whale Cove is shown on a 1980 aerial (historicaerials.com 2018). The steep rugged terrain of the region and the development of McNee State Park to the west likely discouraged further development of the area.

6 Field Methods

6.1 Field Methods

A pedestrian survey of the APE was conducted on February 7, 2018, by AECOM archaeologist Annamarie Leon Guerrero. The majority of the APE is paved, or within compacted, graded, and graveled/landscaped shoulder of SR1 (Photograph 1 and 2). However, a portion of the APE—the location of the trenching for the utility connection—consists of a densely vegetated hillside on the north side of SR1 (Photograph 3); this area was examined for archaeological materials. Boot scrapes were employed in order to examine the ground surface. Visibility was poor (less than 5 percent).

No cultural resources were identified in the APE during the pedestrian survey. Due to its proximity, the previously identified archaeological resource, P-41-000131 was re-located as part of the survey effort. The resource consisted of a thin layer of shell midden, containing primarily barnacle and mussel, overlaying a coastal terrace, covered in dense vegetation, including poison oak and manzanita. The site boundary was re-located and confirmed that it is outside of the current APE. The site boundary appeared to be similar to the Hines' et al. (1986) recording.



Photograph 2: Overview of western extent of parking lot; note existing berm/landscaped area. SR1 on right side of frame. View south



Photograph 1: Overview of Project area towards proposed left turn lane. Existing entrance to Gray Whale Cove parking lot visible on right side of frame. View north.



Photograph 3: Overview of proposed open trenching location. View northeast.

7 Findings and Conclusions

7.1 Findings and Conclusions

The background research, literature review, and field survey identified no archaeological resources in the APE.

P-41-000131 was re-located and confirmed as outside of the current APE boundary. The resource, a thin layer of shell midden, containing primarily barnacle and mussel, overlaying a coastal terrace, appeared to be consistent with Hines' et al. (1986) recording in terms of description and boundary limits. See Figure 3A-B.

Given that the APE is mapped as bedrock (br) and latest Pleistocene undifferentiated alluvial deposits (Qpa), and that soils mapped within the APE (Scarper-Miramar) are thin and poorly developed, the APE is not sensitive for buried archaeology.

7.2 Impacts and Recommendations

CEQA Guidelines Section 15064.5 provides specific guidance for determining the significance of impacts on historic architectural and archaeological resources. Under CEQA, these significant resources are called "historical resources" whether they are of historic or prehistoric age. A historical resource is defined as any building, structure, site, or object listed in or determined eligible for listing in the California Register of Historical Resources, or those listed in the historical register of a local jurisdiction. Cultural resources listed on the National Register of Historic Places and located in California are considered historical resources for the purposes of CEQA.

The project would not cause a substantial adverse change to a historical or archaeological resource as defined by CEQA. No historical resources were identified during the identification efforts completed for this project. The deepest project impacts are located along the margins, or shoulder area, of SR1, that generally consists of fill and landscaping. Given that the soils in the area thin and poorly developed and overlay bedrock, subsurface impacts will occur in areas not sensitive for buried archaeology. The project would therefore, have no impact to historical resources.

7.3 Unanticipated Discovery and/or Changes in the Project

If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA PRC Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC, which will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact the District Environmental Branch so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

7.4 Statement of Limitations

This report has been prepared based on certain key assumptions made by AECOM that substantially affect the conclusions and recommendations of this report. These assumptions, although thought to be reasonable and appropriate, may not prove to be true in the future. The conclusions and recommendations of AECOM are conditioned upon these assumptions.

The Cultural Resources assessment was performed based upon information provided by the NWIC of the CHRIS, on June 2, 2014, by the NAHC on March 7, 2018, and direct observation of site conditions and other information

that is generally applicable as of February 2018, and the conclusions and recommendations herein are therefore applicable only to that timeframe.

Information obtained from these sources in this timeframe is assumed to be correct and complete. AECOM will not assume any liability for findings or lack of findings based upon misrepresentation of information presented to the AECOM Cultural Resources Assessment team or for items not visible, made available, accessible, or present at the site at the time of the project area survey.

8 References Consulted

Beck, Warren A. and Ynez D. Haase

1974 *Historical Atlas of California*. University of Oklahoma Press, Norman, OK.

Broadbent, Sylvia M

1972 The Rumsen of Monterey: An Ethnography from Historical Sources. In *Miscellaneous Papers in Archaeology*, pp. 45-93. University of California Archaeological Research Facility Contributions, Number 14. Berkeley.

Byrd, Brian, Adrian Whitaker, Patricia Mikkelsen, Todd Jaffke, Philip Kaijankoski, Jack Meyer, Randall Milliken, Jeffrey Rosenthal, and Eric Wohlgemuth

2016 *Draft Caltrans District 4 Research Design and Treatment Plan for Native American Archaeological Resources in the San Francisco Bay-Delta Region*. Far Western Anthropological Research Group Inc., Davis, CA. Prepared for Caltrans District 4, Oakland, California.

California Department of Parks and Recreation

1976 *California Inventory of Historic Resources*. California Department of Parks and Recreation, Sacramento, CA.

California Department of Transportation (Caltrans)

1997 *Index to California Highways and Public Works, 1937-1967*. Accessed 25 May 2017 at <http://www.dot.ca.gov/ser/downloads/cultural/CalHwyIndex.pdf>.

2010 *Caltrans Historic Bridge Inventory*. Accessed April 22, 2017 at <http://www.dot.ca.gov/hq/structur/strmaint/historic.htm>.

2014 *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California*. Accessed April 22, 2017 at <http://www.dot.ca.gov/ser/vol2/vol2.htm>.

2018 Letter from Office of Traffic Safety to Office of Design Peninsula. Request for Traffic Accident Data (3 year period from January 1, 2014 through December 31, 2016). March 12, 2018.

California Office of Historic Preservation

1988 *Five Views: An Ethnic Historic Site Survey for California*. California Department of Parks and Recreation. Accessed April 22, 2017 at http://www.cr.nps.gov/history/online_books/5views/5views.htm.

1992 *California Points of Historical Interest*. California Department of Parks and Recreation, Sacramento, CA.

1996 *California State Historical Landmarks*. California Department of Parks and Recreation, Sacramento, CA.

2012 *Directory of Properties in the Historic Property Data File* (California Office of Historic Preservation, April 5, 2012) The directory includes the listings of the National Register of Historic Places, National Historic Landmarks, and the California Register of Historical Resources. California Department of Parks and Recreation, Sacramento, CA.

Fredrickson, David A.

1973 *Early Cultures of the North Coast Ranges, California*. Doctoral dissertation, Department of Anthropology, University of California, Davis, CA.

1994 Spatial and Cultural Units in Central California Archaeology. In *Toward a New Taxonomic Framework for Central California Archaeology*, edited by Richard E. Hughes, pp. 25-47. University of California Archaeological Research Facility Contributions No. 51. Berkeley.

Groza, Randall G., Rosenthal, Jeffrey, Southon, John, and Milliken, Randall.

2011 A refined shell bead chronology for late Holocene Central California. *Journal of California and Great Basin Anthropology* 31(2):135-154.

Gudde, Erwin G.

1998 *California Place Names: The Origin and Etymology of Current Geographical Names*. Fourth edition revised and enlarged by William Bright. University of California Press, Berkeley, CA.

Harrington, John P.

1942 Cultural Element Distributions, XIX: Central California Coast. *Anthropological Records* 7, no. 1 (1942): 1-44.

Heizer, Robert F. and Albert Elsasser

1980 *The Natural World of the California Indians*. University of California Press. Berkeley, California.

Hines, P., B. Rivers, and T Wheeler

1986 Archaeological Site Record for P-41-000131 (CA-SMA-129). On file at the NWIC, Sonoma State University, Rohnert Park, CA.

Hylkema, Mark G.

2002 Tidal Marsh, Oak Woodlands, and Cultural Florescence in the Southern San Francisco Bay Region. In *Catalysts to Complexity: Late Holocene Societies of the California Coast*, edited by Jon M. Erlandson and Terry L. Jones, 233-262. Perspectives in California Archaeology vol. 6, Jeanne E. Arnold, senior series editor. Cotsen Institute of Archaeology, University of California, Los Angeles, California.

Jackson, and Dietz

1970 Archaeological Site Record for P-41-000131 (CA-SMA-129). On file at the NWIC, Sonoma State University, Rohnert Park, CA.

Lightfoot, Kent

1997 Cultural Construction of Coastal Landscapes: A Middle Holocene Perspective from San Francisco Bay. In *Archaeology of the California Coast During the Middle Holocene*, edited by Jon M. Erlandson and Michael A. Glassow, pp. 129-141. Perspectives in California Archaeology, Vol. 4. Institute of Archaeology, UCLA.

Lightfoot, Kent and Edward Luby

2012 Mound Building by California Hunter-Gatherers. *The Oxford Handbook of North American Archaeology*.

- Margolin, Malcolm
1978 The Ohlone Way: Indian Life in the San Francisco-Monterey Bay Area. Heyday Books, Berkeley.
- National Park Service
n.d. Historic Resources Study for Golden Gate National Recreation Area in San Mateo County. Available at: <https://www.nps.gov/goga/learn/historyculture/upload/San-Mateo-HSR-Part-III-Rancho-Corral.pdf>
- Schwitalla, Al W.
2014 Violence among Foragers: The Bioarchaeological Record from central California. *Journal of Anthropological Archaeology* 33:66-83.
- Kroeber, Alfred L.
1925 *Handbook of the Indians of California*. Bulletin of American Ethnology Bulletin 78. Smithsonian Institution, Washington, D.C. Reprinted 1976 by Dover, NY.
- Kyle, Douglas E., Mildred Brooke Hoover, Hero Eugene Rensch, Ethel Grace, Rensch, and William N. Abeloe
2002 *Historic Spots in California*. Fifth edition, revised by Douglas E. Kyle. Stanford University Press, Stanford, CA.
- Levy, Richard
1978 Costanoan. In *Handbook of North American Indians, Volume 8: California*, edited by Robert F. Heizer, pp. 485-495. William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.
- Milliken, Randall
1995 *A Time of Little Choice*. Ballena Press Anthropological Papers No. 43. Menlo Park, California.
- Milliken, Randall, Richard T. Fitzgerald, Mark G. Hylkema, Randy Groza, Tom Origer, David G. Bieling, Alan Levanthal, Randy S. Wiberg, Andrew Gottsfield, Donna Gillette, Viviana Bellifemine, Eric Strother, Robert Cartier, and David A. Fredrickson
2007 Punctuated Culture Change in the San Francisco Bay Area. In *California Prehistory*, edited by Terry L. Jones and Kathryn A. Klar, pp. 99-124. Rowman & Littlefield Publishers, Lanham, MD.
- Nelson, Nels C.
1909 Shellmounds of the San Francisco Bay Region. *University of California Publications in American Archaeology and Ethnography* 7(4):309-356.
- NETR Online
2017 Historic Aerials, various dates. Available online: <https://historicaerials.com/viewer>. Accessed December 20, 2017.
- San Mateo County Board of Supervisors
2012 Highway 1 Safety and Mobility Improvement Study: Phase 2, San Mateo County, Midcoast Montara, Moss Beach. Prepared by Local Government Commission, Nelson\Nygaard Consulting Associates, Opticos Design, Inc., Walkable and Livable Communities Institute, and Urban Advantage. November 20. http://www.dot.ca.gov/hq/tpp/offices/ocp/dist4/fy10-11/SanMateo_Ph_2_Study_Final_LR.pdf
- San Mateo County Transportation Authority (SMCTA).
2015 Preliminary Planning Study (PPS) for Highway 1 Congestion & Safety Improvement Project. August.

UC Davis

2018 California Soil Resource Lab, SoilWeb. Accessed at <https://casoilresource.lawr.ucdavis.edu/soilweb-apps> on March 16, 2018.

U.S. Department of Agriculture

2018 Scarper Series Soil Official Soils Description. Available at: https://soilseries.sc.egov.usda.gov/OSD_Docs/S/SCARPER.html.

U.S. Geological Survey (USGS)

1899 *Palo Alto, California* 1:62,500 topographic quadrangle. U.S. Geological Survey, Washington, D.C.
1902 *Santa Cruz, California* 1:125,000 topographic quadrangle. U.S. Geological Survey, Washington, D.C.
1943 *Palo Alto, California* 1:62,500 topographic quadrangle. U.S. Geological Survey, Washington, D.C.
1953 *Mountain View, California* 1:62,500 topographic quadrangle. U.S. Geological Survey, Washington, D.C.
1961 *Mountain View, Calif.* 7.5-minute topographic quadrangle. U.S. Geological Survey, Washington, D.C.
1997 *Mountain View, Calif.* 7.5-minute topographic quadrangle. U.S. Geological Survey, Washington, D.C.

Witter, Robert C., Keith L. Knudsen, Janet M. Sowers, Carl M. Wentworth, Richard D. Koehler, and Carolyn E. Randolph

2006 *Maps of Quaternary Deposits and Liquefaction Susceptibility in the Central San Francisco Bay Region, California*. USGS Open-File Report 2006-1037.

Whitaker, Adrian R. and Brian F. Byrd

2014 Social Circumscription, Territoriality, and the Late Holocene Intensification of Small-Bodied Shellfish Along the California Coast. *The Journal of Island and Coastal Archaeology*, 9:2 pp. 150-168.

Wohlgemuth, Eric

2004 Charred Plant Remains. In *Xonxon'ata, in the Tall Oaks: Archaeology and Ethnohistory of a Chumash Village in the Santa Ynez Valley*, by W.R. Hildebrandt, pp. 77-83. Contributions in Anthropology 2. Santa Barbara Museum of Natural History, Santa Barbara, California.

Figures

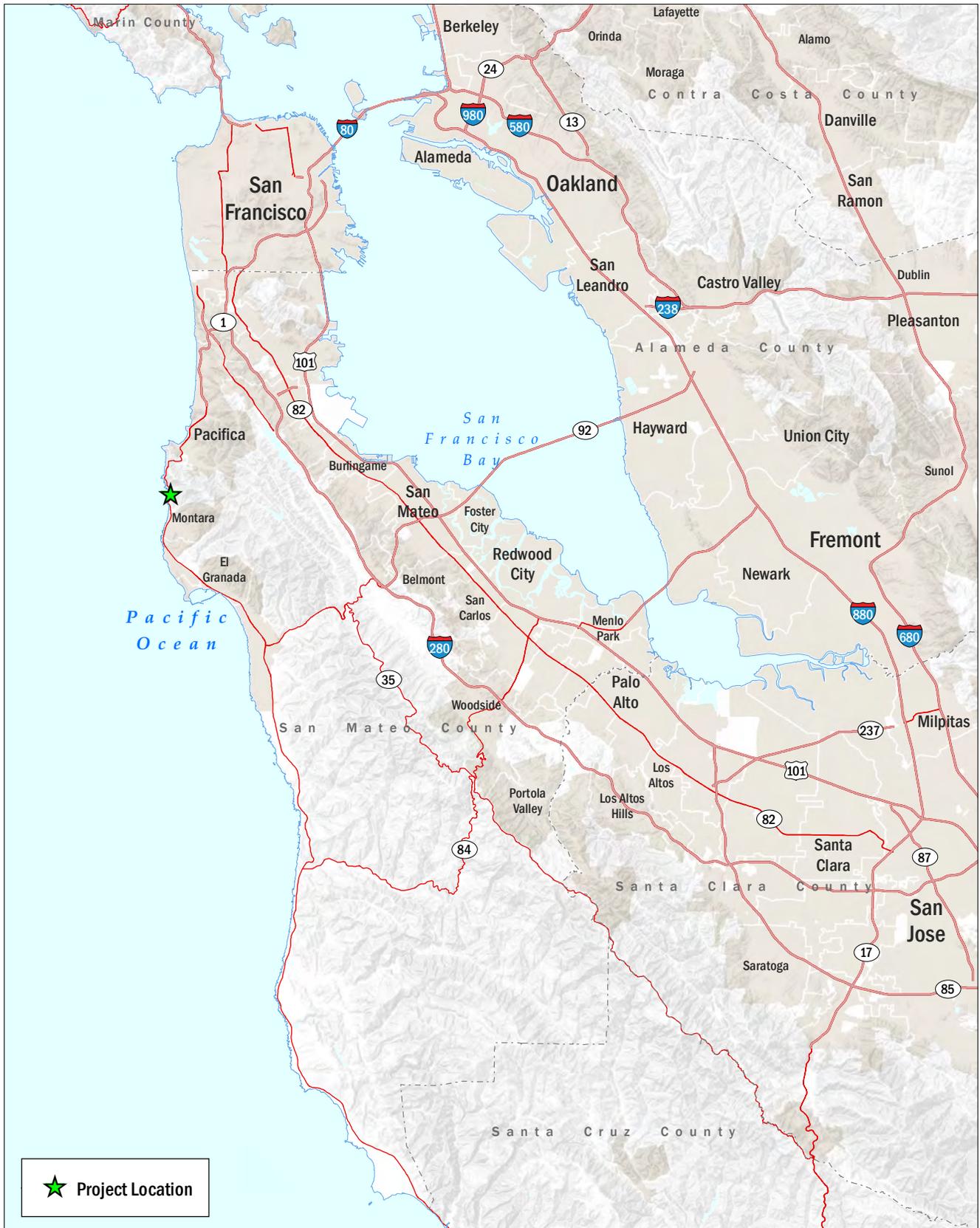


FIGURE 1
 Project Vicinity



ESRI roads, 2010





- P-41-000131
- Area of Potential Effects (APE)
- Existing Storm Drain
- Existing PG&E UG/OH Electric
- Right of Way

Area of Potential Effects (APE) Map
 San Mateo County
 (Route 1; Post Mile 37.8/38.0;
 EA 1Q130; E-FIS 0418000207)

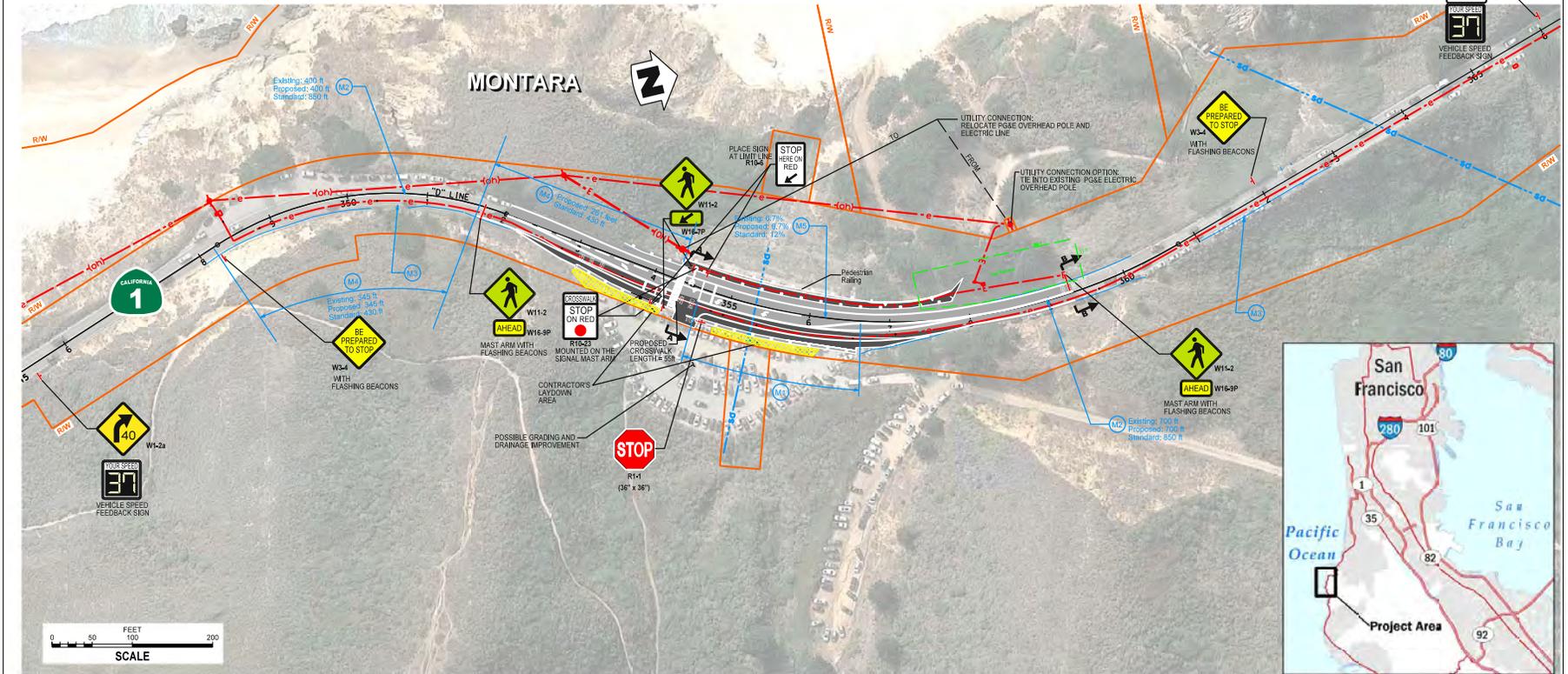
Nandini Shridhar 11/19/18
 Nandini Shridhar, Caltrans Project Manager Date

Jennifer Blake 11/19/18
 Jennifer Blake, Caltrans PQS Date

↑ N
 0 100
 Feet

ESRI roads, 2010

GRAY WHALE COVE PEDESTRIAN ACCESS IMPROVEMENT PROJECT (PM 37.8/38.0) McNEE RANCH STATE PARK, HIGHWAY 1 ENVIRONMENTAL PHASE

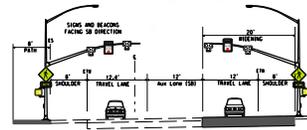


LEGEND:

- PROPOSED WIDENING
- EXISTING ROADWAY
- PROPOSED STRIPING
- EXISTING STRIPING
- PROPOSED SIGNAGE
- EXISTING STORM DRAIN
- EXISTING PG&E UG ELECTRIC
- EXISTING PG&E OH ELECTRIC
- PROPOSED PG&E UG ELECTRIC
- PROPOSED PG&E OH ELECTRIC
- MANDATORY DESIGN EXCEPTION
- CONTRACTOR'S LAYDOWN AREA

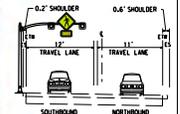
PROPOSED DESIGN EXCEPTIONS

DESIGN STANDARD	CONDITION	
M1 Mandatory 405.2(d) Non Standard Deceleration Length Standard: 50 mph Design Speed = 435 feet	Existing: No Crosswalk Proposed: 224 ft	Standard: 435 ft
M2 Mandatory 203.2 Non Standard Curve Radius Standard: 50 mph Design Speed = 850 feet	Existing: 400 ft Proposed: 400 ft	Existing: 700 ft Proposed: 700 ft Standard: 850 ft
M3 Mandatory 302.1 Non Standard Shoulder Width Standard: 8 foot Shoulder	Existing: Varies from 0.6 to 6.5 ft Proposed: Varies from 0.6 to 8 ft	Standard: 8 ft
M4 Mandatory 201.1 Non Standard Stopping Sight Distance Standard: 50 mph Design Speed = 430 feet	Existing: 345 ft Proposed: 345 ft	Proposed: 281 ft Standard: 430 ft
M5 Mandatory 202.2 Non Standard Superelevation Rate Standard: 12%	Existing: 6.7%, 700 ft Proposed: 6.7%, 700 ft	Standard: 12%



SECTION A-A
NO SCALE

Push button activated hybrid beacon provides signalized crosswalk at mid-block location.



SECTION B-B
NO SCALE
MAST ARM WITH FLASHING BEACONS

AECOM

AECOM

Gray Whale Cove Pedestrian Access Improvement Project

FIGURE 3B

Designated Pedestrian Crossing

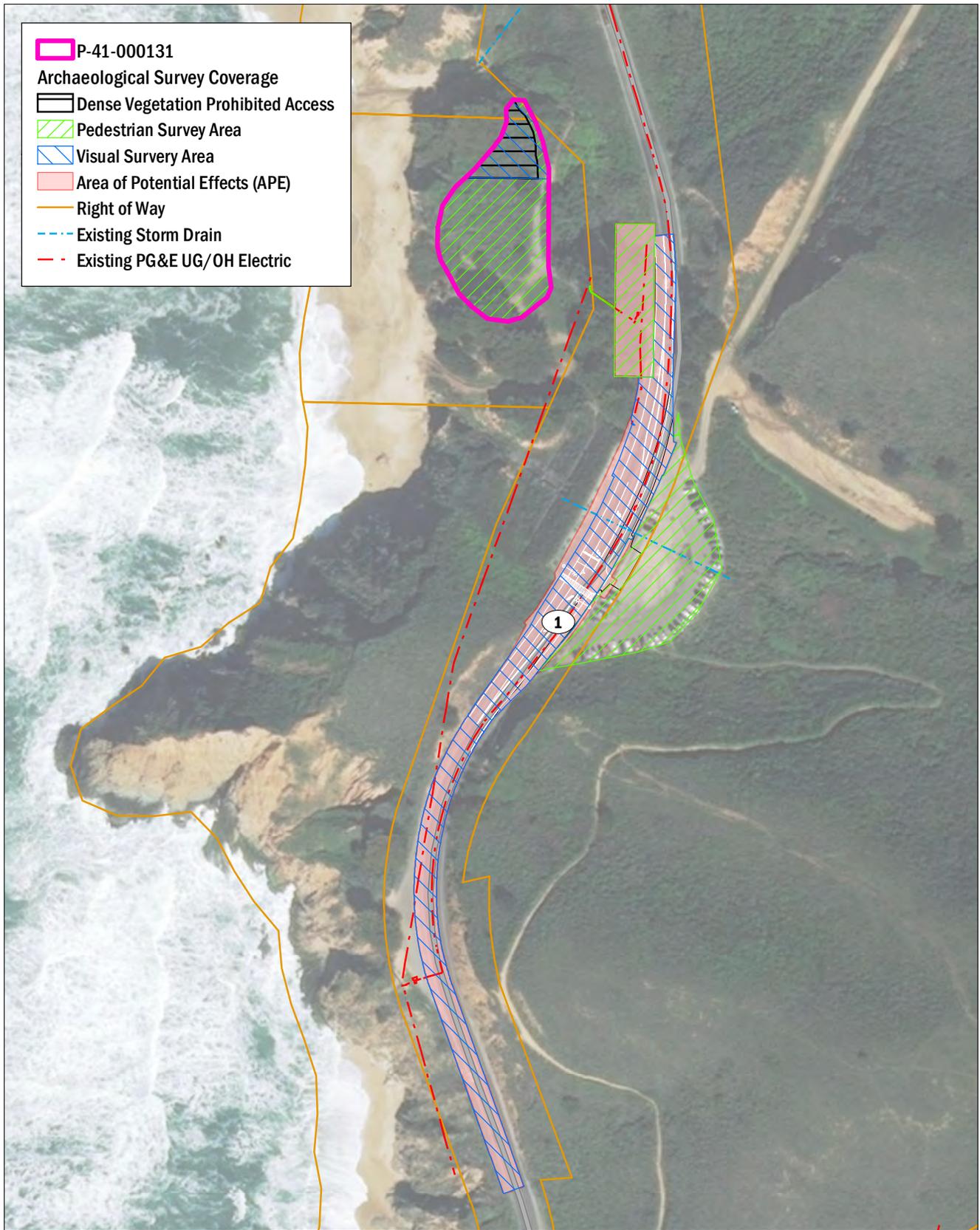


N
 0 100
 Feet

ESRI roads, 2010

AECOM
 Gray Whale Cove Pedestrian Access Improvement Project

FIGURE 4
 1965 Historic aerial of San Mateo County coastline



ESRI roads, 2010

FIGURE 5
Archaeological Survey Coverage

Appendix A. Native American Consultation

Guerrero, Annamarie

From: Guerrero, Annamarie
Sent: Thursday, March 01, 2018 2:10 PM
To: 'nahc@nahc.ca.gov'
Subject: Sacred Lands File Search & Native American Contact List
Attachments: Gray_Whale Cove_NAHCform.pdf

To Whom It May Concern:

Please find attached a Sacred Lands File & Native American Contacts List Request for the Gray Whale Cove Project, in San Mateo County.

Thank you,

Annamarie

Annamarie Leon Guerrero
Archaeologist
D 1-510-874-3099 C 1-510-673-4387
annamarie.guerrero@aecom.com

Please note our new address:

AECOM
300 Lakeside Drive, Suite 400
Oakland, CA 94612, USA
T +1-510-893-3600
aecom.com

Sacred Lands File & Native American Contacts List Request

Native American Heritage Commission

1550 Harbor Blvd, Suite 100

West Sacramento, CA 95691

916-373-3710

916-373-5471 – Fax

nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: Gray Whale Cove _____

County: San Mateo County _____

USGS Quadrangle Name: Montara Mountain _____

Township: See notes **Range:** See notes **Section(s):** _____

Company/Firm/Agency: AECOM _____

Street Address: 300 Lakeside Dr. _____

City: Oakland **Zip:** 94612 _____

Phone: 510-874-3099 _____

Fax: _____

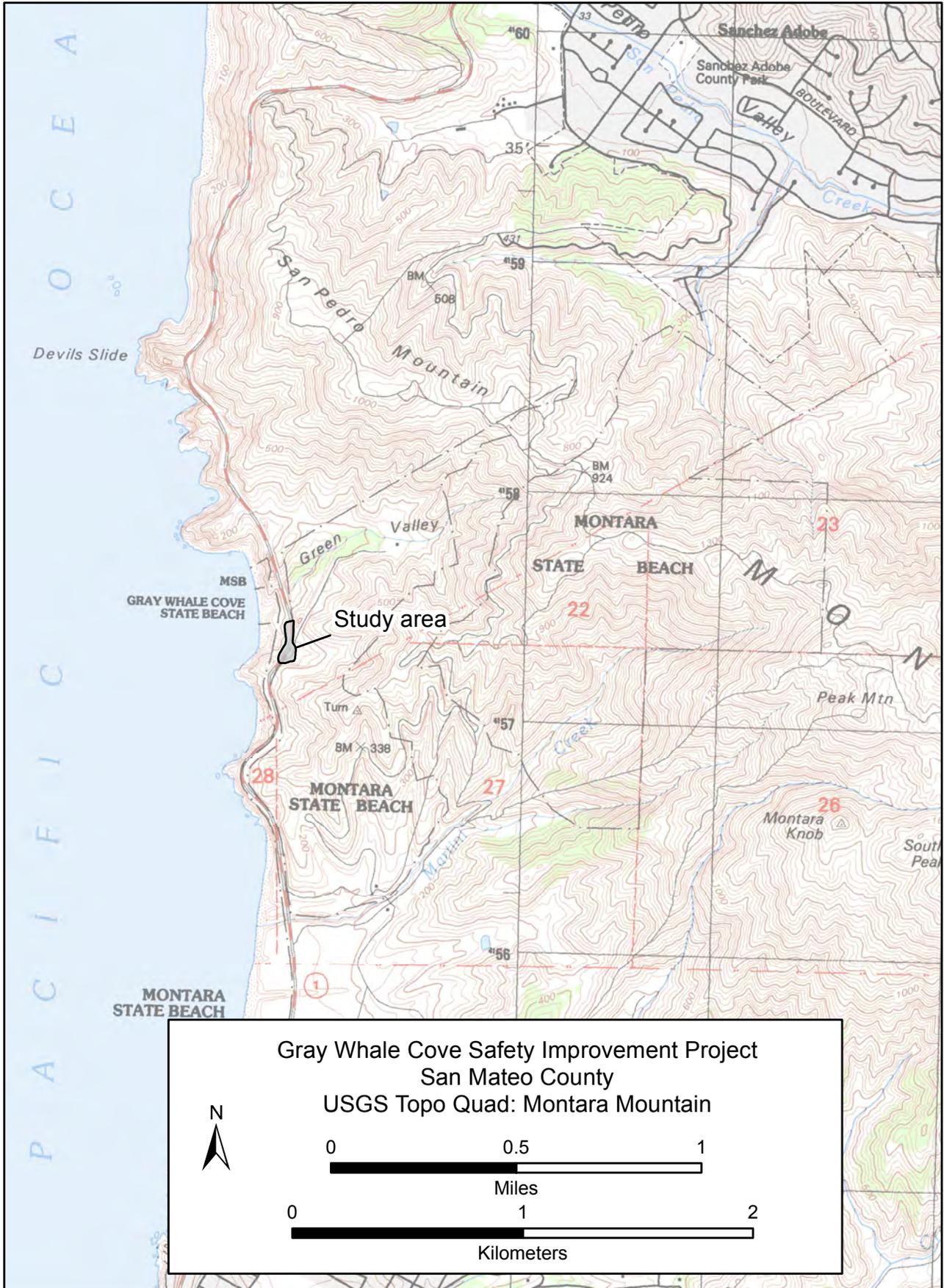
Email: annamarie.guerrero@aecom.com _____

Project Description:

Project is located at Gray Whale Cove State Beach, on the Unsectioned portion of the Corral de Tierra Land Grant, north of Sections 27 and 28. The Project consists of making safety improvements generally within the Caltrans right-of-way, including but not limited to adding a pedestrian crosswalk, safety beacons, improving the parking lot entrance, and additional traffic safety overhead and roadside signs.

I am requesting a search of the Sacred Lands File and a Native American Contact list for this Project. Thank you.





NATIVE AMERICAN HERITAGE COMMISSION

Environmental and Cultural Department
1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95691
(916) 373-3710
Fax (916) 373-5471



March 2, 2018

Annamarie Guerrero
AECOM

Email to: Annamarie.guerrero@aecom.com

RE: Gray Whale Cove, San Mateo County

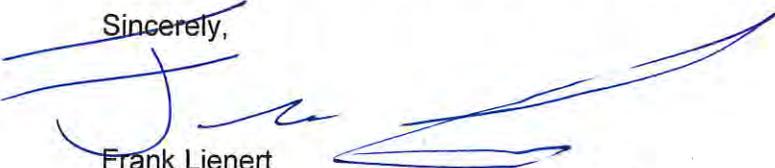
Dear Ms. Guerrero,

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not preclude the presence of cultural resources in any project area. Other sources for cultural resources should also be contacted for information regarding known and/or recorded sites.

Enclosed is a list of Native Americans tribes who may have knowledge of cultural resources in the 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. 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 tribes, 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 916-573-1033 or frank.lienert@nahc.ca.gov.

Sincerely,



Frank Lienert
Associate Governmental Program Analyst

**Native American Heritage Commission
Native American Contacts
3/2/2018**

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

Amah Mutsun Tribal Band of Mission San Juan Bautista
Irene Zwielerlein, Chairperson
789 Canada Road
Woodside, CA 94062
Ohlone/Costanoan
amahmutsuntribal@gmail.com
(650) 851-7489 Cell
(650) 851-7747 Office
(650) 332-1526 Fax

Muwekma Ohlone Indian Tribe of the SF Bay Area
Rosemary Cambra, Chairperson
P.O. Box 360791
Milpitas, CA 95036
Ohlone / Costanoan
muwekma@muwekma.org
(408) 314-1898

(510) 581-5194

The Ohlone Indian Tribe
Andrew Galvan
P.O. Box 3152
Fremont, CA 94539
Ohlone/Costanoan
Bay Miwok
Plains Miwok
Patwin
chochenyo@AOL.com
(510) 882-0527 Cell

(510) 687-9393 Fax

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

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced.

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 American Tribes with regard to cultural resources assessments for the proposed **Gray Whale Cove, San Mateo County**



AECOM 510 893 3600
300 Lakeside Drive, tel
Suite 400 510 874 3268
Oakland, CA 94612 fax
www.aecom.com

March 15, 2018

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

Dear Chairperson Cambra:

The County of San Mateo (County), in cooperation with the California Department of Transportation (Caltrans), proposes a safety improvement project on State Route 1 at Gray Whale Cove State Beach. The project would add a pedestrian crosswalk, safety beacons, overhead lighting, and additional traffic safety signs. It would also widen the pavement to add a left turn lane and an acceleration lane, and would relocate and improve the parking lot entrance. Except for utility connections, the project is located within existing Caltrans right-of-way. Areas outside of the Caltrans right-of-way are owned and managed by the California Department of Parks and Recreation. Please see the attached map for project location details (attachment).

Project components include:

- Turn lanes and pavement widening at the Gray Whale Cove parking lot entrance;
- Pedestrian crosswalk, hybrid beacon, and safety lighting installation;
- Installation of signs, safety warnings, and pavement striping;
- A utility connection that includes either direct boring or trenching; and
- Vegetation removal;

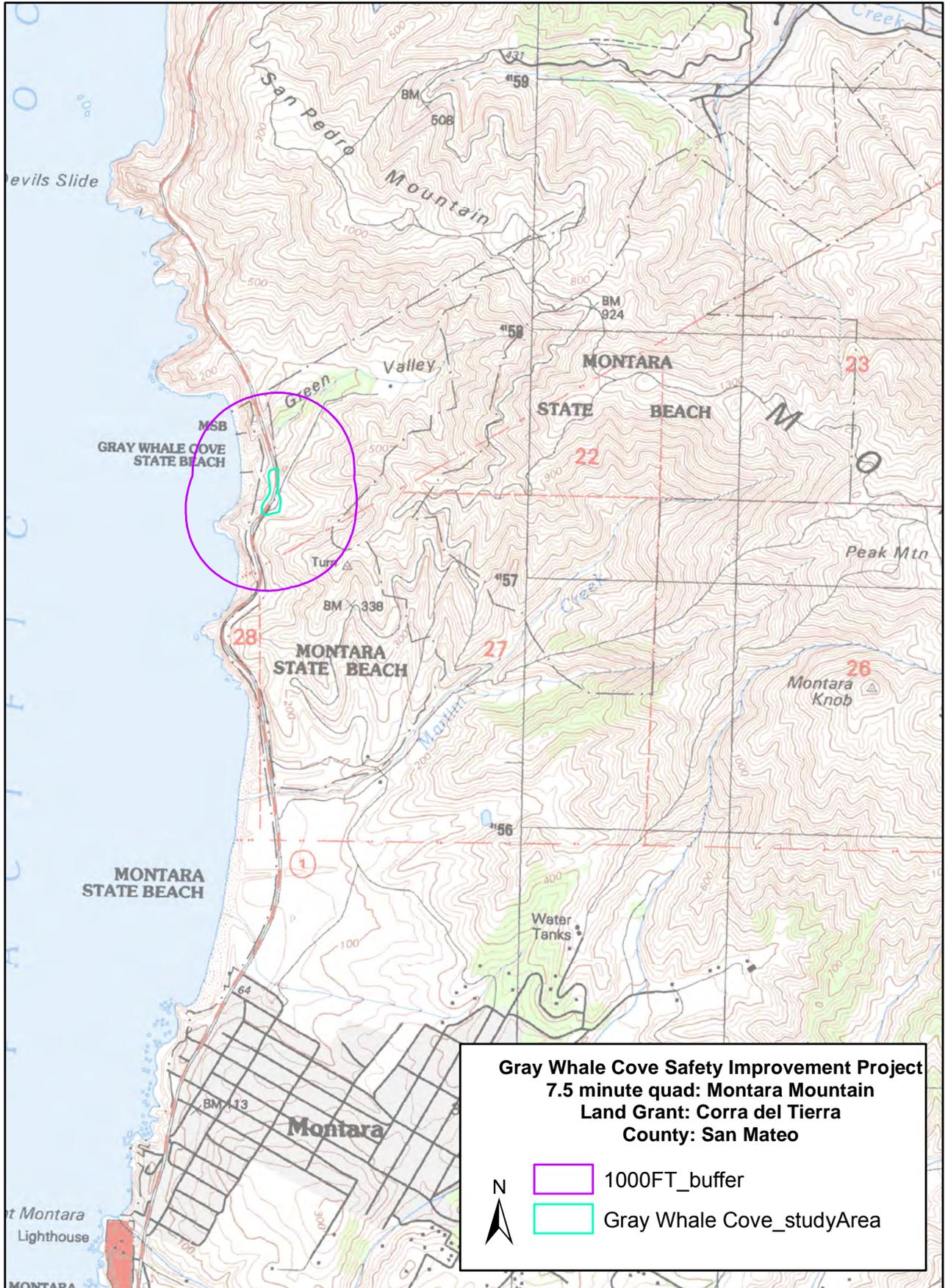
Caltrans is the lead agency responsible for California Environmental Quality Act (CEQA) compliance on this project. As part of State regulations the County is assisting Caltrans by notifying the Native American community of the proposed project. Please consider this letter and preliminary project information as formal notification of a proposed project as required under CEQA, specifically Public Resources Code 21080.3.1 and Chapter 532 Statutes of 2014 (i.e. AB 52). Please respond within 30 days, pursuant to PRC 21080.3.1(d) if you would like to consult on this project. We will forward your request to Caltrans immediately. Please provide a designated lead contact person if you have not provided that information to us already.

Our records indicate no archaeological sites are present in the Project Area. A record search of the Sacred Lands File by the Native American Heritage Commission did not indicate the presence of Native American cultural resources in the immediate project area. However, one prehistoric cultural resource was identified approximately 17 m (56 feet) west of the project area. The resource (designated P-41-000131) consists of shell midden (consisting primarily of California mussel and barnacle) on a coastal terrace, sheltered by low hills on the north, south, and east.

If you or any of your tribal members have any questions or concerns regarding this project please contact me at (510) 874-3099 or via e-mail at Annamarie.guerrero@aecom.com or you may also contact Caltrans District 04 Senior Environmental Planner Kathryn Rose at (510) 286-5630 or via email at Kathryn.rose@dot.ca.gov

Sincerely,

Annamarie Leon Guerrero
Archaeologist





AECOM 510 893 3600
300 Lakeside Drive, tel
Suite 400 510 874 3268
Oakland, CA 94612 fax
www.aecom.com

March 15, 2018

Chairperson Tony Cerda
244 E. 1st Street
Pomona, CA 91766

Dear Mr. Cerda:

The County of San Mateo (County), in cooperation with the California Department of Transportation (Caltrans), proposes a safety improvement project on State Route 1 at Gray Whale Cove State Beach. The project would add a pedestrian crosswalk, safety beacons, overhead lighting, and additional traffic safety signs. It would also widen the pavement to add a left turn lane and an acceleration lane, and would relocate and improve the parking lot entrance. Except for utility connections, the project is located within existing Caltrans right-of-way. Areas outside of the Caltrans right-of-way are owned and managed by the California Department of Parks and Recreation. Please see the attached map for project location details (attachment).

Project components include:

- Turn lanes and pavement widening at the Gray Whale Cove parking lot entrance;
- Pedestrian crosswalk, hybrid beacon, and safety lighting installation;
- Installation of signs, safety warnings, and pavement striping;
- A utility connection that includes either direct boring or trenching; and
- Vegetation removal;

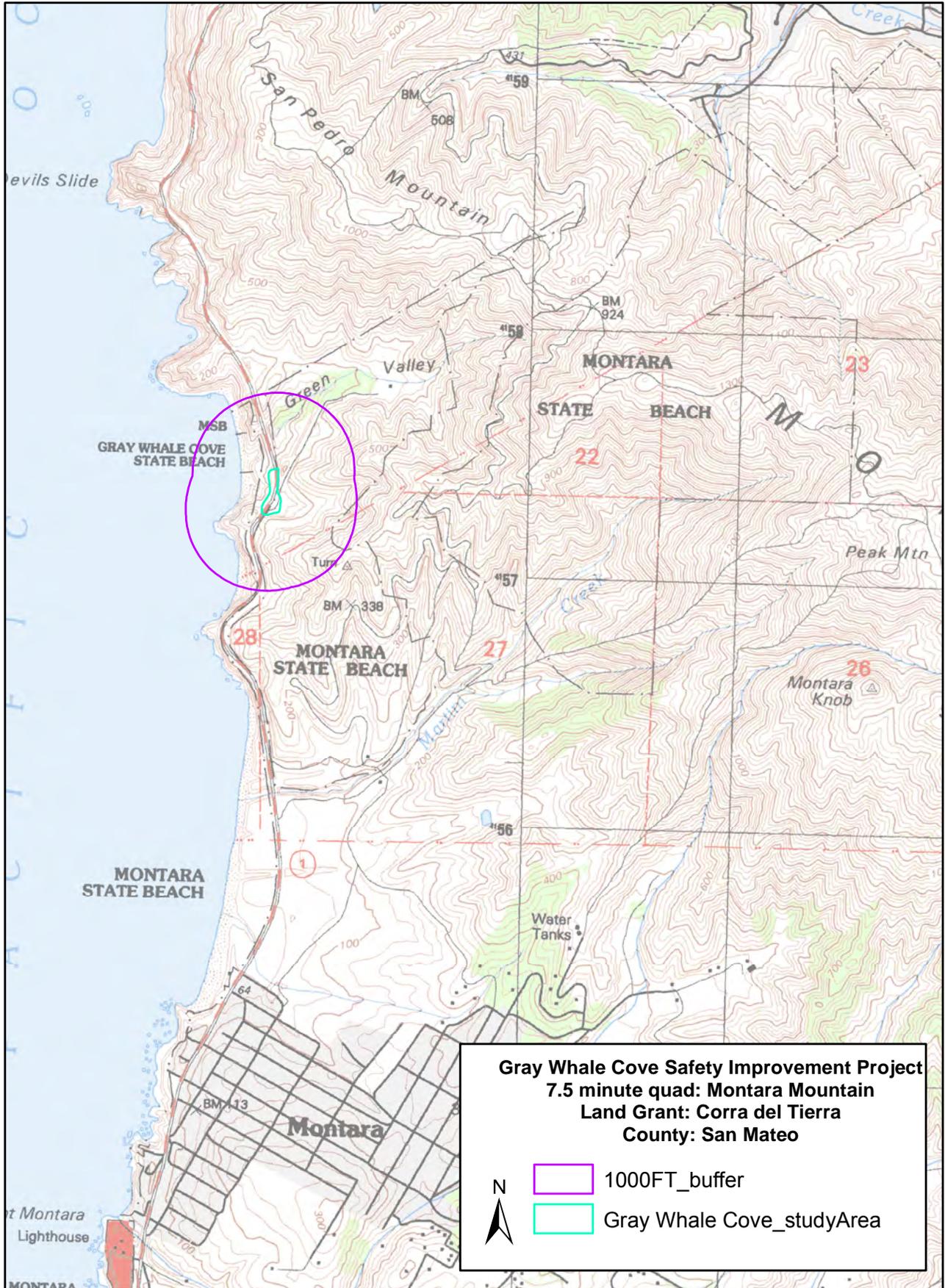
Caltrans is the lead agency responsible for California Environmental Quality Act (CEQA) compliance on this project. As part of State regulations the County is assisting Caltrans by notifying the Native American community of the proposed project. Please consider this letter and preliminary project information as formal notification of a proposed project as required under CEQA, specifically Public Resources Code 21080.3.1 and Chapter 532 Statutes of 2014 (i.e. AB 52). Please respond within 30 days, pursuant to PRC 21080.3.1(d) if you would like to consult on this project. We will forward your request to Caltrans immediately. Please provide a designated lead contact person if you have not provided that information to us already.

Our records indicate no archaeological sites are present in the Project Area. A record search of the Sacred Lands File by the Native American Heritage Commission did not indicate the presence of Native American cultural resources in the immediate project area. However, one prehistoric cultural resource was identified approximately 17 m (56 feet) west of the project area. The resource (designated P-41-000131) consists of shell midden (consisting primarily of California mussel and barnacle) on a coastal terrace, sheltered by low hills on the north, south, and east.

If you or any of your tribal members have any questions or concerns regarding this project please contact me at (510) 874-3099 or via e-mail at Annamarie.guerrero@aecom.com or you may also contact Caltrans District 04 Senior Environmental Planner Kathryn Rose at (510) 286-5630 or via email at Kathryn.rose@dot.ca.gov

Sincerely,

Annamarie Leon Guerrero
Archaeologist





AECOM 510 893 3600
300 Lakeside Drive, tel
Suite 400 510 874 3268
Oakland, CA 94612 fax
www.aecom.com

March 15, 2018

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

Dear Mr. Galvan:

The County of San Mateo (County), in cooperation with the California Department of Transportation (Caltrans), proposes a safety improvement project on State Route 1 at Gray Whale Cove State Beach. The project would add a pedestrian crosswalk, safety beacons, overhead lighting, and additional traffic safety signs. It would also widen the pavement to add a left turn lane and an acceleration lane, and would relocate and improve the parking lot entrance. Except for utility connections, the project is located within existing Caltrans right-of-way. Areas outside of the Caltrans right-of-way are owned and managed by the California Department of Parks and Recreation. Please see the attached map for project location details (attachment).

Project components include:

- Turn lanes and pavement widening at the Gray Whale Cove parking lot entrance;
- Pedestrian crosswalk, hybrid beacon, and safety lighting installation;
- Installation of signs, safety warnings, and pavement striping;
- A utility connection that includes either direct boring or trenching; and
- Vegetation removal;

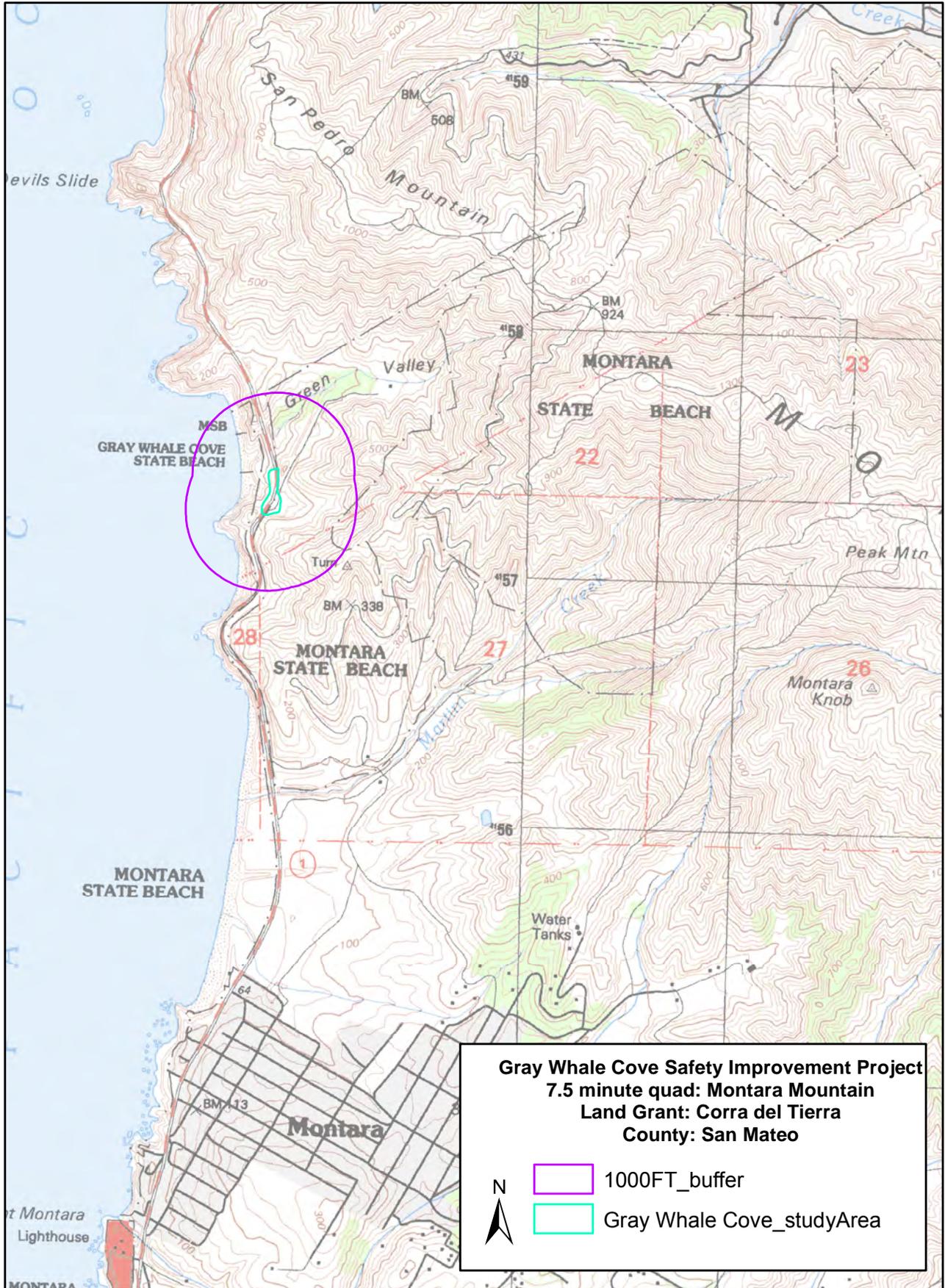
Caltrans is the lead agency responsible for California Environmental Quality Act (CEQA) compliance on this project. As part of State regulations the County is assisting Caltrans by notifying the Native American community of the proposed project. Please consider this letter and preliminary project information as formal notification of a proposed project as required under CEQA, specifically Public Resources Code 21080.3.1 and Chapter 532 Statutes of 2014 (i.e. AB 52). Please respond within 30 days, pursuant to PRC 21080.3.1(d) if you would like to consult on this project. We will forward your request to Caltrans immediately. Please provide a designated lead contact person if you have not provided that information to us already.

Our records indicate no archaeological sites are present in the Project Area. A record search of the Sacred Lands File by the Native American Heritage Commission did not indicate the presence of Native American cultural resources in the immediate project area. However, one prehistoric cultural resource was identified approximately 17 m (56 feet) west of the project area. The resource (designated P-41-000131) consists of shell midden (consisting primarily of California mussel and barnacle) on a coastal terrace, sheltered by low hills on the north, south, and east.

If you or any of your tribal members have any questions or concerns regarding this project please contact me at (510) 874-3099 or via e-mail at Annamarie.guerrero@aecom.com or you may also contact Caltrans District 04 Senior Environmental Planner Kathryn Rose at (510) 286-5630 or via email at Kathryn.rose@dot.ca.gov

Sincerely,

Annamarie Leon Guerrero
Archaeologist



Guerrero, Annamarie

From: Guerrero, Annamarie
Sent: Wednesday, March 21, 2018 4:14 PM
To: 'Andrew Galvan'
Subject: RE: Gray Whale Cove Safety Improvement Project
Attachments: NAHC_20180307_143707.pdf; P-41-00056.pdf; Survey_reports.zip

Mr. Galvan

Please find attached the response and attachments from the NAHC.

I have also included the Phase I Literature search; the records search included archaeological resources within 1,000 ft. radius of the current study area and studies that have been conducted within or directly adjacent to the study area. One resource (P-41-00056) and two studies (S-29219 and 38121) were identified. These are attached.

A pedestrian survey of the study area has been completed. One finalized, a copy of the archaeological survey report can be provided if you would like.

If you have any further questions or concerns, please feel free to contact me or Caltrans District 04 Senior Environmental Planner Kathryn Rose at (510) 286-5630 or via email at Kathryn.rose@dot.ca.gov.

Thank you,

Annamarie

Annamarie Leon Guerrero
Archaeologist
D 1-510-874-3099 C 1-510-673-4387
annamarie.guerrero@aecom.com

Please note our new address:

AECOM
300 Lakeside Drive, Suite 400
Oakland, CA 94612, USA
T +1-510-893-3600
aecom.com

From: Andrew Galvan [mailto:chochenyo@aol.com]
Sent: Saturday, March 17, 2018 8:48 AM
To: Guerrero, Annamarie
Subject: Re: Gray Whale Cove Safety Improvement Project

Hi there,

Yes, I would like to consult on this project.

May I have a copy of the Phase I Literature Search and Foot Survey have been under taken for this project?

And, may I have a copy of the response from the NAHC including all attachments.

Thank you,

**Andrew Galvan
An Ohlone Man
The Ohlone Indian Tribe**

-----Original Message-----

From: Guerrero, Annamarie <annamarie.guerrero@aecom.com>

To: chochenyo <chochenyo@aol.com>

Sent: Thu, Mar 15, 2018 3:48 pm

Subject: Gray Whale Cove Safety Improvement Project

Dear Mr. Galvan

The County of San Mateo (County), in cooperation with the California Department of Transportation (Caltrans), proposes a safety improvement project on State Route 1 at Gray Whale Cove State Beach. The project would add a pedestrian crosswalk, safety beacons, overhead lighting, and additional traffic safety signs. It would also widen the pavement to add a left turn lane and an acceleration lane, and would relocate and improve the parking lot entrance. Except for utility connections, the project is located within existing Caltrans right-of-way. Areas outside of the Caltrans right-of-way are owned and managed by the California Department of Parks and Recreation. Please see the attached map for project location details (attachment).

Project components include:

- Turn lanes and pavement widening at the Gray Whale Cove parking lot entrance;
- Pedestrian crosswalk, hybrid beacon, and safety lighting installation;
- Installation of signs, safety warnings, and pavement striping;
- A utility connection that includes either direct boring or trenching; and
- Vegetation removal;

Caltrans is the lead agency responsible for California Environmental Quality Act (CEQA) compliance on this project. As part of State regulations the County is assisting Caltrans by notifying the Native American community of the proposed project. Please consider this letter and preliminary project information as formal notification of a proposed project as required under CEQA, specifically Public Resources Code 21080.3.1 and Chapter 532 Statutes of 2014 (i.e. AB 52). Please respond within 30 days, pursuant to PRC 21080.3.1(d) if you would like to consult on this project. We will forward your request to Caltrans immediately. Please provide a designated lead contact person if you have not provided that information to us already.

Our records indicate no archaeological sites are present in the Project Area. A record search of the Sacred Lands File by the Native American Heritage Commission did not indicate the presence of Native American cultural resources in the immediate project area. However, one prehistoric cultural resource was identified approximately 17 m (56 feet) west of the project area. The resource (designated P-41-000131) consists of shell midden (consisting primarily of California mussel and barnacle) on a coastal terrace, sheltered by low hills on the north, south, and east.

If you or any of your tribal members have any questions or concerns regarding this project please contact me at (510) 874-3099 or via e-mail at Annamarie.guerrero@aecom.com or you may also contact Caltrans District 04 Senior Environmental Planner Kathryn Rose at (510) 286-5630 or via email at Kathryn.rose@dot.ca.gov

Sincerely,

Annamarie Leon Guerrero

Archaeologist

D 1-510-874-3099 C 1-510-673-4387

annamarie.guerrero@aecom.com

Please note our new address:

AECOM

300 Lakeside Drive, Suite 400

Oakland, CA 94612, USA

T +1-510-893-3600

aecom.com



AECOM 510 893 3600
300 Lakeside Drive, tel
Suite 400 510 874 3268
Oakland, CA 94612 fax
www.aecom.com

March 15, 2018

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

Dear Chairperson Sayers:

The County of San Mateo (County), in cooperation with the California Department of Transportation (Caltrans), proposes a safety improvement project on State Route 1 at Gray Whale Cove State Beach. The project would add a pedestrian crosswalk, safety beacons, overhead lighting, and additional traffic safety signs. It would also widen the pavement to add a left turn lane and an acceleration lane, and would relocate and improve the parking lot entrance. Except for utility connections, the project is located within existing Caltrans right-of-way. Areas outside of the Caltrans right-of-way are owned and managed by the California Department of Parks and Recreation. Please see the attached map for project location details (attachment).

Project components include:

- Turn lanes and pavement widening at the Gray Whale Cove parking lot entrance;
- Pedestrian crosswalk, hybrid beacon, and safety lighting installation;
- Installation of signs, safety warnings, and pavement striping;
- A utility connection that includes either direct boring or trenching; and
- Vegetation removal;

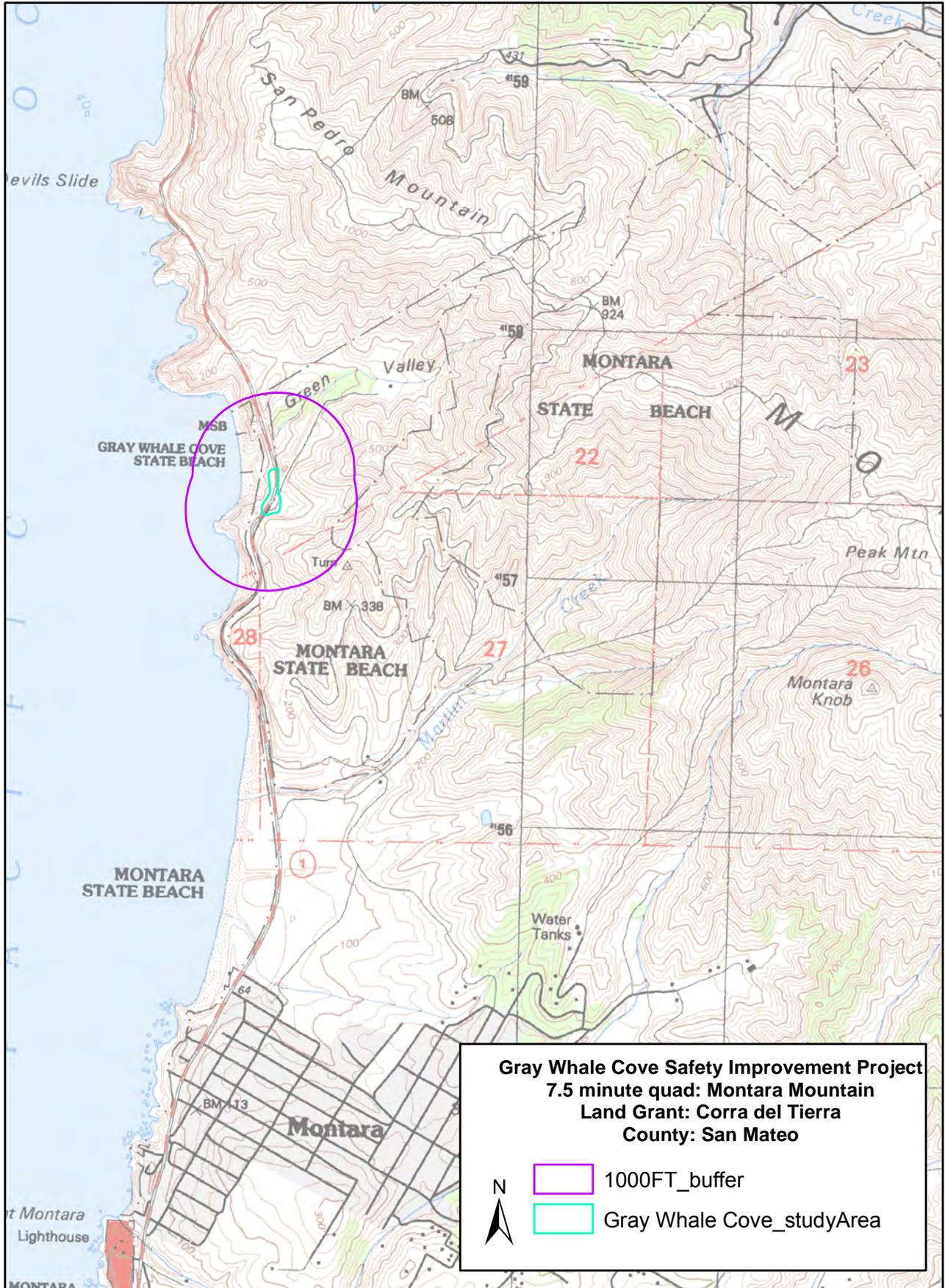
Caltrans is the lead agency responsible for California Environmental Quality Act (CEQA) compliance on this project. As part of State regulations the County is assisting Caltrans by notifying the Native American community of the proposed project. Please consider this letter and preliminary project information as formal notification of a proposed project as required under CEQA, specifically Public Resources Code 21080.3.1 and Chapter 532 Statutes of 2014 (i.e. AB 52). Please respond within 30 days, pursuant to PRC 21080.3.1(d) if you would like to consult on this project. We will forward your request to Caltrans immediately. Please provide a designated lead contact person if you have not provided that information to us already.

Our records indicate no archaeological sites are present in the Project Area. A record search of the Sacred Lands File by the Native American Heritage Commission did not indicate the presence of Native American cultural resources in the immediate project area. However, one prehistoric cultural resource was identified approximately 17 m (56 feet) west of the project area. The resource (designated P-41-000131) consists of shell midden (consisting primarily of California mussel and barnacle) on a coastal terrace, sheltered by low hills on the north, south, and east.

If you or any of your tribal members have any questions or concerns regarding this project please contact me at (510) 874-3099 or via e-mail at Annamarie.guerrero@aecom.com or you may also contact Caltrans District 04 Senior Environmental Planner Kathryn Rose at (510) 286-5630 or via email at Kathryn.rose@dot.ca.gov

Sincerely,

Annamarie Leon Guerrero
Archaeologist





AECOM 510 893 3600
300 Lakeside Drive, tel
Suite 400 510 874 3268
Oakland, CA 94612 fax
www.aecom.com

March 15, 2018

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

Dear Chairperson Zwierlein:

The County of San Mateo (County), in cooperation with the California Department of Transportation (Caltrans), proposes a safety improvement project on State Route 1 at Gray Whale Cove State Beach. The project would add a pedestrian crosswalk, safety beacons, overhead lighting, and additional traffic safety signs. It would also widen the pavement to add a left turn lane and an acceleration lane, and would relocate and improve the parking lot entrance. Except for utility connections, the project is located within existing Caltrans right-of-way. Areas outside of the Caltrans right-of-way are owned and managed by the California Department of Parks and Recreation. Please see the attached map for project location details (attachment).

Project components include:

- Turn lanes and pavement widening at the Gray Whale Cove parking lot entrance;
- Pedestrian crosswalk, hybrid beacon, and safety lighting installation;
- Installation of signs, safety warnings, and pavement striping;
- A utility connection that includes either direct boring or trenching; and
- Vegetation removal;

Caltrans is the lead agency responsible for California Environmental Quality Act (CEQA) compliance on this project. As part of State regulations the County is assisting Caltrans by notifying the Native American community of the proposed project. Please consider this letter and preliminary project information as formal notification of a proposed project as required under CEQA, specifically Public Resources Code 21080.3.1 and Chapter 532 Statutes of 2014 (i.e. AB 52). Please respond within 30 days, pursuant to PRC 21080.3.1(d) if you would like to consult on this project. We will forward your request to Caltrans immediately. Please provide a designated lead contact person if you have not provided that information to us already.

Our records indicate no archaeological sites are present in the Project Area. A record search of the Sacred Lands File by the Native American Heritage Commission did not indicate the presence of Native American cultural resources in the immediate project area. However, one prehistoric cultural resource was identified approximately 17 m (56 feet) west of the project area. The resource (designated P-41-000131) consists of shell midden (consisting primarily of California mussel and barnacle) on a coastal terrace, sheltered by low hills on the north, south, and east.

If you or any of your tribal members have any questions or concerns regarding this project please contact me at (510) 874-3099 or via e-mail at Annamarie.guerrero@aecom.com or you may also contact Caltrans District 04 Senior Environmental Planner Kathryn Rose at (510) 286-5630 or via email at Kathryn.rose@dot.ca.gov

Sincerely,

Annamarie Leon Guerrero
Archaeologist

Appendix B. Record Search Results

SITE: ~~4-SMA-129~~ ? 129 P-41-000131 (448C)

MAP: Montara Mtn. USGS 7.5 COUNTY: San Mateo CONTOUR: 90 95 ft.

TWP: 4 south RANGE: 6 west ; _____ of the _____ of SECT: _____

LOCATION: On the west side of Highway 1 on the south side of the creek running out of Green Valley at its mouth and approx. 200 meters from the intersection of Highway 1 and the road leading to the abandoned farm in Green Valley. UTM 4157400 N 543150 E

DESCRIPTION: Occ. habitation site occupying small point of land

Nelson #402

AREA: approx. 40x40 M (_____ Ft.)

DEPTH: 1 meters M (_____ Ft.)

HEIGHT: ? M (_____ Ft.)

VEGETATION: coyote bush, mustard, mint grasses

NEAREST WATER: 20 meters to stream - 50m to ocean

SOIL OF SITE: Dark brown sandy midden with shell

SURROUNDING SOIL: brown to orange. Sand to clay

PREVIOUS EXCAVATION: none known

EROSION: minimal

MODIFICATIONS: house once stood near the

site; portion of site destroyed in construction of stairway down to beach; some of site may have been destroyed in highway construction

HOUSEPITS: none visible

DIMENSIONS: _____

OTHER FEATURES: _____

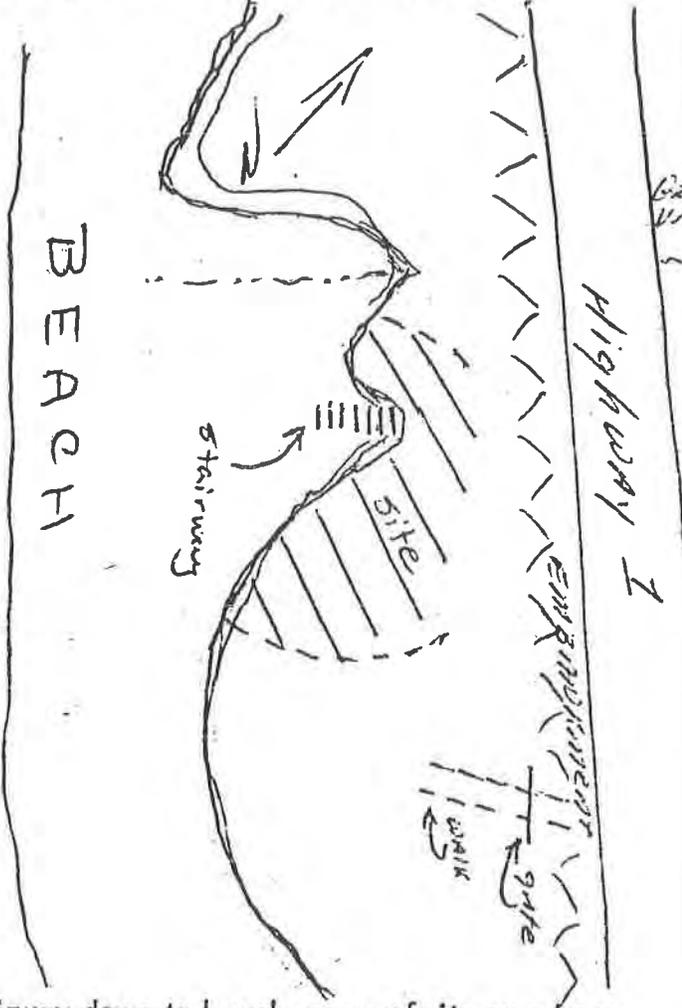
ARTIFACTS: _____

REMARKS: Site recorded by Nelson and on his map of shell heaps

OWNER: Brunnig ADDRESS: _____

DATE: 6/16/70 RECORDER: Jackson & Dietz PHOTOS: Dietz

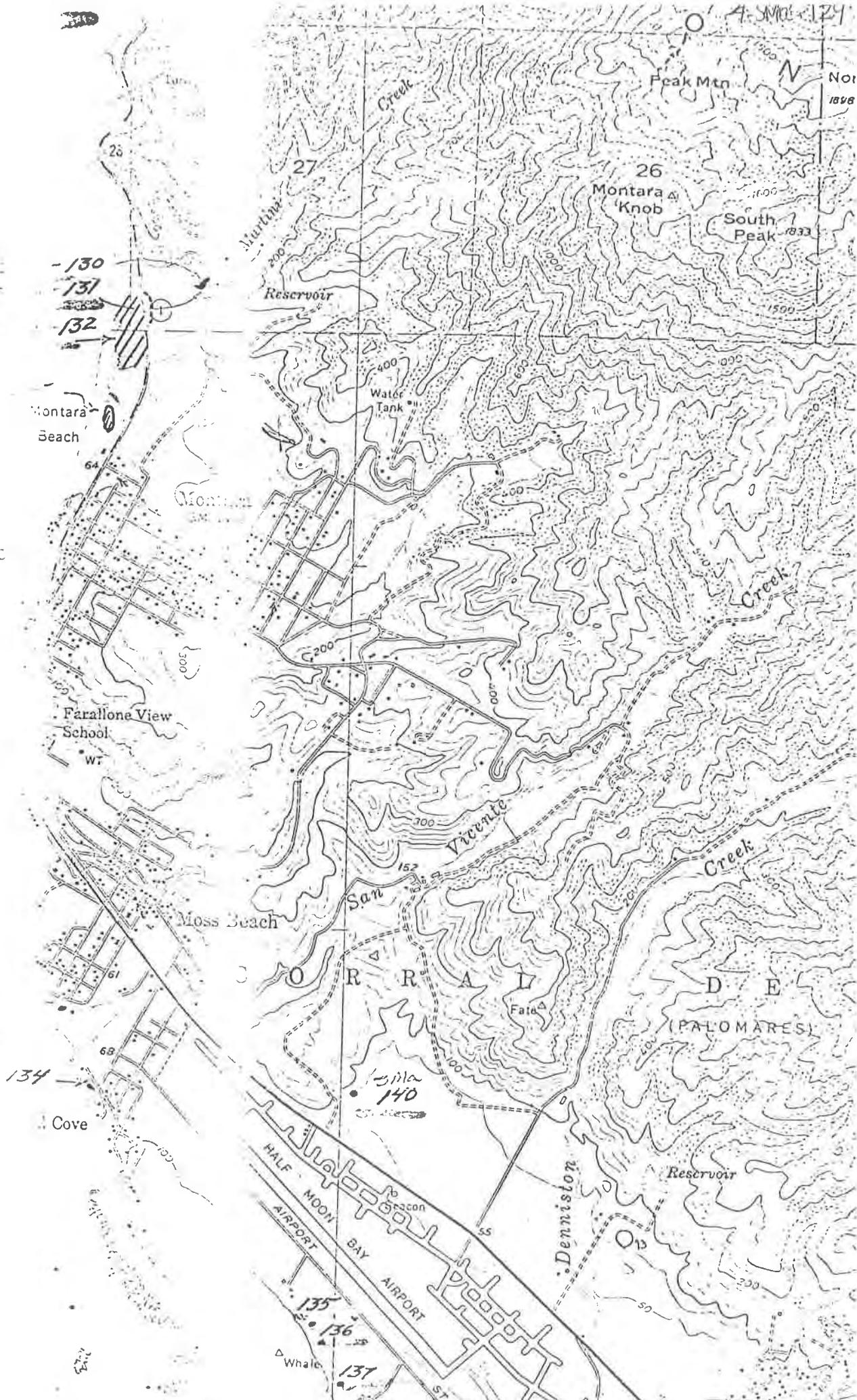
Ref. E-81 SMA



P
A
C
I
F
I
C

Point Montara
Lighthouse
POINT MONTARA
LIGHT STATION

360 000
FEET



4. Mo. 127

North
1898

130
131
132

32'30

133

134

27

26

Reservoir

Water Tank

Montara Beach

Farallone View School

Moss Beach

O
R
R
A
I
D
E
(PALOMARES)

140

HALF MOON BAY AIRPORT

135

136

137

Whale

Denniston

Reservoir

South Peak

Montara Knob

Peak Mtn

Creek

Murieta Creek

South Peak

Creek

Creek

Vicente

San

Fate

Reservoir

137

ARCHEOLOGICAL SITE RECORD

Temporary Number: _____

Agency Designation: _____

Page 1 of 5

1. County: San Mateo

2. USGS Quad: Montara Mountain (448C) (7.5') 1956 (15') Photorevised 1980

3. UTM Coordinates: Zone 10 / 543100 m Easting / 4157430 m Northing ()
No Section Lines

4. Township 4S Range 6W 1/4 of _____ 1/4 of _____ 1/4 of _____ 1/4 of Section _____ Base (Mer.) _____ ()

5. Map Coordinates: _____ mmS _____ mmE (from NW corner of map) 6. Elevation 175'

7. Location: The site is located at Grey Whale Cove S.B. (San Mateo Coast Beaches) on the terrace above the cove and just south of the mouth of Green Valley Creek. Highway 1 is ca. 66 m to the east.

8. Prehistoric Historic _____ Protohistoric _____ 9. Site Description: The site is a badly disturbed shell midden on a small coastal terrace. Before construction of Highway 1, it would have lain above the mouth of Green Valley. The site is sheltered on the north, south, and east by low hills. (See Site Integrity, Remarks.)

10. Area: 69 m(length)x 49.5 m(width) 3415.5 m². Method of Determination: Pacing, hipchain ()

11. Depth: Unknown cm Method of Determination: _____ ()

12. Features: None noted

13. Artifacts: Flakes: 3 quartz, 1 dark chert

14. Non-Artifactual Constituents: Shell: Balanus (predominant, large shells), Mytilus (much californianus noted). Other species may be represented by highly fragmented shell. ()

15. Date Recorded: 4/14/86 16. Recorded By: P. Hines, B. Rivers, T. Wheeler ()

17. Affiliation and Address: Calif. Dept. of Parks and Recreation, P.O. Box 2390, Sacramento, CA 95811 ()

ARCHEOLOGICAL SITE RECORD

CA-

Permanent Trinomial: SMA-129

1 4/86
mo. yr.

Temporary Number: _____

Agency Designation: _____

Page 2 of 5 .

18. Human Remains: None noted

19. Site Integrity: Poor—at least 80% destroyed. Most of the site has been bladed; a road and a concrete stairway to the beach cut through it. Concrete footings for a structure lie on the site, and more structural remains have been thrown into a (See Continuation)

20. Nearest Water (type, distance and direction): Green Valley Creek, immediately north

21. Largest Body of Water within 1 km (type, distance and direction): Pacific Ocean, immediately west

22. Vegetation Community (site vicinity): Coastal Chaparral [Plant List ()]

23. Vegetation Community (on site): Mainly introduced grasses, perennials, [Plant List ()]

References for above: escaped domestics

24. Site Soil: Dark brown sandy midden (X)

25. Surrounding Soil: Yellowish sandy loam

26. Geology: Coastal mountain ()

27. Landform: Coastal terrace

28. Slope: less than 5° ()

29. Exposure: Western

30. Landowner(s) (and/or tenants) and Address: Dept. of Parks and Recreation, P.O. Box 2390, Sacramento, CA 95811

31. Remarks: The northern portion of the site has the most midden deposit remaining, but it is not possible to make an accurate evaluation of the original depth or

(See Continuation)

32. References: _____

33. Name of Project: San Mateo Coast Improvements

34. Type of Investigation: Site survey and re-recording

35. Site Accession Number: _____

Curated At: _____

36. Photos: B/W

Taken By: Phil Hines

37. Photo Accession Number: _____

On File At: State Archeology Lab
West Sacramento

ARCHEOLOGICAL SITE RECORD
Continuation Sheet

Page 3 of 5 .

Permanent Trinomial: CA-SMa-129 / 4/86
mo. yr.

Temporary Number: _____

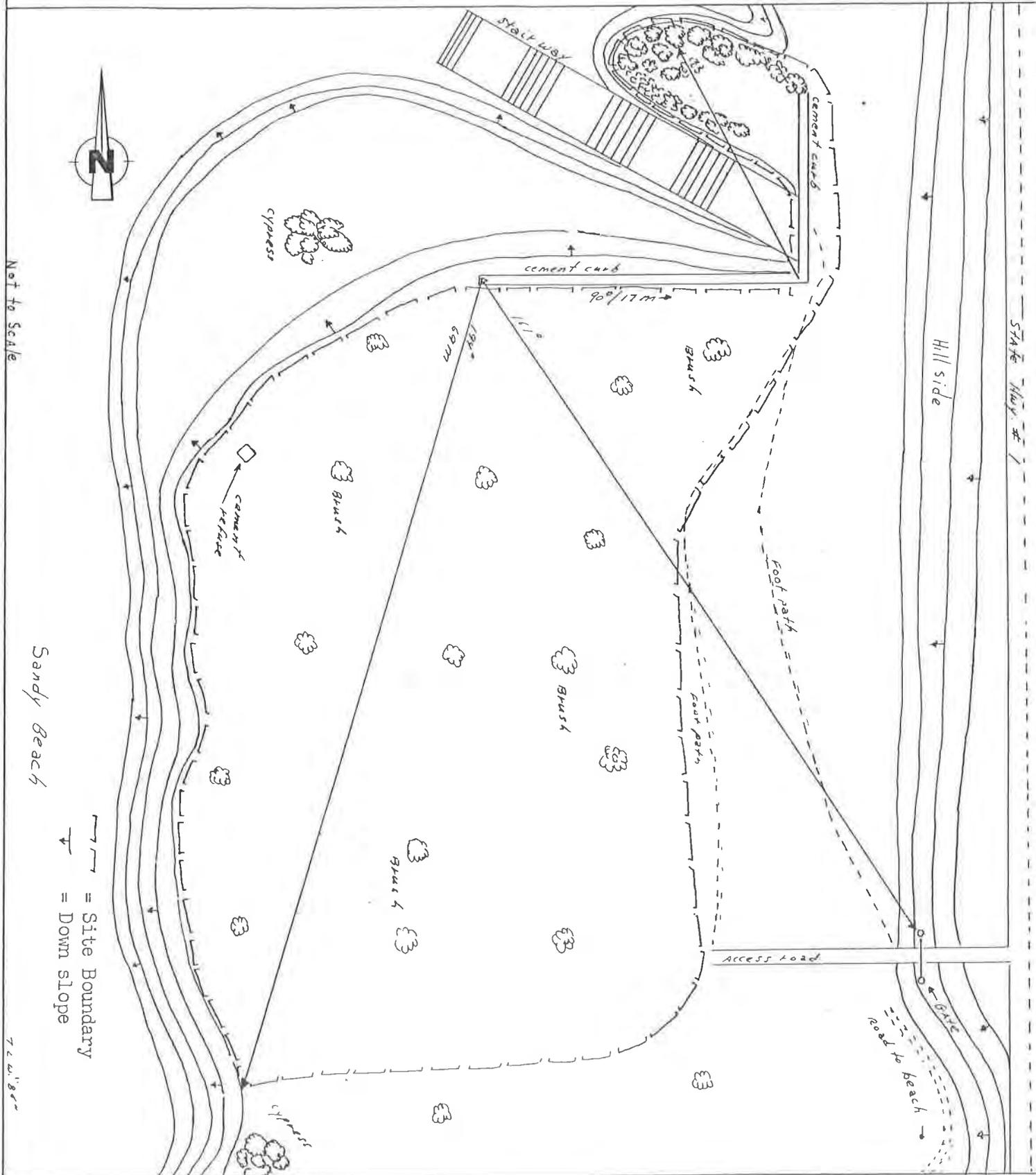
Agency Designation: _____

Item No.	Continuation
19	gully over the cliff from the southern portion of the site. There is ongoing cliff erosion, and some rodent activity. (See Remarks.)
31	areal extent of the site. Aside from construction and earthmoving activities, the site has been damaged by coastal erosion. Portions of the cliff edge of the site had just fallen to the beach below; gullies are forming on the cliff as it erodes.

State of California — The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
**ARCHEOLOGICAL SITE
 MAP**

Permanent Trinomial: CA-Sma- 129 / 4/86
 mo. yr.
 Temporary Number: _____
 Agency Designation: _____

Page 4 of 5

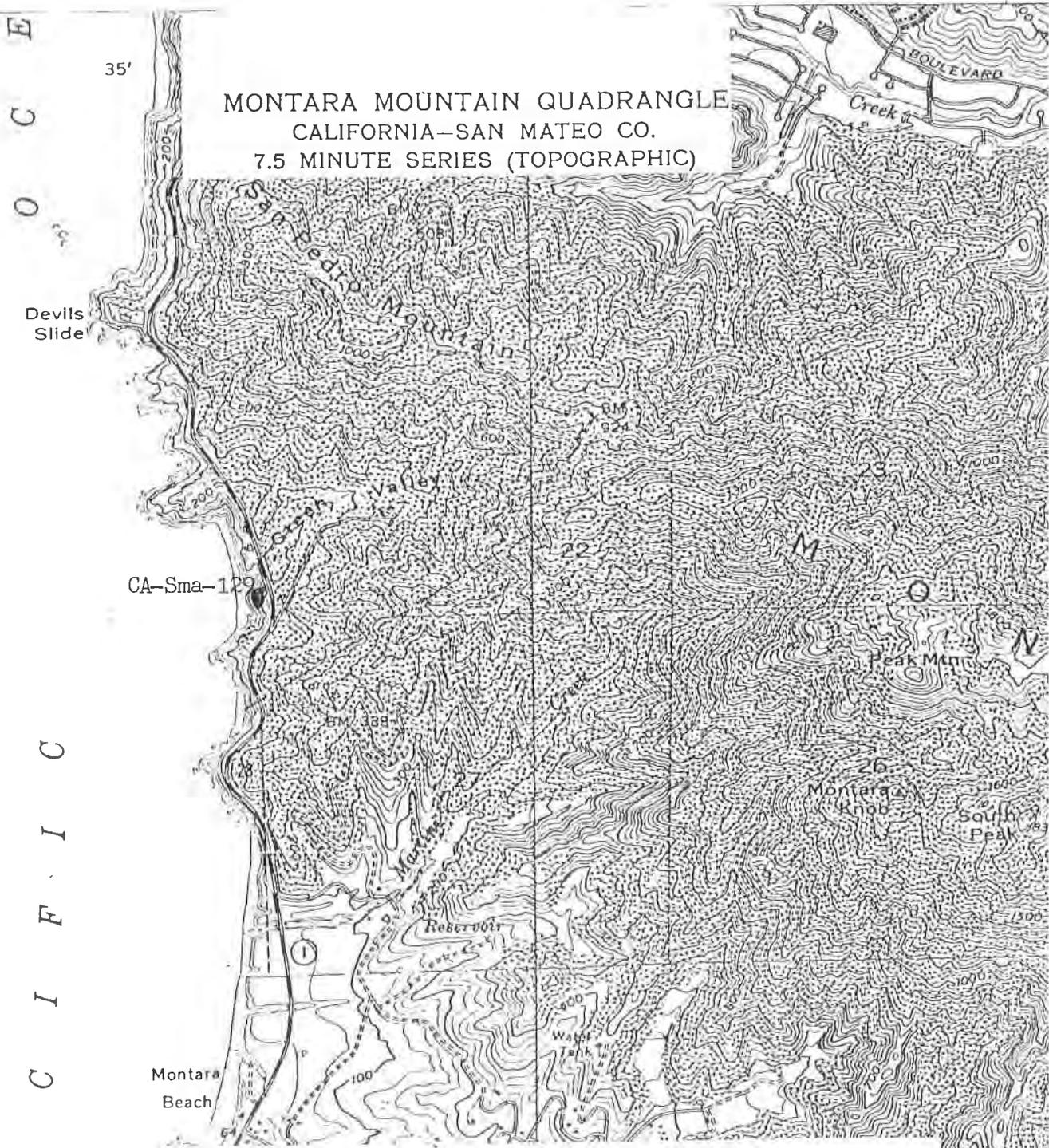


ARCHEOLOGICAL SITE LOCATION
MAP

Temporary Number: _____

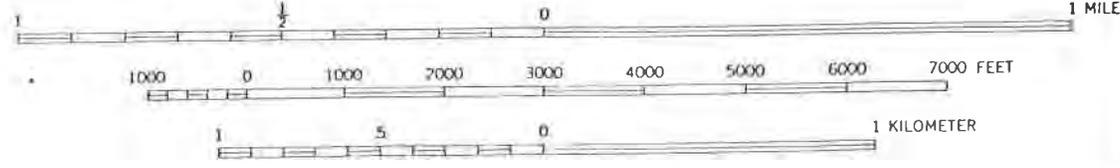
Page 5 of 5.

Agency Designation: _____



MONTARA MOUNTAIN QUADRANGLE
CALIFORNIA-SAN MATEO CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

SCALE 1:24000



CONTOUR INTERVAL 25 FEET

ARCHAEOLOGICAL SITE SURVEY RECORD

(448C)

P-41-000056

- 1. Site SMA-52 2. Map _____ 3. County San Mateo
- 4. Twp. _____ Range _____; _____ 1/4 of _____ 1/4 of Sec. _____
- 5. Location _____
- 6. On contour elevation _____
- 7. Previous designations for site Nelson 402
- 8. Owner _____ 9. Address _____
- 10. Previous owners, dates _____
- 11. Present tenant _____
- 12. Attitude toward excavation _____
- 13. Description of site _____
- 14. Area _____ 15. Depth _____ 16. Height _____
- 17. Vegetation _____ 18. Nearest water _____
- 19. Soil of site _____ 20. Surrounding soil type _____
- 21. Previous excavation _____
- 22. Cultivation _____ 23. Erosion _____
- 24. Buildings, roads, etc. _____
- 25. Possibility of destruction _____
- 26. House pits _____
- 27. Other features _____
- 28. Burials _____
- 29. Artifacts _____
- 30. Remarks _____
- 31. Published references _____
- 32. UCMA Accession No. _____ 33. Sketch map _____
- 34. Date _____ 35. Recorded by _____ 36. Photos _____

S-38121
(Also see 38120)

FHWA 100809 B

ARCHAEOLOGICAL SURVEY REPORT

FOR THE

PROPOSED MAINTENANCE OVERLAY
OF STATE ROUTE 1

SAN MATEO COUNTY, CALIFORNIA



04-SMA-1
PM 34.8/37.9
EA 1E2401

PREPARED BY:

Kathryn Rose

KATHRYN ROSE
Environmental Planner (Archaeology)
PQS Co-Principle Investigator-Prehistoric Archaeology
Cultural Resource Studies Office
District 04, Oakland, CA

PREPARED FOR:

Todd Jaffke

TODD JAFFKE
Branch Chief, East Counties
Cultural Resource Studies Office
District 04, Oakland, CA

August 2010

CONTENTS

SUMMARY OF FINDINGS	1
INTRODUCTION	2
PROJECT LOCATION AND DESCRIPTION.....	2
Area of Potential Effects (APE).....	2
Vertical APE	3
SOURCES CONSULTED.....	3
California State Parks Consultation.....	3
Native American Consultation.....	4
BACKGROUND	4
Environment.....	4
Geologic Setting	4
Ethnography.....	4
Prehistory	5
History	6
FIELD METHODS.....	7
STUDY FINDINGS AND CONCLUSIONS.....	7
Cultural Resource Descriptions	8
Unidentified Cultural Materials	8
REFERENCES	9
APPENDICES	
A. MAPS	
B. NATIVE AMERICAN CONSULTATION	
C. SITE RECORDS	

SUMMARY OF FINDINGS

The California Department of Transportation, District 4 Maintenance Division proposes to perform roadway rehabilitation by applying a bonded wearing course (BWC) on the mainline of State Route 1 from Post Miles 34.8 to 37.9 in San Mateo County, California. This project has been proposed to receive federal funding from the Highway Maintenance (HM) program.

This investigation was conducted to identify archaeological properties within the Area of Potential Effects (APE) for the proposed project in accordance with *the January 2004 Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

An archival review and field investigation identified two archaeological resources within the Area of Potential Effects (APE) for the proposed project. Both are recorded as prehistoric archaeological sites (CA-SMA-123 and CA-SMA-203).

It is Caltrans' policy to avoid cultural resources whenever possible. If cultural materials are encountered during construction, it is Caltrans policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find. Additional survey work will be required if the project changes to include areas not previously surveyed.

INTRODUCTION

Caltrans' Office of Cultural Resources Studies Professionally Qualified Staff (PQS) conducted a survey of the APE for the proposed overlay project along State Route 1 between post miles 34.8 and 37.9 in San Mateo County.

The field investigation and archival research were conducted by: Kathryn Rose, Caltrans Professionally Qualified Staff (Co-Principle Investigator-Prehistoric Archaeology). Ms. Rose holds a M.A. in Anthropology, and has eight years of experience in California archaeology and cultural resource management.

Brett Rushing, Caltrans Professionally Qualified Staff (Principle Investigator-Prehistoric Archaeology) provided assistance with the field investigation. Mr. Rushing holds an M.A. in Anthropology, and has 11 years of experience in California archaeology and cultural resource management.

PROJECT LOCATION AND DESCRIPTION

The California Department of Transportation (Caltrans), District 4 Maintenance Division proposes to perform roadway rehabilitation by applying a bonded wearing course (BWC) on the mainline of State Route 1 from Post Miles 34.8 to 37.9 in San Mateo County, California (see Figure 1 and 2; Project Vicinity and Location Map). BWC is a gap graded, ultra thin hot-mix asphalt (HMA) mixture applied over a thick polymer modified asphalt emulsion membrane. No sub-base (fill soil) or original ground (native soil) will be disturbed. Some shoulder backing is planned for the project. All work will take place within the Caltrans right-of-way.

This project has been proposed to receive federal funding from the Highway Maintenance (HM) program.

Area of Potential Effects (APE)

In accordance with stipulation VI.B.7 and VIII.A and Attachment 3 of the PA, under the delegated authority of the FHWA, Caltrans Professionally Qualified Staff (PQS) established the Area of Potential Effects (Figure 3) on July 28, 2010.

The Area of Potential Effects (APE) for the project is Caltrans right-of-way (ROW), including the known or reasonably anticipated boundaries of archaeological and cultural properties and any locations where construction activities will take place. All of the proposed construction and construction related activities along SR 1 from post mile 34.8

to 37.9 are within Caltrans right-of-way and no new right-of-way acquisition will be required.

Vertical APE

The proposed project includes overlay within the existing mainline, not to exceed the current depth of fill, approximately 2-3 inches. No sub-base (fill soil) or original ground (native soil) will be disturbed.

SOURCES CONSULTED

Kathryn Rose (Caltrans PQS, Co-Principle Investigator-Prehistoric Archaeology) reviewed Caltrans District 4 Cultural Resource Studies Office files, maps and aerial photographs as well as Archaeological Base Maps and Site Record Forms to identify records and locations of any previously identified archaeological or historical sites in the vicinity of the project area.

In addition, the following local, state and federal cultural resource inventories were reviewed: National Register of Historic Places (Online database, 07/2010), the California Inventory of Historic Resources (California Department of Parks and Recreation 1976 and updates), California Historical Landmarks (California Department of Parks and Recreation 1990 and updates), California Points of Historic Interest Listing (California Department of Parks and Recreation 1992, and updates).

Archival research of the project area also indicated that the entire APE (Post Miles 34.8/37.9) has been previously surveyed over the years (Melandry 1981; Gross 1984; Gmoser 1985; Offerman 1985; Hylkema 1988; and Fitzgerald and Mckee 2004).

The records search found that two archaeological resources (CA-SMA-132 and CA-SMA-203) are located within the APE.

California State Parks Consultation

On June 1, 2009 Caltrans archaeologist, Kathryn Rose contacted Mark Hylkema, senior archaeologist for the California State Parks regarding the proposed project. Portions of the project area abut State Parks property. The archaeological site, CA-SMA-132 is recorded as extending from within Caltrans right-of-way west onto State Parks property. Mr. Hylkema is aware of the archaeological site and has no concerns with the project moving forward with ESAs in place to protect the resource.

Native American Consultation

Caltrans contacted the Native American Heritage Commission (NAHC) on June 30, 2010, requesting that they conduct a search of their Sacred Lands file to determine if there were known historically significant sites within or near the APE for the proposed project. No Native American cultural resources were reported from the sacred lands file records search (Appendix A). The NAHC list of interested Native American groups and individuals was used to send letters inviting participation in our efforts to identify archaeological and Native American resources. All individuals and organizations listed were sent letters requesting input on July 14, 2010. No response has been received to date.

BACKGROUND

Environment

The project area is located on the coastal plain of the San Francisco peninsula south and west of Montara Mountain and passes through the towns of Montara and Moss Creek. The vegetation along the outskirts of the towns consists of northern coastal shrub dominated by coyote brush, interspersed with some coastal prairie vegetation. Several drainages, including San Vicente Creek and Martini Creek, cross the coastal plain in the project area. The creeks are lined with riparian vegetation such as California Blackberry, willow, and alder. In aboriginal times, the plain was probably dominated by coastal prairie vegetation.

Geologic Setting

The project area is located along the coastal terrace in San Mateo County. Soils in the area are mapped from north to south as: Qmt, Kgr, Qhf and Qha. Qmt is described as poorly consolidated Pleistocene marine terrace made up of sand and gravel of variable thickness. Kgr is described as granitic rock from Montara Mountain, which are very light gray to light brown. These rocks are highly fractured and deeply weathered. Qhf is mapped as unconsolidated fine sand, silt and clayey silt Holocene alluvial fan deposits. Qha is Holocene alluvium and mapped within the project area below artificial fill along the north bank of Martini Creek.

Ethnography

The project area is situated within the territory once occupied by the linguistic group of Native American tribes identified as the Costanoan and/or Ohlone. The extensive area inhabited by the Ohlone stretched from the San Francisco Bay area south to the Big Sur

region (Levy 1978). The basic unit of Costanoan political organization was the tribelet. Each tribelet consisted of one or more villages and several camps within the tribelet's territory. Major villages were frequently located on or near streams (Levy 1978). Along the San Mateo coast several small politically autonomous, yet linguistically related tribes inhabited the shoreline and coastal valleys. Within the project area these included the *Chiguan*, who controlled the area from Montara Mountain south to Pillarcitos Creek and the *Pruristac* who lived in San Pedro Valley and who controlled the area now occupied by the town of Pacifica (Hylkema 1998, Milliken 1991). These two tribes and their southern neighbor the, *Cotegen* as well as many other local tribal people ultimately were moved to the San Pedro outstation located in the present town of Pacifica. This outpost was established to reduce crowding of Indian neophytes at Mission San Francisco and as a base of operations closer to native villages to the south (Milliken 1991).

Costanoan subsistence was based on a hunting-gathering economy. As with most other northern California tribes, acorns were the primary staple of the Costanoan diet. In addition, a variety of other nuts, berries, seeds and roots were eaten, such as blackberry, buckeye and laurel (Levy 1978). Large mammals, such as deer, elk, sea lion, and whale were hunted and eaten as well as small mammals such as rabbit; squirrel, mouse and wood rat.

Prehistory

Formal archaeology first began in the Bay Area in 1902 when Max Uhle excavated a trench into the thirty-foot high Emeryville mound of CA-ALA-309 on the east shore of San Francisco Bay. Uhle found stratigraphic differences in mortuary patterns and artifactual assemblages, leading him to conclude that cultural changes had occurred. Although Uhle interpreted these differences as evidence of temporal change at Emeryville, Alfred Kroeber, who held the notion that prehistoric California populations were essentially static, did not accept his findings (Moratto 1984).

Beginning in 1931, J.B.Lillard and W.K.Purves of Sacramento Junior College excavated three sites in the lower Sacramento Valley near the confluence of Deer Creek and the Cosumnes River (Lillard et al.1939). Using artifact seriation of grave lots, Lillard and Purves developed the first archaeological chronology for central California. It was made up of three sequential archaeological "cultural levels" called the Early, Transitional and Late periods. Shortly after, the periods were redefined as cultural "horizons," and the Transitional Period renamed the Middle Horizon (Heizer and Fenenga 1939). The investigations during the 1930s were significant for the California classifications because they challenged prevailing views that central California's native cultures had been static or immutable through the ages and supplanted this view with a model of cultural succession.

In 1954 R. Beardsley refined the Delta sequence of the Central Valley and extended it to include the San Francisco Bay region (Moratto 1984). The result was the Central California Taxonomic System (CCTS), which assumed that a basically uniform cultural

succession had developed in central California from the coast to the interior (Moratto 1984). While this system is useful for placing sites in time, one of the limitations of the horizon concept, as applied in central California, was that it did not permit much cultural variability at any point in time. Because the CCTS was composed of discrete, sequential units, it obscured gradual changes through time. Consequently, the processes of cultural evolution could not be represented by the static taxonomy (Moratto 1984).

Archaeological investigations in the Central Valley have since focused on refining the CCTS. Fredrickson (1974) advanced a new taxonomic system for labeling levels of cultural distinction and association, resulting in a re-conceptualization of the CCTS. Fredrickson proposed a series of three broad temporal periods, the Paleo-Indian, Archaic, and Emergent, within which prehistoric people across California exhibited similar technological and adaptive strategies. Given the coexistence of more than one cultural pattern operating at any one time in California prehistory, Fredrickson proposed the integrative framework of temporal periods as a way of discussing chronologically equivalent, but historically distinct, cultural assemblages (Rosenthal et al 2007). Rosenthal et al. (2007) adjusted the three temporal periods with modern calibration curves and new radiocarbon determinations to make the following divisions: *Paleo-Indian* (11,550-8550 cal B.C.), *Lower Archaic* (8550-5550 cal B.C.), *Middle Archaic* (5550-550 cal B.C.), *Upper Archaic* (550 cal B.C. to cal A.D. 1100), and *Emergent* (Cal A.D. 1100-Historic).

Table 1: Temporal periods in Central California (after Rosenthal et al. 2007).

Time Periods		Date
EMERGENT PERIOD		A.D. 1,100 — HISTORIC
ARCHAIC PERIOD	UPPER	500 B.C — A.D. 1,100
	MIDDLE	5,550 — 550 B.C.
	LOWER	8,550 — 5,550 B.C.
PALEO-INDIAN PERIOD	UPPER	11,550 — 8,500 B.C.

History

The historic era in the project area began with the passing of Captain Gaspár de Portolá in his search of the harbor of Monterey in 1769 (Brown 1965). Portolá marched past Monterey Bay without recognizing it and continued northward along the coast, crossing into what is now San Mateo County (Milliken 1995). Portolá's search for Monterey Bay resulted in the discovery of San Francisco Bay and the eventual establishment of missions at San Francisco and Santa Clara, as well as the Presidio de San Francisco (Bean 1994).

For the next 50 years or more the foggy and rugged coastline of San Mateo County served only as pasture and agricultural land to support Mission Dolores. By the 1830s however the secularization of the Mission system was pretty much complete and the era of the California ranchos had begun. This lasted until the discovery of gold at Sutter's Mill in 1848, which touched off one of the greatest land rushes in world history. The city of San Francisco was built by tens of thousands of 49ers rushing to the area. As a consequence enterprising Americans were brought to San Mateo County and its only town, San Benito (now Half Moon Bay). The town quickly became known as Spanishtown "because Spanish was the principal language spoken there" (Gualtieri 1988:17). Spanishtown continued to grow through the 1850s, aided in part by the building of two crude roads. The first was built from San Pedro Mountain south through what is now Montara to Spanishtown, and the other route followed an old Indian and Spanish trail west over the mountains from the peninsula to the coast (Gualtieri 1988). Today, Highway 92 south of the project area essentially follows that trail. Spanishtown eventually grew into a commercial center as it became "Americanized" by more farmers, dairyman, ranchers, and lumbermen settling in the area.

In the two decades that followed, Spanish/Mexican landowners were either forced out or sold off their land grants to the Americans. The Land Law of 1851 established a three-man commission to sort through and re-examine all the original Spanish and Mexican land grant titles in order to determine ownership and distribute land patents. This effectively put the burden of proof of ownership upon all landowners, which was (probably intended to be) difficult for many owners of California ranchos who often barely understood English. As a result, many were forced to sell their assets to pay legal fees to often-disreputable attorneys (Pitt 1966; Rolle 1963).

FIELD METHODS

In June of 2009 Caltrans cultural resources PQS archaeologists Brett Rushing and the author visited and carefully inspected each previously identified cultural resource within Caltrans right-of-way in relationship to the proposed project. Each archaeological site was inspected and assessed in relation to the scope and location of the proposed project. These resources were visited to determine whether any changes had occurred since their recordation or last recorded field visit and to assess the likelihood of effects to the resources as a result of equipment staging and parking for the present project.

STUDY FINDINGS AND CONCLUSIONS

Identification efforts documented in this Archaeological Survey Report consisted of background and archival research; a pedestrian survey of each previously recorded resource within the right-of-way, and efforts to consult with California State Parks and

the Native American community. The investigation of this study area resulted in the identification of two previously recorded archaeological resources within the Area of Potential Effects (APE) for the proposed project. Both are recorded as prehistoric archaeological sites (CA-SMA-132 and CA-SMA-203).

Cultural Resource Descriptions (See Appendix B: Site Records)

CA-SMA-132. The archaeological site, CA-SMA-132 was first recorded in 1970 by Dietz and Jackson who described it as a 400 by 150 meter habitation site with dark brown sandy midden. The site is located on the western edge of the coastal terrace approximately 100 meters south of the mouth of Martini Creek. In 1985 Glenn Gmoser of Caltrans visited the site and described it as a shell midden on the surface and eroding out of the edges of a terrace along the beach. Gmoser remapped the site to be much smaller (60 by 50 meters) than originally recorded. He believed that an area of dark soil located to the south of the site was mistakenly recorded as midden.

CA-SMA-203 was first recorded in 1979 as a shell midden site to the south of San Vicente Creek. The site extends approximately 30 meters in the northwest to northeast direction with an unknown southeast to southwest extent. Numerous lithic flakes, shell and several pieces of groundstone were noted at the site. Trenching for a sewer line in October of 1979 exposed the site stratigraphy on the west side of State Route 1, indicating a depth of 60 cm below the surface.

Unidentified Cultural Materials

If previously unidentified cultural materials are unearthed during construction, it is Caltrans' policy that work be halted in that area until a qualified archaeologist can assess the significance of the find. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits.

REFERENCES

Bean, L. J., editor

- 1994 *Ohlone Past and Present: Native Americans of the San Francisco Bay Region*. Ballena Press, Menlo Park, CA.

Brabb, E.E., Graymer, R.W., and Jones, D.L.

- 1998 Geology of the onshore part of San Mateo County, California: A digital database: U.S. Geological Survey Open-File Report 98-137, U.S. Geological Survey, Menlo Park, CA. Online at: <http://pubs.usgs.gov/of/1998/of98-137/>

Brown, Alan K.

- 1965 The Various Journals of Juan Crespi. *The Americas* 21(4):375-398.

Fitzgerald, Richard and Elizabeth Mckee

- 2004 Supplemental Archaeological Survey Report for the Charthouse Biological Mitigation Site, Devils Slide Tunnel Project. California Department of Transportation, District 4, Oakland.

Gmozer, Glenn

- 1985 Department of Parks and Recreation site record for CA-SMA-132. On file at the Northwest Information Center for the Archaeological Inventory, Sonoma State University, Rohnert Park, California.

Gross, Robert L.

- 1984 Archaeological Survey Report for the Proposed Bypass of Route 1 from the San Pedro Valley to Half Moon Bay, San Mateo County. California Department of Transportation, District 4, Oakland.

Gualtieri, Kathryn

- 1988 *Half Moon Bay: The Birth of a Coastside Town*. Spanishtown Historical Society, Half Moon Bay

Hylkema, Mark G.

- 1988 Negative Archaeological Survey Report. California Department of Transportation, District 4, Oakland.

Melandry, Mara

- 1981 Archaeological Survey Report for a proposed shoulder widening of San Mateo 1. California Department of Transportation, District 4, Oakland.

Offerman, Janice K.

- 1985 Negative Archaeological Survey Report. California Department of Transportation, District 4, Oakland.

Pitt, Leonard

1966 *The Decline of the Californios*. University of California Press, Berkeley.

Ramos, Brian, Mark Giambastiani, and Richard Fitzgerald

2008 Cultural Resource studies for the State Route 1 Slide Repair Project near the Pescadero Creek Bridge in San Mateo County California, Caltrans District 4, California Department of Transportation, District 4, Oakland.

Rolle, Andrew

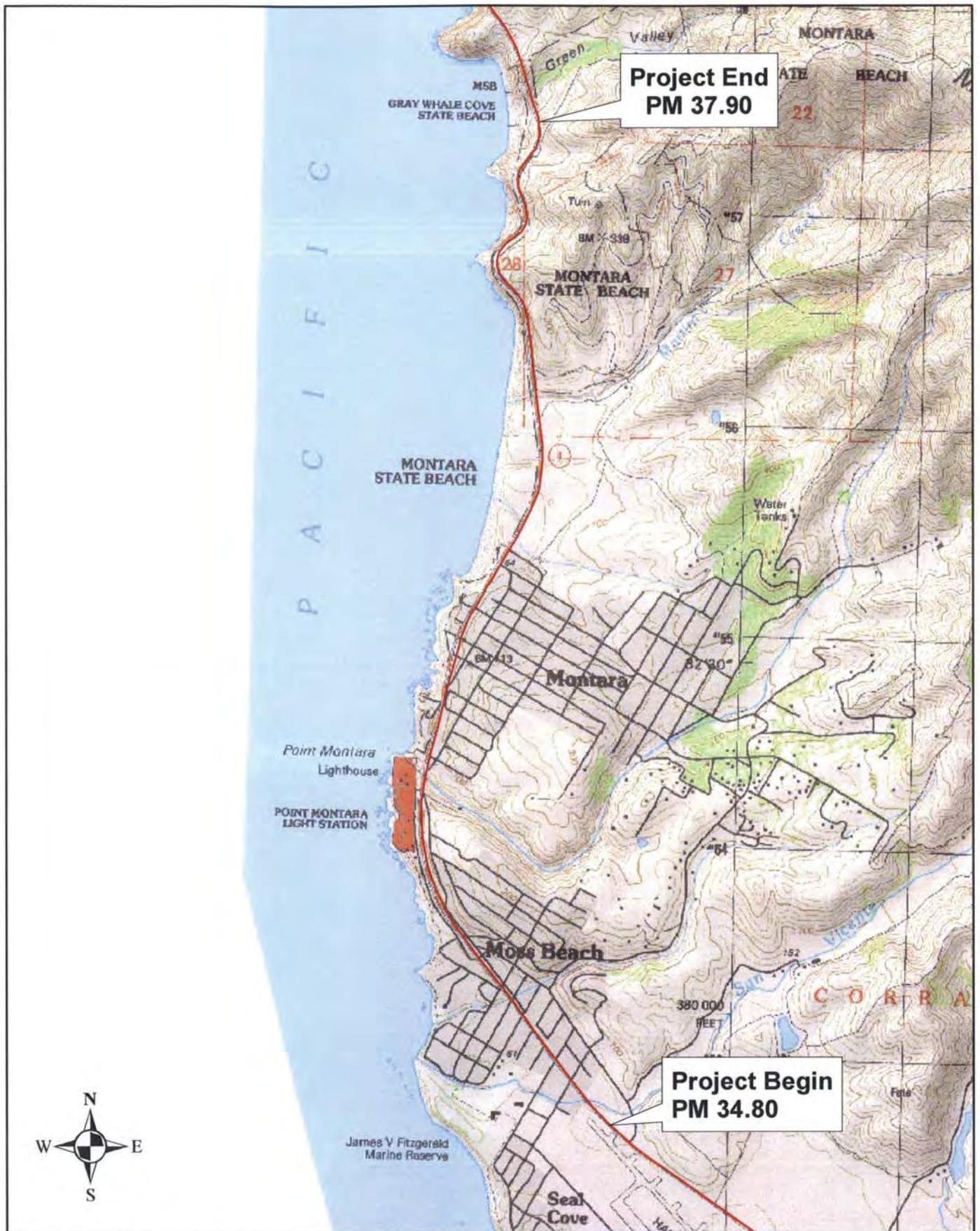
1963 *California: A History*. Thomas Y. Crowell Company, New York.

APPENDIX A:

MAPS



Figure 1. Vicinity Map
 SMA-1 PM 34.8/37.9
 EA 1E2401



**Figure 2. Location Map
SMA-1 PM 34.80/37.90
EA 1E2401**

0 0.5 1 Miles
1:24,000



Project Begin
PM 37.90

CA-SMA-132

Figure 3. Area of Potential Effects (APE) Map
SMA-1 PM 34.8/37.9
EA 1E2401

-  APE Boundary
-  Cultural Resource Boundary



0 0.3 0.6 Miles

1:12,703

Caltrans PQS Archaeologist *Kathryn Rose*
Kathryn Rose

Caltrans Project Manager *[Signature]*

Project End
PM 34.80

CA-SMA-203

APPENDIX C:
SITE RECORDS

MAP: 5MA-132 COUNTY: P-41-000134 CONTOUR: 25ft.
 TWP: 4 south RANGE: 6 west of the _____ of SECT: _____
 LOCATION: UTM 4155750-N 543100-E Bordered on north by Martini Creek

on the east by Highway one and on the west by the cliffs
of Montana Beach. Site extends south from Martini Cr for a part 3/4
 DESCRIPTION: Occ. Very large habitation site
South end is divided by a small gully

occupying both sides of a gully and extending
 north to Martini Cr.

Possibly Nelson #403 of 404

AREA: 400 x 150 meters

DEPTH: approx. 1m

HEIGHT: ?

VEGETATION: ploughed field

NEAREST WATER: Martini Creek to north

SOIL OF SITE: dark brown sandy midden

SURROUNDING SOIL: brown to black sandy to

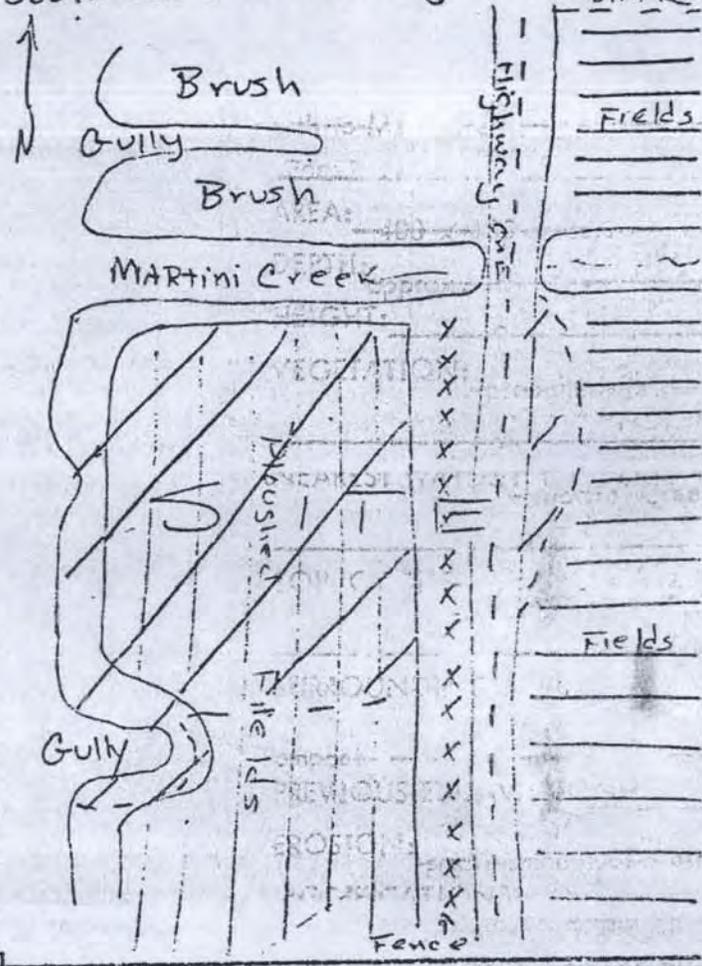
compact

PREVIOUS EXCAVATION: ?

EROSION: small amount of erosion by Martini Cr

MODIFICATIONS: ploughed field

Northern most portion may be bisected by Highway 1



HOUSE PITS: none visible

SHELL TYPES: _____

DIMENSIONS: _____

OTHER FEATURES: _____

ARTIFACTS: _____

REMARKS: Site probably extended in some parts to the other side of the highway. Height may have
been about 1 meter as evidenced by area on the east side of highway near Martini Cr

OWNER: Deane & Deane, Inc. ADDRESS: Half Moon Bay

DATE: 6/11/70 RECORDER: Jackson & Dietz PHOTOS: Dietz

5-8971

P A C I F I C

32°30'

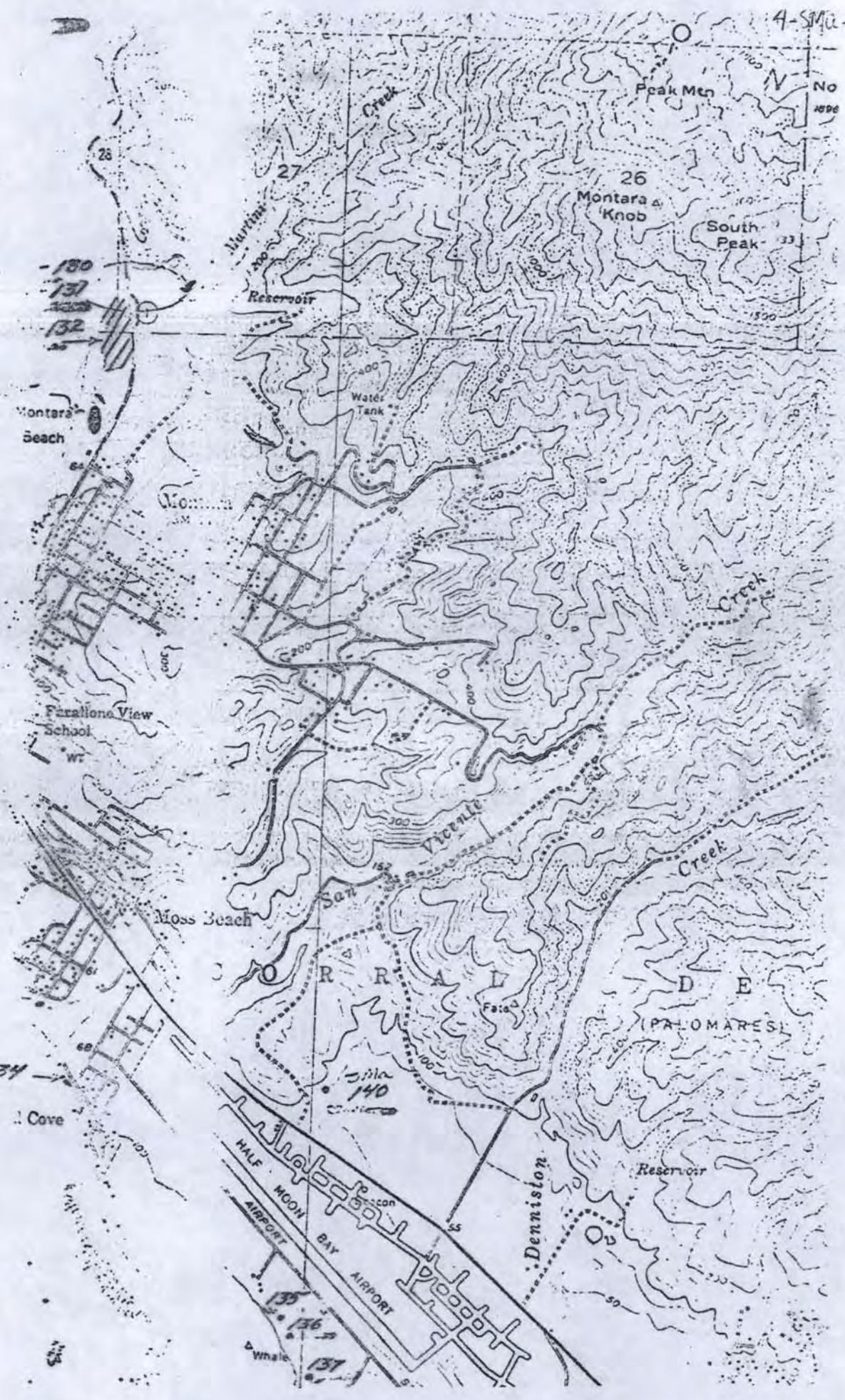
Point Montara Lighthouse
POINT MONTARA LIGHT STATION

360 000 FEET

133

134

Cove



Peak Mtn

No 1696

27

26

Montara Knob

South Peak

1500

Montara Beach

Reservoir

Water Tank

Montara

Creek

Paralone View School

Vicente

Moss Beach

San

DE PALOMARES

140

Reservoir

Denniston

HALF MOON BAY AIRPORT

Whale

131

ARCHEOLOGICAL SITE RECORD

Temporary Number: _____

Page 1 of 2

Agency Designation: _____

1. County: San Mateo

2. USGS Quad: Montara MTN (7.5') X (15') Photorevised _____

3. UTM Coordinates: Zone 10 / 543050 Easting / 4155900 Northing ()

4. Township 4S Range 6W % of SE % of SE % of 28 % of Section _____ Base (Mer.) ()

5. Map Coordinates: _____ mmS _____ mmN (from NW corner of map) 6. Elevation 50 ft.

7. Location: Approximately 100 meters south of the mouth of Martini Creek on the far western edge of the terrace above Montara State Beach.

8. Prehistoric _____ Historic _____ Protohistoric _____ 9. Site Description: A shell midden

observed on the surface and eroding out the edges of a terrace along the beach. Site is bounded by the terrace edge on the west and a small arroyo which is used for access to the beach on the north.

10. Area: 60 m(length)x 50 m(width) 3000 m². Method of Determination: visual observation of surface ()

11. Depth: uncertain approx. 100 cm Method of Determination: Visual inspection of eroded terrace. ()

12. Features: None noted of exception of the shell midden. ()

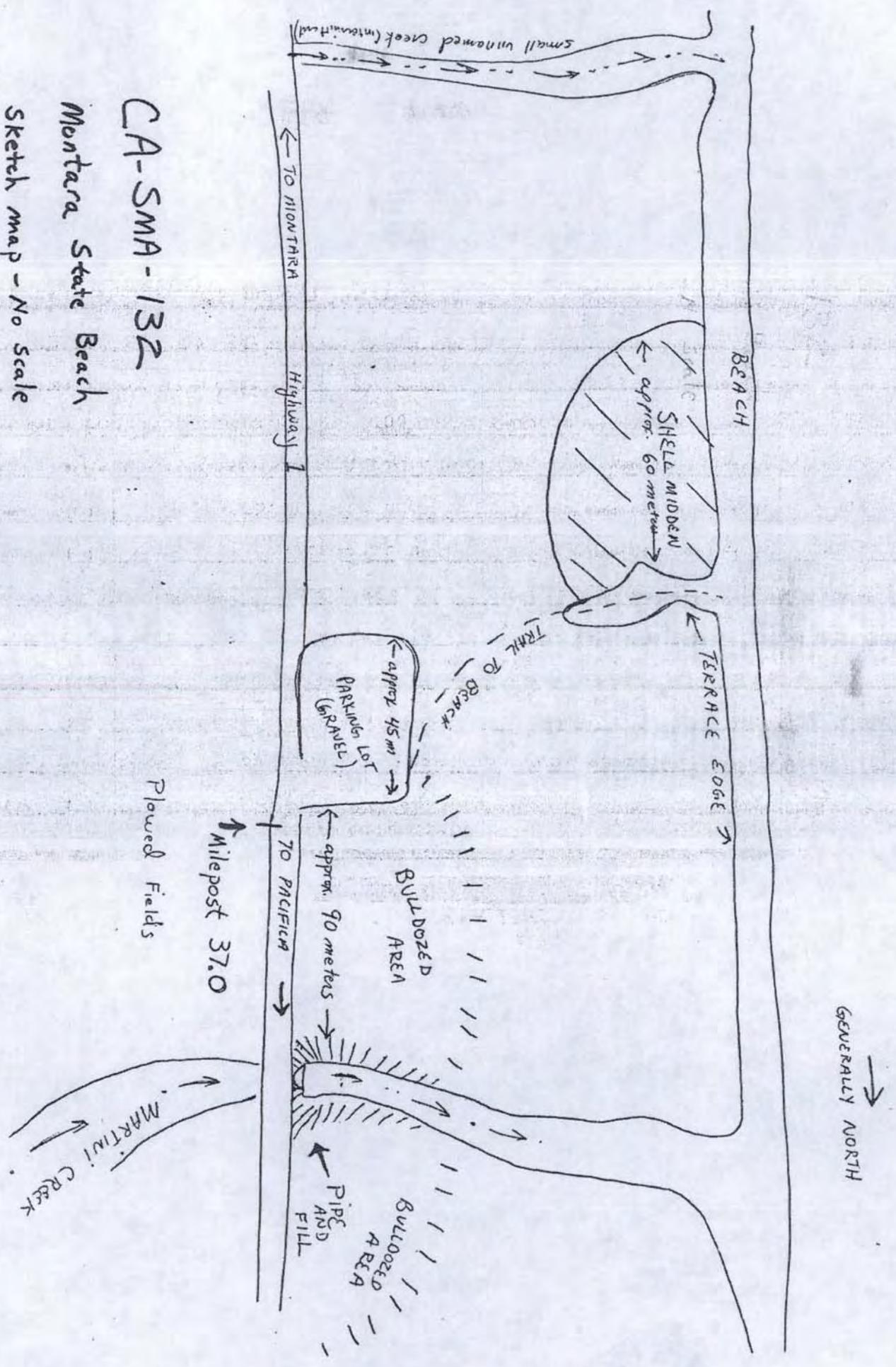
13. Artifacts: None noted ()

14. Non-Artifactual Constituents: Fractured shell including mussel, clam and abalone. ()

15. Date Recorded: May 13, 1985 16. Recorded By: Glenn Gmoser ()

17. Affiliation and Address: Caltrans, District 4, Environmental Analysis Branch ()

CA-SMA-132
Montara State Beach
Sketch map - No scale



SITE # CA-SMa-132
FIELD # _____

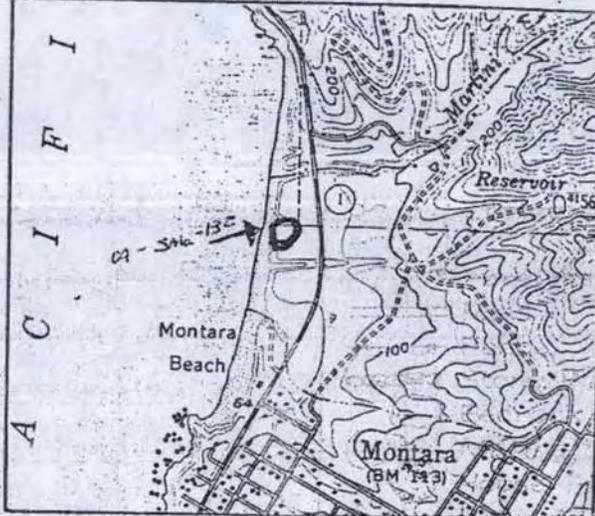
(edited by _____)
(Statewide Survey entry _____)

PORTION OF THE USGS Montara
Mountain MSGS F.5

MAP SHOWING SITE LOCATION:

LEGEND

- Spring
- - - Intermittent Stream
- Perennial Stream
- == Road
- x - x Fence
- o o o Stone Wall
- Bedrock Outcrop
- ⊙ Milling Station
- ⊙ House Pit
- △ Petroglyph
- ☼ Tree
- Sondage
- ⊙ Midden
- ▲ Auger Test



SKETCH MAP OF SITE

SCALE: _____ DATE: _____ NOTES: _____

DRAWN BY: _____ (Indicate magnetic north.)

CABRILLO COLLEGE ARCHAEOLOGICAL SITE SURVEY RECORD

P-41-000203

1. Temporary Site No. _____ California State Site Designation CA-SMA-22
2. Map Montara Mountain (448C) 3. County San Mateo
4. Twn _____ Range _____; _____ $\frac{1}{4}$ of _____ $\frac{1}{4}$ of Sec. _____
5. Location On south side of San Vicente Creek slightly west of the State Highway One crossing.
- U.T.M.G. Coordinate 436/537 6. Contour elevation 100
7. Previous designations for site None
Cal. State Department of
8. Owner Transportation District 24 9. Address Box 3366 Rincon Annex, San Francisco, Cal.
10. Previous owners, dates _____
11. Present tenant _____
12. Attitude toward excavation _____
13. Description of site Shell midden of approximately 100 feet in extent other materials - numerous flakes, several pieces of ground stone, hand stone, one milling stone, one biconically pecked rock.
14. Area app. 100 ft. in NW to SW direction 15. Depth approximately 24" 16. Height _____
17. Vegetation grass 18. Nearest water San Vicente Creek
19. Soil of site _____ 20. Surrounding soil _____
21. Previous excavation _____
22. Cultivation _____ 23. Erosion _____
24. Building, roads, etc. _____
25. Possibility of destruction _____
26. House pits _____
27. Other features Site may extend west onto County Airport property and does extend east an unknown distance under Highway I roadbed.
28. Burials _____
29. Artifacts _____
30. Remarks Highway construction appears to have buried eastern portion of site under fill and roadbed
Site information taken from Nat'l. Register of Historic Places Nomination form
31. Published references Prepared by Chris & Chaloupka, State Water Resources Control Board, Sacramento
32. Photos _____ 33. Sketch map _____
34. Date 10-2-79 35. Recorded by T.M. Gregor

ARCHAEOLOGICAL SITE INVENTORY RECORD

LABORATORY CODES: () () () () () _____

FIELD #: _____ STATE #: CA-SMa-203 (rev.)

MAP: Montara Mountain (1956/ (7.5') photo rev. 1968) COUNTY: San Mateo

CONTOUR (Highest: 75'), (Lowest: _____), (\bar{x} : _____) FEET + msl

TOWNSHIP: _____ RANGE: _____ 1/4 of _____ 1/4 of _____ 1/4 OF

SECTION #: _____ (OR) LANDGRANT: Corral de Tierra (Palomares)

COORDINATES: _____ mm S, _____ mm E FROM NW CORNER of MAP

U.T.M.G. COORDINATES: _____ 543550 mE/ 4152775 mN

____ ° ____ ' ____ " WEST LONG., ____ ° ____ ' ____ " NORTH LATITUDE

SITE LOCATION: On the north bank of San Vicente Creek on east and west side of Coast Route 1 extending to the west an unknown distance onto Half Moon Bay Airport property and to the east an unknown distance onto private property.

SITE DESCRIPTION: Earth and shell midden (fragments 1-2 cm long of Ostrea sp., Mytilis sp. (Haliotis).

DIMENSIONS: 73 meters N-S X 180 meters E-W cf. PLAN

ESTIMATED AREA: 10,000 square meters. DESCRIBE METHOD

USED TO DETERMINE SITE EXTENT: On-foot survey within highway right of way. Extent on private property by soil color and topography (was estimated.)

DEPTH OF CULTURAL DEPOSIT (Maximum 60 cm), (Minimum -- cm)

(\bar{x} _____ cm). DESCRIBE METHOD USED TO DETERMINE DEPTH: Trenching for sewer line in October 1979 exposed site stratigraphy on west side of highway (see map).

DOMINANT ON-SITE VEGETATION: Various grasses on east side of highway; on west side poison oak, thistles, coyote brush.

SURROUNDING VEGETATION: Similar-- grasses, coyote brush, beach strawberry.

LOCAL FAUNA: None noted.

NEAREST WATER (Distance: _____ meters), (Direction: north)

(Nature of Water Source: San Vicente Creek, perennial stream)

SOIL OF SITE: dark-grey, friable

SURROUNDING SOIL: light grey-brown, sandy

LOCAL ROCKS AND MINERALS: _____

EROSION: Slight

MODIFICATIONS: _____ the following known modifications/disturbances: Portion of site on west side of highway appears to have been graded between 1 and 5 feet below ground level. Southwestern portion of site on Half Moon Bay Airport property possibly disturbed. Sewer line on west side of highway trenched in 1979. Route 1 built on 80-foot prism of fill through middle of site in 1949. Ocean Shore Railway built in 1906 through west side of site; unknown whether railroad bed was excavated or was laid on bed of fill. Water line on east side of site.

SITE PLACEMENT RELATIVE TO TOPOGRAPHY: On streambank, about 200 m from opening of gully of San Vicente Creek, where Montara Mountain foothill begins to flatten onto coastal plain; about 8500 m southwest of mouth of San Vicente Creek.

SITE #: CA-SMa-203
FIELD #: _____

EXPOSURE TO INSOLATION: southern

EXPOSURE TO PREVAILING WIND: southern

ARTIFACTS: Numerous chert flakes, hammerstone, 1 biconically pecked rock, 1 millingstone, 1 bowl mortar fragment (photo attached); several fragments of fire-cracked rock; several groundstone fragments.

HOUSEPITS (Number 0) (Attach data regarding plan, dimensions, depth, and distribution of housepits.) BEDROCK MILLING STATIONS :

(Number of outcrops: 0) (Total number of mortars , metates)

(Attach separate Bedrock Milling Station Form.) OTHER FEATURES

None noted

COMMENTS: _____

APPARENT SIGNIFICANCE OF SITE :

Potential to provide information on prehistoric occupation site and seasonal use patterns. However, degree of disturbance and total actual depth and extent of the site not known.

OWNER'S NAME AND ADDRESS: Portion owned by California Department of Transportation, 150 Oak Street, San Francisco, CA 94102.

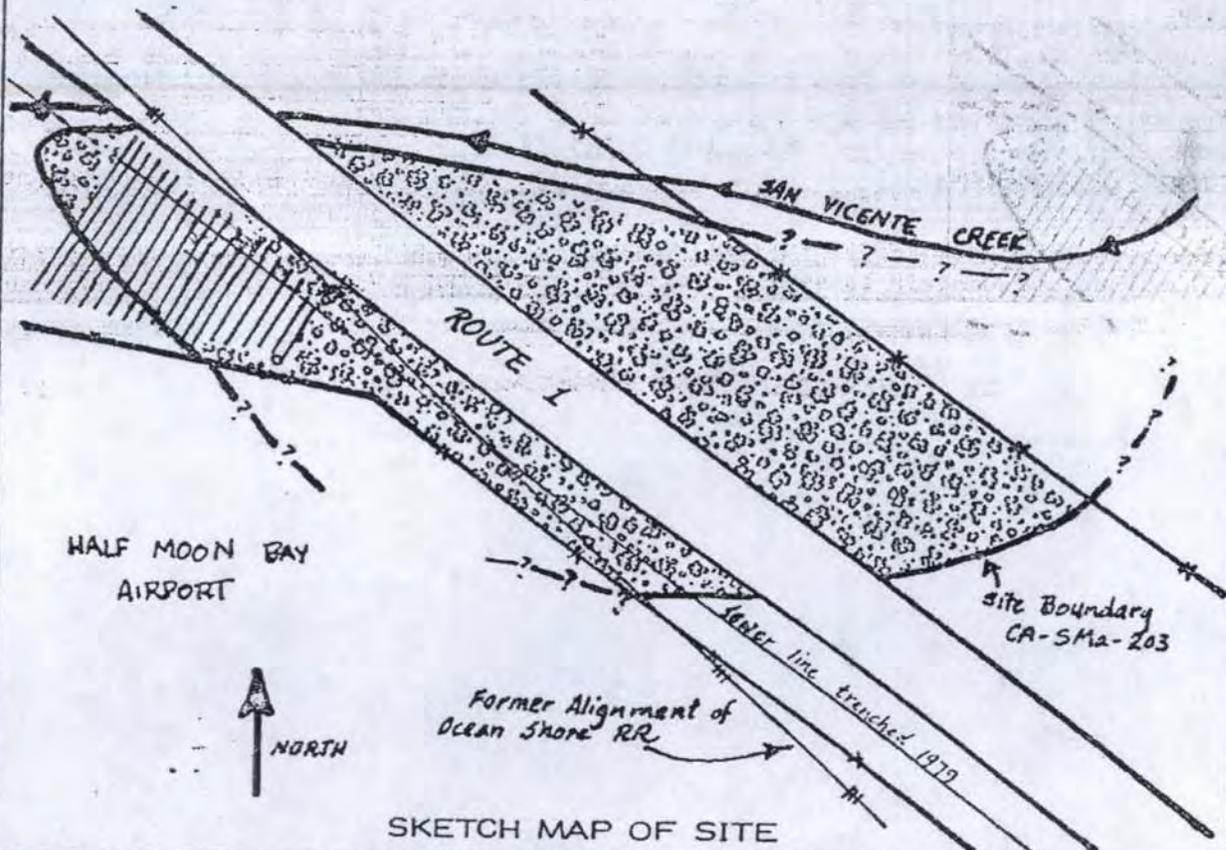
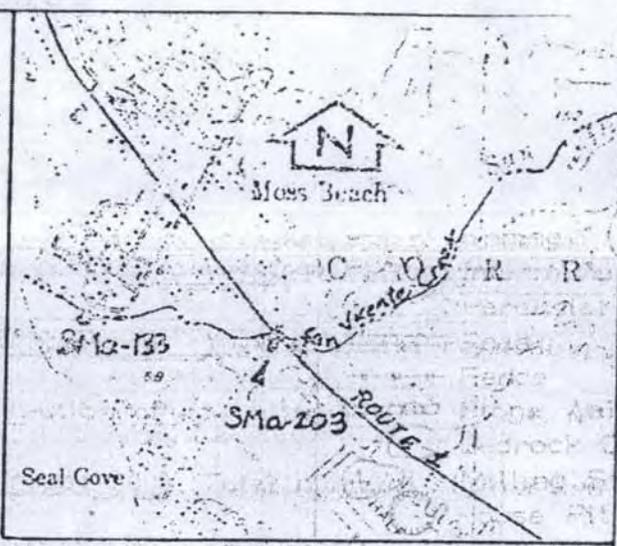
PHOTOGRAPHS: (Number 3 B/W, Color, Slides) (By Buss) (Photos on file at Caltrans District 04 Office San Francisco) (Catalogue #s:)

RECORDER(S): David B. Gardner; Margaret L. Buss

DATE 4/30/81 LIST OF ATTACHED DOCUMENTS: Map of site (composed from aerial photo, highway plans, and field notes); photos of bowl mortar fragment found in survey 3/5/81 on east side of highway)

PORTION OF THE USGS
Montara Mountain 7.5' quad
MAP SHOWING SITE LOCATION:

- LEGEND**
- Spring
 - Intermittent Stream
 - Perennial Stream
 - Road
 - Fence
 - Stone Wall
 - Bedrock Outcrop
 - Milling Station
 - House Pit
 - Petroglyph
 - Tree
 - Graded Area
 - Sondage
 - Midden
 - Auger Test



SKETCH MAP OF SITE

SCALE: Approx. 1" = 100' DATE: 4/30/81 NOTES: _____

DRAWN BY: Buss/Gardner (Indicate magnetic north.)

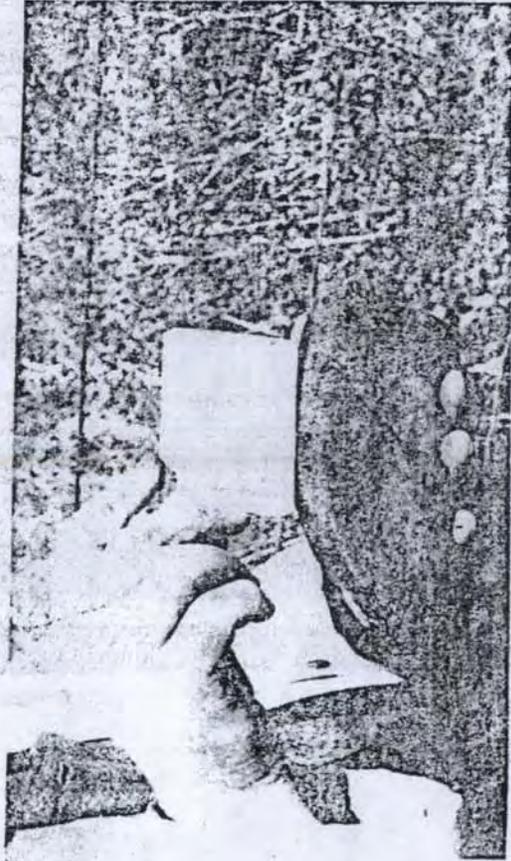
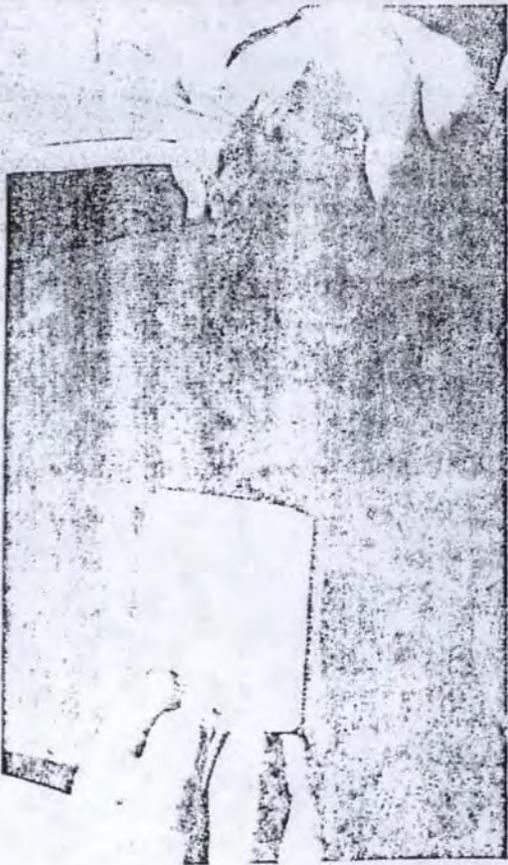


PLATE 1
BOWL MORTAR FRAGMENT FROM CA-SMa-203

SMA-203

California Archaeological Site Survey
Regional Office
Central Coast Counties

SAN FRANCISCO
SAN MATEO
SANTA CRUZ
SANTA CLARA
SAN BENITO
MONTEREY
SAN LUIS OBISPO

Cabrillo College, 6500 Soquel Drive
Aptos, Ca 95003 (408) 425-6294

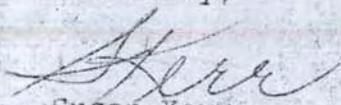
January 2, 1980

Chris Chaloupka
State Water Resources Control Board
77 Cadillac Drive
Sacramento, CA 95825

DEar Mr. Chaloupka:

We have assigned your San Vicente Creek/Highway 1 (San Mateo County) site #CA-SMA-203. However it is preferred by us and S.H.P.O. that you fill out the enclosed site form for this site or one like it for inclusion in our site records. We do not consider National Register Nomination Forms as site records, and they add tremendous bulk to our already bulky site record files. As a rule, we file these National Register forms along with our other "E" documents. Thanking you in advance for your cooperation in this matter,

Sincerely,


Susan Kerr
Regional Office

enclosures
cc: M. Melandry, CalTrans

HISTORIC PROPERTY SURVEY REPORT**1. UNDERTAKING DESCRIPTION AND LOCATION**

District	County	Route <i>(Local Agency)</i>	<i>Local Assistance Project Prefix</i>	Post Miles <i>(Project No.)</i>	Charge Unit <i>(Agreement)</i>	Expenditure Authorization <i>(Location)</i>
04	SMA	1		34.8/37.9		1E2401

(For Local Assistance projects off the highway system, use headers in italics)

Project Description:

(Insert project description here; refer reader to location and vicinity maps in HPSR)

The Caltrans Maintenance Division proposes to replace damaged asphalt concrete surfacing by applying Bonded Wearing Course (BWC) within the existing mainline (horizontally from paved shoulder to paved shoulder) of State Route 1 from Post Mile 34.8 to 37.9 in San Mateo County (see Figure 1 in the attached Archaeological Survey Report (ASR)). BWC is a gap graded, ultra-thin hot-mix asphalt (HMA) mixture applied over a thick polymer modified asphalt emulsion membrane. No sub-base (fill soil) or original ground (native soil) will be disturbed. Some shoulder backing is planned for the project. All work will take place within Caltrans right-of-way. This project has been proposed to receive federal funding from the Highway Maintenance (HM) program.

2. AREA OF POTENTIAL EFFECTS

The Area of Potential Effects (APE) for the project was established in consultation with Kathryn Rose, PQS Co-Principal Investigator-Prehistoric Archaeology, and Steven S. Lee Transportation Engineer and Robert Camargo on July 28, 2010. The APE map is located in the ASR, Attachment 1 to this Historic Property Survey Report.

The Area of Potential Effects (APE) for the project is Caltrans right-of-way (ROW), including the known or reasonably anticipated boundaries of archaeological and cultural properties and any locations where construction activities will take place. All of the proposed construction and construction related activities along State Route 1 from post mile 34.8 to 37.9 are within Caltrans right-of-way and no new right-of-way acquisition will be required. No architectural APE was established because the project has no potential to directly or indirectly effect architectural resources.

3. CONSULTING PARTIES / PUBLIC PARTICIPATION

(For the following, check the appropriate line, list names, dates, and locations and results of contacts, as appropriate. List organizations/persons contacted and attach correspondence and summarize verbal comments received as appropriate. This instruction line and statements that are not applicable may be deleted)

- Native American Tribes, Groups and Individuals
- Jakki Kehl – Ohlone/Costanoan
 - Irene Zwierlein- Amah/Mutsun Tribal Band Chairperson
 - Jean-Marie Feyling- Amah/Mutsun Tribal Band

For the federal undertaking described in Part 1: To minimize redundancy and paperwork for the California Department of Transportation and the State Historic Preservation Officer, and in the spirit intended under the federal Paperwork Reduction Act (U.S.C. 44 Chapter 35), this document also satisfies consideration under California Environmental Quality Act Guidelines Section §15064.5(a) and, as appropriate, Public Resources Code §5024 (a)(b) and (d).

HISTORIC PROPERTY SURVEY REPORT

- Ann Marie Sayers- Indian Canyon Mutsun Band of Costanoan Chairperson
- Rosemary Cambra- Muwekma Ohlone Indian Tribe of the San Francisco Bay Area Chairperson
- Andrew Galvan- The Ohlone Indian Tribe
- Ramona Garibay- Trina Marine Ruano Family

Letters were sent on July 14, 2010 requesting input on the proposed project. No response has been received to date.

Native American Heritage Commission

- The Native American Heritage Commission was contacted on June 30, 2010 and asked to perform a Sacred Lands file search as well as provide Caltrans with a list of interested Native American groups and individuals.

Other

Mark Hylkema, Senior Archaeologist for the California State Parks was contacted on June 1, 2009 to discuss the management of CA-SMA-132, which extends into State Parks property.

4. SUMMARY OF IDENTIFICATION EFFORTS

- | | | |
|-------------------------------------|---|---|
| <input checked="" type="checkbox"/> | National Register of Historic Places | Month & Year: 1979-2002 & supplements |
| <input checked="" type="checkbox"/> | California Register of Historical Resources | Year: 1992 & supplemental information to date |
| <input checked="" type="checkbox"/> | California Inventory of Historic Resources | Year: 1976 |
| <input checked="" type="checkbox"/> | California Historical Landmarks | Year: 1995 & supplemental information to date |
| <input checked="" type="checkbox"/> | California Points of Historical Interest | Year: 1992 & supplemental information to date |
| <input checked="" type="checkbox"/> | State Historic Resources Commission | Year: 1980-present, minutes from quarterly meetings |
| <input checked="" type="checkbox"/> | Caltrans Historic Highway Bridge Inventory | Year: 2006 & supplemental information to date |
| <input checked="" type="checkbox"/> | Archaeological Site Records <i>[List names of Institutions & date below]</i> | |
| | • CA-SMA-132 | |
| | • CA-SMA-203 | |
| <input checked="" type="checkbox"/> | Other sources consulted <i>[e.g., historical societies, city archives, etc. List names and dates below]</i> | |
| | • Caltrans District 4 Maps and Plans | |
| <input checked="" type="checkbox"/> | Results: <i>(provide a brief summary of records search and research results, as well as inventory findings)</i> | |
| | • Two cultural resources (listed below) were previously recorded within or adjacent to the project vicinity | |
| | • CA-SMA-132 | |
| | • CA-SMA-203 | |

CA-SMA-132 and CA-SMA-203 are both recorded as prehistoric archaeological midden sites within Caltrans right-of-way and will require the establishment of an Environmentally Sensitive Area (ESA).

5. PROPERTIES IDENTIFIED

For the federal undertaking described in Part 1: To minimize redundancy and paperwork for the California Department of Transportation and the State Historic Preservation Officer, and in the spirit intended under the federal Paperwork Reduction Act (U.S.C. 44 Chapter 35), this document also satisfies consideration under California Environmental Quality Act Guidelines Section §15064.5(a) and, as appropriate, Public Resources Code §5024 (a)(b) and (d).

HISTORIC PROPERTY SURVEY REPORT

(Check the appropriate category, list properties, or refer reader to appropriate technical study attached, according to their National Register status. Provide, as appropriate, complete address, period and level of significance, criteria, map reference, and any existing state or local designation; **identify state-owned resources as such**. Do not include properties that are not within the APE. Attach previous SHPO determinations, as applicable. **This instruction line and findings that are not applicable may be deleted**)

Caltrans, as assigned by FHWA, has determined that the following **archaeological sites** within the Project APE shall be considered eligible for inclusion in the National Register without conducting subsurface testing or surface collection within the APE, for which the **establishment of an ESA** will protect the sites from any potential effects, in accordance with Section 106 PA Stipulation VIII.C. See attached documentation.

- CA-SMA-132
- CA-SMA-203

6. LIST OF ATTACHED DOCUMENTATION

(Provide the author/date and peer reviewer/date of the technical report. **This instruction line and documentation that is not applicable may be deleted**)

- Project Vicinity, Location, and APE Maps (located in Appendix A of Attachment 1: ASR)
- Archaeological Survey Report (ASR)
 - Kathryn Rose, Caltrans District 4, July 2010 (Attachment 1)
- Other (Specify below)
 - ESA Action Plan, Kathryn Rose Caltrans District 4, July 2010 (Attachment 2)

7. HPSR to File

(Check all that apply. **Do not transmit to SHPO; file copy to CCSO**) **This instruction line and findings that are not applicable may be deleted**

- Not applicable.

8. HPSR to SHPO

(Check all that apply. **Transmit to SHPO, a copy to DEA-CCSO**) **This instruction line and findings that are not applicable may be deleted**

- As assigned by FHWA, Caltrans has determined a **Finding of No Adverse Effect with Standard Conditions - ESAs**, according to Section 106 PA Stipulation X.B(2) and 36 CFR 800.5(b), is appropriate for this undertaking, and is hereby notifying the SHPO of this finding. Kathryn Rose, who meets the Professionally Qualified Staff Standards in Section 106 Programmatic Agreement (Section 106 PA) Attachment 1 as a(n) Co-Principal Investigator-Prehistoric Archaeology, has reviewed the attached documentation and determined that it is adequate. (Include description of ESAs and enforcement measures below; attach ESA Action Plan as appropriate.)
 - See ESA Action Plan (Attachment 2)

9. Findings for State-Owned Properties

(Check all that apply. **Copy to CCSO. Transmit to SHPO if State-owned buildings or structures were evaluated or there are previously identified State-owned historic properties within the APE. This instruction line and findings that are not applicable may be deleted**)

- Caltrans has determined that this project will have **no adverse effect to state-owned archaeological sites, objects, districts, landscapes** within the Project APE that meet National Register and/or California Historical Landmarks eligibility criteria and is providing notice and summary to SHPO pursuant to PRC §5024(f). (Indicate reference to Standard Conditions – ESA above, or include description of proposed treatments, ESAs, protective covenants, etc., below or indicate below which HPSR attachment contains the description.)
 - See ESA Action Plan (Attachment 2)

HISTORIC PROPERTY SURVEY REPORT

10. CEQA IMPACT FINDINGS

(Check all that apply. Consultation with SHPO is not required under CEQA. This instruction line and findings that are not applicable may be deleted)

Caltrans has determined a **finding of no substantial adverse change - ESAs**, because the impacts to the following historical resources within the Project Area limits will be mitigated to below the level of significance by using the *Secretary of the Interior's Standards for the Treatment of Historic Properties With Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings (Standards)* pursuant to CEQA Guidelines §15064.5(b), Establishment of Environmentally Sensitive Areas (ESA), enforcement measures and conditions that utilize the *Standards* are included in the attached documentation. Kathryn Rose, who meets the Professionally Qualified Staff Standards in Section 106 Programmatic Agreement (Section 106 PA) Attachment 1 as a(n) Co-Principal Investigator-Prehistoric Archaeology, has reviewed the attached documentation and determined that it is adequate. (Include description of ESAs and enforcement measures below; attach ESA Action Plan as appropriate.)

- See ESA Action Plan (Attachment 2)

11. HPSR PREPARATION AND DEPARTMENT APPROVAL

Prepared by: Kathryn Rose
District 04 Caltrans PQS:

Kathryn Rose
Co-Principal Investigator-Prehistoric
Archaeology

Prepared by: 8/5/10
District Date

Reviewed for approval by: Brett
Rushing

[Signature]
Principal Investigator-Prehistoric Archaeology

8/5/10
Date

District 04 Caltrans-PQS:

Approved by: Todd Jaffke

District 04 EBC:

[Signature]
East Branch
Date

8/5/10
Date

SITE-NUMBER. PRIMARY-NUM NRS EVL-DATE PROGRAM REF..... EVAL OTHER NAMES AND NUMBERS.....

SMA-000151	41-000001	1S	02/23/78	78000771	KPNP U.C. ARCHAEOLOGICAL RESEARCH FACILITY NO. SMA-151 UC-ARF 61,62,63
SMA-000162	41-000162	6Y	10/30/86	ADOE-41-86-001-000	RJPR DOT-04-SMA-1-2
		6Y	10/30/86	FHWA860919A	RJPR
SMA-000232	41-000230	6Y	07/17/95	ADOE-41-95-002-000	SGPR 82-9A
		6Y	07/17/95	FHWA950714X	SGPR
SMA-000233	41-000231	6Y	07/17/95	ADOE-41-95-003-000	SGPR
		6Y	07/17/95	FHWA950714X	SGPR
SMA-000299	41-000409	6Y	12/27/95	ADOE-41-95-001-000	GRPR
		6Y	12/27/95	UMTA900828A	GRPR
SMA-000336H	41-000316	6Y	04/04/94	ADOE-41-94-003-000	GRPR
		6Y	04/04/94	GSA940322A	GRPR
SMA-000337H	41-000279	6Y	04/04/94	ADOE-41-94-001-000	GRPR
		6Y	04/04/94	GSA940322A	GRPR
SMA-000338H	41-000280	6Y	04/04/94	ADOE-41-94-002-000	GRPR
		6Y	04/04/94	GSA940322A	GRPR
SMA-000353H	41-002147	6Y	08/06/07	FTA040913A	CFPR PN-1
SMA-000378H	41-002160	6Y	08/06/07	FTA040913A	CFPR FT-2
SMA-00353HH		6Y	08/06/07	FTA040913A	CFPR
SMA-00378HH		6Y	08/06/07	FTA040913A	CFPR
SMA-Z00003	41-000257	6Y2	04/20/10	FCC100311B	JSPR PREHISTORIC LITHIC SCATTER, S-022606

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.			Page 1 04-05-12								
PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS	NAMES	CITY NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
005255	41-000633 P-41-000175	25 ISABELLA AVE	WATKINS-CARTAN HOUSE	ATHERTON	P	1866	HIST.RES.	NPS-78000768-0000	03/30/78	1S	
							HIST.SURV.	4026-0001-0000	01/01/78	1S	
072982	41-001407	0 MIDDLEFIELD RD	LINDENWOOD GATES AND BRICK WALL, L	ATHERTON	M	1903	HIST.RES.	SPHI-SMA-034	08/23/88	7L	
							ST.PT.INT.	41-0001	05/26/88	7L	
139516		555 MIDDLEFIELD RD	MENLO ATHERTON HIGH SCHOOL MUSIC A	ATHERTON	P	1949	PROJ.REVW.	FCC100311E	04/19/10	6Y	
							HIST.RES.	DOE-41-03-0004-0000	04/17/03	6Y	
							PROJ.REVW.	FCC030415C	04/17/03	6Y	
005256	41-000632	STATION LANE	SOUTHERN PACIFIC DEPOT	ATHERTON	S	1913	HIST.SURV.	4026-0002-0000		3S	
091173	41-001513	1300 5TH AVE	GOOD SHEPHERD EPISCOPAL CHURCH	BELMONT	P		HIST.RES.	SPHI-SMA-030	06/09/82	7L	
094273	41-001523	730 EL CAMINO REAL		BELMONT	P	1900	PROJ.REVW.	HUD950111A	01/30/95	6Y	
117707	41-001878	875 O'NEILL AVE		BELMONT	M	1935	HIST.RES.	DOE-41-98-0014-0000	08/17/98	2S2	C
							PROJ.REVW.	HUD980710F	08/17/98	2S2	C
153260		397 OXFORD WY		BELMONT	P	1952	PROJ.REVW.	FHWA040614A	07/21/04	6Y	
153261		399 OXFORD WY		BELMONT	P	1952	PROJ.REVW.	FHWA040614A	07/21/04	6Y	
153262		401 OXFORD WY		BELMONT	P	1952	PROJ.REVW.	FHWA040614A	07/21/04	6Y	
153263		403 OXFORD WY		BELMONT	P	1952	PROJ.REVW.	FHWA040614A	07/21/04	6Y	
153264		405 OXFORD WY		BELMONT	P	1952	PROJ.REVW.	FHWA040614A	07/21/04	6Y	
126045	41-002006	843 RALSTON AVE	WALTER EMMETT HOUSE	BELMONT	M	1885	NAT.REG.	41-0028		7W	
005155	41-000533	1500 RALSTON AVE	WILLIAM C RALSTON HOUSE/RALSTON HA	BELMONT	P	1868	HIST.RES.	NHL-66000234-0000	11/13/66	1S	B
							HIST.SURV.	4002-0001-0000	01/01/66	1S	
							FED.FND.PR	629.0-79-HPF-41-02	01/01/79	7L	
							HIST.RES.	SHL-0856-0000	06/23/72	1CL	
							HIST.RES.	NPS-66000234-0000	11/15/66	1S	B
175980		2204 THURN AVE		BELMONT	P	1950	PROJ.REVW.	HUD090508M	06/01/09	6Y	
153266		401 WESSEX WY		BELMONT	P	1952	PROJ.REVW.	FHWA040614A	07/21/04	6Y	
153265		404 WESSEX WY		BELMONT	P	1952	PROJ.REVW.	FHWA040614A	07/21/04	6Y	
176514			SOUTH SAN FRANCISCO OVERHEAD	BRISBANE	M	1928	PROJ.REVW.	FTA040913A	08/06/07	6Y	
150566		213 ALVARADO ST		BRISBANE	P	1939	HIST.RES.	DOE-41-04-0017-0000	01/23/04	6Y	
							PROJ.REVW.	HUD031231I	01/23/04	6Y	
169884		3401 BAYSHORE BLVD	PACIFIC FRUIT EXPRESS ICE MECHANIZ	BRISBANE	P	1924	PROJ.REVW.	FTA040913A	08/06/07	6Y	
							PROJ.REVW.	FTA040913A	08/06/07	6Y	
175841		INDUSTRIAL WY	SOUTHERN PACIFIC RAILROAD BAYSHORE	BRISBANE	P	1910	HIST.RES.	NPS-10000113-0000	03/26/10	1S	C
							NAT.REG.	41-0044	05/28/09	3S	C
178228		INDUSTRIAL WY	SOUTHERN PACIFIC RAILROAD BAYSHORE	BRISBANE	P	1910	HIST.RES.	NPS-10000113-0001	03/27/10	1S	C
136769		298 SAN BRUNO AVE	BETHEL BAPTIST CHURCH	BRISBANE	P	1949	HIST.RES.	DOE-41-03-0001-0000	01/03/03		
							PROJ.REVW.	FCC030103B	01/03/03		
140198		200 SOLANO ST		BRISBANE	P	1908	HIST.RES.	DOE-43-03-0010-0000	05/23/03	6Y	
							PROJ.REVW.	HUD030516N	05/23/03	6Y	
176515		240 VALLEY DR		BRISBANE	P	1961	PROJ.REVW.	FTA040913A	08/06/07	6Y	
005157	41-000535 P-41-000228	2750 ADELINE DR	KOHL MANSION/THE OAKS/MERCY HIGH S	BURLINGAME	P	1914	HIST.RES.	NPS-82002258-0000	02/03/82	1S	
							HIST.SURV.	4010-0002-0000	01/01/82	1S	
005156	41-000534	BURLINGAME AVE	BURLINGAME RAILROAD STATION/ SOUTH	BURLINGAME	P	1894	HIST.SURV.	4010-0003-0000	03/01/81	1S	
							HIST.RES.	NPS-78000769-0000	04/19/78	1S	C
							HIST.SURV.	4010-0001-0000			
							HIST.RES.	SHL-0846-0000	03/29/71	1CL	
145618	P-41-002296	220 CALIFORNIA DR	SEVERN LODGE DAIRY WALLSCAPE	BURLINGAME	P	1917	HIST.RES.	SPHI-SMA-037	08/06/04	1CL	
							ST.PT.INT.	41-0035	01/08/04	3CS	
171278		945 CALIFORNIA DR		BURLINGAME	P	1955	PROJ.REVW.	HUD080401A	04/25/08	6Y	
069724	41-001384	2005 CARMELITA AVE		BURLINGAME	U	1930	PROJ.REVW.	HUD901102B	12/03/90	6Y	
119330	41-001884	1457 CORTEZ AVE		BURLINGAME	P		HIST.RES.	DOE-41-95-0033-0000	03/23/95	6U	

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.										Page 2	04-05-12
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
067171	41-001346	141 COSTA RICA AVE		BURLINGAME	U		PROJ.REVW.	HUD950323S	03/23/95	6U	
096953	41-001543	1441 EDGEHILL DR		BURLINGAME	P	1950	PROJ.REVW.	HUD900220C	03/21/90	6Y	
							PROJ.REVW.	HUD050831D	09/26/05	6Y	
							PROJ.REVW.	HUD950615E	07/28/95	6Y	
089946	41-001479	EL CAMINO REAL	ANZA'S CAMP #94 AT ARROYO DE SAN M	BURLINGAME	P		HIST.RES.	SHL-0048-0000	12/06/32	7L	
067714	41-001369	705 FARRINGTON AVE		BURLINGAME	U	1920	PROJ.REVW.	HUD900711A	08/10/90	6Y	
067672	41-001367	241 HIGHLAND AVE		BURLINGAME	U		PROJ.REVW.	HUD900403A	05/03/90	6Y	
089198	41-001465	949 LAGUNA AVE		BURLINGAME	P	1920	PROJ.REVW.	HUD940412E	04/26/94	6Y	
137170		900 LARKSPUR DR		BURLINGAME	P	1942	HIST.RES.	DOE-41-02-0009-0000	09/26/02	6Y	
							PROJ.REVW.	FHWA020807A	09/26/02	6Y	
070277	41-001389	21 LORTON AVE		BURLINGAME	U	1920	PROJ.REVW.	HUD910412B	05/09/91	6Y	
070318	41-001392	21 LORTON AVE		BURLINGAME	U	1920	PROJ.REVW.	HUD910412B	05/09/91	6Y	
137175		741 ROLLINS RD		BURLINGAME	P	1950	HIST.RES.	DOE-41-02-0014-0000	09/26/02	6Y	
							PROJ.REVW.	FHWA020807A	09/26/02	6Y	
137174		841 ROLLINS RD		BURLINGAME	P	1949	HIST.RES.	DOE-41-02-0013-0000	09/26/02	6Y	
							PROJ.REVW.	FHWA020807A	09/26/02	6Y	
137173		847 ROLLINS RD		BURLINGAME	P	1952	HIST.RES.	DOE-41-02-0012-0000	09/26/02	6Y	
							PROJ.REVW.	FHWA020807A	09/26/02	6Y	
137172		849 ROLLINS RD		BURLINGAME	P	1952	HIST.RES.	DOE-41-02-0011-0000	09/26/02	6Y	
							PROJ.REVW.	FHWA020807A	09/26/02	6Y	
137171		855 ROLLINS RD		BURLINGAME	P	1946	HIST.RES.	DOE-41-02-0010-0000	09/26/02	6Y	
							PROJ.REVW.	FHWA020807A	09/26/02	6Y	
137169		917 ROLLINS RD		BURLINGAME	P	1952	HIST.RES.	DOE-41-02-0008-0000	09/26/02	6Y	
							PROJ.REVW.	FHWA020807A	09/26/02	6Y	
137168		949 ROLLINS RD		BURLINGAME	P	1942	HIST.RES.	DOE-41-02-0007-0000	09/26/02	6Y	
							PROJ.REVW.	FHWA020807A	09/26/02	6Y	
067011	41-001339	1320 SANCHEZ AVE		BURLINGAME	U		PROJ.REVW.	HUD891121B	12/26/89	6Y	
005159	41-000537	SR 82	MILLS CREEK BRIDGE, BRIDGE #35-98	BURLINGAME	S	1923	HIST.SURV.	4010-0004-0000		7R	
152514		2220 SUMMIT DR	MOUNT ALVERNO CONVENT / HERBERT HO	BURLINGAME	P	1930	HIST.RES.	DOE-41-05-0001-0000	02/05/05	2S2	C
							PROJ.REVW.	FCC041201D	02/05/05	2S2	C
073960	41-001421	117 VALDEFLORES DR		BURLINGAME	U	1936	PROJ.REVW.	HUD911028B	11/18/91	6Y	
137176	41-002087	1 WINCHESTER PL		BURLINGAME	P	1930	HIST.RES.	DOE-41-02-0015-0000	09/26/02	6Y	
							PROJ.REVW.	FHWA020807A	09/26/02	6Y	
137178	41-002088	2 WINCHESTER PL		BURLINGAME	P	1930	HIST.RES.	DOE-41-02-0016-0000	09/26/02	6Y	
							PROJ.REVW.	FHWA020807A	09/26/02	6Y	
137167		BROADWAY	BROADWAY OVERPASS	(VIC) BURLINGAME	S	1947	HIST.RES.	DOE-41-02-0006-0000	09/26/02	6Y	
							PROJ.REVW.	FHWA020807A	09/26/02	6Y	
184700		EL CAMINO REAL	HOWARD RALSTON EUCALYPTUS TREE ROW	(VIC) BURLINGAME	S	1873	HIST.RES.	NPS-12000127-9999	12/22/11	1S	AC
							NAT.REG.	41-0046	01/20/12	3S	AC
187687		EL CAMINO REAL	HOWARD RALSTON EUCALYPTUS TREE ROW	(VIC) BURLINGAME	S	1873	HIST.RES.	NPS-12000127-0001	12/22/11	1D	AC
187688		EL CAMINO REAL	HOWARD RALSTON EUCALYPTUS TREE ROW	(VIC) BURLINGAME	S	1873	HIST.RES.	NPS-12000127-0002	12/22/11	6X	
101990	41-001725	EL CAMINO REAL	GROTTO, PONDS AND RUSTIC FENCE	COLMA	P	1889	HIST.RES.	DOE-41-94-0004-0001	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
101991	41-001726	EL CAMINO REAL	EMANU-EL MAUSOLEUM	COLMA	P	1935	HIST.RES.	DOE-41-94-0004-0002	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
101992	41-001727	EL CAMINO REAL	LILIENTHAL FAMILY MAUSOLEUM	COLMA	P	1919	HIST.RES.	DOE-41-94-0004-0003	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
101993	41-001728	EL CAMINO REAL	NAPHTHALY FAMILY MAUSOLEUM	COLMA	P	1910	HIST.RES.	DOE-41-94-0004-0004	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
101994	41-001729	EL CAMINO REAL	LEVI STRAUSS FAMILY MAUSOLEUM	COLMA	P	1893	HIST.RES.	DOE-41-94-0004-0005	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
101995	41-001730	EL CAMINO REAL	HELLER FAMILY MAUSOLEUM	COLMA	P	1889	HIST.RES.	DOE-41-94-0004-0006	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.												Page 3	04-05-12
PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS.....	NAMES.....	CITY NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT		
101997	41-001731	EL CAMINO REAL	FISHER-SAHLEIN MAUSOLEUM	COLMA	P	1902	HIST.RES.	DOE-41-94-0004-0007	09/22/94	2D2	BC		
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC		
101999	41-001732	EL CAMINO REAL	AMERICAN MONUMENTAL COMPANY	COLMA	P	1940	HIST.RES.	DOE-41-94-0004-0008	09/22/94	2D2	BC		
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC		
102000	41-001733	EL CAMINO REAL	HORSE BARN/PUMP HOUSE	COLMA	P	1900	HIST.RES.	DOE-41-94-0004-0009	09/22/94	2D2	BC		
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC		
102001	41-001734	EL CAMINO REAL	OLD PUMP HOUSE AND RESERVOIR	COLMA	P	1910	HIST.RES.	DOE-41-94-0004-0010	09/22/94	2D2	BC		
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC		
102002	41-001735	EL CAMINO REAL	GREENHOUSES	COLMA	P	1933	HIST.RES.	DOE-41-94-0004-0011	09/22/94	2D2	BC		
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC		
102003	41-001736	EL CAMINO REAL	PORTALS OF ETERNITY	COLMA	P	1933	HIST.RES.	DOE-41-94-0004-0012	09/22/94	2D2	BC		
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC		
102004	41-001737	EL CAMINO REAL	BLACKMAN MEMORIAL	COLMA	P	1880	HIST.RES.	DOE-41-94-0004-0013	09/22/94	2D2	BC		
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC		
102005	41-001738	EL CAMINO REAL	SIMON COHN MEMORIAL	COLMA	P	1889	HIST.RES.	DOE-41-94-0004-0014	09/22/94	2D2	BC		
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC		
102007	41-001739	EL CAMINO REAL	LEWIS BROWN FAMILY MAUSOLEUM	COLMA	P	1901	HIST.RES.	DOE-41-94-0004-0015	09/22/94	2D2	BC		
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC		
102008	41-001740	EL CAMINO REAL	GOLINSKY GRAVEMARKER	COLMA	P	1892	HIST.RES.	DOE-41-94-0004-0016	09/22/94	2D2	BC		
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC		
102009	41-001741	EL CAMINO REAL	SHILLING MAUSOLEUM	COLMA	P	1890	HIST.RES.	DOE-41-94-0004-0017	09/22/94	2D2	BC		
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC		
102010	41-001742	EL CAMINO REAL	HENRY SIEROTY TOMB	COLMA	P	1935	HIST.RES.	DOE-41-94-0004-0018	09/22/94	2D2	BC		
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC		
102011	41-001743	EL CAMINO REAL		COLMA	P	1900	HIST.RES.	DOE-41-94-0004-0019	09/22/94	2D2	BC		
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC		
102012	41-001744	EL CAMINO REAL	PUMP HOUSE	COLMA	P	1910	HIST.RES.	DOE-41-94-0004-0020	09/22/94	2D2	BC		
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC		
102013	41-001745	EL CAMINO REAL	THE GARDEN MAUSOLEUM	COLMA	P	1960	HIST.RES.	DOE-41-94-0004-0021	09/22/94	6Y			
							PROJ.REVW.	UMTA900828A	09/22/94	6Y			
102014	41-001746	EL CAMINO REAL	SHED NEAR HORSE BARN	COLMA	P	1920	HIST.RES.	DOE-41-94-0004-0022	09/22/94	6Y			
							PROJ.REVW.	UMTA900828A	09/22/94	6Y			
102015	41-001747	EL CAMINO REAL	OFFICE BUILDING	COLMA	P	1961	HIST.RES.	DOE-41-94-0004-0023	09/22/94	6Y			
							PROJ.REVW.	UMTA900828A	09/22/94	6Y			
102019	41-001748	EL CAMINO REAL	MEMORIAL OFFICE BUILDING	COLMA	P	1975	HIST.RES.	DOE-41-94-0004-0024	09/22/94	6Y			
							PROJ.REVW.	UMTA900828A	09/22/94	6Y			
102022	41-001749	EL CAMINO REAL	GARDENS OF ETERNITY	COLMA	P	1960	HIST.RES.	DOE-41-94-0004-0025	09/22/94	6Y			
							PROJ.REVW.	UMTA900828A	09/22/94	6Y			
102025	41-001751	EL CAMINO REAL	LAKESIDE COLUMBARIUM	COLMA	P	1927	HIST.RES.	DOE-41-94-0005-0001	09/22/94	2D2	BC		
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC		
102026	41-001752	EL CAMINO REAL	NOBLE CHAPEL AND CREMATORY	COLMA	P	1892	HIST.RES.	DOE-41-94-0005-0002	09/22/94	2D2	BC		
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC		
102027	41-001753	EL CAMINO REAL	ORIGINAL COLUMBARIUM	COLMA	P	1893	HIST.RES.	DOE-41-94-0005-0003	09/22/94	2D2	BC		
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC		
102028	41-001754	EL CAMINO REAL	CEMETERY OFFICE BUILDING	COLMA	P	1918	HIST.RES.	DOE-41-94-0005-0004	09/22/94	2D2	BC		
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC		
102029	41-001755	EL CAMINO REAL	THE CATACOMBS	COLMA	P	1915	HIST.RES.	DOE-41-94-0005-0005	09/22/94	2D2	BC		
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC		
102030	41-001756	EL CAMINO REAL	MISSION GATE ROAD	COLMA	P	1892	HIST.RES.	DOE-41-94-0005-0006	09/22/94	2D2	BC		
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC		
102031	41-001757	EL CAMINO REAL	HILLSIDE BOULEVARD GATE	COLMA	P	1900	HIST.RES.	DOE-41-94-0005-0007	09/22/94	2D2	BC		
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC		
102033	41-001758	EL CAMINO REAL	CHARLES deYOUNG MEMORIAL	COLMA	P	1881	HIST.RES.	DOE-41-94-0005-0008	09/22/94	2D2	BC		
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC		

PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS	NAMES	CITY NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
102034	41-001759	EL CAMINO REAL	ROGERS TOMB	COLMA	P	1929	HIST.RES.	DOE-41-94-0005-0009	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102035	41-001760	EL CAMINO REAL	DANIEL MURPHY MAUSOLEUM	COLMA	P	1920	HIST.RES.	DOE-41-94-0005-0010	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102036	41-001761	EL CAMINO REAL	THORNE FAMILY MONUMENT	COLMA	P	1931	HIST.RES.	DOE-41-94-0005-0011	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102037	41-001762	EL CAMINO REAL	CHARLES CROCKER FAMILY MAUSOLEUM	COLMA	P	1895	HIST.RES.	DOE-41-94-0005-0012	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102038	41-001763	EL CAMINO REAL	HEARST FAMILY MAUSOLEUM	COLMA	P	1896	HIST.RES.	DOE-41-94-0005-0013	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900282A	09/22/94	2D2	BC
102039	41-001764	EL CAMINO REAL	ANDERSON MONUMENT	COLMA	P	1906	HIST.RES.	DOE-41-94-0005-0014	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102040	41-001765	EL CAMINO REAL	VALENTINE MONUMENT	COLMA	P	1896	HIST.RES.	DOE-41-94-0005-0015	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900282A	09/22/94	2D2	BC
102041	41-001766	EL CAMINO REAL	HIRAM W. JOHNSON MAUSOLEUM	COLMA	P	1949	HIST.RES.	DOE-41-94-0005-0016	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102042	41-001767	EL CAMINO REAL	TEVIS MONUMENT	COLMA	P	1912	HIST.RES.	DOE-41-94-0005-0017	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102043	41-001768	EL CAMINO REAL	NAGER MAUSOLEUM	COLMA	P	1912	HIST.RES.	DOE-41-94-0005-0018	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102044	41-001769	EL CAMINO REAL	NIEBAUM MAUSOLEUM	COLMA	P	1908	HIST.RES.	DOE-41-94-0005-0019	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102046	41-001770	EL CAMINO REAL	ROW OF MAUSOLEUMS	COLMA	P	1905	HIST.RES.	DOE-41-94-0005-0020	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102047	41-001771	EL CAMINO REAL	CLAUS SPRECKELS MAUSOLEUM	COLMA	P	1910	HIST.RES.	DOE-41-94-0005-0021	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102048	41-001772	EL CAMINO REAL	TROLLEY SHELTER	COLMA	P	1903	HIST.RES.	DOE-41-94-0005-0022	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102049	41-001773	EL CAMINO REAL	VEHICLE BARN	COLMA	P	1915	HIST.RES.	DOE-41-94-0005-0023	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102050	41-001774	EL CAMINO REAL	CLUBHOUSE	COLMA	P	1915	HIST.RES.	DOE-41-94-0005-0024	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102051	41-001775	EL CAMINO REAL	BACI'S ENGINES AND MACHINE SHOP	COLMA	P	1910	HIST.RES.	DOE-41-94-0005-0025	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102053	41-001776	EL CAMINO REAL	CORPORATE YARD	COLMA	P		HIST.RES.	DOE-41-94-0005-0026	09/22/94	6Y	
							PROJ.REVW.	UMTA900828A	09/22/94	6Y	
102055	41-001777	EL CAMINO REAL	LAUREL HILL MEMORIAL	COLMA			HIST.RES.	DOE-41-94-0005-0027	09/22/94	6Y	
							PROJ.REVW.	UMTA900828A	09/22/94	6Y	
P-41-000401	101988	41-001723 1051 EL CAMINO REAL	ETERNAL HOME	COLMA	P	1901	HIST.RES.	DOE-41-94-0003-9999	09/22/94	6Y	
							PROJ.REVW.	UMTA900828A	09/22/94	6Y	
	101763	41-001659 1171 EL CAMINO REAL	SALEM MEMORIAL PARK CHAPEL	COLMA	P	1935	HIST.RES.	DOE-41-96-0121-0001	04/18/96	2D2	C
							PROJ.REVW.	UMTA900828A	04/18/96	2D2	C
							HIST.RES.	DOE-41-94-0003-0001	09/22/94	2D2	C
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	C
	P-41-000403										
	101989	41-001724 1299 EL CAMINO REAL	HOME OF PEACE CEMETERY / HILLS OF	COLMA	P	1901	HIST.RES.	DOE-41-94-0004-9999	09/22/94	2S2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2S2	BC
102023	41-001750	1370 EL CAMINO REAL	CYPRESS LAWN MEMORIAL PARK	COLMA	P	1892	HIST.RES.	DOE-41-94-0005-9999	09/22/94	2S2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2S2	BC
107914	41-001815	1539 EL CAMINO REAL Mission Rd	ROSE AND LEONA FLOWERS	COLMA	P		HIST.RES.	DOE-41-94-0006-0022	09/22/94	6Y	
							PROJ.REVW.	UMTA900828A	09/22/94	6Y	
101933	41-001709	F ST	RECIEVING VAULT CHAPEL	COLMA	P	1903	HIST.RES.	DOE-41-94-0002-0001	09/22/94	2D2	C
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	C
101934	41-001710	F ST	MEMORIAL COLUMN	COLMA	P	1872	HIST.RES.	DOE-41-94-0002-0002	09/22/94	2D2	C
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	C
101938	41-001711	F ST	OLD OFFICE BUILDING	COLMA	P	1910	HIST.RES.	DOE-41-94-0002-0003	09/22/94	2D2	C
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	C

PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS.....	NAMES.....	CITY NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
101939	41-001712	F ST	FLOWER SHOP	COLMA	P	1933	HIST.RES.	DOE-41-94-0002-0004	09/22/94	2D2	C
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	C
101940	41-001713	F ST	GATEWAY	COLMA	P	1905	HIST.RES.	DOE-41-94-0002-0005	09/22/94	2D2	C
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	C
101941	41-001714	F ST	DOMENICO TRIANGLE TOMB	COLMA	P	1921	HIST.RES.	DOE-41-94-0002-0006	09/22/94	2D2	C
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	C
101942	41-001715	F ST	FAGGIONI-MORI-STRATTA MAUSOLEUM	COLMA	P	1929	HIST.RES.	DOE-41-94-0002-0007	09/22/94	2D2	C
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	C
101943	41-001716	F ST	SAN ANTONIO STREET MAUSOLEUMS	COLMA	P	1920	HIST.RES.	DOE-41-94-0002-0008	09/22/94	2D2	C
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	C
101944	41-001717	F ST	FUGAZI MAUSOLEUM	COLMA	P	1916	HIST.RES.	DOE-41-94-0002-0009	09/22/94	2D2	C
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	C
101945	41-001718	F ST	UTILITARIAN STRUCTURES	COLMA	P	1930	HIST.RES.	DOE-41-94-0002-0010	09/22/94	6Y	
							PROJ.REVW.	UMTA900828A	09/22/94	6Y	
101946	41-001719	F ST	RECENT COMMUNITY MAUSOLEA	COLMA	P	1980	HIST.RES.	DOE-41-94-0002-0011	09/22/94	6Y	
							PROJ.REVW.	UMTA900828A	09/22/94	6Y	
101947	41-001720	F ST	LARGE COMMUNITY MASOLEUM	COLMA	P	1987	HIST.RES.	DOE-41-94-0002-0012	09/22/94	6Y	
							PROJ.REVW.	UMTA900828A	09/22/94	6Y	
101948	41-001721	F ST	ITALIAN CEMETERY OFFICE	COLMA	P	1955	HIST.RES.	DOE-41-94-0002-0013	09/22/94	6Y	
							PROJ.REVW.	UMTA900828A	09/22/94	6Y	
101932	41-001708	540 F ST	ITALIAN CEMETERY	COLMA	P	1899	HIST.RES.	DOE-41-94-0002-9999	09/22/94	2S2	C
	P-41-000400						PROJ.REVW.	UMTA900828A	09/22/94	2S2	C
005163	41-000541	HILLDSIDE BLVD	JAPANESE CEMETERY	COLMA	P	1902	HIST.SURV.	4014-0002-0000		7R	
102058	41-001779	MISSION RD	OLD LODGE/OFFICE BUILDING	COLMA	P	1902	HIST.RES.	DOE-41-94-0006-0001	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102059	41-001780	MISSION RD	ENTRANCE GATES	COLMA	P	1902	HIST.RES.	DOE-41-94-0006-0002	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102060	41-001781	MISSION RD	HOLY CROSS MASOLEUM	COLMA	P	1921	HIST.RES.	DOE-41-94-0006-0003	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102061	41-001782	MISSION RD	McGUIRE MAUSOLEUM	COLMA	P		HIST.RES.	DOE-41-94-0006-0004	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102062	41-001783	MISSION RD	KITTERMAN MAUSOLEUM	COLMA	P	1892	HIST.RES.	DOE-41-94-0006-0005	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102063	41-001784	MISSION RD	GOVERNOR DOWNEY MONUMENT	COLMA	P	1896	HIST.RES.	DOE-41-94-0006-0006	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102064	41-001785	MISSION RD	FAIR FAMILY MAUSOLEUM	COLMA	P		HIST.RES.	DOE-41-94-0006-0007	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102065	41-001786	MISSION RD	PHELAN MASOLEUM	COLMA	P		HIST.RES.	DOE-41-94-0006-0008	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102066	41-001787	MISSION RD	PRIEST'S CIRCLE	COLMA	P	1880	HIST.RES.	DOE-41-94-0006-0009	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102067	41-001788	MISSION RD	DUNPHY-BURNETT MAUSOLEUM	COLMA	P	1920	HIST.RES.	DOE-41-94-0006-0010	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102068	41-001789	MISSION RD	CARETAKER'S HOUSE	COLMA	P	1900	HIST.RES.	DOE-41-94-0006-0011	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102069	41-001790	MISSION RD	CARETAKER'S HOUSE AND RESERVOIRS	COLMA	P	1910	HIST.RES.	DOE-41-94-0006-0012	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102070	41-001791	MISSION RD	NATIVE SON FLORIST	COLMA	P	1935	HIST.RES.	DOE-41-94-0006-0013	09/22/94	2D2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2D2	BC
102071	41-001792	MISSION RD	INTERNMENT CHAPEL	COLMA	P	1964	HIST.RES.	DOE-41-94-0006-0014	09/22/94	6Y	
							PROJ.REVW.	UMTA900828A	09/22/94	6Y	
102072	41-001793	MISSION RD	MAIN OFFICE BUILDING	COLMA	P	1956	HIST.RES.	DOE-41-94-0006-0015	09/22/94	6Y	
							PROJ.REVW.	UMTA900828A	09/22/94	6Y	
102073	41-001794	MISSION RD	GARDEN COURT MAUSOLEUM	COLMA	P	1962	HIST.RES.	DOE-41-96-0124-0016	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	

PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS.....	NAMES.....	CITY NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
102074	41-001795	MISSION RD	LADY OF PEACE MASOLEUM	COLMA	P	1985	HIST.RES.	DOE-41-96-0124-0017	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
102075	41-001796	MISSION RD	RECENT MASOLEUM	COLMA	P	1956	HIST.RES.	DOE-41-94-0006-0018	09/22/94	6Y	
							PROJ.REVW.	UMTA900828A	09/22/94	6Y	
102076	41-001797	MISSION RD	ALL SAINT'S MASOLEUM	COLMA	P	1982	HIST.RES.	DOE-41-96-0124-0019	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
102077	41-001798	MISSION RD	REST ROOMS	COLMA	P	1956	HIST.RES.	DOE-41-94-0006-0020	09/22/94	6Y	
							PROJ.REVW.	UMTA900828A	09/22/94	6Y	
102078	41-001799	MISSION RD	POST-WAR UTILITY BUILDINGS	COLMA	P	1950	HIST.RES.	DOE-41-94-0006-0021	09/22/94	6Y	
							PROJ.REVW.	UMTA900828A	09/22/94	6Y	
41-001815	102079	41-001800	MISSION RD	FLOWER BUILDING	COLMA	P	HIST.RES.	DOE-41-96-0124-0022	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
41-000396	102273	41-001801	MISSION RD	FRANK LAGOMARSINO VEGETABLE FARM	COLMA	P	HIST.RES.	DOE-41-96-0075-9999	04/18/96	2D2	
							PROJ.REVW.	UMTA900828A	04/18/96	2D2	
101750	41-001650	1281 MISSION RD		COLMA	P	1900	HIST.RES.	DOE-41-96-0060-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101751	41-001651	1289 MISSION RD		COLMA	P	1930	HIST.RES.	DOE-41-96-0061-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101769	41-001662	1309 MISSION RD		COLMA	P	1900	HIST.RES.	DOE-41-96-0074-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101770	41-001663	1431 MISSION RD		COLMA	P	1918	HIST.RES.	DOE-41-96-0075-0001	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101771	41-001664	1433 MISSION RD		COLMA	P	1908	HIST.RES.	DOE-41-96-0075-0002	04/18/96	7J	
							PROJ.REVW.	UMTA900828A	04/18/96	7J	
102276	41-001802	1439 MISSION RD		COLMA	P	1917	HIST.RES.	DOE-41-96-0075-0003	04/18/96	3S	
							PROJ.REVW.	UMTA900828A	04/18/96	3S	
102277	41-001803	1445 MISSION RD		COLMA	P	1918	HIST.RES.	DOE-41-96-0075-0004	04/18/96	3S	
							PROJ.REVW.	UMTA900828A	04/18/96	3S	
102278	41-001804	1451 MISSION RD		COLMA	P	1918	HIST.RES.	DOE-41-96-0075-0005	04/18/96	3S	
							PROJ.REVW.	UMTA900828A	04/18/96	3S	
102279	41-001805	1457 MISSION RD		COLMA	P	1918	HIST.RES.	DOE-41-96-0075-0006	04/18/96	3S	
							PROJ.REVW.	UMTA900828A	04/18/96	3S	
102056	41-001778	1500 MISSION RD	HOLY CROSS CEMETERY	COLMA	P	1886	HIST.RES.	DOE-41-94-0006-9999	09/22/94	2S2	BC
							PROJ.REVW.	UMTA900828A	09/22/94	2S2	BC
005162	41-000540	OLD MISSION RD	SEPULCHER OF ARCHBISHOP ALEMANY, H	COLMA	P		HIST.SURV.	4014-0001-0000	01/01/83	7N	
005165	41-000543	11 WASHINGTON ST	COLMA RAILROAD STATION SITE, SCHOO	COLMA	U	1864	HIST.RES.	DOE-41-96-0070-0000	04/18/96	2S2	
							PROJ.REVW.	UMTA900828A	04/18/96	2S2	
							HIST.SURV.	4015-0002-0000	03/22/95	7R	
							PROJ.REVW.	65001000	03/10/81	2S	
140193		535 87TH ST		DALY CITY	P	1947	HIST.RES.	DOE-43-03-0007-0000	05/23/03	6Y	
							PROJ.REVW.	HUD030516J	05/23/03	6Y	
129905	41-002068	748 BEECHWOOD DR		DALY CITY	P	1955	HIST.RES.	DOE-41-02-0003-0000	02/15/02	6Y	
							PROJ.REVW.	HUD020211C	02/15/02	6Y	
073998	41-001422	478 BELLEVUE AVE		DALY CITY	U	1930	PROJ.REVW.	HUD911108B	11/26/91	6Y	
074277	41-001423	718 BELLEVUE AVE		DALY CITY	U	1939	PROJ.REVW.	HUD911220J	01/14/92	6Y	
166215		31 BEPLER		DALY CITY	P	1957	PROJ.REVW.	HUD070525I	06/04/07	6Y	
179143	41-002193	163 EDMONT DR	WESTMOOR HIGH SCHOOL	DALY CITY	M	1957	PROJ.REVW.	FCC100121E	03/02/10	6Y	
162658	41-002168	99 ELMWOOD DR	WESTLAKE COMMUNITY BAPTIST CHURCH	DALY CITY	P	1954	PROJ.REVW.	FCC060622M	07/16/06	6Y	
088927	41-001464	214 EVERGREEN AVE		DALY CITY	P	1914	PROJ.REVW.	HUD940301G	04/04/94	6Y	

PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS	NAMES	CITY NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
005167	41-000545	127 FLOURNOY ST		DALY CITY	P	1923	PROJ.REVW.	HUD860513A	06/06/86	6Y	
091700	41-001518	163 FRANKFORT ST		DALY CITY	P	1926	PROJ.REVW.	HUD940808Z	10/04/94	6Y	
128602	41-002059	2500 GENEVA AVE	COW PALACE	DALY CITY		1935	HIST.RES.	DOE-41-01-0050-0000	09/06/01	2S2	A
							PROJ.REVW.	FCC990331A	09/06/01	2S2	A
065782	41-001307	601 HANOVER ST		DALY CITY	U		PROJ.REVW.	HUD890410A	05/10/89	6Y	
163372		836 HANOVER ST		DALY CITY	P	1912	PROJ.REVW.	HUD060906A	09/06/06	6Y	
065442	41-001301	925 HANOVER ST		DALY CITY	U		PROJ.REVW.	HUD880927A	10/20/88	6Y	
076442	41-001425	998 HANOVER ST		DALY CITY	U	1932	PROJ.REVW.	HUD920324C	04/21/92	6Y	
147227		904 HEATHER RD		DALY CITY	P	1948	HIST.RES.	DOE-41-04-0008-0000	04/20/04	6Y	
							PROJ.REVW.	HUD040326E	04/20/04	6Y	
129906	41-002069	792 HIGATE DR		DALY CITY	P	1960	HIST.RES.	DOE-41-02-0004-0000	02/15/02	6Y	
							PROJ.REVW.	HUD020211D	02/15/02	6Y	
159545	41-002178	17 HILLCREST DR	CROCKER MASONIC LODGE	DALY CITY	P	1936	PROJ.REVW.	FCC100421E	05/30/10	2S2	
							PROJ.REVW.	FCC060823A	11/06/06	2S2	
							PROJ.REVW.	FCC050902D	01/11/06	2S2	C
065275	41-001300	50 HILLCREST DR	APARTMENT BLDG TRANSITIONAL HOUSIN	DALY CITY	U		PROJ.REVW.	HUD870723E	08/03/87	6Y	
129249	41-002062	121 HILLCREST DR		DALY CITY	P	1917	HIST.RES.	DOE-41-01-0053-0000	10/17/01	6Y	
							PROJ.REVW.	HUD010906B	10/17/01	6Y	
005166	41-000544	LAKE MERCED BLVD	BRODERICK AND TERRY DUEL SITE	DALY CITY	M	1859	HIST.SURV.	4015-0003-0000		7N	
							HIST.RES.	SHL-0019-0000	06/01/32	7L	
157856		755 LARCHMONT DR		DALY CITY	P	1949	PROJ.REVW.	HUD051128Y	12/27/05	6Y	
140015		209 MACDONALD AVE		DALY CITY	P	1923	HIST.RES.	DOE-41-03-0005-0000	05/23/03	6Y	
							PROJ.REVW.	HUD030519A	05/23/03	6Y	
066643	41-001332	303 MIRIAM ST		DALY CITY	U		PROJ.REVW.	HUD880425A	05/25/88	6Y	
152782		26 MUIRWOOD DR		DALY CITY	P	1946	HIST.RES.	DOE-41-05-0004-0000	02/04/05	6Y	
							PROJ.REVW.	HUD050127B	02/04/05	6Y	
099098	41-001589	98 MUIRWOOD DR		DALY CITY	P	1945	PROJ.REVW.	HUD951103C	12/28/95	6Y	
155782		254 N MAYFAIR AVE		DALY CITY	P	1950	PROJ.REVW.	HUD050919L	10/03/05	6Y	
069175	41-001383	498 N PARKVIEW AVE		DALY CITY	U	1926	PROJ.REVW.	HUD900924A	10/25/90	6Y	
129903	41-002066	39 OCEAN GROVE AVE		DALY CITY	P	1956	HIST.RES.	DOE-41-01-0001-0000	02/15/02	6Y	
							PROJ.REVW.	HUD020211A	02/15/02	6Y	
005168	41-000546	43 PARTRIDGE LANE		DALY CITY	P	1928	HIST.SURV.	4015-0005-0000		7R	
067027	41-001340	65 PARTRIDGE LANE		DALY CITY	U		PROJ.REVW.	HUD891205A	12/29/89	6Y	
066413	41-001322	118 PEORIA ST	RESIDENTIAL REHABILITATION	DALY CITY	U		PROJ.REVW.	HUD950919L	11/15/95	6Y	
							PROJ.REVW.	HUD871217B	01/20/88	6Y	
183123		620 POINTE PACIFIC DR		DALY CITY	U		PROJ.REVW.	FCC100421E	05/30/10	6Y	
129907	41-002070	221 S PARKVIEW AVE		DALY CITY	P	1907	HIST.RES.	DOE-41-02-0005-0000	02/15/02	6Y	
							PROJ.REVW.	HUD020211F	02/15/02	6Y	
064957	41-001283	434 SAN DIEGO AVE	RESIDENCE	DALY CITY	U		PROJ.REVW.	HUD860929D	10/22/86	6Y	
129120	41-002061	166 SANTA CRUZ AVE		DALY CITY	P	1907	HIST.RES.	DOE-41-01-0052-0000	12/03/01	6Y	
							PROJ.REVW.	HUD011127E	12/03/01	6Y	
077678	41-001435	806 SCHWERIN ST		DALY CITY	U	1935	PROJ.REVW.	HUD920826C	09/29/92	6Y	
136818		1004 SCHWERIN ST		DALY CITY	P	1943	HIST.RES.	DOE-41-03-0002-0000	02/03/03	6Y	
							PROJ.REVW.	HUD030114B	02/03/03	6Y	
065852	41-001308	187 SOUTHGATE AVE	MORRIS PLAN	DALY CITY	U		HIST.RES.	DOE-41-89-0001-0000	05/31/89	6Y	
							PROJ.REVW.	FDIC890511G	05/31/89	6Y	
005164	41-000542	SR 35	BRIDGE #35-77	DALY CITY	S	1922	HIST.SURV.	4015-0001-0000		7R	
126705	41-002008	287 ST FRANCIS BLVD		DALY CITY	P	1959	HIST.RES.	DOE-41-00-0001-0000	10/27/00	6Y	
							PROJ.REVW.	HUD000918Q	10/27/00	6Y	
181450	41-002272	1900 SULLIVAN AVE	SETON MEDICAL CENTER	DALY CITY	P	1962	PROJ.REVW.	FCC100517K	10/05/10	6Y	
066560	41-001327	198 VISTA GRANDE AVE		DALY CITY	U		PROJ.REVW.	HUD880323A	04/22/88	6Y	
067088	41-001344	113 W MOLTKE ST		DALY CITY	U		PROJ.REVW.	HUD900117A	02/09/90	6Y	
005169	41-000547	351 WELLINGTON AVE		DALY CITY	P	1915	PROJ.REVW.	HUD860714B	08/14/86	6Y	
							HIST.RES.	DOE-41-86-0005-0000	08/14/86	6Y	
129904	41-002067	106 WESTDALE AVE		DALY CITY	P	1949	HIST.RES.	DOE-41-02-0002-0000	02/15/02	6Y	
							PROJ.REVW.	HUD020211B	02/15/02	6Y	

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.			Page 8	04-05-12								
PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS	NAMES	CITY NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT	
178266		131 WESTMOOR AVE		DALY CITY	D	1957	PROJ.REVW.	FCC090922D	12/07/09	6Y		
145060		388 WINCHESTER ST		DALY CITY	P	1926	HIST.RES.	DOE-41-03-0008-0000	12/01/03	6Y		
065745	41-001305	209 WOODROW ST		DALY CITY	U		PROJ.REVW.	HUD031101C	12/01/03	6Y		
067120	41-001345	130 WYANDOTTE AVE	REHABILITATION RESI	DALY CITY	U		PROJ.REVW.	HUD890320I	04/04/89	6Y		
146930		261 WYANDOTTE AVE		DALY CITY	P	1949	HIST.RES.	DOE-41-04-0006-0000	05/18/04	6Y		
							PROJ.REVW.	HUD040428D	05/18/04	6Y		
184642		1015 BRADLEY WY		EAST PALO ALTO	P	1961	PROJ.REVW.	HUD101202A	12/20/10	6Y		
147228		1343 CAMELLIA DR		EAST PALO ALTO	P	1951	HIST.RES.	DOE-41-04-0009-0000	04/20/04	6Y		
							PROJ.REVW.	HUD040326F	04/20/04	6Y		
097687	41-001556	1910 CLARKE AVE		EAST PALO ALTO	P	1945	PROJ.REVW.	HUD950620I	07/24/95	6Y		
097686	41-001555	1953 CLARKE AVE		EAST PALO ALTO	P	1927	PROJ.REVW.	HUD950620I	07/24/95	6Y		
097685	41-001554	1960 CLARKE AVE		EAST PALO ALTO	P	1926	PROJ.REVW.	HUD950620I	07/24/95	6Y		
097675	41-001544	1977 CLARKE AVE		EAST PALO ALTO	P	1941	PROJ.REVW.	HUD950620I	07/24/95	6Y		
097676	41-001545	1981 CLARKE AVE		EAST PALO ALTO	P	1942	PROJ.REVW.	HUD950620I	07/24/95	6Y		
097677	41-001546	1985 CLARKE AVE		EAST PALO ALTO	P	1942	PROJ.REVW.	HUD950620I	07/24/95	6Y		
097684	41-001553	1995 CLARKE AVE		EAST PALO ALTO	P	1944	PROJ.REVW.	HUD950620I	07/24/95	6Y		
097678	41-001547	1999 CLARKE AVE		EAST PALO ALTO	P	1944	PROJ.REVW.	HUD950620I	07/24/95	6Y		
167218		2157 COOLEY AVE		EAST PALO ALTO	P	1953	PROJ.REVW.	HUD070731C	08/06/07	6Y		
140199		216 DAPHNE WY		EAST PALO ALTO	P	1951	HIST.RES.	DOE-43-03-0011-0000	05/23/03	6Y		
							PROJ.REVW.	HUD030516R	05/23/03	6Y		
097679	41-001548	717 DONAHUE ST		EAST PALO ALTO	P	1922	PROJ.REVW.	HUD950620I	07/24/95	6Y		
097680	41-001549	745 DONAHUE ST		EAST PALO ALTO	P		PROJ.REVW.	HUD950620I	07/24/95	6Y		
097681	41-001550	799 DONAHUE ST		EAST PALO ALTO	P	1941	PROJ.REVW.	HUD950620I	07/24/95	6Y		
097682	41-001551	801 DONAHUE ST		EAST PALO ALTO	P	1936	PROJ.REVW.	HUD950620I	07/24/95	6Y		
097683	41-001552	823 DONAHUE ST		EAST PALO ALTO	P	1927	PROJ.REVW.	HUD950620I	07/24/95	6Y		
175106		2584 EMMETT WY		EAST PALO ALTO	P	1956	PROJ.REVW.	HUD090310G	03/30/09	6Y		
089511	41-001468	1974 EUCLID AVE		EAST PALO ALTO	P	1940	PROJ.REVW.	HUD940505C	06/06/94	6Y		
089200	41-001466	2043 EUCLID AVE		EAST PALO ALTO	P	1930	PROJ.REVW.	HUD940406G	04/26/94	6Y		
156538		2794 GEORGETOWN ST		EAST PALO ALTO	P	1953	PROJ.REVW.	HUD051011H	11/09/05	6Y		
163461		2800 ILLINOIS ST		EAST PALO ALTO	P	1952	PROJ.REVW.	HUD061004D	10/04/06	6Y		
150565		2264 MENALTO AVE		EAST PALO ALTO	P	1925	HIST.RES.	DOE-41-04-0016-0000	01/23/04	6Y		
							PROJ.REVW.	HUD031231H	01/23/04	6Y		
140194		517 SACRAMENTO ST		EAST PALO ALTO	P	1927	HIST.RES.	DOE-43-03-0008-0000	05/23/03	6Y		
							PROJ.REVW.	HUD030516L	05/23/03	6Y		
140197		525 SACRAMENTO ST		EAST PALO ALTO	P	1927	HIST.RES.	DOE-43-03-0009-0000	05/23/03	6Y		
							PROJ.REVW.	HUD030516M	05/23/03	6Y		
008742	41-001014	SR 101	BRIDGE #35-13	EAST PALO ALTO	S	1931	HIST.SURV.	4303-0001-0000		7R		
067184	41-001347	2124 UNIVERSITY AVE	PROPERTY REAHBILITATION	EAST PALO ALTO	U		PROJ.REVW.	HUD900220A	03/21/90	6Y		
171467		2201 UNIVERSITY AVE		EAST PALO ALTO	P	1950	PROJ.REVW.	HUD080401C	04/25/08	6Y		
181436		2372 UNIVERSITY AVE		EAST PALO ALTO	P		PROJ.REVW.	HUD101122D	11/30/10	6Y		
183997		1532 URSULA WY		EAST PALO ALTO	P	1956	PROJ.REVW.	HUD101005C	10/18/10	6Y		
173048		330 WEEKS ST		EAST PALO ALTO	P	1941	PROJ.REVW.	HUD080804A	08/12/08	6Y		
184649		1232 WESTMINISTER AVE		EAST PALO ALTO	P	1944	PROJ.REVW.	HUD110816D	08/22/11	6Y		
170883		459 WISTERIA DR		EAST PALO ALTO	P	1951	PROJ.REVW.	HUD080401F	04/11/08	6Y		
005171	41-000549	BALBOA ST	EL GRANADA OCEAN SHORE RR STATION,	EL GRANADA	P	1930	HIST.SURV.	4018-0001-0002		5D2		
005170	41-000548	850 FRANCISCO ST		EL GRANADA	P	1920	HIST.SURV.	4018-0001-0001		5D2		
181526		200 SANTIAGO ST		EL GRANADA	M		PROJ.REVW.	HUD110204F	02/07/11	6Y		
005172	41-000550	SR 1	GRANADA/EL GRANADA	EL GRANADA	P	1906	NAT.REG.	41-0016	02/27/96	7J		
							HIST.SURV.	4018-0001-9999		5S2		
005176	41-000554	CAPISTRANO RD	PRINCETON HOTEL/PRINCETON INN	(VIC) EL GRANADA	P	1908	HIST.RES.	NPS-79000543-0000	01/31/79	1S		

P-41-000180

PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
005173	41-000551	MIRANDA RD	MIRAMAR HEALTH AND DENTIST	(VIC) EL GRANADA	P	1968	HIST.SURV.	4018-0006-0000	01/01/79	1S	
005174	41-000552	301 MIRANDA RD	MIRAMAR GROCERY, J GILLES GROCERY	(VIC) EL GRANADA	P	1900	HIST.SURV.	4018-0003-0000		7R	
005175	41-000553	PROSPECT WY	PRINCETON BY THE SEA PIER	(VIC) EL GRANADA	P	1920	HIST.SURV.	4018-0004-0000		5S2	
179798		1010 FOSTER CITY BLVD	SAP # 40681207 PG& E TRANMISSION T	FOSTER CITY	P	1952	PROJ.REVW.	FCC100714H	08/10/10	6Y	
155461	P-41-002127		FIRST CREEK CULVERT	HALF MOON BAY	S	1948	PROJ.REVW.	FHWA001228A	05/31/01	6Y	
155476	P-41-002139		PILARCITOS CREEK ROAD	HALF MOON BAY	P	1853	PROJ.REVW.	FHWA001228A	05/31/01	6Y	
089661	41-001471		PORTOLA EXPEDITION CAMP NEAR MOUTH	HALF MOON BAY	C		HIST.RES.	SHL-0021-0000	06/15/32	7L	
091155	41-001500		INDIAN MOUND AT PILLAR POINT	HALF MOON BAY	U		HIST.RES.	SPHI-SMA-012	05/19/71	7L	
005235	41-000613	CABRILLO HWY	PODESTA & SONS NURSERY	HALF MOON BAY	P	1905	HIST.SURV.	4019-0059-0000		5S2	
126806	41-002013	100 CABRILLO HWY		HALF MOON BAY	P	1984	HIST.RES.	DOE-41-01-0004-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126811	41-002016	375 CABRILLO HWY		HALF MOON BAY	P	1998	HIST.RES.	DOE-41-01-0007-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
005238	41-000616	2711 CABRILLO HWY		HALF MOON BAY	P	1870	HIST.SURV.	4019-0062-0000		7N	
005179	41-000557	517 CHURCH ST		HALF MOON BAY	P	1885	HIST.SURV.	4019-0003-0000		5S2	
005234	41-000612	FRENCHMAN CREEK RD		HALF MOON BAY	P	1885	HIST.SURV.	4019-0058-0000		5S2	
005232	41-000610	245 HALF MOON BAY RD		HALF MOON BAY	P	1885	HIST.SURV.	4019-0056-0000		5S2	
068842	41-001380	11691 HALF MOON BAY RD	HALF MOON BAY NURSERY	HALF MOON BAY	U	1935	HIST.RES.	DOE-41-90-0003-0000	10/11/90	6Y	
							PROJ.REVW.	FHWA900912A	10/11/90	6Y	
091152	41-001498	HIGGINS CANYON RD	JAMES JOHNSTON AND WILLIAM JOHNSTO	HALF MOON BAY	U	1853	HIST.RES.	SPHI-SMA-008	05/19/71	7L	
005243	41-000621	HIGGINS PURISSIMA RD		HALF MOON BAY	P	1875	HIST.SURV.	4019-0067-0000		7N	
005244	41-000622	HIGGINS PURISSIMA RD		HALF MOON BAY	P	1885	HIST.SURV.	4019-0068-0000		5S2	
005245	41-000623	HIGGINS PURISSIMA RD		HALF MOON BAY	P	1880	HIST.SURV.	4019-0069-0000		5S2	
005246	41-000624	HIGGINS PURISSIMA RD		HALF MOON BAY	P	1880	HIST.SURV.	4019-0070-0000		5S2	
005247	41-000625	HIGGINS PURISSIMA RD		HALF MOON BAY	P	1895	HIST.SURV.	4019-0071-0000		7N	
005177	41-000555	HIGGINS PURISSIMA RD	JAMES JOHNSTON HOUSE / WHITE HOUSE	HALF MOON BAY	M	1853	ST.FND.PR	619.0-84-HP-41-004	12/22/88	3	
	P-41-00129						HIST.SURV.	4019-0076-0000	11/01/88	7K	AC
							ST.FND.PR	619.0-84-HP-41-001	10/06/86	3S	
							HIST.SURV.	4019-0001-0000	03/01/80	7K	AC
							FED.FND.PR	629.0-79-HPF-41-01	01/01/79	7L	
							FED.FND.PR	629.0-77-HPF-41-01	01/01/77	7L	
							HIST.RES.	NPS-73000446-0000	05/09/73	1S	AC
							ST.FND.PR	619.0-HP-88-41-001		3	
073629	41-001414	HIGGINS PURISSIMA RD	SANDSTONE RETAINING WALLS	HALF MOON BAY	S	1893	HIST.SURV.	4019-0074-0003	02/15/90	1D	AC
073706	41-001415	HIGGINS PURISSIMA RD	COVERED CULVERT	HALF MOON BAY	S	1893	HIST.SURV.	4019-0074-0004	02/15/90	1D	AC
073716	41-001416	HIGGINS PURISSIMA RD	ARCHED BRIDGE	HALF MOON BAY	S	1893	HIST.SURV.	4019-0004-0005	02/15/90	1D	AC
073789	41-001417	HIGGINS PURISSIMA RD	HILLSIDE SETTING	HALF MOON BAY	S	0	HIST.SURV.	4019-0074-0006	02/15/90	1D	AC
073422	41-001411	0 HIGGINS PURISSIMA RD	ROBERT MILLS DAIRY BARN, BURLEIGH	HALF MOON BAY	S	1889	HIST.SURV.	NPS-90000120-0001	02/15/90	1S	ABC
							NAT.REG.	41-0002	02/15/90	3S	ABC
073426	41-001413	0 HIGGINS PURISSIMA RD	REWOOD FRAMED HOUSE	HALF MOON BAY	S	1870	HIST.SURV.	4019-0074-0002	02/15/90	1D	AC
073842	41-001418	0 HIGGINS PURISSIMA RD	RED GRAINARY	HALF MOON BAY	S	1925	HIST.SURV.	4019-0074-0007	02/15/90	6X	
							TAX.(NPS)	002179CA	07/30/79	2D3	
079263	41-001449	0 HIGGINS PURISSIMA RD	ROBERTS MILLS DAIRY BARN	HALF MOON BAY	PS	1889	HIST.SURV.	4019-0074-9999	02/15/90	1S	AC
005180	41-000558	403 JOHNSTON ST	JOHN FRANCIS HOUSE	HALF MOON BAY	P	1930	HIST.SURV.	4019-0004-0000		5S2	
005181	41-000559	601 JOHNSTON ST	DR. WILLIAM BROOKES OFFICE	HALF MOON BAY	P	1930	HIST.SURV.	4019-0005-0000		5S2	
005182	41-000560	607 JOHNSTON ST	JOSEPH M FRANCIS HOUSE	HALF MOON BAY	P	1913	HIST.SURV.	4019-0006-0000		7N	
005183	41-000561	611 JOHNSTON ST	FIRST ENGLISH SPEAKING SCHOOL, TEM	HALF MOON BAY	P	1858	HIST.SURV.	4019-0007-0000		7N	
005184	41-000562	640 JOHNSTON ST		HALF MOON BAY	P	1915	HIST.SURV.	4019-0008-0000		5S2	
005185	41-000563	642 JOHNSTON ST		HALF MOON BAY	P	1920	HIST.SURV.	4019-0009-0000		5S2	
005219	41-000597	KELLY AVE	MANUEL F CUNHA SCHOOL	HALF MOON BAY	C	1935	HIST.SURV.	4019-0043-0000		3S	
005186	41-000564	520 KELLY AVE	BEN CUNHA HOUSE, ALVES HOUSE	HALF MOON BAY	P	1900	HIST.SURV.	4019-0010-0000		3S	
181314		537 KELLY AVE	HALF MOON BAY POLICE STATION	HALF MOON BAY	M	1985	PROJ.REVW.	FEMA101025B	11/30/10	6Y	
005187	41-000565	645 KELLY AVE	FUNERAL PARLOR	HALF MOON BAY	P	1913	HIST.SURV.	4019-0011-0000		3S	

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.										Page 10	04-05-12
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
005188	41-000566	648 KELLY AVE	OCCIDENTAAL HOTEL ANNEX	HALF MOON BAY	P	1900	HIST.SURV.	4019-0012-0000		5S2	
005189	41-000567	714 KELLY AVE	HALF MOON BAY REVIEW BLDG	HALF MOON BAY	P	1890	HIST.SURV.	4019-0013-0000		5S2	
005190	41-000568	751 KELLY AVE	SIMMONS,WILLIAM ADAM, HOUSE	HALF MOON BAY	P	1890	TAX.CERT.	537.9-41-0001	10/18/91	7J	
							NAT.REG.	41-0006	08/18/92	3S	ABC
							HIST.RES.	NPS-92000995-0000	08/18/92	1S	ABC
							HIST.SURV.	4019-0014-0000	03/19/81	5S2	
005191	41-000569	900 KELLY AVE	BAILEY'S BAKERY	HALF MOON BAY	P	1906	HIST.SURV.	4019-0015-0000		5S2	
114961	41-001829	MAIN ST	BRIDGE #35C-25 / HALF MOON BAY BRI	HALF MOON BAY	C	1900	HIST.RES.	DOE-41-86-0001-0000	10/19/86	2S2	C
							PROJ.REVW.	FHWA860919Z	10/19/86	2S2	C
005248	41-000626	MAIN ST	LITTLE TIJUANA, PACIFIC GAS & ELEC	HALF MOON BAY	P		HIST.SURV.	4019-0072-0000		7R	
005217	41-000595	MAIN ST	MAIN STREET BRIDGE	HALF MOON BAY	M	1900	HIST.SURV.	4019-0041-0000		3S	
126808	41-002014	75 MAIN ST		HALF MOON BAY	P	1913	HIST.RES.	DOE-41-01-0005-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126820	41-002022	101 MAIN ST		HALF MOON BAY	P	1997	HIST.RES.	DOE-41-01-0013-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126821	41-002023	111 MAIN ST		HALF MOON BAY	P	1976	HIST.RES.	DOE-41-01-0014-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126822	41-002024	175 MAIN ST		HALF MOON BAY	Y	1954	HIST.RES.	DOE-41-01-0015-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126857	41-002053	210 MAIN ST		HALF MOON BAY	P	1932	HIST.RES.	DOE-41-01-0044-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126855	41-002051	220 MAIN ST		HALF MOON BAY	P	1937	HIST.RES.	DOE-41-01-0042-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126856	41-002052	224 MAIN ST		HALF MOON BAY	P	1937	HIST.RES.	DOE-41-01-0043-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126846	41-002047	225 MAIN ST		HALF MOON BAY	P	1925	HIST.RES.	DOE-41-01-0038-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126847	41-002048	235 MAIN ST		HALF MOON BAY	P	1960	HIST.RES.	DOE-41-01-0039-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126859	41-002055	240 MAIN ST		HALF MOON BAY	P	1969	HIST.RES.	DOE-41-01-0046-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126860	41-002056	242 MAIN ST		HALF MOON BAY	P	1969	HIST.RES.	DOE-41-01-0047-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126848	41-002049	245 MAIN ST		HALF MOON BAY	P	1890	HIST.RES.	DOE-41-01-0040-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126861	41-002057	248 MAIN ST		HALF MOON BAY	P	1998	HIST.RES.	DOE-41-01-0048-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126849	41-002050	255 MAIN ST		HALF MOON BAY	P	1930	HIST.RES.	DOE-41-01-0041-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126862	41-002058	265 MAIN ST		HALF MOON BAY	P	1925	HIST.RES.	DOE-41-01-0049-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
005192	41-000570	270 MAIN ST	PABLOS VASQUEZ HOUSE, PILARCITOS H	HALF MOON BAY	P	1865	HIST.SURV.	4019-0016-0000		3S	
005193	41-000571	315 MAIN ST		HALF MOON BAY	P	1930	HIST.SURV.	4019-0017-0000		5S2	
005194	41-000572	324 MAIN ST	ZABELLA HOUSE, DANERI HOUSE	HALF MOON BAY	P	1865	HIST.SURV.	4019-0018-0000		5S2	
005195	41-000573	331 MAIN ST	THE EUREKA, HALF MOON BAY FUEL AND	HALF MOON BAY	P	1926	HIST.SURV.	4019-0019-0000		5S2	
005196	41-000574	356 MAIN ST	MOSCONI HOTEL, SAN BENITO HOUSE	HALF MOON BAY	P	1905	HIST.SURV.	4019-0020-0000		5S2	
005199	41-000577	400 MAIN ST	DEBENEDETTI, JOSEPH, BLOCK	HALF MOON BAY	P	1906	HIST.RES.	SPHI-SMA-038	08/04/06	1CL	
							ST.PT.INT.	41-0040	01/24/06	3CS	
							NAT.REG.	41-0038	08/08/05	7W	
							HIST.SURV.	4019-0023-0000		5S2	
005197	41-000575	401 MAIN ST	HALF MOON BAY INN	HALF MOON BAY	P	1932	HIST.SURV.	4019-0021-0000		5S2	
005198	41-000576	402 MAIN ST	FRANCIS BUILDING	HALF MOON BAY	P	1921	HIST.SURV.	4019-0022-0000		5S2	
005200	41-000578	433 MAIN ST	EAGLES NEST	HALF MOON BAY	P	1890	HIST.SURV.	4019-0024-0000		5S2	
005206	41-000584	501 MAIN ST	BANK OF HALF MOON BAY	HALF MOON BAY	M	1923	HIST.RES.	DOE-41-92-0003-0000	09/25/92	2S2	AC
							PROJ.REVW.	FEMA910418A	09/25/92	2S2	AC
							HIST.SURV.	4019-0030-0000		3S	

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.											Page 11	04-05-12
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT	
005207	41-000585	514 MAIN ST	HALF MOON BAY BAKERY	HALF MOON BAY	P	1927	HIST.SURV.	4019-0031-0000			5S2	
005201	41-000579	521 MAIN ST		HALF MOON BAY	P	1924	HIST.SURV.	4019-0025-0000			5S2	
005202	41-000580	522 MAIN ST	HALF MOON BAY IOOF HALL / ODD FELL	HALF MOON BAY	P	1896	HIST.SURV.	4019-0026-0000			5S2	
005203	41-000581	527 MAIN ST	ANGELO BOITANOS GENERAL MERCHANDIS	HALF MOON BAY	P	1873	HIST.SURV.	4019-0027-0000			3S	
005204	41-000582	535 MAIN ST		HALF MOON BAY	P	1900	HIST.SURV.	4019-0028-0000			5S2	
005205	41-000583	538 MAIN ST	JOHN W. GILCREST HOUSE, JOHNATHAN	HALF MOON BAY	P	1907	HIST.SURV.	4019-0029-0000			5S2	
005208	41-000586	643 MAIN ST	FRED CAMPBELL HOUSE	HALF MOON BAY	P	1890	HIST.SURV.	4019-0032-0000			5S2	
005212	41-000590	700 MAIN ST	DR. CHARLES MORGAN HOUSE	HALF MOON BAY	P	1900	HIST.SURV.	4019-0036-0000			5S2	
005213	41-000591	703 MAIN ST		HALF MOON BAY	P	1905	HIST.SURV.	4019-0037-0000			3S	
005209	41-000587	711 MAIN ST	JOSEPH W DEBENDETTI, FRANK BERNARD	HALF MOON BAY	P	1875	HIST.SURV.	4019-0033-0000			5S2	
005214	41-000592	724 MAIN ST		HALF MOON BAY	P	1900	HIST.SURV.	4019-0038-0000			5S2	
005215	41-000593	730 MAIN ST	WILLIE AZEVADO HOUSE	HALF MOON BAY	P	1910	HIST.SURV.	4019-0039-0000			5S2	
005216	41-000594	731 MAIN ST	MARY HELHENA HOUSE	HALF MOON BAY	P	1897	HIST.SURV.	4019-0040-0000			5S2	
005210	41-000588	745 MAIN ST	IDES HALL	HALF MOON BAY	P	1928	HIST.SURV.	4019-0034-0000			5S2	
005211	41-000589	775 MAIN ST	GEORGE GILCREST HOUSE, RUFUS H HAT	HALF MOON BAY	P	1895	HIST.SURV.	4019-0035-0000			5S2	
005218	41-000596	655 MIRAMONTE ST	WESTINGHOUSE BARN, PACIFIC GAS & E	HALF MOON BAY	P	1900	HIST.SURV.	4019-0042-0000			5S2	
005178	41-000556	777 MIRAMONTE ST	METHODIST-EPISCOPAL CHURCH/COMMUNI	HALF MOON BAY	P	1872	HIST.RES.	NPS-80000854-0000		11/10/80	1S	
							HIST.SURV.	4019-0002-0000		01/01/80	1S	
126802	41-002010	30 N CABRILLO SR		HALF MOON BAY	P	1989	HIST.RES.	DOE-41-01-0001-0000		01/24/01	6Y	
							PROJ.REVW.	FHWA001228A		01/24/01	6Y	
126803	41-002011	40 N CABRILLO SR		HALF MOON BAY	Y	1986	HIST.RES.	DOE-41-01-0002-0000		01/24/01	6Y	
							PROJ.REVW.	FHWA001228A		01/24/01	6Y	
126804	41-002012	50 N CABRILLO SR		HALF MOON BAY	P	1975	HIST.RES.	DOE-41-01-0003-0000		01/24/01	6Y	
							PROJ.REVW.	FHWA001228A		01/24/01	6Y	
005239	41-000617	1501 N CABRILLO SR		HALF MOON BAY	P	1915	HIST.SURV.	4019-0063-0000			5S2	
005237	41-000615	1820 N CABRILLO SR		HALF MOON BAY	P	1895	HIST.SURV.	4019-0061-0000			5S2	
126810	41-002015	95 N MAIN ST		HALF MOON BAY	P	1910	HIST.RES.	DOE-41-01-0006-0000		01/24/01	6Y	
							PROJ.REVW.	FHWA001228A		01/24/01	6Y	
005231	41-000609	PILARCITOS RD	PEASE HOUSE	HALF MOON BAY	P	1870	HIST.SURV.	4019-0055-0000			3S	
005221	41-000599	POPLAR ST	OCEAN SHORE RAILROAD COMPANY DEPOT	HALF MOON BAY	P	1890	HIST.SURV.	4019-0045-0000			3S	
005220	41-000598	460 POPLAR ST	ARLETA PARK MODEL HOME	HALF MOON BAY	P	1908	HIST.RES.	SPHI-SMA-035		11/15/93	7L	
							ST.PT.INT.	41-0010		11/05/93	7L	
							HIST.SURV.	4019-0044-0000			5S2	
005222	41-000600	340 PURISSIMA ST		HALF MOON BAY	P	1895	HIST.SURV.	4019-0046-0000			3S	
005223	41-000601	415 PURISSIMA ST	GIANNINI HOUSE, SEALION LEWIS HOUS	HALF MOON BAY	P	1880	HIST.SURV.	4019-0047-0000			3S	
005224	41-000602	456 PURISSIMA ST	ED CAMPBELL HOUSE	HALF MOON BAY	P	1884	HIST.SURV.	4019-0048-0000			3S	
005225	41-000603	630 PURISSIMA ST	FRANK BERNARDO HOUSE	HALF MOON BAY	P	1893	HIST.SURV.	4019-0049-0000			5S2	
005241	41-000619	PURISSIMA WY		HALF MOON BAY	P	1905	HIST.SURV.	4019-0065-0000			5S2	
005242	41-000620	PURISSIMA WY	BROWN HOUSE	HALF MOON BAY	P	1889	HIST.SURV.	4019-0066-0000			3S	
005240	41-000618	501 PURISSIMA WY		HALF MOON BAY	P	1880	HIST.SURV.	4019-0064-0000			3S	
005226	41-000604	505 SAN BENITO ST	IGNACE FAMILY HOUSE, BAILEY HOUSE	HALF MOON BAY	P	1880	HIST.SURV.	4019-0050-0000			3S	
005227	41-000605	523 SAN BENITO ST		HALF MOON BAY	P	1930	HIST.SURV.	4019-0051-0000			3S	
126826	41-002028	SAN MATEO RD	FENCED AREA AND SHELTERS	HALF MOON BAY	Y	1950	HIST.RES.	DOE-41-01-0019-0000		01/24/01	6Y	
							PROJ.REVW.	FHWA001228A		01/24/01	6Y	
126828	41-002030	SAN MATEO RD	MARSH'S SELECTED PRODUCE	HALF MOON BAY	Y	1960	HIST.RES.	DOE-41-01-0021-0000		01/24/01	6Y	
							PROJ.REVW.	FHWA001228A		01/24/01	6Y	
126836	41-002037	SAN MATEO RD	NURSERYMEN'S EXCHANGE INCORPORATED	HALF MOON BAY	P	1961	HIST.RES.	DOE-41-01-0028-0000		01/24/01	6Y	
							PROJ.REVW.	FHWA001228A		01/24/01	6Y	
126858	41-002054	99 SAN MATEO RD		HALF MOON BAY	P	1965	HIST.RES.	DOE-41-01-0045-0000		01/24/01	6Y	
							PROJ.REVW.	FHWA001228A		01/24/01	6Y	
126813	41-002018	120 SAN MATEO RD		HALF MOON BAY	P	1971	HIST.RES.	DOE-41-01-0009-0000		01/24/01	6Y	
							PROJ.REVW.	FHWA001228A		01/24/01	6Y	
126812	41-002017	132 SAN MATEO RD		HALF MOON BAY	P	1973	HIST.RES.	DOE-41-01-0008-0000		01/24/01	6Y	
							PROJ.REVW.	FHWA001228A		01/24/01	6Y	
126819	41-002021	150 SAN MATEO RD		HALF MOON BAY	P	1971	HIST.RES.	DOE-41-01-0012-0000		01/24/01	6Y	
							PROJ.REVW.	FHWA001228A		01/24/01	6Y	

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.										Page 12	04-05-12
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
126814	41-002019	196 SAN MATEO RD		HALF MOON BAY	P	1980	HIST.RES.	DOE-41-01-0010-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126816	41-002020	198 SAN MATEO RD		HALF MOON BAY	P	1995	HIST.RES.	DOE-41-01-0011-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126824	41-002026	200 SAN MATEO RD		HALF MOON BAY	P	1980	HIST.RES.	DOE-41-01-0017-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126845	41-002046	201 SAN MATEO RD		HALF MOON BAY	P	1972	HIST.RES.	DOE-41-01-0037-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126823	41-002025	210 SAN MATEO RD		HALF MOON BAY	P	1980	HIST.RES.	DOE-41-01-0016-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126844	41-002045	211 SAN MATEO RD		HALF MOON BAY	P	1925	HIST.RES.	DOE-41-01-0036-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126843	41-002044	213 SAN MATEO RD		HALF MOON BAY	P	1996	HIST.RES.	DOE-41-01-0035-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126842	41-002043	215 SAN MATEO RD		HALF MOON BAY	P	1963	HIST.RES.	DOE-41-01-0034-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126841	41-002042	239 SAN MATEO RD		HALF MOON BAY	P	1925	HIST.RES.	DOE-41-01-0033-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126840	41-002041	245 SAN MATEO RD		HALF MOON BAY	P	1990	HIST.RES.	DOE-41-01-0032-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126839	41-002040	249 SAN MATEO RD		HALF MOON BAY	P	1910	HIST.RES.	DOE-41-01-0031-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126825	41-002027	250 SAN MATEO RD		HALF MOON BAY	P	1970	HIST.RES.	DOE-41-01-0018-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126838	41-002039	251 SAN MATEO RD		HALF MOON BAY	P	1925	HIST.RES.	DOE-41-01-0030-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126837	41-002038	261 SAN MATEO RD		HALF MOON BAY	P	1910	HIST.RES.	DOE-41-01-0029-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126827	41-002029	312 SAN MATEO RD		HALF MOON BAY	P	1937	HIST.RES.	DOE-41-01-0020-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126835	41-002036	501 SAN MATEO RD		HALF MOON BAY	P	1969	HIST.RES.	DOE-41-01-0027-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126833	41-002034	525 SAN MATEO RD		HALF MOON BAY	P	1900	HIST.RES.	DOE-41-01-0025-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126834	41-002035	527 SAN MATEO RD		HALF MOON BAY	P	1968	HIST.RES.	DOE-41-01-0026-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126830	41-002032	551 SAN MATEO RD	FIREWOOD FARMS	HALF MOON BAY	P	1960	HIST.RES.	DOE-41-01-0023-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126831	41-002033	551 SAN MATEO RD	DRIFTWOOD LUMBER/ EQUIPMENT RENTAL	HALF MOON BAY	P	1967	HIST.RES.	DOE-41-01-0024-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
126829	41-002031	651 SAN MATEO RD		HALF MOON BAY	P	1976	HIST.RES.	DOE-41-01-0022-0000	01/24/01	6Y	
							PROJ.REVW.	FHWA001228A	01/24/01	6Y	
068843	41-001381	11621 SAN MATEO RD	SARE'S RANCH	HALF MOON BAY	U	1900	HIST.RES.	DOE-41-90-0004-0000	10/11/90	6Y	
							PROJ.REVW.	FHWA900912A	10/11/90	6Y	
068841	41-001379	11750 SAN MATEO RD	LINTT HOUSE	HALF MOON BAY	U	1907	HIST.RES.	DOE-41-90-0002-0000	10/11/90	6Y	
							PROJ.REVW.	FHWA900912A	10/11/90	6Y	
068840	41-001378	11751 SAN MATEO RD		HALF MOON BAY	P	1936	PROJ.REVW.	FHWA001228A	05/31/01	6Y	
							HIST.RES.	DOE-41-90-0001-0000	10/11/90	6Y	
							PROJ.REVW.	FHWA900912A	10/11/90	6Y	
155475	P-41-002138	11820 SAN MATEO RD		HALF MOON BAY	P	1900	PROJ.REVW.	FHWA001228A	05/31/01	6Y	
155474	P-41-002137	11821 SAN MATEO RD		HALF MOON BAY	P	1950	PROJ.REVW.	FHWA001228A	05/31/01	6Y	
155472	P-41-002136	11831 SAN MATEO RD		HALF MOON BAY	P	1945	PROJ.REVW.	FHWA001228A	05/31/01	6Y	
155471	P-41-002135	11851 SAN MATEO RD		HALF MOON BAY	P	1930	PROJ.REVW.	FHWA001228A	05/31/01	6Y	
155470	P-41-000189	11880 SAN MATEO RD		HALF MOON BAY	P	1918	PROJ.REVW.	FHWA001228A	05/31/01	6Y	

PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
155469	P-41-002134	11911 SAN MATEO RD		HALF MOON BAY	P	1920	PROJ.REVW.	FHWA001228A	05/31/01	6Y	
155468	P-41-002133	12001 SAN MATEO RD		HALF MOON BAY	P	1900	PROJ.REVW.	FHWA001228A	05/31/01	6Y	
155467	P-41-002132	12011 SAN MATEO RD		HALF MOON BAY	P	1875	PROJ.REVW.	FHWA001228A	05/03/01	6Y	
155466	P-41-002131	12250 SAN MATEO RD		HALF MOON BAY	P	1910	PROJ.REVW.	FHWA001228A	05/31/01	6Y	
155464	P-41-002129	12320 SAN MATEO RD		HALF MOON BAY	P	1942	PROJ.REVW.	FHWA001228A	05/31/01	6Y	
155463	P-41-002142	12340 SAN MATEO RD		HALF MOON BAY	P	1947	PROJ.REVW.	FHWA001228A	05/31/01	6Y	
155465	P-41-002130	12341 SAN MATEO RD		HALF MOON BAY	P	1872	PROJ.REVW.	FHWA001228A	05/31/01	6Y	
155462	P-41-002128	12344 SAN MATEO RD		HALF MOON BAY	P	1860	PROJ.REVW.	FHWA001228A	05/31/01	6Y	
155460	P-41-002126	12460 SAN MATEO RD		HALF MOON BAY	P	1930	PROJ.REVW.	FHWA001228A	05/31/01	6Y	
155459	P-41-002125	12599 SAN MATEO RD		HALF MOON BAY	P	1900	PROJ.REVW.	FHWA001228A	05/31/01	6Y	
155458	P-41-002124	12690 SAN MATEO RD		HALF MOON BAY	P	1880	PROJ.REVW.	FHWA001228A	05/31/01	6Y	
068844	41-001382	10790 SKYLINE BLVD	SKYWOOD RANCH	HALF MOON BAY	U	1875	HIST.RES.	DOE-41-90-0005-0000	10/11/90	6Y	
							PROJ.REVW.	FHWA900912A	10/11/90	6Y	
005228	41-000606	SR 92	PILARCITOS CEMETERY	HALF MOON BAY	P	1870	HIST.SURV.	4019-0075-0000	07/01/81	7N	
							HIST.SURV.	4019-0052-0000	02/01/80	7N	
005229	41-000607	SR 92		HALF MOON BAY	P	1885	HIST.SURV.	4019-0053-0000		5S2	
005230	41-000189	SR 92	HOUSE OF DOORS	HALF MOON BAY	P	1920	HIST.SURV.	4019-0054-0000		5S2	
005233	41-000611	SR 92	SPANISH TOWN	HALF MOON BAY	P	1900	HIST.SURV.	4019-0057-0000		5S2	
005236	41-000614	VENICE BLVD		HALF MOON BAY	S	1908	HIST.SURV.	4019-0060-0000		5S2	
091156	41-001501	VERDE RD	PURISIMA TOWN SITE	HALF MOON BAY	U		HIST.RES.	SPHI-SMA-013	05/19/71	7L	
089662	41-001472		PORTOLA EXPEDITION CAMP ON PURISMA	(VIC) HALF MOON B	C		HIST.RES.	SHL-0022-0000	06/15/32	7L	
183812		SAN CLEMENTE RD	EL GRANADA/CNS279-A (NW CORNER OF	(VIC) HALF MOON B	M	1946	PROJ.REVW.	FCC100408A	05/31/10	6Y	
005249	41-000627	SR 1	BRIDGE #35-35	(VIC) HALF MOON B	S	1912	HIST.SURV.	4019-0073-0000		7R	
090232	41-001486	SR 1	TUNITAS BEACH-INDIAN VILLAGE SITE	(VIC) HALF MOON B	P		HIST.RES.	SHL-0375-0000	11/07/41	7L	
005161	41-000539 P-41-000171		POINT MONTANA LIGHT STATION	HILLSBOROUGH	U	0	HIST.SURV.	4011-0003-0000		2S	
122010	41-001989	301 ASCOT RD	DINKELSPIEL HOUSE	HILLSBOROUGH	P	1940	HIST.SURV.	4011-0110-0000	06/01/90	7N	
121901	41-001885	46 BAYWOOD RD		HILLSBOROUGH	P	1904	HIST.SURV.	4011-0006-0000	06/01/90	7N	
121904	41-001886	100 BAYWOOD RD		HILLSBOROUGH	P	1910	HIST.SURV.	4011-0007-0000	06/01/90	7N	
121905	41-001887	108 BAYWOOD RD		HILLSBOROUGH	P	1907	HIST.SURV.	4011-0008-0000	06/01/90	7N1	
121906	41-001888	117 BAYWOOD RD		HILLSBOROUGH	P	1902	HIST.SURV.	4011-0009-0000	06/01/90	7N1	
121907	41-001889	119 BAYWOOD RD		HILLSBOROUGH	P	1906	HIST.SURV.	4011-0010-0000	06/01/90	7N1	
121910	41-001890	636 BREWER DR	WILLIAM BREWER HOME	HILLSBOROUGH	P	1920	HIST.SURV.	4011-0011-0000	06/01/90	7N	
121911	41-001891	640 BREWER DR		HILLSBOROUGH	P	1930	HIST.SURV.	4011-0012-0000	06/01/90	3S	
121912	41-001892	670 BREWER DR	MAISON DE VILLE	HILLSBOROUGH	P	1912	HIST.SURV.	4011-0013-0000	06/01/90	7N1	
121913	41-001893	680 BREWER DR		HILLSBOROUGH	P	1915	HIST.SURV.	4011-0014-0000	06/01/90	7N	
121914	41-001894	705 BREWER DR		HILLSBOROUGH	P	1917	HIST.SURV.	4011-0015-0000	06/01/90	7N	
121915	41-001895	730 BREWER DR		HILLSBOROUGH	P	1920	HIST.SURV.	4011-0016-0000	06/01/90	7N	
121916	41-001896	735 BREWER DR		HILLSBOROUGH	P	1920	HIST.SURV.	4011-0017-0000	06/01/90	7N	
121917	41-001897	130 BRIDGE RD		HILLSBOROUGH	P	1902	HIST.SURV.	4011-0018-0000	06/01/90	3S	
121918	41-001898	183 BRIDGE RD		HILLSBOROUGH	P	1914	HIST.SURV.	4011-0019-0000	06/01/90	7N	
121919	41-001899	190 BRIDGE RD	HOOKEER HOUSE	HILLSBOROUGH	P	1925	HIST.SURV.	4011-0020-0000	06/01/90	7N1	
121920	41-001900	15 BRIDLE WY	EUCALYPTUS HILL FARM	HILLSBOROUGH	P	1931	HIST.SURV.	4011-0021-0000	06/01/90	7N	
121921	41-001901	20 BRIDLE WY		HILLSBOROUGH	P	1931	HIST.SURV.	4011-0022-0000	06/01/90	7N	
121922	41-001902	25 BRIDLE WY		HILLSBOROUGH	P	1928	HIST.SURV.	4011-0023-0000	06/01/90	7N	
121923	41-001903	711 BROMFIELD RD	THE HENDERSON HOUSE	HILLSBOROUGH	P	1933	HIST.SURV.	4011-0024-0000	06/01/90	7N1	
121924	41-001904	735 BROMFIELD RD	GEORGE POPE, JR. HOUSE	HILLSBOROUGH	P	1935	HIST.SURV.	4011-0025-0000	06/01/90	3S	
121925	41-001905	723 CHILTERN RD		HILLSBOROUGH	P	1928	HIST.SURV.	4011-0026-0000	06/01/90	7N	
121926	41-001906	730 CHILTERN RD		HILLSBOROUGH	P	1930	HIST.SURV.	4011-0027-0000	06/01/90	7N	
121927	41-001907	761 CHILTERN RD	THE HENNING HOUSE	HILLSBOROUGH	P	1937	HIST.SURV.	4011-0028-0000	06/01/90	7N1	
121928	41-001908	876 CHILTERN RD		HILLSBOROUGH	P	1928	HIST.SURV.	4011-0029-0000	06/01/90	7N	
121929	41-001909	91 CRYSTAL SPRINGS RD		HILLSBOROUGH	P	1906	HIST.SURV.	4011-0030-0000	06/01/90	7N1	
121930	41-001910	891 CRYSTAL SPRINGS RD	GUIGNECOURT	HILLSBOROUGH	P	1916	HIST.SURV.	4011-0031-0000	06/01/90	7R	
179166		553 DARRELL RD	HILLSBOROUGH WATER TANK	HILLSBOROUGH	M		PROJ.REVW.	FCC100216K	03/08/10	6Y	

PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS	NAMES	CITY NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
121932	41-001911	120 EL CERRITO AVE		HILLSBOROUGH	P	1912	HIST.SURV.	4011-0032-0000	06/01/90	7N1	
121933	41-001912	245 EL CERRITO AVE		HILLSBOROUGH	P	1890	HIST.SURV.	4011-0033-0000	06/01/90	7N1	
121934	41-001913	252 EL CERRITO AVE	SAN MATEO/BURLINGAME POLO CLUB	HILLSBOROUGH	P	1907	HIST.SURV.	4011-0034-0000	06/01/90	7N1	
121935	41-001914	333 EL CERRITO AVE		HILLSBOROUGH	P	1915	HIST.SURV.	4011-0035-0000	06/01/90	7N	
121936	41-001915	401 EL CERRITO AVE	THE WHITE HOUSE	HILLSBOROUGH	P	1895	HIST.SURV.	4011-0036-0000	06/01/90	7N1	
121937	41-001916	115 ERICSON RD		HILLSBOROUGH	P		HIST.SURV.	4011-0037-0000	06/01/90	7N1	
121938	41-001917	85 FAGAN DR	DANVERS HOUSE (VON ANTWERP ESTATE)	HILLSBOROUGH	P	1920	HIST.SURV.	4011-0038-0000	06/01/90	7N1	
121939	41-001918	11 FARM LANE	TEVIS CARRIAGE HOUSE	HILLSBOROUGH	P	1897	HIST.SURV.	4011-0039-0000	06/01/90	3S	
121940	41-001919	1600 FLORIBUNDA AVE	HILLSBOROUGH TOWN HALL	HILLSBOROUGH	M	1915	HIST.SURV.	4011-0040-0000	06/01/90	7N1	
121941	41-001920	1615 FLORIBUNDA AVE	NEWLANDS ESTATE / A. PAGE BROWN CO	HILLSBOROUGH	P	1897	HIST.SURV.	4011-0041-0000	06/01/90	7N1	
121942	41-001921	1800 FLORIBUNDA AVE		HILLSBOROUGH	P	1939	HIST.SURV.	4011-0042-0000	06/01/90	7N1	
121943	41-001922	1804 FLORIBUNDA AVE	THE ROBBINS HOUSE	HILLSBOROUGH	P	1932	HIST.SURV.	4011-0043-0000	06/01/90	7N1	
121944	41-001923	1864 FLORIBUNDA AVE		HILLSBOROUGH	P	1924	HIST.SURV.	4011-0044-0000	06/01/90	7N	
121954	41-001933	FORESTVIEW AVE	EDGE COURT GATES / GEORGE A. POPE E	HILLSBOROUGH	P	1910	HIST.SURV.	4011-0054-0000	06/01/90	7N1	
121945	41-001924	1904 FORESTVIEW AVE	VILLA ROMA	HILLSBOROUGH	P	1922	HIST.SURV.	4011-0045-0000	06/01/90	7N	
121946	41-001925	1905 FORESTVIEW AVE		HILLSBOROUGH	P	1920	HIST.SURV.	4011-0046-0000	06/01/90	7N	
121947	41-001926	2077 FORESTVIEW AVE		HILLSBOROUGH	P	1905	HIST.SURV.	4011-0047-0000	06/01/90	7N	
121948	41-001927	2100 FORESTVIEW AVE		HILLSBOROUGH	P	1904	HIST.SURV.	4011-0048-0000	06/01/90	7N	
121949	41-001928	2119 FORESTVIEW AVE	MOUNTFORD S. WILSON HOUSE	HILLSBOROUGH	P	1894	HIST.SURV.	4011-0049-0000	06/01/90	7N	
121950	41-001929	2141 FORESTVIEW AVE		HILLSBOROUGH	P	1898	HIST.SURV.	4011-0050-0000	06/01/90	7N	
121951	41-001930	2217 FORESTVIEW AVE	OAKHURST	HILLSBOROUGH	P	1894	HIST.SURV.	4011-0051-0000	06/01/90	7N	
121952	41-001931	2241 FORESTVIEW AVE		HILLSBOROUGH	P	1924	HIST.SURV.	4011-0052-0000	06/01/90	7N	
121953	41-001932	2260 FORESTVIEW AVE		HILLSBOROUGH	P	1896	HIST.SURV.	4011-0053-0000	06/01/90	7R	
121955	41-001934	816 HAYNE RD	TREEHAVEN	HILLSBOROUGH	P	1927	HIST.SURV.	4011-0055-0000	06/01/90	7N1	
122009	41-001988	850 HAYNE RD	BOWIE, ALLEN ST JOHN, ESTATE	HILLSBOROUGH	P	1927	HIST.SURV.	4011-0109-0000	06/01/90	7R	
121956	41-001935	355 HILLSBOROUGH BLVD	STEWART EDWARD WHITE HOUSE	HILLSBOROUGH	P	1919	HIST.SURV.	4011-0056-0000	06/01/90	7N	
121957	41-001936	431 HILLSBOROUGH BLVD		HILLSBOROUGH	P	1928	HIST.SURV.	4011-0057-0000	06/01/90	3S	
121958	41-001937	624 HILLSBOROUGH BLVD		HILLSBOROUGH	P	1920	HIST.SURV.	4011-0058-0000	06/01/90	7N	
121959	41-001938	650 HILLSBOROUGH BLVD		HILLSBOROUGH	P	1920	HIST.SURV.	4011-0059-0000	06/01/90	7N	
121960	41-001939	1 HOMS CT	GREENLANDS	HILLSBOROUGH	P	1905	HIST.SURV.	4011-0060-0000	06/01/90	7N1	
121961	41-001940	IRWIN DR	CROSSWAYS GATES	HILLSBOROUGH	P	1897	HIST.SURV.	4011-0061-0000	06/01/90	7N1	
121962	41-001941	1200 JACKLING DR	CROSBY HOME	HILLSBOROUGH	P	1929	HIST.SURV.	4011-0062-0000	06/01/90	7R	
121963	41-001942	50 KAMMERER CT	A. PAGE BROWN COTTAGE	HILLSBOROUGH	P	1898	HIST.SURV.	4011-0063-0000	06/01/90	3S	
073040	41-001409	1048 LA CUESTA RD	DETACHED CARPORT	HILLSBOROUGH	P	0	HIST.SURV.	4011-0002-0002	08/05/91	6Y	C
079186	41-001446	1048 LA CUESTA RD	HOFMANN HOUSE	HILLSBOROUGH	P	1937	HIST.SURV.	4011-0002-0006	08/05/91	1S	C
079187	41-001447	1048 LA CUESTA RD	HOFMANN, ARTHUR AND MONA, HOUSE	HILLSBOROUGH	P	1937	HIST.RES.	NPS-91000926-0000	08/05/91	1S	C
							HIST.SURV.	4011-0002-9999	08/05/91	1S	C
079188	41-001448	1048 LA CUESTA RD	POOL	HILLSBOROUGH	P	0	HIST.SURV.	4011-0002-0003	08/05/91	7R	
121964	41-001943	1761 MANOR DR	NEWHALL ESTATE/NEWMAR/LA DOLPHINE	HILLSBOROUGH	P	1912	HIST.RES.	NPS-07000308-0000	04/13/07	1S	C
							NAT.REG.	41-0041	02/02/07	3S	C
							HIST.SURV.	4011-0064-0000	06/01/90	3S	
165949		1761 MANOR DR	NEWHALL ESTATE POOL	HILLSBOROUGH	P	1912	HIST.RES.	NPS-07000308-0001	04/13/07	1D	C
165950		1761 MANOR DR	NEWHALL ESTATE POOL PAVILLION	HILLSBOROUGH	P	1941	HIST.RES.	NPS-07000308-0002	04/13/07	6X	
165951		1761 MANOR DR	NEWHALL ESTATE GARDEN	HILLSBOROUGH	P	1912	HIST.RES.	NPS-07000308-0003	04/13/07	1D	C
121965	41-001944	1320 MARLBOROUGH RD	CASA NINOS	HILLSBOROUGH	P	1928	HIST.SURV.	4011-0065-0000	06/01/90	7R	
121966	41-001945	80 NEW PL	NEW PLACE / BURLINGAME COUNTRY CLU	HILLSBOROUGH	P	1911	HIST.SURV.	4011-0066-0000	06/01/90	7N1	
121967	41-001946	1910 PARKSIDE AVE		HILLSBOROUGH	P	1912	HIST.SURV.	4011-0067-0000	06/01/90	7N	
121968	41-001947	1935 PARKSIDE AVE		HILLSBOROUGH	P	1912	HIST.SURV.	4011-0068-0000	06/01/90	7N	
121969	41-001948	1960 PARKSIDE AVE		HILLSBOROUGH	P	1906	HIST.SURV.	4011-0069-0000	06/01/90	7N1	
121970	41-001949	2155 PARKSIDE AVE		HILLSBOROUGH	P	1913	HIST.SURV.	4011-0070-0000	06/01/90	7N1	
121971	41-001950	580 PEPPER AVE		HILLSBOROUGH	P		HIST.SURV.	4011-0071-0000	06/01/90	7N1	
121972	41-001951	301 POETT RD		HILLSBOROUGH	P	1919	HIST.SURV.	4011-0072-0000	06/01/90	7N1	
121973	41-001952	337 POETT RD		HILLSBOROUGH	P	1910	HIST.SURV.	4011-0073-0000	06/01/90	7N	
121974	41-001953	360 POETT RD	RICHARD TOBIN HOUSE	HILLSBOROUGH	P	1906	HIST.SURV.	4011-0074-0000	06/01/90	7N1	
121975	41-001954	RALSTON AVE	CAROLANDS GATES	HILLSBOROUGH	P	1926	HIST.SURV.	4011-0075-0000	06/01/90	7N1	
121976	41-001955	315 RANELAGH RD		HILLSBOROUGH	P	1920	HIST.SURV.	4011-0076-0000	06/01/90	7N	

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.										Page 15	04-05-12
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS.....	NAMES.....	CITY-NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
121977	41-001956	343 RANELAGH RD		HILLSBOROUGH	P	1906	HIST.SURV.	4011-0077-0000	06/01/90	3S	
121978	41-001957	2240 REDINGTON RD	SCOTT ESTATE COACH HOUSE	HILLSBOROUGH	P	1894	HIST.SURV.	4011-0078-0000	06/01/90	7N1	
121979	41-001958	2260 REDINGTON RD	VILLA ROSE / STRAWBERRY HILL	HILLSBOROUGH	P	1912	HIST.SURV.	4011-0079-0000	06/01/90	7R	
005160	41-000538	565 REMILLARD DR	THE CAROLANDS	HILLSBOROUGH	P	1914	HIST.SURV.	4011-0005-0000	06/01/90	1S	
							HIST.SURV.	4011-0001-0000	10/21/75	1S	
							HIST.RES.	SHL-0886-0000	05/09/75	1CL	
121980	41-001959	101 RESERVOIR RD	BAZETT HOUSE	HILLSBOROUGH	P	1940	HIST.SURV.	4011-0080-0000	06/01/90	3S	
121981	41-001960	101 ROBIN RD		HILLSBOROUGH	P	1930	HIST.SURV.	4011-0081-0000	06/01/90	7N1	
121982	41-001961	348 ROBLAR AVE		HILLSBOROUGH	P	1909	HIST.SURV.	4011-0082-0000	06/01/90	7N1	
121983	41-001962	404 ROEHAMPTON RD		HILLSBOROUGH	P	1921	HIST.SURV.	4011-0083-0000	06/01/90	7N1	
121984	41-001963	421 ROEHAMPTON RD		HILLSBOROUGH	P	1919	HIST.SURV.	4011-0084-0000	06/01/90	7N	
121985	41-001964	1225 SAN RAYMUNDO RD	COYNE ESTATE	HILLSBOROUGH	P	1932	HIST.SURV.	4011-0085-0000	06/01/90	7R	
121995	41-001974	SEABURY RD	HOME PLACE GATES	HILLSBOROUGH	P	1926	HIST.SURV.	4011-0095-0000	06/01/90	7N1	
121994	41-001973	846 SEABURY RD		HILLSBOROUGH	P	1920	HIST.SURV.	4011-0094-0000	06/01/90	7N1	
121996	41-001975	420 SEVERN LANE		HILLSBOROUGH	P	1912	HIST.SURV.	4011-0096-0000	06/01/90	3S	
068328	41-001376	SKYLINE BLVD	LOWER CRYSTAL SPRINGS DAM	HILLSBOROUGH	M	1886	HIST.RES.	DOE-41-89-0002-0000	09/19/89	2S2	AC
							PROJ.REVW.	FHWA890822B	09/19/89	2S2	AC
							HIST.RES.	DOE-41-87-0001-0000	06/02/97	2S2	AC
							PROJ.REVW.	FHWA970421A	06/02/97	2S2	AC
							HIST.RES.	SPHI-SMA-003	05/19/71	7L	
068327	41-001375	0 SKYLINE BLVD	LOWER CRYSTAL SPRINGS BRIDGE #35C-	HILLSBOROUGH	U		HIST.RES.	DOE-41-89-0003-0000	09/19/89	6Y	
							PROJ.REVW.	FHWA890822B	09/19/89	6Y	
121997	41-001976	6565 SKYLINE BLVD	SKYFARM / NUEVA LEARNING CENTER	HILLSBOROUGH	P	1931	HIST.SURV.	4011-0097-0000	06/01/90	3S	
121998	41-001977	10 STACEY CT	ROSECOURT	HILLSBOROUGH	P	1913	HIST.SURV.	4011-0098-0000	06/01/90	7N1	
121999	41-001978	100 STONEHEDGE RD		HILLSBOROUGH	P	1906	HIST.SURV.	4011-0099-0000	06/01/90		
122000	41-001979	108 STONEHEDGE RD		HILLSBOROUGH	P	1910	HIST.SURV.	4011-0100-0000	06/01/90	7N	
122001	41-001980	124 STONEHEDGE RD		HILLSBOROUGH	P	1906	HIST.SURV.	4011-0101-0000	06/01/90	7N	
122002	41-001981	140 STONEHEDGE RD		HILLSBOROUGH	P	1906	HIST.SURV.	4011-0102-0000	06/01/90	7N1	
122003	41-001982	10 SUMMERHOLM PL	DANIEL T MURPHY ESTATE GATES	HILLSBOROUGH	P	1890	HIST.SURV.	4011-0103-0000	06/01/90	7N1	
122004	41-001983	2275 SUMMIT DR	LILIENTHAL HOUSE	HILLSBOROUGH	P		HIST.SURV.	4011-0104-0000	06/01/90		
122005	41-001984	2415 SUMMIT DR		HILLSBOROUGH	P	1916	HIST.SURV.	4011-0105-0000	06/01/90	3S	
122006	41-001985	945 TOURNAMENT DR	HOUSE ON A HILL	HILLSBOROUGH	P	1930	HIST.SURV.	4011-0106-0000	06/01/90	3S	
122007	41-001986	400 UPLANDS DR	UPLANDS / CRYSTAL SPRINGS SCHOOL	HILLSBOROUGH	P	1913	HIST.SURV.	4011-0107-0000	06/01/90	3S	
121986	41-001965	120 W SANTA INEZ AVE		HILLSBOROUGH	P	1903	HIST.SURV.	4011-0086-0000	06/01/90	7N1	
121987	41-001966	124 W SANTA INEZ AVE	LEWIS HOBART RESIDENCE	HILLSBOROUGH	P	1905	HIST.SURV.	4011-0087-0000	06/01/90	7N1	
121988	41-001967	200 W SANTA INEZ AVE		HILLSBOROUGH	P	1924	HIST.SURV.	4011-0088-0000	06/01/90	7N	
121989	41-001968	233 W SANTA INEZ AVE		HILLSBOROUGH	P	1914	HIST.SURV.	4011-0089-0000	06/01/90	7N	
121990	41-001969	234 W SANTA INEZ AVE		HILLSBOROUGH	P	1902	HIST.SURV.	4011-0090-0000	06/01/90	3S	
121993	41-001972	259 W SANTA INEZ AVE		HILLSBOROUGH	P	1927	HIST.SURV.	4011-0093-0000	06/01/90	7N	
121991	41-001970	263 W SANTA INEZ AVE		HILLSBOROUGH	P	1927	HIST.SURV.	4011-0091-0000	06/01/90	7N	
121992	41-001971	301 W SANTA INEZ AVE		HILLSBOROUGH	P	1911	HIST.SURV.	4011-0092-0000	06/01/90	7N	
122008	41-001987	645 WOODSTOCK RD	JOSEPH HENRY POETT HOWARD, JR, HOM	HILLSBOROUGH	P	1902	HIST.SURV.	4011-0108-0000	06/01/90	7N1	
181276			CRYSTAL SPRINGS DAM SERVICE ROAD	(VIC) HILLSBOROUGH	M	1920	PROJ.REVW.	FHWA110118B	02/01/11	6Y	
122554	41-001990	180 SCENIC DR		LA HONDA	U	1947	HIST.RES.	DOE-41-99-0001-0000	06/02/99	6Y	
							PROJ.REVW.	FEMA990602V	06/02/99	6Y	
090215	41-001485	SR 84	OLD STORE AT LA HONDA	LA HONDA	P		HIST.RES.	SHL-0343-0000	08/08/39	7L	
122557	41-001992	45 SYLVAN WY		LOMA MAR	U		HIST.RES.	DOE-41-99-0003-0000	06/17/99	6Y	
							PROJ.REVW.	FEMA990602X	06/17/99	6Y	
122555	41-001991	420 WURR RD		LOMA MAR	U		HIST.RES.	DOE-41-99-0002-0000	06/17/99	6Y	
							PROJ.REVW.	FEMA990602W	06/17/99	6Y	
091169	41-001509		DOUGLASS HALL	MENLO PARK	P		HIST.RES.	SPHI-SMA-023	06/22/72	7L	
092539	41-001519		HENDERSON UNDERPASS, BRIDGE #35-00	MENLO PARK		1931	HIST.RES.	DOE-41-94-0001-0000	10/30/94	6Y	

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.										Page 16	04-05-12	
PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS	NAMES	CITY NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT	
							PROJ.REVW.	FHWA940805B	10/30/94	6Y		
140971		3330 ALAMEDA DE LAS PULGAS		MENLO PARK	P	1900	HIST.SURV.	4025-0023-0000		6L	A	
140994		3407 ALAMEDA DE LAS PULGAS		MENLO PARK	P	1915	HIST.SURV.	4025-0038-0000		6L	C	
181633		3603 ALAMEDA DE LAS PULGAS	SFO3521A	MENLO PARK	P	1960	PROJ.REVW.	FCC100714E	08/11/10	6Y		
140952		3853 ALAMEDA DE LAS PULGAS		MENLO PARK	P	1900	HIST.SURV.	4025-0004-0000		6L	A	
141040		3860 ALAMEDA DE LAS PULGAS		MENLO PARK	P	1928	HIST.SURV.	4025-0073-0000		5S1	C	
107748	41-001814	32 ALMENDRALE AVE	MENLO PARK FIRE STATION #3	MENLO PARK		1930	PROJ.REVW.	FEMA970416S	04/30/97	6Y		
140992		ARBOR RD	THE BARN WOODSHOP	MENLO PARK		1880	HIST.SURV.	4025-0036-0002		3D	A	
140988		75 ARBOR RD	ALLIED ARTS GUILD	MENLO PARK	P	1930	HIST.SURV.	4025-0036-9999		3S	A	
140990		75 ARBOR RD	WEAVING, APPAREL AND CHILDREN'S SH	MENLO PARK	P	1930	HIST.SURV.	4025-0036-0001		3D	A	
140993		75 ARBOR RD	TEA ROOM; GALLERIES	MENLO PARK	P	1930	HIST.SURV.	4025-0036-0003		3D	A	
140995		641 ARBOR RD		MENLO PARK	P	1917	HIST.SURV.	4025-0039-0000		3S	A	
140996		1241 ARBOR RD	FAIRWINDS/ ARBOR HOUSE	MENLO PARK	P	1911	HIST.SURV.	4025-0040-0000		7N1	C	
141041		1340 ARBOR RD		MENLO PARK	P	1914	HIST.SURV.	4025-0074-0000		6L	C	
140997		2030 AVY AVE		MENLO PARK	P	1909	HIST.SURV.	4025-0041-0000		6L	C	
091175	41-001515	215 BAY RD	FLOOD PARK	MENLO PARK	C	1938	HIST.SURV.	4025-0108-0000		5S1	A	
							HIST.RES.	SPHI-SMA-032	09/02/86	7L		
141042		610 BERKELEY AVE		MENLO PARK	P	1924	HIST.SURV.	4025-0075-0000		7R		
146813		1141 BERKELEY AVE		MENLO PARK	P	1950	HIST.RES.	DOE-41-04-0004-0000	06/04/04	6Y		
							PROJ.REVW.	HUD040510K	06/04/04	6Y		
150340		1148 BERKELEY AVE		MENLO PARK	P	1951	HIST.RES.	DOE-41-04-0013-0000	10/14/04	6Y		
							PROJ.REVW.	HUD040921C	10/14/04	6Y		
140998		799 BERKLEY AVE		MENLO PARK	P	1920	HIST.SURV.	4025-0042-0000		5S1	C	
145068		1103 CARLTON AVE		MENLO PARK	P	1949	HIST.RES.	DOE-41-03-0016-0000	11/26/03	6Y		
							PROJ.REVW.	HUD031024K	11/26/03	6Y		
145069		1121 CARLTON AVE		MENLO PARK	P	1951	HIST.RES.	DOE-41-03-0017-0000	11/26/03	6Y		
							PROJ.REVW.	HUD031024L	11/26/03	6Y		
145070		1122 CARLTON AVE		MENLO PARK	P	1951	HIST.RES.	DOE-41-03-0018-0000	11/26/03	6Y		
							PROJ.REVW.	HUD031024M	11/26/03	6Y		
145067		1123 CARLTON AVE		MENLO PARK	P	1950	HIST.RES.	DOE-41-03-0015-0000	11/26/03	6Y		
							PROJ.REVW.	HUD031024J	11/26/03	6Y		
145062		1231 CARLTON AVE		MENLO PARK	P	1999	HIST.RES.	DOE-41-03-0010-0000	11/26/03	6Y		
							PROJ.REVW.	HUD031110E	11/26/03	6Y		
173122		1271 CARLTON AVE		MENLO PARK	P	1949	PROJ.REVW.	HUD080916C	09/24/08	6Y		
162860		1341 CARLTON AVE		MENLO PARK	P	1950	PROJ.REVW.	HUD060818B	08/21/06	6Y		
141273		398 CASA CONTENTA		MENLO PARK	P	1928	HIST.SURV.	4025-0093-0000		6L	C	
140999		315 CENTRAL AVE		MENLO PARK	P	1910	HIST.SURV.	4025-0043-0000		5S1	C	
141043		2145 CLAYTON DR		MENLO PARK	P	1934	HIST.SURV.	4025-0076-0000		5S1	C	
141044		2158 CLAYTON DR		MENLO PARK	P	1938	HIST.SURV.	4025-0077-0000		5S1	C	
141045		901 COLEMAN AVE		MENLO PARK	P	1928	HIST.SURV.	4025-0078-0000		5S1	C	
141000		1087 COLLEGE AVE		MENLO PARK	P	1915	HIST.SURV.	4025-0044-0000		6L	C	
141283		1220 CRANE ST	HOLY TRINITY EPISCOPAL CHURCH/ RUS	MENLO PARK	P	1886	HIST.SURV.	4025-0103-0000		3S	A	
141050		1050 CREEK DR		MENLO PARK	P	1930	HIST.SURV.	4025-0079-0000		5S1	C	
141051		1064 CREEK DR		MENLO PARK	P	1932	HIST.SURV.	4025-0080-0000		5S1	C	
140957		570 DERRY LANE	WO SING CLEANERS	MENLO PARK	P	1925	HIST.SURV.	4025-0009-0000		6L	A	
140967		558 E SANTA CRUZ AVE	MENLO FRENCH LAUNDRY	MENLO PARK	P	1910	HIST.SURV.	4025-0019-0000		6L	A	
140958		241 EL CAMINO REAL	THE OASIS	MENLO PARK	P	1917	HIST.SURV.	4025-0010-0000		3S	A	
140972		849 EL CAMINO REAL	JOHN DUFF HOUSE	MENLO PARK	P	1899	HIST.SURV.	4025-0024-0000		3S	C	
140960		949 EL CAMINO REAL	MENLO THEATRE / GUILD THEATRE	MENLO PARK	P	1924	HIST.SURV.	4025-0012-0000		6L	A	
140959		961 EL CAMINO REAL	MENLO CLOCK WORKS	MENLO PARK	P	1920	HIST.SURV.	4025-0011-0000		6L	A	
140961		1047 EL CAMINO REAL	BOTH ELECTRIC	MENLO PARK	P	1905	HIST.SURV.	4025-0013-0000		7R	A	
140962		1090 EL CAMINO REAL	AMERICAN TRUST COMPANY	MENLO PARK	P	1926	HIST.SURV.	4025-0014-0000		7N	A	
140963		1162 EL CAMINO REAL	DOUGHTY'S MEAT MARKET/ KATE TAYLOR	MENLO PARK	P	1910	HIST.SURV.	4025-0015-0000		5S1	A	
140964		1170 EL CAMINO REAL	MARTIN J. MCCARTHY GROCERIES	MENLO PARK	P	1905	HIST.SURV.	4025-0016-0000		5S1	A	
140965		1265 EL CAMINO REAL	K.L. PLUMBING/ GUY PLUMBING	MENLO PARK	P	1925	HIST.SURV.	4025-0017-0000		5S1	A	
140966		1460 EL CAMINO REAL	WEEDEN BROTHERS OFFICE/ RAYBERG LU	MENLO PARK	P	1906	HIST.SURV.	4025-0018-0000		6L	A	

PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS.....	NAMES.....	CITY NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
089580	41-001470	EL CAMINO REAL	PORTOLA JOURNEY'S END	MENLO PARK	P		HIST.RES.	SHL-0002-0000	06/01/32	7L	
145075		2590 EMMETT WY		MENLO PARK	P	1950	HIST.RES.	DOE-41-03-0023-0000	11/26/03	6Y	
							PROJ.REVW.	HUD031024E	11/26/03	6Y	
141052		202 FELTON DR		MENLO PARK	P	1940	HIST.SURV.	4025-0081-0000		7R	
141053		207 FELTON DR		MENLO PARK	P	1940	HIST.SURV.	4025-0082-0000		5S1	C
141261		239 FELTON DR	CORBUS HOUSE	MENLO PARK	P	1940	HIST.SURV.	4025-0083-0000		7N1	C
141263		300 FELTON DR		MENLO PARK	P	1939	HIST.SURV.	4025-0084-0000		5S1	C
141264		466 FELTON DR		MENLO PARK	P	1939	HIST.SURV.	4025-0085-0000		5S1	C
145074		1012 GILMAN DR		MENLO PARK	P	1950	HIST.RES.	DOE-41-03-0022-0000	11/26/03	6Y	
							PROJ.REVW.	HUD031024D	11/26/03	6Y	
140973		417 GLENWOOD AVE	THE GALE HOUSE	MENLO PARK	P	1892	HIST.SURV.	4025-0025-0000		3S	A
141002		2156 GORDON AVE		MENLO PARK	P	1906	HIST.SURV.	4025-0045-0000		6L	A
145061		550 HAMILTON AVE		MENLO PARK	P	1947	HIST.RES.	DOE-41-03-0009-0000	11/26/03	6Y	
							PROJ.REVW.	HUD031110D	11/26/03	6Y	
141003		649 HARVARD AVE		MENLO PARK	P	1912	HIST.SURV.	4025-0046-0000		6L	C
141004		700 HARVARD AVE		MENLO PARK	P	1910	HIST.SURV.	4025-0047-0000		6L	C
141023		727 HARVARD AVE		MENLO PARK	P	1914	HIST.SURV.	4025-0064-0000		5S1	C
145073		1113 HENDERSON AVE		MENLO PARK	P	1950	HIST.RES.	DOE-41-03-0021-0000	11/26/03	6Y	
							PROJ.REVW.	HUD031024P	11/26/03	6Y	
154592		1217 HENDERSON AVE		MENLO PARK	P	1952	PROJ.REVW.	HUD050608A	06/24/05	6Y	
141265		590 HERMOSA WY		MENLO PARK	P	1925	HIST.SURV.	4025-0086-0000		7R	
145066		1108 HOLLYBURNE AVE		MENLO PARK	P	1950	HIST.RES.	DOE-41-03-0014-0000	11/26/03	6Y	
							PROJ.REVW.	HUD031024I	11/26/03	6Y	
145064		1215 HOLLYBURNE AVE		MENLO PARK	P	1951	HIST.RES.	DOE-41-03-0012-0000	11/26/03	6Y	
							PROJ.REVW.	HUD031024F	11/26/03	6Y	
145063		1346 HOLLYBURNE AVE		MENLO PARK	P	1947	HIST.RES.	DOE-41-03-0011-0000	11/26/03	6Y	
							PROJ.REVW.	HUD031024F	11/26/03	6Y	
145065		1374 HOLLYBURNE AVE		MENLO PARK	P	1947	HIST.RES.	DOE-41-03-0013-0000	11/26/03	6Y	
							PROJ.REVW.	HUD031024H	11/26/03	6Y	
161518		1375 HOLLYBURNE AVE		MENLO PARK	P	1951	PROJ.REVW.	HUD06030300	03/03/06	6Y	
154381		228 IVY DR		MENLO PARK	P	1950	PROJ.REVW.	HUD050523Z	05/25/05	6Y	
141271		1155 JOHNSON ST		MENLO PARK	P	1920	HIST.SURV.	4025-0091-0000		6L	C
141266		50 LA LOMA DR	FRASER HOUSE	MENLO PARK	P	1939	HIST.SURV.	4025-0087-0000		7N1	A
141267		318 LAUREL AVE		MENLO PARK	P	1928	HIST.SURV.	4025-0088-0000		6L	C
141005		1257 LAUREL ST		MENLO PARK	P	1905	HIST.SURV.	4025-0048-0000		6L	C
141006		1261 LAUREL ST		MENLO PARK	P	1905	HIST.SURV.	4025-0049-0000		5S1	C
141269		204 LENNOX AVE		MENLO PARK	P	1938	HIST.SURV.	4025-0089-0000		6L	C
141272		217 LENNOX AVE		MENLO PARK	P	1938	HIST.SURV.	4025-0092-0000		7R	
141270		300 LENNOX AVE		MENLO PARK	P	1927	HIST.SURV.	4025-0090-0000		5S1	C
140953		2024 LIBERTY PARK AVE		MENLO PARK	P	1886	HIST.SURV.	4025-0005-0000		7N1	A
161521		1119 MADERA AVE		MENLO PARK	P	1950	PROJ.REVW.	HUD060303PP	03/03/06	6Y	
181442		1120 MADERA AVE		MENLO PARK	P	1949	PROJ.REVW.	HUD101112K	11/24/10	6Y	
140192		1375 MADERA AVE		MENLO PARK	P	1948	HIST.RES.	DOE-43-03-0006-0000	05/23/03	6Y	
							PROJ.REVW.	HUD030516G	05/23/03	6Y	
184650		220 MARKET PL		MENLO PARK	P	1953	PROJ.REVW.	HUD110816C	08/22/11	6Y	
179136		723 MARSH RD		MENLO PARK	P	1963	PROJ.REVW.	FCC100111C	03/16/10	6Y	
141007		10 MAYWOOD LANE		MENLO PARK	P	1910	HIST.SURV.	4025-0050-0000		7N1	A
154696		217 MC KENDRY DR		MENLO PARK	P		PROJ.REVW.	HUD050620H	07/11/05	6Y	
141008		1956 MENALTO AVE		MENLO PARK	P	1920	HIST.SURV.	4025-0051-0000		6L	C
141009		299 MENLO OAKS DR		MENLO PARK	P	1918	HIST.SURV.	4025-0052-0000		6L	C
141011		631 MENLO OAKS DR		MENLO PARK	P	1913	HIST.SURV.	4025-0053-0000		6L	A
141012		699 MENLO OAKS DR		MENLO PARK	P	1916	HIST.SURV.	4025-0054-0000		3S	C
141013		700 MENLO OAKS DR		MENLO PARK	P	1912	HIST.SURV.	4025-0055-0000		5S1	C
141014		800 MENLO OAKS DR		MENLO PARK	P	1920	HIST.SURV.	4025-0056-0000		7R	C
141274		890 MENLO OAKS DR		MENLO PARK	P	1930	HIST.SURV.	4025-0094-0000		6L	C

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.										Page 18	04-05-12	
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT	
141015		931 MENLO OAKS DR		MENLO PARK	P	1916	HIST.SURV.	4025-0057-0000		5S1	C	
005252	41-000628	1100 MERRILL ST	MENLO PARK RAILROAD STATION/SOUTHE	MENLO PARK	P	1867	HIST.RES.	NPS-74000556-0000	10/01/74	1S		
							HIST.SURV.	4025-0001-0000	10/01/74	1S		
							HIST.RES.	SHL-0955-0000	02/28/83	1CL		
141017		1145 MERRILL ST		MENLO PARK	P	1905	HIST.SURV.	4025-0058-0000		7N1	C	
141018		950 MIDDLE AVE		MENLO PARK	P	1916	HIST.SURV.	4025-0059-0000		5S1	C	
141287		300 MIDDLEFIELD RD	MENLO PARK FIRE HOUSE	MENLO PARK	M	1899	HIST.SURV.	4025-0107-0000		5S1	A	
141284		320 MIDDLEFIELD RD	ST. PATRICK'S SEMINARY	MENLO PARK	P	1898	HIST.SURV.	4025-0104-0000		3S	AC	
140974		1249 MILLS ST		MENLO PARK	P	1898	HIST.SURV.	4025-0026-0000		5S1	A	
140975		1257 MILLS ST		MENLO PARK	P	1896	HIST.SURV.	4025-0027-0000		6L	A	
140976		1320 MILLS ST		MENLO PARK	P	1890	HIST.SURV.	4025-0028-0000		5S1	C	
145072		239 NEWBRIDGE AVE		MENLO PARK	P	1951	HIST.RES.	DOE-41-03-0020-0000	11/26/03	6Y		
							PROJ.REVW.	HUD0310240	11/26/03	6Y		
161522		651 NEWBRIDGE AVE		MENLO PARK	P	1950	PROJ.REVW.	HUD060303RR	03/03/06	6Y		
140968		1040 NOEL DR	EDGAR MILLS ESTATE / BRIGHT EAGLE	MENLO PARK	P	1869	HIST.SURV.	4025-0020-0000		3S	A	
141276		369 O'CONNOR ST		MENLO PARK	P	1922	HIST.SURV.	4025-0096-0000		5S1	C	
141275		1680 OAK AVE		MENLO PARK	P	1939	HIST.SURV.	4025-0095-0000		5S1	AC	
005253	41-000629 P-41-000225	210 OAK GROVE AVE	CHURCH OF THE NATIVITY	MENLO PARK	P	1872	HIST.RES.	NPS-80000855-0000	10/31/80	1S		
							HIST.SURV.	4025-0002-0000	01/01/80	1S		
							HIST.RES.	SPHI-SMA-001	05/19/71	7L		
141285		215 OAK GROVE AVE	CORPUS CRISTI MONASTERY	MENLO PARK	P	1926	HIST.SURV.	4025-0105-0000		5S1	A	
140969		250 OAK GROVE AVE	EDWARD HOPKINS ESTATE/ VALLOMBROSA	MENLO PARK	P	1880	HIST.SURV.	4025-0021-0000		6L	A	
140977		424 OAK GROVE AVE		MENLO PARK	P	1895	HIST.SURV.	4025-0029-0000		3S	C	
140978		501 OAK GROVE AVE	FEELY HOUSE	MENLO PARK	P	1900	HIST.SURV.	4025-0030-0000		7R	A	
140970		PENINSULA WY	COLEMAN MANSION / PENINSULA SCHOOL	MENLO PARK	P	1882	HIST.SURV.	4025-0022-0000		3S	C	
091145	41-001494	PENINSULA WY	JAMES VALENTINE COLEMAN HOME	MENLO PARK	U	1882	HIST.RES.	SPHI-SMA-002	05/19/71	7L		
146812		611 PIERCE RD	MENLO PARK MACEDONIAN BAPTIST CHUR	MENLO PARK	P	1946	HIST.RES.	DOE-41-04-0003-0000	06/04/04	6Y		
							PROJ.REVW.	HUD040510J	06/04/04	6Y		
141019		1108 PINE ST	MALONEY HOUSE	MENLO PARK	P	1907	HIST.SURV.	4025-0060-0000		5S1	C	
141020		102 POPE ST		MENLO PARK	P	1907	HIST.SURV.	4025-0061-0000		5S1	C	
141021		117 POPE ST		MENLO PARK	P	1910	HIST.SURV.	4025-0062-0000		5S1	C	
141024		125 POPE ST		MENLO PARK	P	1907	HIST.SURV.	4025-0065-0000		5S1	C	
141022		202 POPE ST		MENLO PARK	P	1910	HIST.SURV.	4025-0063-0000		5S1	C	
141025		302 POPE ST		MENLO PARK	P	1910	HIST.SURV.	4025-0066-0000		5S1	C	
089544	41-001469	262 PRINCETON RD	CAPIDRO, FOLK ART THEMATIC GROUPIN	MENLO PARK	P	1932	HIST.SURV.	4025-0037-0000		3S	C	
							HIST.RES.	SHL-0939-0001	02/19/81	1CL		
141026		324 PRINCETON RD		MENLO PARK	P	1914	HIST.SURV.	4025-0067-0000		6L	C	
141286		330 RAVENSWOOD AVE	HOLY TRINITY PARISH HOME	MENLO PARK	P	1914	HIST.SURV.	4025-0106-0000		5S1	A	
091154	41-001499	439 RAVENSWOOD AVE	LATHAM GATE HOUSE	MENLO PARK	U	1883	HIST.RES.	SPHI-SMA-009	05/19/71	7L		
005254	41-000630	555 RAVENSWOOD AVE	BARRON-LATHAM-HOPKINS GATE LODGE/G	MENLO PARK	M	1864	ST.FND.PRG	619.0-HP-88-41-002	12/22/88	3		
							HIST.RES.	NPS-86001951-0000	08/28/86	1S		
							HIST.SURV.	4025-0003-0000	01/01/86	1S		
141027		800 RINGWOOD AVE		MENLO PARK	P	1915	HIST.SURV.	4025-0068-0000		3S	A	
140954		244 ROBIN WY	McKENDRY HOUSE / HUSS FARMHOUSE	MENLO PARK	P	1869	HIST.SURV.	4025-0006-0000		5S1	A	
140981		SAN ANTONIO ST	SAN ANTONIO STREET DISTRICT	MENLO PARK	P	1880	HIST.SURV.	4025-0033-9999		3S	A	
140983		1425 SAN ANTONIO ST		MENLO PARK	P	1890	HIST.SURV.	4025-0033-0002		3D	A	
140982		1428 SAN ANTONIO ST		MENLO PARK	P	1898	HIST.SURV.	4025-0033-0001		3D	A	
140984		1444 SAN ANTONIO ST		MENLO PARK	P	1894	HIST.SURV.	4025-0033-0003		3D	A	
140985		1451 SAN ANTONIO ST		MENLO PARK	P	1894	HIST.SURV.	4025-0033-0004		3D	A	
141028		2104 SAND HILL RD		MENLO PARK	P	1902	HIST.SURV.	4025-0069-0000		5S1	C	
186219		2575 SAND HILL RD	BUILDING 275-SLAC NATIONAL ACCELER	MENLO PARK	F		PROJ.REVW.	DOE110405A	06/07/11	6Y		
186225		2575 SAND HILL RD	BUILDING 213-SLAC NATIONAL ACCELER	MENLO PARK	F	1965	PROJ.REVW.	DOE110405A	06/07/11	6Y		
186223		2575 SAND HILL RD	BUILDING 210-SLAC NATIONAL ACCELER	MENLO PARK	F	1965	PROJ.REVW.	DOE110405A	06/07/11	6Y		
186226		2575 SAND HILL RD	BUILDING 214-SLAC NATIONAL ACCELER	MENLO PARK	F	1965	PROJ.REVW.	DOE110405A	06/07/11	6Y		
183241		2575 SAND HILL RD	BUILDING 032-SLAC NATIONAL ACCELER	MENLO PARK	F	1965	PROJ.REVW.	DOE110405A	06/07/11	6Y		
186215		2575 SAND HILL RD	BUILDING 228-SLAC NATIONAL ACCELER	MENLO PARK	F		PROJ.REVW.	DOE110405A	06/07/11	6Y		

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.											
PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS	NAMES	CITY NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
186216		2575 SAND HILL RD	BUILDING 229-SLAC NATIONAL ACCELER	MENLO PARK	F		PROJ.REVW.	DOE110405A	06/07/11	6Y	
186217		2575 SAND HILL RD	BUILDING 234-SLAC NATIONAL ACCELER	MENLO PARK	F		PROJ.REVW.	DOE110405A	06/07/11	6Y	
186218		2575 SAND HILL RD	BUILDING 259-SLAC NATIONAL ACCELER	MENLO PARK	F		PROJ.REVW.	DOE110405A	06/07/11	6Y	
186220		2575 SAND HILL RD	BUILDING 287-SLAC NATIONAL ACCELER	MENLO PARK	F		PROJ.REVW.	DOE110405A	06/07/11	6Y	
186221		2575 SAND HILL RD	BUILDING 207-SLAC NATIONAL ACCELER	MENLO PARK	F	1965	PROJ.REVW.	DOE110405A	06/07/11	6Y	
186222		2575 SAND HILL RD	BUILDING 208-SLAC NATIONAL ACCELER	MENLO PARK	F	1965	PROJ.REVW.	DOE110405A	06/07/11	6Y	
186224		2575 SAND HILL RD	BUILDING 212-SLAC NATIONAL ACCELER	MENLO PARK	F	1965	PROJ.REVW.	DOE110405A	06/07/11	6Y	
141277		773 SANTA CRUZ AVE	ROSSO HOUSE/ MENLO CAMERA SHOP	MENLO PARK	P	1924	HIST.SURV.	4025-0097-0000		7N1	AC
141278		1060 SANTA CRUZ AVE		MENLO PARK	P	1924	HIST.SURV.	4025-0098-0000		7R	
141029		1812 SANTA CRUZ AVE		MENLO PARK	P	1907	HIST.SURV.	4025-0070-0000		7R	
170882		2125 SANTA CRUZ AVE		MENLO PARK	P	1950	PROJ.REVW.	HUD080401E	04/11/08	6Y	
140955		114 SANTA MARGARITA AVE		MENLO PARK	P	1889	HIST.SURV.	4025-0007-0000		5S1	A
154380		1146 SEVIER AVE		MENLO PARK	P	1947	PROJ.REVW.	HUD050523Y	05/24/05	6Y	
145071		1157 SEVIER AVE		MENLO PARK	P	1950	HIST.RES.	DOE-41-03-0019-0000	11/26/03	6Y	
							PROJ.REVW.	HUD031024N	11/26/03	6Y	
153242		1239 SEVIER AVE		MENLO PARK	P	1951	PROJ.REVW.	HUD041130Q	01/07/05	6Y	
161519		1320 SEVIER AVE		MENLO PARK	P	1946	PROJ.REVW.	HUD060303QQ	03/03/06	6Y	
161517		1324 SEVIER AVE		MENLO PARK	P	1946	PROJ.REVW.	HUD060303NN	03/03/06	6Y	
163363		1367 SEVIER AVE		MENLO PARK	P	1950	PROJ.REVW.	HUD060905D	09/06/06	6Y	
141279		1321 SHERMAN AVE		MENLO PARK	P	1923	HIST.SURV.	4025-0099-0000		6L	C
141030		1330 SHERMAN AVE		MENLO PARK	P	1900	HIST.SURV.	4025-0071-0000		6L	C
150339		1062 SONOMA AVE		MENLO PARK	P	1951	HIST.RES.	DOE-41-04-0012-0000	10/14/04	6Y	
							PROJ.REVW.	HUD040921B	10/14/04	6Y	
150338		209 TERMINAL AVE		MENLO PARK	P	1951	HIST.RES.	DOE-41-04-0011-0000	10/14/04	6Y	
							PROJ.REVW.	HUD040921A	10/17/04	6Y	
146814		236 TERMINAL AVE		MENLO PARK	P	1954	HIST.RES.	DOE-41-04-0005-0000	06/04/04	6Y	
							PROJ.REVW.	HUD040510L	06/04/04	6Y	
153226		330 TERMINAL AVE		MENLO PARK	P	1945	PROJ.REVW.	HUD041130P	01/04/05	6Y	
141280		957 UNIVERSITY DR		MENLO PARK	P	1927	HIST.SURV.	4025-0100-0000		5S1	C
141281		925 VALPARAISO AVE	LARRECOU HOUSE	MENLO PARK	P	1927	HIST.SURV.	4025-0101-0000		5S1	C
141031		1109 VALPARAISO AVE		MENLO PARK	P	1920	HIST.SURV.	4025-0072-0000		6L	C
140956		600 WILLOW RD	GOLDEN STATE/ FOREMOST DAIRY	MENLO PARK	P	1937	HIST.SURV.	4025-0008-0000		5S1	A
187622		1601 WILLOW RD	FIRST REPUBLIC BANK	MENLO PARK	P	1990	PROJ.REVW.	FDIC120312A	03/12/12	6Y	
162697		1108 WINDERMERE AVE		MENLO PARK	P	1951	PROJ.REVW.	HUD060804B	08/07/06	6Y	
141282		80 YALE RD		MENLO PARK	P	1933	HIST.SURV.	4025-0102-0000		6L	C
077498	41-001432		MILLBRAE MUSEUM	MILLBRAE	U	0	HIST.SURV.	4030-0002-0000		7R	
							ST.FND.PRG	619.0-HP-88-41-003			
101914	41-001693	301 CEDAR ST		MILLBRAE	P	1927	HIST.RES.	DOE-41-96-0105-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
150568		86 CENTER ST	NURSERY SCHOOL	MILLBRAE	P	1930	HIST.RES.	DOE-41-04-0017-0000	06/18/04	6Y	
							PROJ.REVW.	HUD040521L	06/18/04	6Y	
005264	41-000640	21 E MILLBRAE AVE	SOUTHERN PACIFIC DEPOT	MILLBRAE	P	1907	HIST.RES.	NPS-78000770-0000	09/01/78	1S	
							HIST.SURV.	4030-0001-0000	01/01/78	1S	
101917	41-001696	100 EL CAMINO REAL	SPRING VALLEY WATER COMPANY PUMP S	MILLBRAE	P	1910	HIST.RES.	DOE-41-96-0108-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101928	41-001706	190 EL CAMINO REAL	MILLBRAE CABINET SHOP	MILLBRAE	P	1940	HIST.RES.	DOE-41-96-0118-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101924	41-001703	805 HEMLOCK AVE		MILLBRAE	P	1940	HIST.RES.	DOE-41-96-0115-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101923	41-001702	809 HEMLOCK AVE		MILLBRAE	P	1919	HIST.RES.	DOE-41-96-0114-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101922	41-001701	901 HEMLOCK AVE		MILLBRAE	P	1925	HIST.RES.	DOE-41-96-0113-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101920	41-001699	907 HEMLOCK AVE		MILLBRAE	P	1930	HIST.RES.	DOE-41-96-0111-0000	04/18/96	6Y	

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.						Page 20	04-05-12		STAT-DAT	NRS	CRIT
PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS	NAMES	CITY NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER			
101919	41-001698	1003 HEMLOCK AVE		MILLBRAE	P	1918	PROJ.REVW.	UMTA900828A	04/18/96	6Y	
							HIST.RES.	DOE-41-96-0110-0000	04/18/96	6Y	
101921	41-001700	1940 HEMLOCK AVE	903 Hemlock Ave	MILLBRAE	P	1940	PROJ.REVW.	UMTA900828A	04/18/96	6Y	
							HIST.RES.	DOE-41-96-0112-0000	04/18/96	6Y	
101925	41-001704	67 HERMOSA AVE		MILLBRAE	P	1940	PROJ.REVW.	UMTA900828A	04/18/96	6Y	
							HIST.RES.	DOE-41-96-0116-0000	04/18/96	6Y	
101926	41-001705	73 HERMOSA AVE		MILLBRAE	P	1940	PROJ.REVW.	UMTA900828A	04/18/96	6Y	
							HIST.RES.	DOE-41-96-0017-0000	04/18/96	6Y	
089668	41-001477	HILLCREST BLVD	PORTOLA EXPEDITION CAMP AT LAGOON	MILLBRAE	S		PROJ.REVW.	UMTA900828A	04/18/96	6Y	
							HIST.RES.	SHL-0027-0000	06/15/32	7L	
102796	41-001806	112 LAUREL AVE		MILLBRAE	P	1935	PROJ.REVW.	HUD960605A	08/05/96	6Y	
066053	41-001312	1 LEWIS AVE	MAGNOLIA OF MILLBRAE	MILLBRAE	U		HIST.RES.	DOE-41-89-0004-0000	08/24/89	2S2	AC
							PROJ.REVW.	HUD880511B	08/24/89	2S2	AC
118801	41-001880	460 POPLAR AVE	MILLBRAE MUSEUM, SPRING VALLEY WAT	MILLBRAE	M	1898	HIST.RES.	DOE-41-98-0015-0000	09/22/98	6Y	
							PROJ.REVW.	FAA980713A	09/22/98	6Y	
101915	41-001694	301 SAN REY AVE		MILLBRAE	P	1926	HIST.RES.	DOE-41-96-0106-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101929	41-001707	150 SERRA AVE	MILLBRAE CONVALESCENT HOSPITAL	MILLBRAE	P	1947	HIST.RES.	DOE-41-96-0119-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101913	41-001692	1 SPRUCE ST		MILLBRAE	P	1946	HIST.RES.	DOE-41-96-0104-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
073423	41-001412	0	POINT MONTARA LIGHT STATION	MONTARA	FS	1928	HIST.RES.	NPS-91001094-0000	09/03/91	1S	AC
							NAT.REG.	41-0003	09/03/91	3S	AC
							HIST.RES.	SPHI-SMA-011	05/19/71	7L	
153887		8888 CABRILLO HWY	MWSD OFFICE, POINT MONTARA	MONTARA	M	1943	PROJ.REVW.	FCC050401J	05/02/05	2S2	
181527		501 LECONTE/KANOFF ST		MONTARA	M		PROJ.REVW.	HUD110204E	02/08/11	6Y	
079179	41-001442	SR 1	TANK HOUSE	MONTARA	PFS	1907	HIST.SURV.	4037-0002-0006	09/03/91	7R	
079169	41-001437	SR 1	LIGHT TOWER	MONTARA	PFS	1928	HIST.SURV.	4037-0002-0001	09/03/91	1D	AC
079171	41-001438	SR 1	FOG-SIGNAL BUILDING	MONTARA	PFS	1902	HIST.SURV.	4037-0002-0002	09/03/91	1D	AC
079173	41-001439	SR 1	KEEPER'S QUARTERS	MONTARA	PFS	1875	HIST.SURV.	4037-0002-0003	09/03/91	1D	AC
079175	41-001440	SR 1	COAL SHED	MONTARA	PFS	1902	HIST.SURV.	4037-0002-0004	09/03/91	1D	AC
079177	41-001441	SR 1	KEEPER'S QUARTERS	MONTARA	PFS	1961	HIST.SURV.	4037-0002-0005	09/03/91	7R	
079181	41-001443	SR 1	WORLD WAR II BUILDING	MONTARA	PFS	1942	HIST.SURV.	4037-0002-0007	09/03/91	7R	
079183	41-001444	SR 1	WORLD WAR II BUILDING	MONTARA	PFS	1942	HIST.SURV.	4037-0002-0008	09/03/91	7R	
005843	41-001013	SR 1	POINT MONTARA LIGHT STATION	MONTARA	PFS	1875	HIST.SURV.	4037-0002-9999	09/03/91	1S	AC
089666	41-001475		PORTOLA EXPEDITION CAMP AT MARTINI	(VIC) MONTARA	C		HIST.RES.	SHL-0025-0000	06/15/32	7L	
005265	41-000641	SR 1	DEVILS SLIDE	(VIC) MONTARA	S		HIST.SURV.	4037-0001-0000		5S2	
005266	41-000642	120 ALTAN ST		MOSS BEACH	P	1920	HIST.SURV.	4038-0001-0000		5S2	
005267	41-000643	BEACH ST	MOSS BEACH HOTEL	MOSS BEACH	P	1912	HIST.SURV.	4038-0002-0000		5S2	
113336	41-001816	BEACH WY	FRANK TORRES MARINE VIEW HOTEL AND	MOSS BEACH	P		ST.PT.INT.	41-0023	06/08/98	7L	
							HIST.RES.	SPHI-SMA-036	05/14/98	1CL	
005268	41-000644	307 CALIFORNIA ST		MOSS BEACH	P	1925	HIST.SURV.	4038-0003-0000		5S2	
005269	41-000645	322 CALIFORNIA ST		MOSS BEACH	P	1925	HIST.SURV.	4038-0004-0000		5S2	
179664		2125 CABRILLO HWY	VALLEMAR STATION	PACIFICA	P	1907	PROJ.REVW.	FHWA100211C	02/22/10	6Y	
174855		5901 CABRILLO HWY	SHAMROCK RANCH	PACIFICA	P	1890	PROJ.REVW.	FHWA081224A	01/27/09	6Y	
102891	41-001809	236 CALAVERAS AVE		PACIFICA	P	1945	PROJ.REVW.	HUD960619D	08/06/96	6Y	
179671		4430 COAST HWY	/425 OLD COUNTY RD	PACIFICA	P	1952	PROJ.REVW.	FHWA100211C	02/22/10	6Y	
066544	41-001325	492 DONALDSON AVE	SR 1 FASSLER AVE-WESTPORT	PACIFICA	U		HIST.RES.	DOE-41-88-0003-0000	04/22/88	6Y	
							PROJ.REVW.	FHWA860919A	04/22/88	6Y	
066545	41-001326	415 EBKEN AVE	SR 1 FASSLER AVE-WESTPORT	PACIFICA	U		HIST.RES.	DOE-41-88-0004-0000	04/22/88	6Y	
							PROJ.REVW.	FHWA860919A	04/22/88	6Y	
135372		1850 FRANCISCO BLVD	LITTLE BROWN CHURCH	PACIFICA	M	1910	NAT.REG.	41-0032	11/21/02	7W	

PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
179666		407 HARVEY WAY		PACIFICA	P	1959	PROJ.REVW.	FHWA100211C	02/22/10	6Y	
179667		411 HARVEY WAY		PACIFICA	P	1925	PROJ.REVW.	FHWA100211C	02/22/10	6Y	
179668		427 HARVEY WAY		PACIFICA	P	1925	PROJ.REVW.	FHWA100211C	02/22/10	6Y	
179669		439 HARVEY WAY		PACIFICA	P	1956	PROJ.REVW.	FHWA100211C	02/22/10	6Y	
179670		451 HARVEY WAY		PACIFICA	P	1950	PROJ.REVW.	FHWA100211C	02/22/10	6Y	
090243	41-001487	LINDA MAR BLVD	SANCHEZ ADOBE	PACIFICA	C	1842	HIST.RES.	SHL-0391-0000	09/25/47	7L	
005276	41-000646	1000 LINDA MAR BLVD	SANCHEZ ADOBE PARK/PRURISTAC/SAN P	PACIFICA	C	1842	FED.FND.PR	629.0-78-HPF-41-01	01/01/78	7L	
							HIST.RES.	NPS-76000525-0000	04/13/76	1S	
							HIST.SURV.	4044-0001-0000	04/13/76	1S	
174039		1220 LINDA MAR BLVD	SANCHEZ ART CENTER	PACIFICA	P	1958	PROJ.REVW.	FCC081016A	10/17/08	6Y	
091163	41-001504	PEDRO POINT	TOBIN STATION-OCEAN SHORE RAILROAD	PACIFICA	U		HIST.RES.	SPHI-SMA-017	05/19/71	7L	
090069	41-001483	572 REINA DEL MAR BLVD		PACIFICA	P	1940	PROJ.REVW.	HUD940602C	07/14/94	6Y	
066542	41-001323	345 ROCKAWAY BEACH AVE	SR 1 FASSLER AVE-WESTPORT	PACIFICA	U		HIST.RES.	DOE-41-88-0001-0000	04/22/88	6Y	
							PROJ.REVW.	FHWA860919A	04/22/88	6Y	
066543	41-001324	365 ROCKAWAY BEACH AVE	SR 1 FASSLER AVE-WESTPORT	PACIFICA	U		HIST.RES.	DOE-41-88-0002-0000	04/22/88	6Y	
							PROJ.REVW.	FHWA860919A	04/22/88	6Y	
090068	41-001482	125 SANTA ROSA AVE		PACIFICA	P	1920	PROJ.REVW.	HUD940602B	07/14/94	6Y	
089665	41-001474	SR 1	PORTOLA EXPEDITION CAMP AT PEDRO C	PACIFICA	C		HIST.RES.	SHL-0024-0000	06/15/32	7L	
005436	41-000806	SWEENEY RIDGE	SAN FRANCISCO BAY DISCOVERY SITE	(VIC) PACIFICA	P	1769	HIST.RES.	NHL-68000022-0000	05/23/68	1S	A
							HIST.RES.	NPS-68000022-0000	05/23/68	1S	A
							HIST.RES.	SHL-0394-0000	03/08/48	7L	
005280	41-000650	CABRILLO HWY	DICKERMAN BARN/DICKERMAN-STEELE BA	PESCADERO	S	1878	HIST.RES.	NPS-82002259-0000	01/11/82	1S	
							HIST.SURV.	4060-0004-0000	01/11/82	1S	
005317	41-000687	CLOVERDALE RD	ENOS/MUCCI HOUSE	PESCADERO	P	1870	HIST.SURV.	4060-0041-0000		3S	
005338	41-000708	GOULSON ST	BARTLETT WEEKS HOUSE, WEEKS HOUSE	PESCADERO	P	1885	HIST.SURV.	4060-0062-0000		7N	
005296	41-000666	NORTH ST	LINCOLN HIGH SCHOOL	PESCADERO	M	1926	HIST.SURV.	4060-0020-0000		3S	
005302	41-000672	NORTH ST		PESCADERO	P	1880	HIST.SURV.	4060-0026-0000		7N	
005311	41-000681	NORTH ST		PESCADERO	P	1900	HIST.SURV.	4060-0035-0000		7N	
005312	41-000682	NORTH ST		PESCADERO	P	1880	HIST.SURV.	4060-0036-0000		7N	
005313	41-000683	NORTH ST		PESCADERO	P	1870	HIST.SURV.	4060-0037-0000		3S	
005325	41-000695	NORTH ST	GOULSON HOUSE	PESCADERO	P	1860	HIST.SURV.	4060-0049-0000		3S	
005321	41-000691	527 NORTH ST		PESCADERO	P	1900	HIST.SURV.	4060-0045-0000		7N	
005322	41-000692	581 NORTH ST		PESCADERO	P	1920	HIST.SURV.	4060-0046-0000		7N	
005314	41-000684	605 NORTH ST		PESCADERO	P	1890	HIST.SURV.	4060-0038-0000		7N	
005319	41-000689	605 NORTH ST		PESCADERO	P	1920	HIST.SURV.	4060-0043-0000		7N	
005284	41-000654	655 NORTH ST	DRESBOX HOUSE	PESCADERO	P	1938	HIST.SURV.	4060-0008-0000		5S2	
005285	41-000655	665 NORTH ST		PESCADERO	P	1930	HIST.SURV.	4060-0009-0000		5S2	
005288	41-000658	687 NORTH ST	MACHADO HOUSE	PESCADERO	P	1890	HIST.SURV.	4060-0012-0000		7N	
005315	41-000685	703 NORTH ST		PESCADERO	P	1930	HIST.SURV.	4060-0039-0000		7N	
005323	41-000693	706 NORTH ST		PESCADERO	P	1920	HIST.SURV.	4060-0047-0000		7N	
005324	41-000694	714 NORTH ST		PESCADERO	P	1920	HIST.SURV.	4060-0048-0000		7N	
005287	41-000657	737 NORTH ST	WILLIAMS HOUSE	PESCADERO	P	1920	HIST.SURV.	4060-0011-0000		7N	
005286	41-000656	738 NORTH ST	GOMEZ HOUSE	PESCADERO	P	1918	HIST.SURV.	4060-0010-0000		7N	
005318	41-000688	787 NORTH ST	PLUMMER HOUSE	PESCADERO	P	1880	HIST.SURV.	4060-0042-0000		7N	
005320	41-000690	861 NORTH ST	GRISLEY GARAGE	PESCADERO	P	1920	HIST.SURV.	4060-0044-0000		7N	
005307	41-000677	PESCADERO RD	BRADDOCK WEEKS HOME, WEEKS HOUSE	PESCADERO	P	1860	HIST.SURV.	4060-0031-0000		3S	
005316	41-000686	PESCADERO RD	PESCADERO GAS STATION	PESCADERO	P	1940	HIST.SURV.	4060-0040-0000		7R	
005327	41-000697	PESCADERO RD		PESCADERO	P	1920	HIST.SURV.	4060-0051-0000		7N	
005336	41-000706	PESCADERO RD	DUARTE HOUSE	PESCADERO	P	1925	HIST.SURV.	4060-0060-0000		7N	
005339	41-000709	PESCADERO RD		PESCADERO	P	1925	HIST.SURV.	4060-0063-0000		5S2	
005283	41-000653	PESCADERO RD	ADAIR HOUSE	PESCADERO	P	1860	HIST.SURV.	4060-0007-0000		3S	
005329	41-000699	1419 PESCADERO RD		PESCADERO	P	1890	HIST.SURV.	4060-0053-0000		7N	
005310	41-000680	1481 PESCADERO RD		PESCADERO	P	1900	HIST.SURV.	4060-0034-0000		7N	
005330	41-000700	1521 PESCADERO RD		PESCADERO	P	1890	HIST.SURV.	4060-0054-0000		7N	

P-41-000195

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.						Page 22	04-05-12				
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS.....	NAMES.....	CITY-NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
005331	41-000701	1581 PESCADERO RD		PESCADERO	P	1890	HIST.SURV.	4060-0055-0000			7N
005332	41-000702	1581 PESCADERO RD		PESCADERO	P	1890	HIST.SURV.	4060-0056-0000			7N
005333	41-000703	1583 PESCADERO RD		PESCADERO	P	1885	HIST.SURV.	4060-0057-0000			7N
005334	41-000704	1779 PESCADERO RD		PESCADERO	P	1915	HIST.SURV.	4060-0058-0000			7N
005335	41-000705	1805 PESCADERO RD	DAVES HOUSE	PESCADERO	P	1918	HIST.SURV.	4060-0059-0000			7N
005337	41-000707	1913 PESCADERO RD		PESCADERO	P	1925	HIST.SURV.	4060-0061-0000			7N
005326	41-000696	1946 PESCADERO RD		PESCADERO	P	1905	HIST.SURV.	4060-0050-0000			7N
005293	41-000663	SAN GREGORIO ST		PESCADERO	P	1880	HIST.SURV.	4060-0017-0000			3S
005279	41-000649	SAN GREGORIO ST	FIRST CONGREGATIONAL CHURCH OF PES	PESCADERO	P	1867	HIST.RES.	NPS-80000856-0000	10/31/80		1S
	P-41-000224						HIST.SURV.	4060-0003-0000	10/31/80		1S
							HIST.RES.	SHL-0949-0000	06/09/82		1CL
005289	41-000659	SAN GREGORIO ST	CONGREGATIONAL CHURCH PARSONAGE	PESCADERO	P	1895	HIST.SURV.	4060-0013-0000			7N
005281	41-000651	108 SAN GREGORIO ST	METHODIST EPISCOPAL CHURCH OF PES	PESCADERO	P	1890	HIST.RES.	NPS-82002260-0000	03/10/82		1S
	P-41-000222						HIST.SURV.	4060-0005-0000	01/01/82		1S
005292	41-000662	STAGE RD		PESCADERO	P	1920	HIST.SURV.	4060-0016-0000			7N
005294	41-000664	STAGE RD	DUARTE HOUSE	PESCADERO	P	1890	HIST.SURV.	4060-0018-0000			7N
005295	41-000665	STAGE RD	IDES HALL	PESCADERO	P	1878	HIST.SURV.	4060-0019-0000			7N
005297	41-000667	STAGE RD	NORMS MARKET	PESCADERO	P	1920	HIST.SURV.	4060-0021-0000			3S
005298	41-000668	STAGE RD	WILLIAMSONS STORE	PESCADERO	P	1925	HIST.SURV.	4060-0022-0000			5S2
005299	41-000669	STAGE RD	KNAPP HOUSE, KNAPP MOORE HOUSE	PESCADERO	P	1870	HIST.SURV.	4060-0023-0000			7N
005301	41-000671	STAGE RD	WILLOWSIDE FARM	PESCADERO	P	1900	HIST.SURV.	4060-0025-0000			3S
005303	41-000673	STAGE RD		PESCADERO	P	1920	HIST.SURV.	4060-0027-0000			7N
005304	41-000674	STAGE RD	PESCADERO IOOF HALL / ODD FELLOWS	PESCADERO	P	1875	HIST.SURV.	4060-0022-0000			7N
005306	41-000676	STAGE RD	WOODHAMS HOUSE	PESCADERO	P	1890	HIST.SURV.	4060-0030-0000			3S
005308	41-000678	STAGE RD		PESCADERO	P	1870	HIST.SURV.	4060-0032-0000			7N
005309	41-000679	STAGE RD		PESCADERO	P	1870	HIST.SURV.	4060-0033-0000			7N
005305	41-000675	70 STAGE RD		PESCADERO	P	1890	HIST.SURV.	4060-0029-0000			7N
005290	41-000660	239 STAGE RD	BANK OF AMERICA	PESCADERO	P	1926	HIST.SURV.	4060-0014-0000			3S
005300	41-000670	350 STAGE RD	JAMES MCCORMICK HOUSE, MCCORMICK H	PESCADERO	P	1873	HIST.SURV.	4060-0024-0000			3S
091170	41-001510	COAL MINE RIDGE	OLD SPANISH TRAIL	(VIC) PESCADERO	U		HIST.RES.	SPHI-SMA-024	01/31/73		7L
005341	41-000711	GAZOS CREEK RD	PIGEON POINT SCHOOLHOUSE, PINKHAM	(VIC) PESCADERO	P	1922	HIST.SURV.	4060-0065-0000			5S2
005345	41-000715	41-000223 NORTH ST	ST ANTHONY'S CHURCH	(VIC) PESCADERO	P		HIST.SURV.	4060-0069-0000	01/01/83		2S2
005291	41-000661	SR 1		(VIC) PESCADERO	P	1965	HIST.SURV.	4060-0015-0000			7R
005328	41-000698	SR 1	COASTWAYS RANCH	(VIC) PESCADERO	P	1915	HIST.SURV.	4060-0052-0000			5S2
005340	41-000710	SR 1	ANO NUEVO RANCH HOUSE, TAYLOR HOUS	(VIC) PESCADERO	P	1895	HIST.SURV.	4060-0064-0000			7N
005342	41-000712	SR 1	CLOVERDALE RANCH	(VIC) PESCADERO	C	1870	HIST.SURV.	4060-0066-0000			7N
005343	41-000713	SR 1	RENSSELAER STEELE HOUSES, CASCADE	(VIC) PESCADERO	P	1862	HIST.SURV.	4060-0067-0000			7N
005344	41-000714	SR 1	NEW YEARS ISLAND, ANO NUEVO ISLAND	(VIC) PESCADERO	S		HIST.SURV.	4060-0068-0000			7R
005277	41-000647	SR 1	GREEN OAKS RANCH HOUSE; STEELE BRO	(VIC) PESCADERO	C	1863	HIST.SURV.	4060-0001-0000	05/21/91		7K
	41-000167						HIST.RES.	SHL-0906-9999	02/08/77		1CL
							HIST.RES.	NPS-76000526-0000	11/21/76		1S A
005278	41-000648	SR 1	PIGEON POINT LIGHTHOUSE	(VIC) PESCADERO	F	1871	HIST.RES.	NPS-77000337-0000	03/08/77		1S
	41-000170						HIST.SURV.	4060-0002-0000	01/01/77		1S
							HIST.RES.	SHL-0930-0000	03/31/80		1CL
089663	41-001473	SR 1	PORTOLA EXPEDITION CAMP, GAZOS CRE	(VIC) PESCADERO	C		HIST.RES.	SHL-0023-0000	06/10/32		7L
005282	41-000652	SR 1	GREEN OAKES RANCH; ISAAC CHAPMAN S	(VIC) PESCADERO	C	1863	HIST.SURV.	4060-0006-0000			7N
							HIST.RES.	SHL-0906-0001	02/08/77		1CL
091168	41-001508	ALPINE RD	SITE OF MAXIMO MARTINEZ RESIDENCE	PORTOLA VALLEY	U		HIST.RES.	SPHI-SMA-022	04/25/72		7L
179138		2965 ALPINE RD	BRACEWELL OBSERVATORY / STANFORD F	PORTOLA VALLEY	P	1955	PROJ.REVW.	FCC100111G	03/11/10		7
005260	41-000636	3915 ALPINE RD	CASA DE TABLETA/BUELNAS ROADHOUSE/	PORTOLA VALLEY	P	1852	HIST.RES.	NPS-73000447-0000	08/14/73		1S
	41-000177						HIST.SURV.	4027-0004-0000	01/01/73		1S
	P-41-000179						HIST.RES.	SHL-0825-0000	08/07/68		1CL
005263	41-000639	775 PORTOLA RD	PORTOLA VALLEY SCHOOL/PRIMARY SCHO	PORTOLA VALLEY	M	1909	HIST.RES.	NPS-74000557-0000	06/28/74		1S
							HIST.SURV.	4027-0007-0000	06/28/74		1S

PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
005262	41-000638	930 PORTOLA RD	OUR LADY OF THE WAYSIDE	PORTOLA VALLEY	P	1912	HIST.RES.	SPHI-SMA-025	01/10/74	7L	
							HIST.RES.	NPS-77000338-0000	11/22/77	1S	
							HIST.SURV.	4027-0006-0000	11/22/77	1S	
091167	41-001507	945 PORTOLA RD	THE VILLAGE OF PORTOLA	PORTOLA VALLEY	U		HIST.RES.	SHL-0909-0000	05/12/77	1CL	
							HIST.RES.	SPHI-SMA-021	04/25/72	7L	
147206		721 3RD ST		REDWOOD CITY	P	1940	HIST.RES.	DOE-41-04-0007-0000	03/01/04	6Y	
							PROJ.REVW.	HUD040220E	03/01/04	6Y	
172488		926 4TH AVE		REDWOOD CITY		1946	PROJ.REVW.	HUD080627F	07/17/08	6Y	
153192		170 ALAMEDA DE LAS PULGAS	SEQUOIA DISTRICT HOSPITAL	REDWOOD CITY	P	1948	PROJ.REVW.	FCC100621M	11/18/10	6Y	
							PROJ.REVW.	FCC050328G	04/20/05	6Y	
005409	41-000779	817 ARGUELLO ST	HENNEY RESIDENCE	REDWOOD CITY	U	1855	HIST.SURV.	4063-0044-0000		7N	
005391	41-000761	1200 ARGUELLO ST	JEWEL HOUSE	REDWOOD CITY	P	1880	HIST.SURV.	4063-0026-0000		3S	
005390	41-000760	1209 ARGUELLO ST	BEMENT HOUSE	REDWOOD CITY	P	1885	HIST.SURV.	4063-0025-0000		3S	
005408	41-000778	1219 ARGUELLO ST	HANSON RESIDENCE	REDWOOD CITY	P	1906	HIST.SURV.	4063-0043-0000		5S2	
161404	P-41-002422	BEECH ST	STAMBAUGH-HELLER CERTIFIED LOCAL D	REDWOOD CITY	P		LOC.C.DIST	4063-0068-9999		2S	
005402	41-000772	423 BEECH ST		REDWOOD CITY	P	1893	LOC.C.DIST	4063-0068-0001		2S	
							HIST.SURV.	4063-0037-0000		3S	
005405	41-000775	175 BIRCH ST		REDWOOD CITY	P	1885	HIST.SURV.	4063-0040-0000		3S	
091136	41-001493	1201 BREWSTER AVE	SEQUOIA UNION HIGH SCHOOL	REDWOOD CITY	M	1895	HIST.RES.	NPS-95000389-9999	04/07/95	1S	ABC
							NAT.REG.	41-0013	04/07/95	1S	ABC
095815	41-001528	1201 BREWSTER AVE	SEQUOIA UNION HIGH SCHOOL MAIN SCH	REDWOOD CITY	M	1923	HIST.RES.	NPS-95000389-0001	04/07/95	1D	ABC
095816	41-001529	1201 BREWSTER AVE	SEQUOIA UNION HIGH SCHOOL AUDITORI	REDWOOD CITY	M	1923	HIST.RES.	NPS-95000389-0002	04/07/95	1D	ABC
095817	41-001530	1201 BREWSTER AVE	SEQUOIA UNION HIGH SCHOOL GIRLS' G	REDWOOD CITY	M	1928	HIST.RES.	NPS-95000389-0003	04/07/95	1D	ABC
095818	41-001531	1201 BREWSTER AVE	SEQUOIA UNION HIGH SCHOOL CAFETERI	REDWOOD CITY	M	1928	HIST.RES.	NPS-95000389-0004	04/07/95	1D	ABC
095840	41-001532	1201 BREWSTER AVE	SEQUOIA UNION HIGH SCHOOL MACHINE	REDWOOD CITY	M	1932	HIST.RES.	NPS-95000389-0005	04/07/95	1D	ABC
095841	41-001533	1201 BREWSTER AVE	SEQUOIA UNION HIGH SCHOOL BREWSTER	REDWOOD CITY	M	1924	HIST.RES.	NPS-95000389-0006	04/07/95	1D	ABC
095842	41-001534	1201 BREWSTER AVE	SEQUOIA UNION HIGH SCHOOL EL CAMIN	REDWOOD CITY	M	1941	HIST.RES.	NPS-95000389-0007	04/07/95	1D	ABC
095843	41-001535	1201 BREWSTER AVE	SEQUOIA UNION HIGH SCHOOL AUTO SHO	REDWOOD CITY	M	1948	HIST.RES.	NPS-95000389-0008	04/07/95	6X	ABC
095844	41-001536	1201 BREWSTER AVE	SEQUOIA UNION HIGH SCHOOL BOYS' GY	REDWOOD CITY	M	1958	HIST.RES.	NPS-95000389-0009	04/07/95	6X	ABC
095845	41-001537	1201 BREWSTER AVE	SEQUOIA UNION HIGH SCHOOL LENKURT	REDWOOD CITY	M	1958	HIST.RES.	NPS-95000389-0010	04/07/95	6X	ABC
095846	41-001538	1201 BREWSTER AVE	SEQUOIA UNION HIGH SCHOOL SWIMMING	REDWOOD CITY	M	1960	HIST.RES.	NPS-95000389-0011	04/07/95	6X	ABC
005424	41-000794	1505 BREWSTER AVE		REDWOOD CITY	P	1910	HIST.SURV.	4063-0059-0000		3S	
005386	41-000756	BROADWAY	HORRACE HAWES ESTATE, SEQUOIA HIGH	REDWOOD CITY	D	1924	HIST.SURV.	4063-0021-0000		3S	
005430	41-000800	2000 BROADWAY	SAN MATEO COUNTY BANK	REDWOOD CITY	P	1900	HIST.SURV.	4063-0065-0002	01/01/77	1D	
005372	41-000742	2001 BROADWAY	SEQUOIA HOTEL	REDWOOD CITY	P	1912	HIST.SURV.	4063-0007-0000		3S	
005431	41-000801	2010 BROADWAY	PIONEER / YOUNG'S DRUGSTORE, FITZP	REDWOOD CITY	P	1897	HIST.SURV.	4063-0065-0003	01/01/77	1D	
005432	41-000802	2020 BROADWAY	SAN MATEO COUNTY BLDG & LOAN ASSN,	REDWOOD CITY	P	1920	HIST.SURV.	4063-0065-0004	01/01/77	1D	
089362	41-001467	2050 BROADWAY		REDWOOD CITY	P	1906	PROJ.REVW.	HUD940516W	05/23/94	6Y	
000016	41-000532	2200 BROADWAY	SAN MATEO COUNTY COURTHOUSE	REDWOOD CITY	C	1903	NAT.REG.	41-0027	01/31/00	7W	
	P-41-000174						HIST.RES.	DSA-41-SPS-3011	05/15/95	3S	C
							ST.FND.PRG	619.0-84-HP-41-002	12/26/84	3	
							HIST.RES.	NPS-77000340-0000	12/13/77	1S	
							HIST.SURV.	4062-0012-0000	06/01/76	3S	
005378	41-000748	2211 BROADWAY	SEQUOIA THEATER/FOX THEATER	REDWOOD CITY	P	1928	HIST.RES.	NPS-94000431-0000	05/05/94	1S	C
							NAT.REG.	41-0009	05/05/94	1S	C
							HIST.SURV.	4063-0013-0000	05/05/94	1S	C
178806		2301 BROADWAY	CALIFORNIA PACIFIC TITLE COMPANY	REDWOOD CITY			TAX.CERT.	537.9-41-0013	05/20/10	7J	
172489		96 BUCKINGHAM AVE		REDWOOD CITY		1924	PROJ.REVW.	HUD080627C	07/17/08	6Y	
162703		112 CEDAR ST		REDWOOD CITY	P	1907	PROJ.REVW.	HUD060725A	08/04/06	6Y	
162706		128 CEDAR ST		REDWOOD CITY	P	1926	PROJ.REVW.	HUD060725A	08/04/06	6Y	
076712	41-001426	601 CEDAR ST		REDWOOD CITY	U	1885	PROJ.REVW.	HUD920401G	05/04/92	6Y	
162707		1414 CEDAR ST		REDWOOD CITY	P	1910	PROJ.REVW.	HUD060725A	08/04/06	6Y	

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.			Page 24	04-05-12									
PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS.....	NAMES.....	CITY NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT		
067324	41-001350	321 CHESTNUT ST		REDWOOD CITY	U		HIST.RES.	DOE-41-90-0007-0000	05/02/90	6Y			
							PROJ.REVW.	FHWA900409A	05/02/90	6Y			
067325	41-001351	329 CHESTNUT ST		REDWOOD CITY	U		HIST.RES.	DOE-41-90-0008-0000	05/02/90	6Y			
							PROJ.REVW.	FHWA900409A	05/02/90	6Y			
067326	41-001352	504 CHESTNUT ST		REDWOOD CITY	U		HIST.RES.	DOE-41-90-0009-0000	05/02/90	6Y			
							PROJ.REVW.	FHWA900409A	05/02/90	6Y			
067327	41-001353	508 CHESTNUT ST		REDWOOD CITY	U		HIST.RES.	DOE-41-90-0010-0000	05/02/90	6Y			
							PROJ.REVW.	FHWA900409A	05/02/90	6Y			
067328	41-001354	511 CHESTNUT ST		REDWOOD CITY	U		HIST.RES.	DOE-41-90-0011-0000	05/02/90	6Y			
							PROJ.REVW.	FHWA900409A	05/02/90	6Y			
067819	41-001370	519 CHESTNUT ST	RESIDENCE	REDWOOD CITY	U	0	HIST.RES.	DOE-41-90-0024-0000	09/04/90	6Y			
							PROJ.REVW.	FHWA900409A	09/04/90	6Y			
067329	41-001355	527 CHESTNUT ST		REDWOOD CITY	U		HIST.RES.	DOE-41-90-0012-0000	05/02/90	6Y			
							PROJ.REVW.	FHWA900409A	05/02/90	6Y			
067330	41-001356	739 CHESTNUT ST		REDWOOD CITY	U		HIST.RES.	DOE-41-90-0013-0000	05/02/90	6Y			
							PROJ.REVW.	FHWA900409A	05/02/90	6Y			
067331	41-001357	1115 CHESTNUT ST		REDWOOD CITY	U		HIST.RES.	DOE-41-90-0014-0000	05/02/90	6Y			
							PROJ.REVW.	FHWA900409A	05/02/90	6Y			
090716	41-001492	37 CLINTON AVE		REDWOOD CITY	P	1938	PROJ.REVW.	HUD940712I	08/15/94	6Y			
005428	41-000798	CORDILLERAS RD	INDIAN MOUNDS	REDWOOD CITY	U	0	HIST.SURV.	4063-0064-0000		7R			
073959	41-001420	20 DEXTER ST		REDWOOD CITY	U	1929	PROJ.REVW.	HUD911028A	11/18/91	6Y			
077343	41-001430	639 DOUGLAS AVE		REDWOOD CITY	U	1935	PROJ.REVW.	HUD920608H	07/01/92	6Y			
005420	41-000790	226 EDGEWOOD RD		REDWOOD CITY	P	1910	HIST.SURV.	4063-0055-0000		3S			
005421	41-000791	502 EDGEWOOD RD		REDWOOD CITY	P	1895	HIST.SURV.	4063-0056-0000		3S			
005422	41-000792	610 EDGEWOOD RD	WILLIAMS RESIDENCE	REDWOOD CITY	P	1915	HIST.SURV.	4063-0057-0000		3S			
005384	41-000754	650 EDGEWOOD RD	BRITTON RESIDENCE	REDWOOD CITY	P	1912	HIST.SURV.	4063-0019-0000		3S			
005387	41-000757	2595 EDGEWOOD RD	HENRY FINKLER ESTATE, TAYLOR RESID	REDWOOD CITY	S	1908	HIST.SURV.	4063-0022-0000		3S			
107065	41-001811	100 EDMONDS RD	CHILDREN'S BUILDING, HASSLER HEALTH	REDWOOD CITY	M	1940	HIST.RES.	DOE-41-97-0003-0000	03/05/97	2S2	A		
							PROJ.REVW.	HUD961119A	03/05/97	2S2	A		
005410	41-000780	649 EL CAMINO REAL	McGARVEY RESIDENCE	REDWOOD CITY	P	1865	HIST.SURV.	4063-0045-0000		5S2			
181639		1451 EL CAMINO REAL	SECURITY PUBLIC STORAGE	REDWOOD CITY	P	1953	PROJ.REVW.	FCC100714I	08/10/10	6Y			
005404	41-000774	473 ELM ST	HANSON RESIDENCE	REDWOOD CITY	U	1860	HIST.SURV.	4063-0039-0000		3S			
152520	41-002467	2323 EUCLID AVE	REDWOOD CITY FIRST CONGREGATIONAL	REDWOOD CITY	P	1952	HIST.RES.	DOE-41-05-0002-0000	02/07/05	6Y			
							PROJ.REVW.	FCC041213C	02/07/05	6Y			
005385	41-000755	90 FINGER AVE	FINGER FARM HOUSE	REDWOOD CITY	P	1855	HIST.SURV.	4063-0020-0000		3S			
005379	41-000749	627 HAMILTON ST	LATHROP HOUSE/CONNOR HOUSE	REDWOOD CITY	C	1863	HIST.RES.	NPS-73000448-0000	04/11/73	1S			
	P-41-000187						HIST.SURV.	4063-0014-0000	01/01/73	1S			
							HIST.RES.	SPHI-SMA-010	05/19/71	7L			
161405	41-000753	402 HELLER ST	BAPTIST CHURCH	REDWOOD CITY	P	1874	LOC.C.DIST	4063-0068-0002		2D			
005383	41-000753	414 HELLER ST	REDWOOD CITY BAPTIST CHURCH	REDWOOD CITY	P	1876	HIST.SURV.	4063-0018-0000		3S			
005418	41-000788	416 HELLER ST	PARISH HOUSE	REDWOOD CITY	P	1860	HIST.SURV.	4063-0053-0000		3S			
161406	P-41-002424	420 HELLER ST	ENSOR HOUSE	REDWOOD CITY	P	1904	LOC.C.DIST	4063-0068-0003		2D			
005401	41-000771	446 HELLER ST	HYNDING, CHRISTIAN J., RESIDENCE	REDWOOD CITY	P	1885	LOC.C.DIST	4063-0068-0004		2D			
							HIST.SURV.	4063-0036-0000		3S			
067820	41-001371	707 HELLER ST	RESIDENCE	REDWOOD CITY	U	0	HIST.RES.	DOE-41-90-0025-0000	09/04/90	6Y			
							PROJ.REVW.	FHWA900409A	09/04/90	6Y			
067332	41-001358	624 HILTON ST		REDWOOD CITY	U		HIST.RES.	DOE-41-90-0015-0000	05/02/90	6Y			
							PROJ.REVW.	FHWA900409A	05/02/90	6Y			
067333	41-001359	626 HILTON ST		REDWOOD CITY	U		HIST.RES.	DOE-41-90-0016-0000	05/02/90	6Y			
							PROJ.REVW.	FHWA900409A	05/02/90	6Y			
171280		1445 HUDSON ST		REDWOOD CITY	P	1954	PROJ.REVW.	HUD080423C	05/05/08	6Y			
176531		2820 HUNTINGTON AVE		REDWOOD CITY	P	1951	PROJ.REVW.	HUD090720C	08/13/09	6Y			
005369	41-000739	JEFFERSON AVE	WATERFRONT, REDWOOD CREEK/EMBARCAD	REDWOOD CITY	P	1851	HIST.SURV.	4063-0001-0000		7R			
171561		2033 JEFFERSON AVE	KAINOS HOME & TRAINING CENTER	REDWOOD CITY	P	1926	PROJ.REVW.	HUD080423E	05/05/08	6Y			
096814	41-001542	3518 JEFFERSON AVE		REDWOOD CITY	P	1940	PROJ.REVW.	HUD950607B	07/21/95	6Y			

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.										Page 25	04-05-12
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
171262		210 LEXINGTON AVE		REDWOOD CITY	P	1938	PROJ.REVW.	HUD080423H	05/05/08	6Y	
005433	41-000803	MAIN ST	REDWOOD CITY HISTORIC COMMERCIAL B	REDWOOD CITY	SPC	1859	HIST.RES.	NPS-77000339-0000	11/07/77	1S	
137737		MAIN ST	REDWOOD CITY MAIN STREET HISTORIC	REDWOOD CITY			HIST.SURV.	4063-0065-9999	01/01/77	1S	
							REG.UNIT	41-0037	08/18/04	7J	
							REG.UNIT	41-0033	03/12/03	7W	
005429	41-000799	726 MAIN ST	DILLER / CHAMBERLAND STORE, QUONG	REDWOOD CITY	P	1859	TAX.CERT.	537.9-41-0002	07/13/90	2D3	
							HIST.SURV.	4063-0065-0001	01/01/77	1D	
005374	41-000744	805 MAIN ST	WAHL BLDG, HULL BLDG	REDWOOD CITY	P	1880	HIST.SURV.	4063-0009-0000		5S2	
005373	41-000743	822 MAIN ST	HILTON & TITUS BLACKSMITH SHOP	REDWOOD CITY	P	1859	HIST.SURV.	4063-0008-0000		5S2	
005426	41-000796	830 MAIN ST		REDWOOD CITY	P	1904	HIST.SURV.	4063-0062-0000		3S	
005375	41-000745	831 MAIN ST	ALHAMBRA THEATER, MASON LODGE	REDWOOD CITY	P	1896	HIST.SURV.	4063-0010-0000		3S	
005388	41-000758	901 MAIN ST	HOLMQUIST HARDWARE BLDG	REDWOOD CITY	P	1909	HIST.SURV.	4063-0023-0000		3S	
005376	41-000746	1018 MAIN ST	JOHN OFFERMAN HOUSE	REDWOOD CITY	P	1857	HIST.SURV.	4063-0011-0000	05/22/91	3S	
							HIST.RES.	SPHI-SMA-027	05/15/74	7L	
005414	41-000784	1226 MAIN ST	MURCH KIRKPATRICK RESIDENCE	REDWOOD CITY	P	1875	HIST.SURV.	4063-0049-0000		3S	
005413	41-000783	1236 MAIN ST	TUITE RESIDENCE	REDWOOD CITY	P	1875	HIST.SURV.	4063-0048-0000		3S	
067821	41-001372	1401 MAIN ST	RESIDENCE	REDWOOD CITY	U	0	HIST.RES.	DOE-41-90-0026-0000	09/04/90	6Y	
							PROJ.REVW.	FHWA900409A	09/04/90	6Y	
162704		1402 MAIN ST		REDWOOD CITY	P	1919	PROJ.REVW.	HUD060725A	08/04/06	6Y	
067334	41-001360	1502 MAIN ST		REDWOOD CITY	U		HIST.RES.	DOE-41-90-0017-0000	05/02/90	6Y	
							PROJ.REVW.	FHWA900409A	05/02/90	6Y	
140200		2829 MARLBROUGH AVE		REDWOOD CITY	P	1908	HIST.RES.	DOE-43-03-0012-0000	05/23/03	6Y	
							PROJ.REVW.	HUD030516S	05/23/03	6Y	
005393	41-000763	505 MIDDLEFIELD RD	DIELMAN RESIDENCE	REDWOOD CITY	P	1885	HIST.SURV.	4063-0028-0000		3S	
005392	41-000762	611 MIDDLEFIELD RD		REDWOOD CITY	P	1890	HIST.SURV.	4063-0027-0000		3S	
005389	41-000759	1044 MIDDLEFIELD RD	FIRE STATION #1	REDWOOD CITY	M	1921	HIST.SURV.	4063-0024-0000		3S	
005400	41-000770	1304 MIDDLEFIELD RD	DR. ROSS RESIDENCE	REDWOOD CITY	P	1895	HIST.SURV.	4063-0035-0000		3S	
005399	41-000769	1405 MIDDLEFIELD RD	MORGAN HOUSE	REDWOOD CITY	P	1875	LOC.C.DIST	4063-0068-0005		2S	
							HIST.SURV.	4063-0034-0000		3S	
005382	41-000752	1417 MIDDLEFIELD RD	GRANGER, MARY A., RESIDENCE	REDWOOD CITY	P	1883	LOC.C.DIST	4063-0068-0006		2D	
							HIST.SURV.	4063-0017-0000		3S	
005381	41-000751	1503 MIDDLEFIELD RD	HARTLY, GRIFFITH P. AND JENNIE E.,	REDWOOD CITY	P	1875	LOC.C.DIST	4063-0068-0007		2D	
							HIST.SURV.	4063-0016-0000		3S	
161407	P-41-002425	1511 MIDDLEFIELD RD		REDWOOD CITY	P	1900	LOC.C.DIST	4063-0068-0008		2D	
161408	P-41-002426	1519 MIDDLEFIELD RD		REDWOOD CITY	P	1902	LOC.C.DIST	4063-0068-0009		2D	
161409	P-41-002427	1520 MIDDLEFIELD RD		REDWOOD CITY	P	1890	LOC.C.DIST	4063-0068-0010		2D	
067335	41-001361	1631 MIDDLEFIELD RD		REDWOOD CITY	U		HIST.RES.	DOE-41-90-0018-0000	05/02/90	6Y	
							PROJ.REVW.	FHWA900409A	05/02/90	6Y	
067708	41-001368	1633 MIDDLEFIELD RD		REDWOOD CITY	U		HIST.RES.	DOE-41-90-0022-0000	05/02/90	6Y	
							PROJ.REVW.	FHWA900409A	05/02/90	6Y	
067336	41-001362	1711 MIDDLEFIELD RD		REDWOOD CITY	U		HIST.RES.	DOE-41-90-0019-0000	05/02/90	6Y	
							PROJ.REVW.	FHWA900409A	05/02/90	6Y	
171372		2600 MIDDLEFIELD RD		REDWOOD CITY	P	1972	PROJ.REVW.	HUD080423F	05/05/08	6Y	
096392	41-001541	3600 MIDDLEFIELD RD	GARFIELD CHARTER SCHOOL	REDWOOD CITY	D	1926	PROJ.REVW.	HUD950525D	06/26/95	6Y	
005412	41-000782	113 MONROE ST		REDWOOD CITY	P	1860	HIST.SURV.	4063-0047-0000		3S	
005407	41-000777	302 ORCHARD AVE		REDWOOD CITY	P	1905	HIST.SURV.	4063-0042-0000		3S	
171260		344 RAMONA ST		REDWOOD CITY	P	1934	PROJ.REVW.	HUD080423G	05/05/08	6Y	
171261		348 RAMONA ST		REDWOOD CITY	P	1952	PROJ.REVW.	HUD080423G	05/05/08	6Y	
005434	41-000804	SR 101	BRIDGE #35-12	REDWOOD CITY	S	1931	HIST.SURV.	4063-0066-0000		7N	
005435	41-000805	SR 101	BRIDGE #35-19	REDWOOD CITY	S	1930	HIST.SURV.	4063-0067-0000		7R	
005419	41-000789	116 STAMBAUGH ST	GEORGE RESIDENCE	REDWOOD CITY	P	1910	HIST.SURV.	4063-0054-0000		3S	
005403	41-000773	142 STAMBAUGH ST	KIRSTE RESIDENCE, STAMBAUGH HOUSE	REDWOOD CITY	P	1908	HIST.SURV.	4063-0038-0000		3S	
005394	41-000764	304 STAMBAUGH ST	KING RESIDENCE	REDWOOD CITY	P	1880	HIST.SURV.	4063-0029-0000		3S	
005415	41-000785	397 STAMBAUGH ST	OLON RESIDENCE	REDWOOD CITY	P	1880	LOC.C.DIST	4063-0068-0011		2D	
							PROJ.REVW.	HUD920129B	06/09/92	7K	

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.										Page 26	04-05-12
PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS	NAMES	CITY NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
								TAX.CERT. 537.9-41-0003			
005395	41-000765	403 STAMBAUGH ST	MULLEN RESIDENCE	REDWOOD CITY	P	1879	HIST.SURV. 4063-0050-0000				7N
							LOC.C.DIST 4063-0068-0012				2D
005380	41-000750	406 STAMBAUGH ST	EIKERENKOTTER, GEORGE, RESIDENCE	REDWOOD CITY	P	1865	HIST.SURV. 4063-0030-0000				3S
							LOC.C.DIST 4063-0068-0013				2D
161410	P-41-002428	411 STAMBAUGH ST		REDWOOD CITY	P	1905	HIST.SURV. 4063-0015-0000				3S
005396	41-000766	418 STAMBAUGH ST	THOMPSON, E. TED, RESIDENCE	REDWOOD CITY	P	1860	LOC.C.DIST 4063-0068-0014				2D
							HIST.SURV. 4063-0031-0000				3S
005416	41-000786	424 STAMBAUGH ST	BACHELOR CLUB	REDWOOD CITY	P	1907	LOC.C.DIST 4063-0068-0016				2D
							HIST.SURV. 4063-0051-0000				7N
005397	41-000767	427 STAMBAUGH ST	BARRETT, DR. W. M., RESIDENCE	REDWOOD CITY	P	1875	LOC.C.DIST 4063-0068-0017				2D
							HIST.SURV. 4063-0032-0000				3S
005417	41-000787	439 STAMBAUGH ST	DOYLE RESIDENCE	REDWOOD CITY	P	1865	LOC.C.DIST 4063-0068-0018				2D
							HIST.SURV. 4063-0052-0000				5S2
005398	41-000768	504 STAMBAUGH ST	MULLER-TAYLOR RESIDENCE	REDWOOD CITY	P	1875	LOC.C.DIST 4063-0068-0019				2D
							HIST.SURV. 4063-0033-0000				3S
067337	41-001363	627 STAMBAUGH ST		REDWOOD CITY	U		HIST.RES. DOE-41-90-0020-0000		05/02/90		6Y
							PROJ.REVW. FHWA900409A		05/02/90		6Y
067338	41-001364	703 STAMBAUGH ST		REDWOOD CITY	U		HIST.RES. DOE-41-90-0021-0000		05/02/90		6Y
							PROJ.REVW. FHWA900409A		05/02/90		6Y
179125		1835 VALOTA RD		REDWOOD CITY	P	1962	PROJ.REVW. FCC091203A		02/25/10		6Y
005371	41-000741	1601 VETERANS BLVD	FRANKS TANNERY SITE	REDWOOD CITY	P	1859	HIST.SURV. 4063-0003-0000				7R
150447		500 WARRINGTON AVE		REDWOOD CITY	P	1950	HIST.RES. DOE-41-04-0015-0000		07/14/04		6Y
							PROJ.REVW. HUD040622B		07/14/04		6Y
005423	41-000793	WHIPPLE AVE	LINCOLN SCHOOL	REDWOOD CITY	D	1911	HIST.SURV. 4063-0058-0000				3S
005411	41-000781	109 WILSON ST		REDWOOD CITY	P	1880	HIST.SURV. 4063-0046-0000				3S
005427	41-000797	1 WINKLE BLECK ST	SOUTHERN PACIFIC DEPOT	REDWOOD CITY	P	1909	HIST.SURV. 4063-0063-0000				3S
005425	41-000795	WOODHUE CT	WOODHUE COURT STONE DAM	REDWOOD CITY	U	1900	HIST.SURV. 4063-0060-0000				7N
005406	41-000776	30 WOODHUE CT	TEA HOUSE PAVILION	REDWOOD CITY	P	1914	HIST.SURV. 4063-0041-0000				3S
005370	41-000740	316 WOODSIDE RD	UNION CEMETERY	REDWOOD CITY	M	1859	HIST.RES. NPS-83001237-0000		08/25/83	1S	A
							HIST.SURV. 4063-0002-0000		09/01/76		7N
							HIST.RES. SHL-0816-0000		06/01/67		1CL
124190	41-001997	709 WOODSIDE RD	McDONALD'S RESTAURANT, SITE #SF-17	REDWOOD CITY	F		HIST.RES.		11/04/99		
							PROJ.REVW. FCC991021C		11/04/99		
176296		1143 MARSH RD		(VIC) REDWOOD CIT	P		PROJ.REVW. HUD090625B		07/22/09		6Y
155845			BUILDING C-101/SUPPORT FACILITY	SAN BRUNO	F	1944	PROJ.REVW. USN990204A		03/23/99		6Y
155852			BUILDING B-201/AMINISTRATION BUIL	SAN BRUNO	F	1944	PROJ.REVW. USN990204A		03/23/99		6Y
155851			BUILDING B-103/ADMINISTRATION BUIL	SAN BRUNO	F	1944	PROJ.REVW. USN990204A		03/23/99		6Y
155853			BUILDING B-203/AMINISTRATION BUIL	SAN BRUNO	F	1944	PROJ.REVW. USN990204A		03/23/99		6Y
155855			BUILDING H-106/HOUSING/EFA WEST	SAN BRUNO	F	1944	PROJ.REVW. USN990204A		03/23/99		6Y
155846			BUILDING C-103/SUPPORT FACILITY	SAN BRUNO	F	1944	PROJ.REVW. USN990204A		03/23/99		6Y
155847			BUILDING C-210/SUPPORT FACILITY/EF	SAN BRUNO	F	1944	PROJ.REVW. USN990204A		03/23/99		6Y
155849			BUILDING B-100/ADMINISTRATION BUIL	SAN BRUNO	F	1944	PROJ.REVW. USN990204A		03/23/99		6Y
155857			BUILDING H-104/HOUSING/EFA WEST	SAN BRUNO	F	1944	PROJ.REVW. USN990204A		03/23/99		6Y
155859			BUILDING B-204 / POLICE STATION /	SAN BRUNO	F	1971	PROJ.REVW. USN990204A		03/23/99		6Y
155840			BUILDING B-102/ADMINISTRATION BUIL	SAN BRUNO	F	1944	PROJ.REVW. USN990204A		03/23/99		6Y
155843			BUILDING C-209/EFA WEST	SAN BRUNO	F	1944	PROJ.REVW. USN990204A		03/23/99		6Y
155842			BUILDING B-210/EFA WEST	SAN BRUNO	F	1944	PROJ.REVW. USN990204A		03/23/99		6Y
155844			BARRACKS/B-206/B-222/B-208/C-201/C	SAN BRUNO	F	1944	PROJ.REVW. USN990204A		03/23/99		6Y
155848			BUILDING A-207/ADMINISTRATION BUIL	SAN BRUNO	F	1944	PROJ.REVW. USN990204A		03/23/99		6Y
155850			BUILDING B-101/ADMINISTRATION BUIL	SAN BRUNO	F	1944	PROJ.REVW. USN990204A		03/23/99		6Y
155854			BUILDING H-102/HOUSING/EFA WEST	SAN BRUNO	F	1944	PROJ.REVW. USN990204A		03/23/99		6Y
155856			BUILDING H-108/HOUSING/EFA WEST	SAN BRUNO	F	1944	PROJ.REVW. USN990204A		03/23/99		6Y

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.			Page 27	04-05-12								
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS.....	NAMES.....	CITY-NAME.....	OWN	YR-C	OHP-PROG.,	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT	
155858			BUILDING H-105/HOUSING/EFA WEST	SAN BRUNO	F	1944	PROJ.REVW.	USN990204A	03/23/99	6Y		
155860			NAVY/MARINE CORPS RESERVE CENTER	SAN BRUNO	F	1975	PROJ.REVW.	USN990204A	03/23/99	6Y		
155841			BUILDING C-105/ADMINISTRATION BUIL	SAN BRUNO	F	1944	PROJ.REVW.	USN990204A	03/23/99	6Y		
155839			BUILDING C-107/HEADQUARTERS/ENGINE	SAN BRUNO	F	1944	PROJ.REVW.	USN990204A	03/23/99	6Y		
146725		616 7TH AVE		SAN BRUNO	P	1907	HIST.RES.	DOE-41-04-0002-0000	05/06/04	6Y		
							PROJ.REVW.	HUD0404050	05/06/04	6Y		
101736	41-001636 P-41-000368	4 ATLANTIC AVE		SAN BRUNO	P	1945	HIST.RES.	DOE-41-96-0046-0000	04/18/96	6Y		
							PROJ.REVW.	UMTA900828A	04/18/96	6Y		
101737	41-001637 P-41-000369	8 BUENA VISTA AVE		SAN BRUNO	P	1910	HIST.RES.	DOE-41-96-0047-0000	04/18/96	6Y		
							PROJ.REVW.	UMTA900828A	04/18/96	6Y		
147879		3300 COLLEGE DR	SAN FRANCISCO RADIO STATION/COAST	SAN BRUNO	U		HIST.RES.	DOE-41-03-0024-0000	08/20/03	6Y		
							PROJ.REVW.	FCC030721B	08/20/03	6Y		
091148	41-001496	EL CAMINO REAL	SITE OF START OF CALIFORNIA STATE	SAN BRUNO	S	1912	HIST.RES.	SPHI-SMA-006	05/19/71	7L		
091578	41-001517 41-000207	EL CAMINO REAL	TANFORAN ASSEMBLY CENTER--TEMPORAR	SAN BRUNO	P	1942	HIST.RES.	SHL-0934-0010	05/13/80	1CL		
098858	41-001565	111 EUCLID ST		SAN BRUNO		1943	HIST.RES.	DOE-41-95-0009-0000	12/26/95	6Y		
							PROJ.REVW.	UMTA900828A	12/26/95	6Y		
098857	41-001564	122 EUCLID ST		SAN BRUNO		1941	HIST.RES.	DOE-41-95-0008-0000	12/26/95	6Y		
							PROJ.REVW.	UMTA900828A	12/26/95	6Y		
098878	41-001584	102 FLORIDA ST		SAN BRUNO		1926	HIST.RES.	DOE-41-95-0028-0000	12/26/95	6Y		
							PROJ.REVW.	UMTA900828A	12/26/95	6Y		
098879	41-001585	104 FLORIDA ST		SAN BRUNO		1926	HIST.RES.	DOE-41-95-0029-0000	12/26/95	6Y		
							PROJ.REVW.	UMTA900828A	12/26/95	6Y		
098880	41-001586	105 FLORIDA ST		SAN BRUNO		1926	HIST.RES.	DOE-41-95-0030-0000	12/26/95	6Y		
							PROJ.REVW.	UMTA900828A	12/26/95	6Y		
101918	41-001697	1005 HEMLOCK AVE		SAN BRUNO	P	1936	HIST.RES.	DOE-41-96-0109-0000	04/18/96	6Y		
							PROJ.REVW.	UMTA900828A	04/18/96	6Y		
090070	41-001484	965 HENSLEY AVE		SAN BRUNO	P	1920	PROJ.REVW.	HUD940602D	07/14/94	6Y		
101774	41-001665	285 HUNINGTON AVE		SAN BRUNO	P	1940	HIST.RES.	DOE-41-96-0076-0000	04/18/96	6Y		
							PROJ.REVW.	UMTA900828A	04/18/96	6Y		
101722	41-001622 P-41-000354	1028 HUNINGTON AVE E		SAN BRUNO	P	1945	HIST.RES.	DOE-41-96-0032-0000	04/18/96	6Y		
							PROJ.REVW.	UMTA900828A	04/18/96	6Y		
101723	41-001623 P-41-000355	1034 HUNINGTON AVE E		SAN BRUNO	P	1940	HIST.RES.	DOE-41-96-0033-0000	04/18/96	6Y		
							PROJ.REVW.	UMTA900828A	04/18/96	6Y		
101724	41-001624 P-41-000356	1040 HUNINGTON AVE E		SAN BRUNO	P	1920	HIST.RES.	DOE-41-96-0034-0000	04/18/96	6Y		
							PROJ.REVW.	UMTA900828A	04/18/96	6Y		
101725	41-001625 P-41-000357	1052 HUNINGTON AVE E		SAN BRUNO	P	1920	HIST.RES.	DOE-41-96-0035-0000	04/18/96	6Y		
							PROJ.REVW.	UMTA900828A	04/18/96	6Y		
101726	41-001626 P-41-000358	1060 HUNINGTON AVE E		SAN BRUNO	P	1945	HIST.RES.	DOE-41-96-0036-0000	04/18/96	6Y		
							PROJ.REVW.	UMTA900828A	04/18/96	6Y		
101727	41-001627 P-41-000359	1066 HUNINGTON AVE E		SAN BRUNO	P	1910	HIST.RES.	DOE-41-96-0037-0000	04/18/96	6Y		
							PROJ.REVW.	UMTA900828A	04/18/96	6Y		
101728	41-001628 P-41-000360	1074 HUNINGTON AVE E		SAN BRUNO	P	1945	HIST.RES.	DOE-41-96-0038-0000	04/18/96	6Y		
							PROJ.REVW.	UMTA900828A	04/18/96	6Y		
101729	41-001629 P-41-000361	1082 HUNINGTON AVE E		SAN BRUNO	P	1920	HIST.RES.	DOE-41-96-0039-0000	04/18/96	6Y		
							PROJ.REVW.	UMTA900828A	04/18/96	6Y		
101730	41-001630 P-41-000362	1090 HUNINGTON AVE E		SAN BRUNO	P	1945	HIST.RES.	DOE-41-96-0040-0000	04/18/96	6Y		
							PROJ.REVW.	UMTA900828A	04/18/96	6Y		
101731	41-001631 P-41-000363	1140 HUNINGTON AVE E		SAN BRUNO	P	1910	HIST.RES.	DOE-41-96-0041-0000	04/18/96	6Y		
							PROJ.REVW.	UMTA900828A	04/18/96	6Y		
101732	41-001632 P-41-000364	1208 HUNINGTON AVE E		SAN BRUNO	P	1945	HIST.RES.	DOE-41-96-0042-0000	04/18/96	6Y		
							PROJ.REVW.	UMTA900828A	04/18/96	6Y		
101733	41-001633 P-41-000365	1218 HUNINGTON AVE E		SAN BRUNO	P	1940	HIST.RES.	DOE-41-96-0043-0000	04/18/96	6Y		
							PROJ.REVW.	UMTA900828A	04/18/96	6Y		
101734	41-001634 P-41-000366	1250 HUNINGTON AVE E		SAN BRUNO	P	1945	HIST.RES.	DOE-41-96-0044-0000	04/18/96	6Y		
							PROJ.REVW.	UMTA900828A	04/18/96	6Y		
101735	41-001635 P-41-000367	1262 HUNINGTON AVE E		SAN BRUNO	P	1945	HIST.RES.	DOE-41-96-0045-0000	04/18/96	6Y		

<-
 These are all on
 Huntington Ave
 (not Hunington)
 -A. Sims 5/12/2016

PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
098882	41-001588	365 HUNTINGTON ST		SAN BRUNO		1927	PROJ.REVW.	UMTA900828A	04/18/96	6Y	
							HIST.RES.	DOE-41-95-0032-0000	12/26/95	6Y	
098881	41-001587	381 HUNTINGTON ST		SAN BRUNO		1940	PROJ.REVW.	UMTA900828A	12/26/95	6Y	
							HIST.RES.	DOE-41-95-0031-0000	12/26/95	6Y	
098877	41-001583	421 HUNTINGTON ST		SAN BRUNO		1940	PROJ.REVW.	UMTA900828A	12/26/95	6Y	
							HIST.RES.	DOE-41-95-0027-0000	12/26/95	6Y	
098876	41-001582	493 HUNTINGTON ST		SAN BRUNO		1925	PROJ.REVW.	UMTA900828A	12/26/95	6Y	
							HIST.RES.	DOE-41-95-0026-0000	12/26/95	6Y	
098874	41-001580	537 HUNTINGTON ST		SAN BRUNO		1925	PROJ.REVW.	UMTA900828A	12/26/95	6Y	
							HIST.RES.	DOE-41-95-0024-0000	12/26/95	6Y	
098873	41-001579	605 HUNTINGTON ST		SAN BRUNO		1942	PROJ.REVW.	UMTA900828A	12/26/95	6Y	
							HIST.RES.	DOE-41-95-0023-0000	12/26/95	6Y	
098872	41-001578	659 HUNTINGTON ST		SAN BRUNO		1910	PROJ.REVW.	UMTA900828A	12/26/95	6Y	
							HIST.RES.	DOE-41-95-0022-0000	12/26/95	6Y	
098867	41-001573	819 HUNTINGTON ST		SAN BRUNO		1927	PROJ.REVW.	UMTA900828A	12/26/95	6Y	
							HIST.RES.	DOE-41-95-0017-0000	12/26/95	6Y	
098866	41-001572	823 HUNTINGTON ST		SAN BRUNO		1919	PROJ.REVW.	UMTA900828A	12/26/95	6Y	
							HIST.RES.	DOE-41-95-0016-0000	12/26/95	6Y	
098865	41-001571	827 HUNTINGTON ST		SAN BRUNO		1919	PROJ.REVW.	UMTA900828A	12/26/95	6Y	
							HIST.RES.	DOE-41-95-0015-0000	12/26/95	6Y	
098864	41-001570	831 HUNTINGTON ST		SAN BRUNO		1930	PROJ.REVW.	UMTA900828A	12/26/95	6Y	
							HIST.RES.	DOE-41-95-0014-0000	12/26/95	6Y	
098863	41-001569	843 HUNTINGTON ST		SAN BRUNO		1924	PROJ.REVW.	UMTA900828A	12/26/95	6Y	
							HIST.RES.	DOE-41-95-0013-0000	12/26/95	6Y	
098862	41-001568	875 HUNTINGTON ST		SAN BRUNO		1922	PROJ.REVW.	UMTA900828A	12/26/95	6Y	
							HIST.RES.	DOE-41-95-0012-0000	12/26/95	6Y	
098861	41-001567	883 HUNTINGTON ST		SAN BRUNO		1940	PROJ.REVW.	UMTA900828A	12/26/95	6Y	
							HIST.RES.	DOE-41-95-0011-0000	12/26/95	6Y	
098860	41-001566	891 HUNTINGTON ST		SAN BRUNO		1929	PROJ.REVW.	UMTA900828A	12/26/95	6Y	
							HIST.RES.	DOE-41-95-0010-0000	12/26/95	6Y	
098845	41-001563	933 HUNTINGTON ST		SAN BRUNO		1925	PROJ.REVW.	UMTA900828A	12/26/95	6Y	
							HIST.RES.	DOE-41-95-0007-0000	12/26/95	6Y	
098844	41-001562	973 HUNTINGTON ST		SAN BRUNO		1914	PROJ.REVW.	UMTA900828A	12/26/95	6Y	
							HIST.RES.	DOE-41-95-0006-0000	12/26/95	6Y	
155120		1501 MAGNOLIA AVE	CAPUCHINO HIGH SCHOOL	SAN BRUNO	P	1950	PROJ.REVW.	FCC050808G	08/30/05	6Y	
152574		524 MAPLE AVE		SAN BRUNO	P	1938	PROJ.REVW.	DOE-41-05-0003-0000	03/09/05	6Y	
							HIST.RES.	HUD050218J	03/09/05	6Y	
098841	41-001559	949 MONTGOMERY ST		SAN BRUNO		1946	PROJ.REVW.	UMTA900828A	12/26/95	6Y	
							HIST.RES.	DOE-41-95-0003-0000	12/26/95	6Y	
098839	41-001558	957 MONTGOMERY ST		SAN BRUNO		1915	PROJ.REVW.	UMTA900828A	12/26/95	6Y	
							HIST.RES.	DOE-41-95-0002-0000	12/26/95	6Y	
098837	41-001557	967 MONTGOMERY ST		SAN BRUNO		1925	PROJ.REVW.	UMTA900828A	12/26/95	6Y	
							HIST.RES.	DOE-41-95-0001-0000	12/26/95	6Y	
096104	41-001540	2 MORELAND DR	WOMEN'S JAIL #3	SAN BRUNO	MC	1932	PROJ.REVW.	UMTA900828A	12/26/95	6Y	
175105		515 REDWOOD AVE		SAN BRUNO	P	1954	PROJ.REVW.	DSA-41-SPS-3133	06/23/95	3S	
101775	41-001666	110 SAN ANTONIO AVE		SAN BRUNO	P	1923	PROJ.REVW.	HUD090310F	03/30/09	6Y	
							HIST.RES.	DOE-41-96-0078-0000	04/18/96	6Y	
101776	41-001667	120 SAN ANTONIO AVE		SAN BRUNO	P	1931	PROJ.REVW.	UMTA900828A	04/18/96	6Y	
							HIST.RES.	DOE-41-96-0079-0000	04/18/96	6Y	
101777	41-001668	210 SAN ANTONIO AVE		SAN BRUNO	P	1925	PROJ.REVW.	UMTA900828A	04/18/96	6Y	
							HIST.RES.	DOE-41-96-0080-0000	04/18/96	6Y	
101778	41-001669	220 SAN ANTONIO AVE		SAN BRUNO	P	1924	PROJ.REVW.	UMTA900828A	04/18/96	6Y	
							HIST.RES.	DOE-41-96-0081-0000	04/18/96	6Y	
101779	41-001670	240 SAN ANTONIO AVE		SAN BRUNO	P	1908	PROJ.REVW.	UMTA900828A	04/18/96	6Y	
							HIST.RES.	DOE-41-96-0082-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property			Data File for SAN MATEO County.		Page 29	04-05-12					
PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS.....	NAMES.....	CITY NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
101780	41-001671	320 SAN ANTONIO AVE		SAN BRUNO	P	1917	HIST.RES.	DOE-41-96-0083-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101781	41-001672	400 SAN ANTONIO AVE		SAN BRUNO	P	1930	HIST.RES.	DOE-41-96-0084-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101782	41-001673	410 SAN ANTONIO AVE		SAN BRUNO	P	1908	HIST.RES.	DOE-41-96-0085-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101783	41-001674	500 SAN ANTONIO AVE		SAN BRUNO	P	1927	HIST.RES.	DOE-41-96-0086-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101784	41-001675	540 SAN ANTONIO AVE		SAN BRUNO	P	1913	HIST.RES.	DOE-41-96-0087-0000	04/18/96	2S2	
							PROJ.REVW.	UMTA900828A	04/18/96	2S2	
101786	41-001677	620 SAN ANTONIO AVE		SAN BRUNO	P	1923	HIST.RES.	DOE-41-96-0089-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101787	41-001678	630 SAN ANTONIO AVE		SAN BRUNO	P	1941	HIST.RES.	DOE-41-96-0090-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101788	41-001679	640 SAN ANTONIO AVE		SAN BRUNO	P	1939	HIST.RES.	DOE-41-96-0091-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101795	41-001681	720 SAN ANTONIO AVE		SAN BRUNO	P	1910	HIST.RES.	DOE-41-96-0093-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101796	41-001682	730 SAN ANTONIO AVE		SAN BRUNO	P	1930	HIST.RES.	DOE-41-96-0094-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101797	41-001683	740 SAN ANTONIO AVE		SAN BRUNO	P	1910	HIST.RES.	DOE-41-96-0095-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101799	41-001684	800 SAN ANTONIO AVE		SAN BRUNO	P	1925	HIST.RES.	DOE-41-96-0096-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101802	41-001685	810 SAN ANTONIO AVE		SAN BRUNO	P	1906	HIST.RES.	DOE-41-96-0097-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101807	41-001686	820 SAN ANTONIO AVE		SAN BRUNO	P	1931	HIST.RES.	DOE-41-96-0098-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101810	41-001687	1000 SAN ANTONIO AVE		SAN BRUNO	P	1925	HIST.RES.	DOE-41-96-0099-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101812	41-001688	1010 SAN ANTONIO AVE		SAN BRUNO	P	1925	HIST.RES.	DOE-41-96-0100-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101816	41-001689	1020 SAN ANTONIO AVE		SAN BRUNO	P	1936	HIST.RES.	DOE-41-96-0101-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101911	41-001690	1030 SAN ANTONIO AVE		SAN BRUNO	P	1926	HIST.RES.	DOE-41-96-0102-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101912	41-001691	1040 SAN ANTONIO AVE		SAN BRUNO	P	1926	HIST.RES.	DOE-41-96-0103-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101785	41-001676	240 SAN BENITO AVE		SAN BRUNO	P	1915	HIST.RES.	DOE-41-96-0088-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
098868	41-001574	100 SAN BRUNO AVE		SAN BRUNO		1941	HIST.RES.	DOE-41-95-0018-0000	12/26/95	6Y	
							PROJ.REVW.	UMTA900828A	12/26/95	6Y	
098843	41-001561	101 SAN BRUNO AVE E		SAN BRUNO		1942	HIST.RES.	DOE-41-95-0005-0000	12/26/95	6Y	
							PROJ.REVW.	UMTA900828A	12/26/95	6Y	
150341		117 SAN JUAN AVE		SAN BRUNO		1917	HIST.RES.	DOE-41-04-0014-0000	10/14/04	6Y	
							PROJ.REVW.	HUD040921D	10/14/04	6Y	
098871	41-001577	711 SAN MATEO AVE		SAN BRUNO		1929	HIST.RES.	DOE-41-95-0021-0000	12/26/95	6Y	
							PROJ.REVW.	UMTA900828A	12/26/95	6Y	
098870	41-001576	733 SAN MATEO AVE		SAN BRUNO		1907	HIST.RES.	DOE-41-95-0020-0000	12/26/95	6Y	
							PROJ.REVW.	UMTA900828A	12/26/95	6Y	
098869	41-001575	759 SAN MATEO AVE		SAN BRUNO		1934	HIST.RES.	DOE-41-95-0019-0000	12/26/95	6Y	
							PROJ.REVW.	UMTA900828A	12/26/95	6Y	
101790	41-001680	264 SANTA INEZ AVE		SAN BRUNO	P	1924	HIST.RES.	DOE-41-96-0092-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
146697		209 SANTA LUCIA AVE		SAN BRUNO	P	1935	HIST.RES.	DOE-41-04-0001-0000	05/06/04	6Y	

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.										Page 30	04-05-12	
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT	
101916	41-001695	5 SANTA PAULA AVE		SAN BRUNO	P	1923	PROJ.REVW.	HUD040414E	05/06/04	6Y		
091162	41-001503 41-000207	SNEATH LANE	TANFORAN RACE TRACK(SPHI)	SAN BRUNO	P	1899	HIST.RES.	DOE-41-96-0107-0000	04/18/96	6Y		
180753	41-002195	777 SOUTHGATE AVE		SAN BRUNO	P	1957	PROJ.REVW.	UMTA900828A	04/18/96	6Y		
098875	41-001581	105 SYLVAN ST		SAN BRUNO		1940	HIST.RES.	SPHI-SMA-016	05/19/71	7L		
094974	41-001526	389 TAYLOR AVE		SAN BRUNO	P	1925	PROJ.REVW.	FCC100621L	12/27/10	6Y		
098842	41-001560	133 WALNUT ST		SAN BRUNO		1940	HIST.RES.	DOE-41-95-0025-0000	12/26/95	6Y		
							PROJ.REVW.	UMTA900828A	12/26/95	6Y		
							PROJ.REVW.	UMTA900828A	12/26/95	6Y		
090439	41-001491	125 DALE AVE	NATHANIAL BRITTAN PARTY HOUSE	SAN CARLOS	P	1872	HIST.RES.	NPS-94001500-9999	12/29/94	1S	C	
							NAT.REG.	41-0012	12/29/94	1S	C	
094507	41-001524	125 DALE AVE	GARAGE	SAN CARLOS	P	1926	HIST.RES.	NPS-94001500-0002	12/29/94	6X		
094508	41-001525	125 DALE AVE	NATHANIAL BRITTAN, 'PARTY HOUSE'	SAN CARLOS	P	1872	HIST.RES.	NPS-94001500-0001	12/29/94	1D	C	
005438	41-000808	599 EL CAMINO REAL	SOUTHERN PACIFIC DEPOT	SAN CARLOS	S	1888	HIST.RES.	NPS-84001191-0000	09/20/84	1S	AC	
							HIST.SURV.	4070-0002-0000	08/29/83	3S		
							HIST.RES.	SPHI-SMA-015	05/19/71	7L		
181640		147 HIGHLAND AVE	HIGHLAND AND NORTHAM AVES STORAGE	SAN CARLOS	P		PROJ.REVW.	FCC100830C	09/13/10	6Y		
095865	41-001539	525 LAUREL ST	FIRE STATION #13	SAN CARLOS	C	1934	HIST.RES.	DSA-41-SPS-3000	04/05/95	6J	C	
183820		MELENDY DR		SAN CARLOS	M	1956	PROJ.REVW.	FCC100503B	05/26/10	6Y		
140202		549 PROSPECT ST		SAN CARLOS	P	1912	HIST.RES.	DOE-43-03-0014-0000	05/23/03	6Y		
							PROJ.REVW.	HUD030516U	05/23/03	6Y		
130666		1335 SAN CARLOS AVE	GARDEN HACIENDA APARTMENTS	SAN CARLOS		1931	TAX.CERT.	537.9-41-0012	03/28/02	7J		
005437	41-000807	SR 101	BRIDGE #35-56	SAN CARLOS	S	1930	HIST.SURV.	4070-0001-0000		3S		
155421		33 WALTON ST		SAN CARLOS	P	1945	PROJ.REVW.	HUD050831C	09/26/05	6Y		
005439	41-000809 P-41-000176	OLD STAGE RD	SAN GREGORIO HOUSE/PALMER HOTEL/BE	SAN GREGORIO	P	1865	HIST.RES.	NPS-77000341-0000	05/06/77	1S		
							HIST.SURV.	4074-0001-0000	01/01/77	1S		
148183		7400 OLD STAGE RD	SAN GREGORIO SCHOOL	SAN GREGORIO	P	1872	PROJ.REVW.	FCC070517B	07/09/07	2S2	AC	
							HIST.RES.	DOE-41-07-0001-0000	07/09/07	2S2	AC	
							HIST.RES.	DOE-41-04-0010-0000	04/05/04	2S2	AC	
							PROJ.REVW.	FCC040213J	04/05/04	2S2	AC	
005441	41-000811	SAN GREGORIO RD	PETERSON AND ALSFORD GENERAL MERCH	SAN GREGORIO	P	1920	HIST.SURV.	4074-0003-0000		3S		
005442	41-000812	SAN GREGORIO RD	OLD DAIRY	SAN GREGORIO	P	1910	HIST.SURV.	4074-0004-0000		5S2		
089667	41-001476	SR 1	PORTOLA EXPEDITION CAMP AT SAN GRE	SAN GREGORIO	C		HIST.RES.	SHL-0026-0000	06/15/32	7L		
005440	41-000810	STAGE RD	SEASIDE SCHOOL	SAN GREGORIO	M	1872	HIST.SURV.	4074-0002-0000		3S		
008949	41-001217	118 10TH AVE		SAN MATEO	P	1912	HIST.SURV.	4402-0097-0000		5S2		
008950	41-001218	18 11TH AVE		SAN MATEO	P	1909	HIST.SURV.	4402-0098-0000		7N		
008951	41-001219	30 11TH AVE		SAN MATEO	P	1914	HIST.SURV.	4402-0099-0000		5S2		
008952	41-001220	150 11TH AVE		SAN MATEO	P	1912	HIST.SURV.	4402-0100-0000		5S2		
008953	41-001221	21 12TH AVE		SAN MATEO	P	1914	HIST.SURV.	4402-0101-0000		5S2		
008954	41-001222	31 14TH AVE		SAN MATEO	P	1910	HIST.SURV.	4402-0102-0000		5S2		
066264	41-001316	130 16TH AVE	RESIDENTIAL REHABILITATION	SAN MATEO	U		PROJ.REVW.	HUD870925F	10/26/87	6Y		
008989	41-001257	315 1ST AVE		SAN MATEO	P	1904	HIST.SURV.	4402-0136-0000		5S2		
008988	41-001256	611 1ST AVE		SAN MATEO	P	1904	HIST.SURV.	4402-0135-0000		5S2		
008990	41-001258	619 1ST AVE		SAN MATEO	P	1904	HIST.SURV.	4402-0137-0000		5S2		
008991	41-001259	703 1ST AVE	JAMES BYRNES HOUSE	SAN MATEO	P	1875	HIST.SURV.	4402-0138-0000		5S2		
077853	41-001436	728 1ST AVE		SAN MATEO	U	1924	PROJ.REVW.	HUD920911B	10/20/92	6Y		
065195	41-001292	412 22ND AVE	RESIDENCE	SAN MATEO	U		PROJ.REVW.	HUD870515A	06/08/87	6Y		
008888	41-001156	346 23RD AVE		SAN MATEO	P	1927	HIST.SURV.	4402-0078-0000		7R		
008889	41-001157	28 25TH AVE	HUMPHREY'S MARKET	SAN MATEO	P	1941	HIST.SURV.	4402-0079-0000		5S2		
008890	41-001158	32 25TH AVE	MANOR THEATRE	SAN MATEO	P	1941	HIST.SURV.	4402-0080-0000		7R		
077324	41-001427	171 28TH AVE		SAN MATEO	U	1941	PROJ.REVW.	HUD920605A	06/30/92	6Y		

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.										Page 31	04-05-12	
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT	
008760	41-001030	15 2ND AVE	CHARLES HOUSE	SAN MATEO	P	1916	HIST.SURV.	4402-0016-0000		7N		
008816	41-001084	200 2ND AVE		SAN MATEO	P	1917	PROJ.REVW.	HUD940404C	04/25/94	6Y		
							HIST.SURV.	4402-0019-0056		7R		
008818	41-001086	201 2ND AVE	FIRST WATCH BUILDING	SAN MATEO	P	1900	HIST.RES.	DOE-41-96-0169-0002	10/17/96	2D2		
							PROJ.REVW.	HUD961009A	10/17/96	2D2		
							HIST.SURV.	4402-0019-0058		3D	C	
008791	41-001059	215 2ND AVE	HOTEL ST MATTHEW	SAN MATEO	P	1901	HIST.RES.	NPS-97001663-0000	01/23/98	1S	AC	
							NAT.REG.	41-0021	01/23/98	1S	AC	
							TAX.CERT.	537.9-41-0006	01/30/97	7J		
							HIST.RES.	DOE-41-96-0169-0001	10/17/96	2D2		
							PROJ.REVW.	HUD961009A	10/17/96	2D2		
							HIST.SURV.	4402-0019-0031		3B		
066753	41-001334	811 2ND AVE	BLDG REHABILITATION	SAN MATEO	U		PROJ.REVW.	HUD880627M	07/26/88	6Y		
137198		1215 2ND AVE		SAN MATEO	P	1943	HIST.RES.	DOE-41-02-0036-0000	09/26/02	6Y		
							PROJ.REVW.	FHWA020807A	09/26/02	6Y		
177685		1708 2ND AVE		SAN MATEO	P	1948	PROJ.REVW.	HUD091104L	12/04/09	6Y		
094190	41-001521	169 30TH AVE		SAN MATEO	P	1939	PROJ.REVW.	HUD941116D	01/09/95	6Y		
008763	41-001032	5TH AVE	WISNOM LUMBER COMPANY, PEDERSON AN	SAN MATEO	P	1918	HIST.SURV.	4402-0017-9999		7R		
091174	41-001514	5TH AVE	CENTRAL PARK	SAN MATEO	U		HIST.RES.	SPHI-SMA-031	12/15/83	7L		
008761	41-001031	421 5TH AVE	WISNOM LUMBER COMPANY, PEDERSON AN	SAN MATEO	P	1928	HIST.SURV.	4402-0017-0001		7R		
							HIST.SURV.	4402-0017-0002		7R		
064907	41-001281	1017 5TH AVE	RESIDENCE	SAN MATEO	U		PROJ.REVW.	HUD860922F	10/02/86	6Y		
008947	41-001215	214 7TH AVE		SAN MATEO	P	1926	HIST.SURV.	4402-0095-0000		5S2		
008948	41-001216	234 7TH AVE		SAN MATEO	P	1922	HIST.SURV.	4402-0096-0000		7R		
164769		600 ALAMEDA DE LAS PULGAS	BAYWOOD ELEMENTARY SCHOOL	SAN MATEO	M	1939	HIST.RES.	CR	08/03/07	1CS	C	
							CAL.REG.	41-0042	02/07/07	3S	C	
089945	41-001478	ARROYO CT	ANZA EXPEDITION CAMP #96 AT SAN MA	SAN MATEO	M		HIST.RES.	SHL-0047-0000	12/06/32	7L		
008821	41-001089	101 B ST		SAN MATEO	P	1897	HIST.SURV.	4402-0019-0061		7R		
008824	41-001092	214 B ST		SAN MATEO	P	1914	HIST.SURV.	4402-0019-0064		7R		
008825	41-001093	215 B ST	SAN MATEO CITY HALL	SAN MATEO	P	1914	HIST.SURV.	4402-0019-0065		7R		
008826	41-001094	224 B ST		SAN MATEO	P	1913	HIST.SURV.	4402-0019-0066		7R		
008827	41-001095	239 B ST		SAN MATEO	P	1916	HIST.SURV.	4402-0019-0067		7R		
008828	41-001096	277 B ST		SAN MATEO	P	1932	HIST.SURV.	4402-0019-0068		7R		
008751	41-001021	16 BALDWIN AVE	EPISCOPAL CHURCH OF SAINT MATTHEW	SAN MATEO	P	1910	HIST.SURV.	4402-0007-0000		3S		
008766	41-001035	17 BALDWIN AVE	EL CAMINO REAL GUIDEPOST	SAN MATEO	U	1910	HIST.SURV.	4402-0155-0000		7N1		
							HIST.SURV.	4402-0018-0003		7R		
008754	41-001024	109 BALDWIN AVE		SAN MATEO	P	1897	HIST.SURV.	4402-0010-0000		7N		
008752	41-001022	115 BALDWIN AVE		SAN MATEO	P	1901	HIST.SURV.	4402-0008-0000		5S2		
008753	41-001023	117 BALDWIN AVE		SAN MATEO	P	1897	HIST.SURV.	4402-0009-0000		7R		
008880	41-001148	230 BARNESON AVE	BUNGALOW GROCERY	SAN MATEO	P	1928	HIST.SURV.	4402-0070-0000		7N		
166345		545 BARNESON AVE	SAN MATEO FIRE DEPARTMENT STATION	SAN MATEO	M	1954	PROJ.REVW.	FCC061116B	01/10/07	6Y		
090244	41-001488	BAYWOOD AVE	THE HOSPICE, MISSION DOLORES OUTPO	SAN MATEO	P		HIST.RES.	SHL-0393-0000	03/08/48	7L		
091171	41-001511	141 BOREL AVE	SUNSHINE COTTAGE	SAN MATEO	P		HIST.RES.	SPHI-SMA-026	03/15/74	7L		
177232		2200 BROADWAY ST	1910 COUNTY COURTHOUSE	SAN MATEO	M	1904	ST.HS.LDMK	41-0045	12/16/09	7J		
008830	41-001098	311 CATALPA AVE		SAN MATEO	P	1906	HIST.SURV.	4402-0020-0000		5S2		
008831	41-001099	315 CATALPA AVE		SAN MATEO	P	1915	HIST.SURV.	4402-0021-0000		5S2		
008832	41-001100	319 CATALPA AVE		SAN MATEO	P	1915	HIST.SURV.	4402-0022-0000		5S2		
008833	41-001101	323 CATALPA AVE		SAN MATEO	P	1915	HIST.SURV.	4402-0023-0000		5S2		
008834	41-001102	329 CATALPA AVE		SAN MATEO	P	1912	HIST.SURV.	4402-0024-0000		5S2		
008835	41-001103	330 CATALPA AVE		SAN MATEO	P	1907	HIST.SURV.	4402-0025-0000		5S2		
065257	41-001298	2010 CHESTERTON PL	RESIDENCE	SAN MATEO	U		PROJ.REVW.	HUD870709A	07/20/87	6Y		
068163	41-001373	642 COSTA RICA AVE		SAN MATEO	U	1919	PROJ.REVW.	HUD900719E	08/20/90	6Y		
008881	41-001149	87 CRYSTAL SPRINGS RD	PARROT ESTATE GATEHOUSE	SAN MATEO	P	1868	HIST.SURV.	4402-0071-0000		7N		
							HIST.RES.	SPHI-SMA-028	08/07/75	7L		
137199		1210 CYPRESS AVE		SAN MATEO	P	1932	HIST.RES.	DOE-41-02-0037-0000	09/26/02	6Y		
							PROJ.REVW.	FHWA020807A	09/26/02	6Y		

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.										Page 32	04-05-12	
PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS	NAMES	CITY NAME	OWN	YR-C	OHP-PROG.	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT	
087342	41-001462	70 DE SABLA AVE	STONE BRIDGE	SAN MATEO	P	1907	HIST.SURV.	4402-0159-0004	07/30/92	1D	AC	
087341	41-001461	70 DE SABLA AVE	GARDEN WITH ORNAMENTAL OBJECTS	SAN MATEO	P	1907	HIST.SURV.	4402-0159-0003	07/30/92	1D	AC	
072992	41-001408	70 DE SABLA AVE	EUGENE J DE SABLA JR/TEAHOUSE AND	SAN MATEO	P	1907	HIST.RES.	NPS-92000965-0000	07/30/92	1S	AC	
							HIST.SURV.	4402-0159-9999	07/30/92	1S	AC	
							NAT.REG.	41-0005	07/30/92	1S	AC	
087339	41-001459	70 DE SABLA AVE	TEAHOUSE	SAN MATEO	P	1907	HIST.SURV.	4402-0159-0001	07/30/92	1D	AC	
087340	41-001460	70 DE SABLA AVE	GARAGE WITH SLEEPING QUARTERS	SAN MATEO	P	1947	HIST.SURV.	4402-0159-0002	07/30/92	6X	AC	
087343	41-001463	70 DE SABLA AVE	WOOD FENCE AND ENTRY GATE	SAN MATEO	P	1907	HIST.SURV.	4402-0159-0005	07/30/92	1D	AC	
186267		522 E 16TH AVE		SAN MATEO	P	1950	PROJ.REVW.	HUD100301M	03/26/10	6Y		
094191	41-001522	1305 E 2ND AVE		SAN MATEO	P	1943	PROJ.REVW.	HUD941116E	01/09/95	6Y		
008792	41-001060	10 E 3RD AVE	CONWAY RAYBOULD & JOHNSON	SAN MATEO	P	1924	HIST.SURV.	4402-0019-0032		3D		
008807	41-001075	16 E 3RD AVE		SAN MATEO	P	1925	HIST.SURV.	4402-0019-0047		7R		
008793	41-001061	28 E 3RD AVE	LAYTON HOME FURNISHINGS	SAN MATEO	P	1935	HIST.SURV.	4402-0019-0033		3D		
008794	41-001062	32 E 3RD AVE		SAN MATEO	P	1933	HIST.SURV.	4402-0019-0034		3D		
008795	41-001063	33 E 3RD AVE		SAN MATEO	P	1935	HIST.SURV.	4402-0019-0035		3D		
008796	41-001064	36 E 3RD AVE	BENJAMIN FRANKLIN HOTEL	SAN MATEO	P	1926	HIST.SURV.	4402-0019-0036		3B		
072217	41-001400	39 E 3RD AVE		SAN MATEO	U	1925	PROJ.REVW.	HUD910529A	06/26/91	6Y		
008797	41-001065	41 E 3RD AVE		SAN MATEO	P	1930	HIST.SURV.	4402-0019-0037		3D		
008798	41-001066	51 E 3RD AVE	LEVY BROTHERS	SAN MATEO	P	1931	HIST.SURV.	4402-0019-0038		3B		
008808	41-001076	60 E 3RD AVE	SAN MATEO THEATRE	SAN MATEO	P	1924	HIST.SURV.	4402-0019-0048		7R		
008799	41-001067	71 E 3RD AVE	J J NEWBURY	SAN MATEO	P	1932	HIST.SURV.	4402-0019-0039		3D		
008800	41-001068	72 E 3RD AVE	AVANSINO BUILDING	SAN MATEO	P	1936	HIST.SURV.	4402-0019-0040		3D		
008801	41-001069	77 E 3RD AVE		SAN MATEO	P	1933	HIST.SURV.	4402-0019-0041		3D		
008802	41-001070	82 E 3RD AVE		SAN MATEO	P	1930	HIST.SURV.	4402-0019-0042		3D		
008809	41-001077	86 E 3RD AVE		SAN MATEO	P	1931	HIST.SURV.	4402-0019-0049		7R		
008810	41-001078	94 E 3RD AVE		SAN MATEO	P	1924	HIST.SURV.	4402-0019-0050		7R		
008803	41-001071	120 E 3RD AVE		SAN MATEO	P	1930	HIST.SURV.	4402-0019-0043		3D		
008811	41-001079	132 E 3RD AVE		SAN MATEO	P	1930	HIST.SURV.	4402-0019-0051		7R		
008812	41-001080	142 E 3RD AVE		SAN MATEO	P	1931	HIST.SURV.	4402-0019-0052		7R		
008804	41-001072	205 E 3RD AVE	MEDICAL ARTS BUILDING	SAN MATEO	P	1929	HIST.SURV.	4402-0019-0044		3B		
008805	41-001073	208 E 3RD AVE		SAN MATEO	P	1926	HIST.SURV.	4402-0019-0045		3D		
008806	41-001074	220 E 3RD AVE		SAN MATEO	P	1905	HIST.RES.	DOE-41-92-0001-0001	04/20/92	2D2	C	
							PROJ.REVW.	HUD920320A	04/20/92	2D2	C	
							HIST.SURV.	4402-0019-0046		3D		
008813	41-001081	150 E 3RD ST		SAN MATEO	P	1931	HIST.SURV.	4402-0019-0053		7R		
008814	41-001082	170 E 3RD ST		SAN MATEO	P	1929	HIST.SURV.	4402-0019-0054		7R		
008815	41-001083	198 E 3RD ST		SAN MATEO	P	1927	HIST.SURV.	4402-0019-0055		7R		
008944	41-001212	E 5TH AVE	CENTRAL PARK FENCE, KOHL ESTATE	SAN MATEO	M	1885	HIST.SURV.	4402-0094-0001		7N		
008945	41-001213	E 5TH AVE	CENTRAL PARK DOG, KOHL ESTATE	SAN MATEO	M	1885	HIST.SURV.	4402-0094-0002		7N		
008946	41-001214	50 E 5TH AVE	KOHL ESTATE, CENTRAL PARK	SAN MATEO	M	1885	HIST.SURV.	4402-0094-9999		7N		
066263	41-001315	622 E 5TH AVE	RESIDENTIAL REHABILITATION	SAN MATEO	U		PROJ.REVW.	HUD870925E	10/26/87	6Y		
066396	41-001317	806 E 5TH AVE	RESIDENTIAL REHABILITATION	SAN MATEO	U		PROJ.REVW.	HUD871214D	01/07/88	6Y		
009002	41-001270	1010 E 5TH AVE		SAN MATEO	P	1925	HIST.SURV.	4402-0143-0000		7R		
009003	41-001271	512 E BELLEVUE AVE		SAN MATEO	P	1860	HIST.SURV.	4402-0144-0000		7N		
101969	41-001722	202 E BELLVUE AVE		SAN MATEO	P	1924	PROJ.REVW.	HUD960402A	04/24/96	6Y		
082807	41-001456	515 E POPLAR AVE		SAN MATEO	U	1921	PROJ.REVW.	HUD930527C	07/14/93	6Y		
009010	41-001278	519 E POPLAR AVE		SAN MATEO	P	1860	HIST.SURV.	4402-0151-0000		7N		
091177	41-001516	17 E SANTA INEZ AVE	ERNEST COXHEAD HOME	SAN MATEO	U	1892	TAX.CERT.	537.9-41-0007	08/28/98	2S2		
							HIST.RES.	SPHI-SMA-033	03/30/88	7L		
008871	41-001139	37 E SANTA INEZ AVE	ERNEST COXHEAD HOUSE	SAN MATEO	P	1893	HIST.RES.	NPS-00000322-9999	10/18/99	1S	C	
							NAT.REG.	41-0026	10/18/99	3S	C	
							HIST.SURV.	4402-0061-0000		3S		
126443	41-002007	37 E SANTA INEZ AVE	COXHEAD CARRIAGE HOUSE	SAN MATEO	P		HIST.RES.	NPS-00000322-0002	04/06/00	1D	C	
126739	41-002009	37 E SANTA INEZ AVE	MAIN HOUSE, ERNEST COXHEAD HOUSE	SAN MATEO	P		HIST.RES.	NPS-00000322-0001	04/06/00	1D	C	
008872	41-001140	107 E SANTA INEZ AVE		SAN MATEO	P	1902	HIST.SURV.	4402-0062-0000		5S2		

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.										Page 33	04-05-12	
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT	
008873	41-001141	111 E SANTA INEZ AVE		SAN MATEO	P	1902	HIST.SURV.	4402-0063-0000		5S2		
008874	41-001142	300 E SANTA INEZ AVE	FIRST METHODIST CHURCH, UNITARIAN	SAN MATEO	P	1905	HIST.SURV.	4402-0064-0000		7N		
008875	41-001143	315 E SANTA INEZ AVE		SAN MATEO	P	1902	HIST.SURV.	4402-0065-0000		5S2		
008876	41-001144	319 E SANTA INEZ AVE		SAN MATEO	P	1902	HIST.SURV.	4402-0066-0000		5S2		
008984	41-001252	502 E SANTA INEZ AVE		SAN MATEO	P	1907	HIST.SURV.	4402-0131-0000		5S2		
008985	41-001253	508 E SANTA INEZ AVE		SAN MATEO	P	1907	HIST.SURV.	4402-0132-0000		5S2		
008986	41-001254	529 E SANTA INEZ AVE		SAN MATEO	P	1907	HIST.SURV.	4402-0133-0000		5S2		
094189	41-001520	821 E SANTA INEZ AVE		SAN MATEO	P	1937	PROJ.REVW.	HUD941116C	01/19/95	6Y		
066398	41-001319	510 E SANTA INEZ DR	RESIDENTIAL REHABILITATION	SAN MATEO	U		PROJ.REVW.	HUD871214F	01/07/88	6Y		
065197	41-001294	514 E SANTA INEZ DR	RESIDENCE	SAN MATEO	U		PROJ.REVW.	HUD870515C	06/08/87	6Y		
177697		1711 EISENHOWER ST		SAN MATEO	P	1957	PROJ.REVW.	HUD091104K	12/04/09	6Y		
081945	41-001453	EL CAMINO REAL	BELL GUIDEPOSTS	SAN MATEO	P	1910	HIST.SURV.	4402-0018-9999		7R		
008764	41-001033	EL CAMINO REAL	EL CAMINO REAL BELL GUIDEPOST	SAN MATEO	U	1910	HIST.SURV.	4402-0153-0000		7N1		
							HIST.SURV.	4402-0018-0001		7R		
008769	41-001038	EL CAMINO REAL	EL CAMINO REAL BELL GUIDEPOST	SAN MATEO	U	1910	HIST.SURV.	4402-0158-0000		7N1		
							HIST.SURV.	4402-0018-0006		7R		
008885	41-001153	20 EL CERRITO AVE	SEVEN OAKS, A. P. GIANINI HOUSE	SAN MATEO	P	1899	HIST.SURV.	4402-0075-0000		3S		
118920	41-001883	20 EL CERRITO DR	SEVEN OAKS	SAN MATEO	P	1901	NAT.REG.	41-0024				
102885	41-001807	3 EL DORADO ST		SAN MATEO	P	1928	PROJ.REVW.	HUD960607G	08/06/96	6Y		
008847	41-001115	123 ELM ST		SAN MATEO	P	1907	HIST.SURV.	4402-0037-0000		5S2		
008848	41-001116	137 ELM ST		SAN MATEO	P	1887	HIST.SURV.	4402-0038-0000		3S		
008849	41-001117	205 ELM ST		SAN MATEO	P	1907	HIST.SURV.	4402-0039-0000		7N		
008850	41-001118	329 ELM ST		SAN MATEO	P	1910	HIST.SURV.	4402-0040-0000		5S2		
008851	41-001119	342 ELM ST		SAN MATEO	P	1915	HIST.SURV.	4402-0041-0000		5S2		
008852	41-001120	350 ELM ST		SAN MATEO	P	1915	HIST.SURV.	4402-0042-0000		5S2		
008853	41-001121	212 GRAND BLVD		SAN MATEO	P	1902	HIST.SURV.	4402-0043-0000		5S2		
008854	41-001122	241 GRAND BLVD		SAN MATEO	P	1915	HIST.SURV.	4402-0044-0000		5S2		
008855	41-001123	245 GRAND BLVD		SAN MATEO	P	1925	HIST.SURV.	4402-0045-0000		3S		
008856	41-001124	255 GRAND BLVD		SAN MATEO	P	1925	HIST.SURV.	4402-0046-0000		7N		
178240		3701 HACIENDA ST		SAN MATEO	C		PROJ.REVW.	HRSA090727A	11/03/09	6Y		
008892	41-001160	104 HAYWARD AVE		SAN MATEO	P	1923	HIST.SURV.	4402-0082-0001		3D		
008893	41-001161	105 HAYWARD AVE		SAN MATEO	P	1923	HIST.SURV.	4402-0082-0002		3D		
008894	41-001162	110 HAYWARD AVE		SAN MATEO	P	1921	HIST.SURV.	4402-0082-0003		3D		
066411	41-001320	415 HIGHLAND AVE	RESIDENTIAL REHABILITATION	SAN MATEO	U		PROJ.REVW.	HUD871215B	01/20/88	6Y		
008857	41-001125	431 HIGHLAND AVE		SAN MATEO	P	1912	HIST.SURV.	4402-0047-0000		5S2		
008858	41-001126	435 HIGHLAND AVE		SAN MATEO	P	1912	HIST.SURV.	4402-0048-0000		5S2		
008859	41-001127	437 HIGHLAND AVE		SAN MATEO	P	1913	HIST.SURV.	4402-0049-0000		5S2		
008860	41-001128	457 HIGHLAND AVE		SAN MATEO	P	1909	HIST.SURV.	4402-0050-0000		7N		
008861	41-001129	526 HIGHLAND AVE		SAN MATEO	P	1902	HIST.SURV.	4402-0051-0000		5S2		
008886	41-001154	16 HOBART AVE	SUNSHINE COURT APARTMENTS	SAN MATEO	P	1937	HIST.SURV.	4402-0076-0000		7N		
185821		2845 HOLLAND ST		SAN MATEO	P	1950	PROJ.REVW.	HUD100301N	03/24/10	6Y		
070369	41-001394	114 HUMBOLDT ST		SAN MATEO	U	1936	PROJ.REVW.	HUD910419A	05/16/91	6Y		
128846	41-002060	1407 HURON AVE		SAN MATEO	P	1954	HIST.RES.	DOE-41-01-0051-0000	09/28/01	6Y		
							PROJ.REVW.	HUD010822G	09/28/01	6Y		
008887	41-001155	2065 ISABELLE AVE		SAN MATEO	P	1917	HIST.SURV.	4402-0077-0000		5S2		
065063	41-001287	2644 ISABELLE AVE	RESIDENCE	SAN MATEO	U		PROJ.REVW.	HUD870211E	03/02/87	6Y		
065077	41-001290	2925 ISABELLE AVE	RESIDENCE	SAN MATEO	U		PROJ.REVW.	HUD870213E	03/13/87	6Y		
008934	41-001202	1712 IVY ST		SAN MATEO	P	1907	HIST.SURV.	4402-0084-0000		7N		
008928	41-001196	LAUREL AVE	SUBDIVISION ENTRANCE TOWERS	SAN MATEO	U	0	HIST.SURV.	4402-0082-0037		3D		
008935	41-001203	709 LAUREL AVE		SAN MATEO	P	1927	HIST.SURV.	4402-0085-0000		5S2		
008936	41-001204	811 LAUREL AVE		SAN MATEO	P	1907	HIST.SURV.	4402-0086-0000		5S2		
008895	41-001163	900 LAUREL AVE		SAN MATEO	P	1924	HIST.SURV.	4402-0082-0004		3D		
008896	41-001164	901 LAUREL AVE	RESIDENTIAL REHABILITATION	SAN MATEO	P	1925	PROJ.REVW.	HUD871215B	01/20/88	6Y		
							HIST.SURV.	4402-0082-0005		3D		
008897	41-001165	911 LAUREL AVE		SAN MATEO	P	1925	HIST.SURV.	4402-0082-0006		3D		

PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS.....	NAMES.....	CITY-NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
008898	41-001166	914 LAUREL AVE		SAN MATEO	P	1922	HIST.SURV.	4402-0082-0007			3D
008899	41-001167	915 LAUREL AVE		SAN MATEO	P	1921	HIST.SURV.	4402-0082-0008			3D
008900	41-001168	920 LAUREL AVE		SAN MATEO	P	1922	HIST.SURV.	4402-0082-0009			3D
008901	41-001169	925 LAUREL AVE		SAN MATEO	P	1922	HIST.SURV.	4402-0082-0010			3D
008902	41-001170	926 LAUREL AVE		SAN MATEO	P	1922	HIST.SURV.	4402-0082-0011			3D
008903	41-001171	929 LAUREL AVE		SAN MATEO	P	1923	HIST.SURV.	4402-0082-0012			3D
008904	41-001172	932 LAUREL AVE		SAN MATEO	P	1922	HIST.SURV.	4402-0082-0013			3D
008905	41-001173	937 LAUREL AVE		SAN MATEO	P	1923	HIST.SURV.	4402-0082-0014			3D
008906	41-001174	941 LAUREL AVE		SAN MATEO	P	1921	HIST.SURV.	4402-0082-0015			3D
008907	41-001175	947 LAUREL AVE		SAN MATEO	P	1923	HIST.SURV.	4402-0082-0016			3D
008908	41-001176	952 LAUREL AVE		SAN MATEO	P	1923	HIST.SURV.	4402-0082-0017			3D
008909	41-001177	953 LAUREL AVE		SAN MATEO	P	1922	HIST.SURV.	4402-0082-0018			3D
008910	41-001178	958 LAUREL AVE		SAN MATEO	P	1923	HIST.SURV.	4402-0082-0019			3D
008930	41-001198	961 LAUREL AVE		SAN MATEO	P	1950	HIST.SURV.	4402-0082-0039			7R
008911	41-001179	962 LAUREL AVE		SAN MATEO	P	1923	HIST.SURV.	4402-0082-0020			3D
008912	41-001180	970 LAUREL AVE		SAN MATEO	P	1923	HIST.SURV.	4402-0082-0021			3D
008913	41-001181	976 LAUREL AVE		SAN MATEO	P	1924	HIST.SURV.	4402-0082-0022			3D
008937	41-001205	1001 LAUREL AVE		SAN MATEO	P	1925	HIST.SURV.	4402-0087-0000			5S2
008983	41-001251	809 LAWRENCE AVE	MAYNARD HOUSE	SAN MATEO	P	1878	HIST.SURV.	4402-0130-0000			3S
066412	41-001321	29 LINDBERGH ST	RESIDENTIAL REHABILITATION	SAN MATEO	U		PROJ.REVW.	HUD871215B	01/20/88		6Y
176132		1432 LODI AVE		SAN MATEO	P	1953	PROJ.REVW.	HUD090619Z	07/09/09		6Y
176907		1309 MONROE AVE		SAN MATEO	P	1946	PROJ.REVW.	HUD090914D	10/05/09		6Y
102886	41-001808	819 MONTE DIABLO AVE		SAN MATEO	P	1910	PROJ.REVW.	HUD960607H	08/06/96		6Y
129383	41-002063	MULTIPLE LOCATIONS	EICHLER HOMES IN CALIFORNIA	SAN MATEO		1949	NAT.REG.	41-0029	01/15/02		7W
137182		N AMPHLETT BLVD	909	SAN MATEO	P	1932	HIST.RES.	DOE-41-02-0020-0000	09/26/02		6Y
							PROJ.REVW.	FHWA020807A	09/26/02		6Y
137181	41-002091	925 N AMPHLETT BLVD		SAN MATEO	P	1955	HIST.RES.	DOE-41-02-0019-0000	09/26/02		6Y
							PROJ.REVW.	FHWA020807A	09/26/02		6Y
137180	41-002090	1125 N AMPHLETT BLVD		SAN MATEO	P	1929	HIST.RES.	DOE-41-02-0018-0000	09/26/02		6Y
							PROJ.REVW.	FHWA020807A	09/26/02		6Y
137179	41-002089	1135 N AMPHLETT BLVD		SAN MATEO	P	1956	HIST.RES.	DOE-41-02-0017-0000	09/26/02		6Y
							PROJ.REVW.	FHWA020807A	09/26/02		6Y
137200		10 N BAYSHORE BLVD		SAN MATEO	P		HIST.RES.	DOE-41-02-0038-0000	09/26/02		6Y
							PROJ.REVW.	FHWA020807A	09/26/02		6Y
137201		220 N BAYSHORE BLVD		SAN MATEO	P	1936	HIST.RES.	DOE-41-02-0039-0000	09/26/02		6Y
							PROJ.REVW.	FHWA020807A	09/26/02		6Y
008957	41-001225	36 N CLAREMONT ST	TILTON HOUSE	SAN MATEO	P	1865	HIST.SURV.	4402-0104-0000			5S2
070164	41-001385	36 N CLAREMONT ST		SAN MATEO	U	1865	PROJ.REVW.	HUD910320D	04/24/91		6Y
008958	41-001226	47 N CLAREMONT ST		SAN MATEO	P	1901	HIST.SURV.	4402-0105-0000			7N
008959	41-001227	51 N CLAREMONT ST		SAN MATEO	P	1897	HIST.SURV.	4402-0106-0000			7N
072833	41-001405	51 N CLAREMONT ST		SAN MATEO	U	1908	PROJ.REVW.	HUD910717D	08/15/91		6Y
008960	41-001228	55 N CLAREMONT ST		SAN MATEO	P	1897	HIST.SURV.	4402-0107-0000			5S2
008961	41-001229	56 N CLAREMONT ST		SAN MATEO	P	1897	HIST.SURV.	4402-0108-0000			5S2
008962	41-001230	61 N CLAREMONT ST		SAN MATEO	P	1897	HIST.SURV.	4402-0109-0000			7N
077675	41-001434	65 N CLAREMONT ST		SAN MATEO	U	1907	PROJ.REVW.	HUD920825A	09/29/92		6Y
067221	41-001348	132 N CLAREMONT ST	132 N. CLAREMONT STREET	SAN MATEO	U		PROJ.REVW.	HUD900327B	04/11/90		6Y
067621	41-001366	132 N CLAREMONT ST		SAN MATEO	U		PROJ.REVW.	HUD900327B	04/11/90		6Y
008963	41-001231	144 N CLAREMONT ST		SAN MATEO	P	1901	HIST.SURV.	4402-0110-0000			7N
008964	41-001232	221 N CLAREMONT ST		SAN MATEO	P	1890	HIST.SURV.	4402-0111-0000			5S2
008965	41-001233	222 N CLAREMONT ST		SAN MATEO	P	1901	HIST.SURV.	4402-0112-0000			5S2
008966	41-001234	227 N CLAREMONT ST		SAN MATEO	P	1901	HIST.SURV.	4402-0113-0000			7N
008967	41-001235	228 N CLAREMONT ST		SAN MATEO	P	1901	HIST.SURV.	4402-0114-0000			7N
008968	41-001236	349 N CLAREMONT ST		SAN MATEO	P	1895	PROJ.REVW.	HUD050601A	06/03/05		6Y
							HIST.SURV.	4402-0115-0000			5S2
008969	41-001237	353 N CLAREMONT ST		SAN MATEO	P	1895	HIST.RES.	DOE-41-95-0035-0000	01/09/95		2S2
							PROJ.REVW.	HUD941116F	01/09/95		2S2

PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS	NAMES	CITY NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
009004	41-001272	436 N CLAREMONT ST		SAN MATEO	P	1931	HIST.SURV.	4402-0116-0000			3S
008971	41-001239	5 N DELAWARE ST	DENNIS BROWN FAMILY HOUSE	SAN MATEO	P	1891	HIST.SURV.	4402-0145-0000			7N
							PROJ.REVW.	HUD951016C	11/27/95		6Y
							HIST.SURV.	4402-0118-0000			3S
008972	41-001240	11 N DELAWARE ST		SAN MATEO	P	1888	HIST.SURV.	4402-0119-0000			7R
008973	41-001241	12 N DELAWARE ST	CHARLES JAMES ROBINSON HOUSE	SAN MATEO	P	1891	HIST.SURV.	4402-0120-0000			3S
008974	41-001242	23 N DELAWARE ST		SAN MATEO	P	1906	HIST.SURV.	4402-0121-0000			7R
008975	41-001243	33 N DELAWARE ST		SAN MATEO	P	1906	HIST.SURV.	4402-0122-0000			7R
008976	41-001244	40 N DELAWARE ST	PETE THORSEN HOUSE	SAN MATEO	P	1901	HIST.SURV.	4402-0123-0000			3S
008977	41-001245	104 N DELAWARE ST	MAURICE J POWERS HOUSE	SAN MATEO	P	1900	HIST.SURV.	4402-0124-0000			7N
066625	41-001330	211 N DELAWARE ST		SAN MATEO	U		PROJ.REVW.	HUD880428A	05/23/88		6Y
065062	41-001286	226 N DELAWARE ST	RESIDENCE	SAN MATEO	U		PROJ.REVW.	HUD870211D	03/02/87		6Y
065196	41-001293	244 N DELAWARE ST	RESIDENCE	SAN MATEO	U		PROJ.REVW.	HUD870515B	06/08/87		6Y
066626	41-001331	302 N DELAWARE ST		SAN MATEO	U		PROJ.REVW.	HUD880428B	05/23/88		6Y
064942	41-001282	378 N DELAWARE ST	RESIDENCE	SAN MATEO	U		PROJ.REVW.	HUD860922G	10/02/86		6Y
009005	41-001273	501 N DELAWARE ST	GUIDO FAMILY HOME	SAN MATEO	P	1908	HIST.SURV.	4402-0146-0000			3S
009006	41-001274	506 N DELAWARE ST	SAN MATEO HIGH SCHOOL	SAN MATEO	D	1926	HIST.SURV.	4402-0147-0000			3S
009007	41-001275	507 N DELAWARE ST		SAN MATEO	P	1907	HIST.SURV.	4402-0148-0000			7R
008765	41-001034	120 N EL CAMINO REAL	EL CAMINO REAL BELL GUIDEPOST	SAN MATEO	U	1910	HIST.SURV.	4402-0154-0000			7N1
							HIST.SURV.	4402-0018-0002			7R
008836	41-001104	150 N EL CAMINO REAL	SAN MATEO FIRST CHURCH OF CHRIST S	SAN MATEO	P	1927	HIST.SURV.	4402-0026-0000			3S
064991	41-001284	38 N ELDORADO ST	RESIDENCE	SAN MATEO	U		PROJ.REVW.	HUD861030B	11/24/86		6Y
176909		322 N ELDORADO ST		SAN MATEO	P	1946	PROJ.REVW.	HUD090914F	10/05/09		6Y
008837	41-001105	100 N ELLSWORTH AVE	SAN MATEO MASONIC TEMPLE	SAN MATEO	P	1911	HIST.SURV.	4402-0027-0000			3S
008838	41-001106	114 N ELLSWORTH AVE		SAN MATEO	P	1890	HIST.SURV.	4402-0028-0000			5S2
008839	41-001107	117 N ELLSWORTH AVE	J J HINTZ HOUSE	SAN MATEO	P	1909	HIST.SURV.	4402-0029-0000			3S
008840	41-001108	123 N ELLSWORTH AVE		SAN MATEO	P	1910	HIST.SURV.	4402-0030-0000			5S2
008841	41-001109	127 N ELLSWORTH AVE		SAN MATEO	P	1910	HIST.SURV.	4402-0031-0000			5S2
072805	41-001403	148 N ELLSWORTH AVE		SAN MATEO	U	1925	PROJ.REVW.	HUD910717B	08/08/91		6Y
072806	41-001404	152 N ELLSWORTH AVE		SAN MATEO	U	1904	PROJ.REVW.	HUD910717C	08/08/91		6Y
008842	41-001110	157 N ELLSWORTH AVE		SAN MATEO	P	1890	HIST.SURV.	4402-0032-0000			7N
008843	41-001111	202 N ELLSWORTH AVE		SAN MATEO	P	1905	HIST.SURV.	4402-0033-0000			3S
008844	41-001112	235 N ELLSWORTH AVE		SAN MATEO	P	1906	HIST.SURV.	4402-0034-0000			5S2
008845	41-001113	310 N ELLSWORTH AVE		SAN MATEO	P	1912	HIST.SURV.	4402-0035-0000			5S2
008846	41-001114	353 N ELLSWORTH AVE		SAN MATEO	P	1902	HIST.SURV.	4402-0036-0000			5S2
080401	41-001451	40 N FREMONT ST		SAN MATEO	U	1925	PROJ.REVW.	HUD930209H	02/22/93		6Y
065064	41-001288	222 N FREMONT ST	RESIDENCE	SAN MATEO	U		PROJ.REVW.	HUD870211F	03/02/87		6Y
065258	41-001299	107 N GRANT ST	RESIDENCE	SAN MATEO	U		PROJ.REVW.	HUD870709B	07/20/87		6Y
177753		118 N GRANT ST		SAN MATEO	P	1910	PROJ.REVW.	HUD091104G	12/02/09		6Y
066902	41-001338	312 N GRANT ST		SAN MATEO	U		PROJ.REVW.	HUD890926A	10/24/89		6Y
065472	41-001303	317 N GRANT ST		SAN MATEO	U		PROJ.REVW.	HUD881006D	11/09/88		6Y
099109	41-001590	311 N HUMBOLDT ST		SAN MATEO	P	1939	PROJ.REVW.	HUD951121F	01/03/96		6Y
167464		27 N HUMBOLT ST		SAN MATEO	P	1918	PROJ.REVW.	HUD070824C	09/10/07		6Y
137190		859 N IDAHO ST		SAN MATEO	P	1929	HIST.RES.	DOE-41-02-0028-0000	09/26/02		6Y
							PROJ.REVW.	FHWA020807A	09/26/02		6Y
137191		860 N IDAHO ST		SAN MATEO	P	1929	HIST.RES.	DOE-41-02-0029-0000	09/26/02		6Y
							PROJ.REVW.	FHWA020807A	09/26/02		6Y
065750	41-001306	136 N RAILROAD AVE		SAN MATEO	U		PROJ.REVW.	HUD890323C	04/04/89		6Y
066262	41-001314	142 N RAILROAD AVE	RESIDENCE	SAN MATEO	U		PROJ.REVW.	HUD870925D	10/26/87		6Y
008758	41-001028	29 N SAN MATEO DR		SAN MATEO	P	1900	HIST.SURV.	4402-0014-0000			5S2
008748	41-001018	312 N SAN MATEO DR		SAN MATEO	P	1915	HIST.SURV.	4402-0004-0000			7R
176908		624 OCEANVIEW AVE		SAN MATEO	P	1953	PROJ.REVW.	HUD090914E	10/05/09		6Y
183396		4031 PACIFIC BLVD	SAMARITAN HOUSE	SAN MATEO	P	1958	PROJ.REVW.	FCC100111I	03/16/10		6Y
							PROJ.REVW.	FCC100512A	06/10/10		6Y
008929	41-001197	PALM AVE	SUBDIVISION ENTRANCE TOWERS	SAN MATEO	U	0	HIST.SURV.	4402-0082-0038			3D
008955	41-001223	PALM AVE	HAYWARD PARK STREET MARKERS	SAN MATEO	UM	1910	HIST.SURV.	4402-0103-0001			7N

PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
008914	41-001182	901 PALM AVE		SAN MATEO	P	1927	HIST.SURV.	4402-0082-0023			3D
008915	41-001183	913 PALM AVE		SAN MATEO	P	1922	HIST.SURV.	4402-0082-0024			3D
008916	41-001184	919 PALM AVE		SAN MATEO	P	1922	HIST.SURV.	4402-0082-0025			3D
008917	41-001185	925 PALM AVE		SAN MATEO	P	1925	HIST.SURV.	4402-0082-0026			3D
008938	41-001206	1216 PALM AVE		SAN MATEO	P	1907	HIST.SURV.	4402-0088-0000			5S2
008939	41-001207	1310 PALM AVE		SAN MATEO	P	1907	HIST.SURV.	4402-0089-0000			5S2
008940	41-001208	1312 PALM AVE		SAN MATEO	P	1910	HIST.SURV.	4402-0090-0000			3S
008941	41-001209	1322 PALM AVE		SAN MATEO	P	1927	HIST.SURV.	4402-0091-0000			5S2
008942	41-001210	1410 PALM AVE		SAN MATEO	P	1907	HIST.SURV.	4402-0092-0000			5S2
008943	41-001211	1641 PALM AVE	BOB REEDS SERVICE STATION	SAN MATEO	P	1932	HIST.SURV.	4402-0093-0000			3S
009008	41-001276	430 PENINSULA AVE	PACIFIC STUDIOS ADMINISTRATION BUIL	SAN MATEO	P	1921	HIST.SURV.	4402-0149-0000			5S2
009009	41-001277	444 PENINSULA AVE	PACIFIC STUDIOS DRESSING ROOMS	SAN MATEO	P	1921	HIST.SURV.	4402-0150-0000			5S2
137188	41-002098	1021 PENINSULA AVE		SAN MATEO	P	1929	HIST.RES.	DOE-41-02-0026-0000	09/26/02		6Y
							PROJ.REVW.	FHWA020807A			09/26/02 6Y
137187	41-002097	1025 PENINSULA AVE		SAN MATEO	P	1929	HIST.RES.	DOE-41-02-0025-0000	09/26/02		6Y
							PROJ.REVW.	FHWA020807A			09/26/02 6Y
137186	41-002096	1103 PENINSULA AVE		SAN MATEO	P	1929	HIST.RES.	DOE-41-02-0024-0000	09/26/02		6Y
							PROJ.REVW.	FHWA020807A			09/26/02 6Y
137185	41-002095	1107 PENINSULA AVE		SAN MATEO	P	1932	HIST.RES.	DOE-41-02-0023-0000	09/26/02		6Y
							PROJ.REVW.	FHWA020807A			09/26/02 6Y
137184	41-002094	1111 PENINSULA AVE		SAN MATEO	P	1932	HIST.RES.	DOE-41-02-0022-0000	09/26/02		6Y
							PROJ.REVW.	FHWA020807A			09/26/02 6Y
137183	41-002093	1121 PENINSULA AVE		SAN MATEO	P	1948	HIST.RES.	DOE-41-02-0021-0000	09/26/02		6Y
							PROJ.REVW.	FHWA020807A			09/26/02 6Y
008862	41-001130	807 PROSPECT ROW		SAN MATEO	P	1911	HIST.SURV.	4402-0052-0000			5S2
008863	41-001131	819 PROSPECT ROW		SAN MATEO	P	1920	HIST.SURV.	4402-0053-0000			5S2
008864	41-001132	825 PROSPECT ROW		SAN MATEO	P	1920	HIST.SURV.	4402-0054-0000			5S2
008865	41-001133	827 PROSPECT ROW		SAN MATEO	P	1920	HIST.SURV.	4402-0055-0000			5S2
008866	41-001134	831 PROSPECT ROW		SAN MATEO	P	1920	HIST.SURV.	4402-0056-0000			5S2
008867	41-001135	RAILROAD AVE	RAILROAD BRIDGE	SAN MATEO	P	1903	HIST.SURV.	4402-0057-0000			7N
008869	41-001137	RAILROAD AVE	RAILROAD BRIDGE	SAN MATEO	P	1903	HIST.SURV.	4402-0059-0000			7N
008870	41-001138	RAILROAD AVE	RAILROAD BRIDGE	SAN MATEO	P	1903	HIST.SURV.	4402-0060-0000			7N
008868	41-001136	RAILROAD AVE	RAILROAD BRIDGE	SAN MATEO	P	1903	HIST.SURV.	4402-0058-0000			7N
008757	41-001027	273 RAILROAD AVE	COMMERCIAL HOTEL SAINT JAMES HOTEL	SAN MATEO	P	1863	HIST.SURV.	4402-0013-0000			3S
064992	41-001285	240 RAMONA ST	RESIDENCE	SAN MATEO	U		PROJ.REVW.	HUD861030C	11/24/86		6Y
064759	41-001280	344 RAMONA ST	RESIDENCE	SAN MATEO	P	1934	PROJ.REVW.	HUD060420E	05/01/06		6Y
							PROJ.REVW.	HUD860618A	07/18/86		6Y
008747	41-001017	344 RAMONA ST		SAN MATEO	P	1910	PROJ.REVW.	HUD050609B	06/20/05		6Y
							PROJ.REVW.	HUD930416B	05/27/93		6Y
							HIST.SURV.	4402-0003-0000			7R
141892		348 RAMONA ST		SAN MATEO	P	1952	PROJ.REVW.	HUD060420F	05/01/06		6Y
							PROJ.REVW.	HUD050609A	06/20/05		6Y
							HIST.RES.	DOE-41-03-0006-0000	07/21/03		6Y
							PROJ.REVW.	HUD030625G	07/21/03		6Y
008927	41-001195	ROSEWOOD DR	SUBDIVISION ENTRANCE TOWERS	SAN MATEO	U	0	HIST.SURV.	4402-0082-0036			3D
008932	41-001200	104 ROSEWOOD DR	GLAZENWOOD	SAN MATEO	P	1921	HIST.SURV.	4402-0082-9999			3S
008918	41-001186	910 ROSEWOOD DR		SAN MATEO	P	1936	HIST.SURV.	4402-0082-0027			3D
008919	41-001187	914 ROSEWOOD DR		SAN MATEO	P	1929	HIST.SURV.	4402-0082-0028			3D
008920	41-001188	930 ROSEWOOD DR		SAN MATEO	P	1928	HIST.SURV.	4402-0082-0029			3D
008931	41-001199	932 ROSEWOOD DR		SAN MATEO	P	1948	HIST.SURV.	4402-0082-0040			7R
008921	41-001189	934 ROSEWOOD DR		SAN MATEO	P	1923	HIST.SURV.	4402-0082-0030			3D
008922	41-001190	940 ROSEWOOD DR		SAN MATEO	P	1924	HIST.SURV.	4402-0082-0031			3D
008923	41-001191	960 ROSEWOOD DR		SAN MATEO	P	1924	HIST.SURV.	4402-0082-0032			3D
008924	41-001192	964 ROSEWOOD DR		SAN MATEO	P	1925	HIST.SURV.	4402-0082-0033			3D
008925	41-001193	966 ROSEWOOD DR		SAN MATEO	P	1923	HIST.SURV.	4402-0082-0034			3D
008926	41-001194	980 ROSEWOOD DR		SAN MATEO	P	1925	HIST.SURV.	4402-0082-0035			3D

PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS	NAMES	CITY NAME	OWN	YR-C	OHP-PROG.	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
008956	41-001224	S B ST	HAYWARD PARK STREET MARKERS	SAN MATEO	UM	1910	HIST.SURV.	4402-0103-9999		7N	
008829	41-001097	22 S B ST	SAN MATEO DOWNTOWN	SAN MATEO	P	1890	HIST.SURV.	4402-0019-9999		3S	
008771	41-001039	22 S B ST		SAN MATEO	P	1931	HIST.SURV.	4402-0019-0001		3D	
008772	41-001040	34 S B ST		SAN MATEO	P	1897	HIST.SURV.	4402-0019-0002		3D	
008773	41-001041	100 S B ST	WISNOM BUILDING	SAN MATEO	P	1907	NAT.REG.	41-0025		7W	
							HIST.SURV.	4402-0019-0003		3D	
008774	41-001042	113 S B ST	SAN MATEO IOOF HALL / ODD FELLOWS	SAN MATEO	P	1891	HIST.SURV.	4402-0019-0004		3D	
008822	41-001090	114 S B ST		SAN MATEO	P	1923	HIST.SURV.	4402-0019-0062		7R	
008775	41-001043	116 S B ST		SAN MATEO	P	1923	HIST.SURV.	4402-0019-0005		3D	
008776	41-001044	129 S B ST		SAN MATEO	P	1928	HIST.SURV.	4402-0019-0006		3D	
008777	41-001045	130 S B ST		SAN MATEO	P	1907	HIST.SURV.	4402-0019-0007		3D	
008778	41-001046	139 S B ST		SAN MATEO	P	1900	HIST.SURV.	4402-0019-0008		3D	
008779	41-001047	147 S B ST		SAN MATEO	P	1905	HIST.SURV.	4402-0019-0009		3D	
008823	41-001091	159 S B ST		SAN MATEO	P	1925	HIST.SURV.	4402-0019-0063		7R	
008780	41-001048	164 S B ST	BANK OF SAN MATEO / NATIONAL BANK	SAN MATEO	P	1925	HIST.RES.	NPS-97000331-0000	04/24/97	1S	AC
							NAT.REG.	41-0017	04/08/96	3S	AC
							HIST.SURV.	4402-0019-0020		3B	
008781	41-001049	200 S B ST		SAN MATEO	P	1925	HIST.SURV.	4402-0019-0021		3D	
008782	41-001050	201 S B ST	HOUSE OF MERKEL, MERKEL BUILDING	SAN MATEO	P	1931	HIST.SURV.	4402-0019-0022		3B	
008783	41-001051	240 S B ST		SAN MATEO	P	1937	HIST.SURV.	4402-0019-0023		3D	
008784	41-001052	250 S B ST		SAN MATEO	P	1926	HIST.SURV.	4402-0019-0024		3D	
008785	41-001053	251 S B ST	LOUIS BUILDING	SAN MATEO	P	1923	HIST.SURV.	4402-0019-0025		3D	
008786	41-001054	270 S B ST		SAN MATEO	P	1925	HIST.SURV.	4402-0019-0026		3D	
008787	41-001055	301 S B ST		SAN MATEO	P	1912	HIST.SURV.	4402-0019-0027		3D	
008788	41-001056	316 S B ST		SAN MATEO	P	1907	HIST.SURV.	4402-0019-0028		3D	
008749	41-001019	505 S B ST		SAN MATEO	P	1927	HIST.SURV.	4402-0005-0000		5S2	
008750	41-001020	709 S B ST	LABOR TEMPLE	SAN MATEO	P	1918	HIST.SURV.	4402-0006-0000		3S	
008933	41-001201	818 S B ST		SAN MATEO	P	1911	HIST.SURV.	4402-0083-0000		5S2	
180315		525 S BAYSHORE BLVD	CHURCH OF CHRIST	SAN MATEO	P	1960	PROJ.REVW.	FCC100519A	10/12/10	6Y	
008970	41-001238	45 S CLAREMONT ST	SAN MATEO LUMBER COMPANY	SAN MATEO	P	1908	HIST.SURV.	4402-0117-0000		5S2	
080402	41-001452	111 S CLAREMONT ST		SAN MATEO	U	1910	PROJ.REVW.	HUD930209I	02/22/93	6Y	
065225	41-001297	119 S CLAREMONT ST	RESIDENCE	SAN MATEO	U		PROJ.REVW.	HUD870603A	07/02/87	6Y	
171394		134 S CLAREMONT ST	VANDOME HOTEL	SAN MATEO	P	1896	PROJ.REVW.	HUD080325C	04/21/08	6Y	
008755	41-001025	415 S CLAREMONT ST		SAN MATEO	P	1865	HIST.SURV.	4402-0011-0000		3S	
008756	41-001026	940 S CLAREMONT ST	PACIFIC GAS & ELECTRIC CO. SERVICE	SAN MATEO	P	1931	HIST.SURV.	4402-0012-0000		3S	
180464		1009 S CLAREMONT ST	CA-SFO0348A CALIFORNIA SECURITY	SAN MATEO	P	1948	PROJ.REVW.	FCC100621J	12/15/10	6Y	
008978	41-001246	2 S DELAWARE ST	WILLIAM H BROWN FAMILY HOUSE	SAN MATEO	P	1892	HIST.SURV.	4402-0125-0000		3S	
008979	41-001247	8 S DELAWARE ST		SAN MATEO	P	1880	HIST.SURV.	4402-0126-0000		7N	
008980	41-001248	19 S DELAWARE ST		SAN MATEO	P	1879	HIST.SURV.	4402-0127-0000		7N	
008981	41-001249	45 S DELAWARE ST	WILLIAM SANDS HOUSE	SAN MATEO	P	1866	HIST.SURV.	4402-0128-0000		3S	
083338	41-001457	501 S DELAWARE ST		SAN MATEO	P	1940	PROJ.REVW.	HUD930629D	08/02/93	6Y	
147645		2600 S DELAWARE ST	BAY MEADOWS	SAN MATEO	P	1934	NAT.REG.	41-0036	07/01/04	7W	
008882	41-001150	106 S EL CAMINO REAL	ROCHEX AND ROCHEX, COFFEE CRITIC	SAN MATEO	P	1936	HIST.SURV.	4402-0072-0000		7N	
008883	41-001151	212 S EL CAMINO REAL	CASA BAYWOOD	SAN MATEO	P	1928	HIST.SURV.	4402-0073-0000		3S	
008767	41-001036	300 S EL CAMINO REAL	EL CAMINO REAL BELL GUIDEPOST	SAN MATEO	U	1910	HIST.SURV.	4402-0156-0000		7N1	
							HIST.SURV.	4402-0018-0004		7R	
008768	41-001037	977 S EL CAMINO REAL	EL CAMINO REAL BELL GUIDEPOST	SAN MATEO	U	1910	HIST.SURV.	4402-0157-0000		7N1	
							HIST.SURV.	4402-0018-0005		7R	
008884	41-001152	2454 S EL CAMINO REAL		SAN MATEO	P	1937	HIST.SURV.	4402-0074-0000		3S	
072928	41-001406	3333 S EL CAMINO REAL	HILLSDALE SOUTHERN PACIFIC DEPOT S	SAN MATEO	P	1941	HIST.RES.	DOE-41-03-0007-0000	09/17/03	6Y	
							PROJ.REVW.	FCC030909D	09/17/03	6Y	
							HIST.RES.	DOE-41-91-0001-0000	09/03/91	6Y	
							PROJ.REVW.	UMTA910723A	09/03/91	6Y	
							HIST.SURV.	4403-0001-0000		7R	
008982	41-001250	229 S ELDORADO ST		SAN MATEO	P	1890	HIST.SURV.	4402-0129-0000		7N	
065218	41-001296	522 S ELDORADO ST	RESIDENCE	SAN MATEO	U		PROJ.REVW.	HUD870527A	06/23/87	6Y	

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.										Page 38	04-05-12	
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT	
065204	41-001295	806 S ELDORADO ST	RESIDENCE	SAN MATEO	U		PROJ.REVW.	HUD870518A	06/10/87	6Y		
066397	41-001318	903 S ELDORADO ST	RESIDENTIAL REHABILITATION	SAN MATEO	U		PROJ.REVW.	HUD871214E	01/07/88	6Y		
008992	41-001260	924 S ELDORADO ST		SAN MATEO	P	1908	HIST.SURV.	4402-0139-0000		5S2		
008993	41-001261	938 S ELDORADO ST		SAN MATEO	P	1902	HIST.SURV.	4402-0140-0000		5S2		
070261	41-001386	946 S ELDORADO ST		SAN MATEO	U	1925	PROJ.REVW.	HUD910401M	05/08/91	6Y		
008789	41-001057	101 S ELLSWORTH AVE	CALIFORNIA AUTO ASSOCIATION, CREDI	SAN MATEO	P	1940	HIST.SURV.	4402-0019-0029		3D		
008819	41-001087	115 S ELLSWORTH AVE		SAN MATEO	P	1940	HIST.SURV.	4402-0019-0059	11/07/89	3D	A C	
008790	41-001058	120 S ELLSWORTH AVE	SAN MATEO FIRE DEPARTMENT HEADQUAR	SAN MATEO	M	1939	HIST.SURV.	4402-0019-0030		3D		
008817	41-001085	213 S ELLSWORTH AVE		SAN MATEO	P	1917	HIST.SURV.	4402-0019-0057		7R		
008820	41-001088	243 S ELLSWORTH AVE		SAN MATEO	P	1937	HIST.SURV.	4402-0019-0060		7R		
079184	41-001445	210 S ELLSWORTH ST	U S POST MAIN OFFICE/SAN MATEO	SAN MATEO	P	1935	HIST.RES.	NPS-88000443-0000	04/18/88	1S	AC	
							HIST.SURV.	4402-0152-0000	04/18/88	1S	AC	
077512	41-001433	710 S FREMONT ST		SAN MATEO	U	1929	PROJ.REVW.	HUD920716D	08/21/92	6Y		
068186	41-001374	723 S FREMONT ST		SAN MATEO	U	1908	PROJ.REVW.	HUD900723K	08/21/90	6Y		
073953	41-001419	24 S GRANT ST		SAN MATEO	U	1940	PROJ.REVW.	HUD911025B	11/18/91	6Y		
074460	41-001424	103 S GRANT ST		SAN MATEO	U	1913	PROJ.REVW.	HUD920205C	03/05/92	6Y		
008994	41-001262	510 S GRANT ST		SAN MATEO	P	1907	HIST.SURV.	4402-0141-0000		3S		
077326	41-001428	525 S GRANT ST		SAN MATEO	U	1927	PROJ.REVW.	HUD920605Y	06/30/92	6Y		
137193		237 S IDAHO ST		SAN MATEO	P	1946	HIST.RES.	DOE-41-02-0031-0000	09/26/02	6Y		
							PROJ.REVW.	FHWA020807A	09/26/02	6Y		
008996	41-001264	510 S IDAHO ST		SAN MATEO	P	1929	HIST.SURV.	4402-0142-0002		3D		
008995	41-001263	510 S IDAHO ST		SAN MATEO	P	1929	HIST.SURV.	4402-0142-0001		3D		
008997	41-001265	510 S IDAHO ST		SAN MATEO	P	1929	HIST.SURV.	4402-0142-0003		3D		
009001	41-001269	510 S IDAHO ST		SAN MATEO	P	1929	HIST.SURV.	4402-0142-9999		3S		
008998	41-001266	512 S IDAHO ST		SAN MATEO	P	1929	HIST.SURV.	4402-0142-0004		3D		
009000	41-001268	512 S IDAHO ST		SAN MATEO	P	1929	HIST.SURV.	4402-0142-0006		3D		
008999	41-001267	512 S IDAHO ST		SAN MATEO	P	1929	HIST.SURV.	4402-0142-0005		3D		
008759	41-001029	100 S SAN MATEO DR	CHCH OF SAINT MATTHEW MILLS MEM HO	SAN MATEO	P	1914	HIST.SURV.	4402-0015-0000		7N		
067321	41-001349	320 SAN ANTONIO AVE		SAN MATEO	U		PROJ.REVW.	HUD900416C	04/25/90	6Y		
091149	41-001497	SAWYER CAMP RD	JEPSON LAUREL	SAN MATEO	U		HIST.RES.	SPHI-SMA-007	05/19/71	7L		
066138	41-001313	1448 SHAFTER ST		SAN MATEO	U		PROJ.REVW.	HUD890831D	09/22/89	6Y		
176130		2033 SHOREVIEW AVE		SAN MATEO	P	1952	PROJ.REVW.	HUD090619Y	07/09/09	6Y		
176131		2069 SHOREVIEW AVE		SAN MATEO	P	1950	PROJ.REVW.	HUD090619X	07/09/09	6Y		
176076		2017 SHORVIEW AVE		SAN MATEO	P	1956	PROJ.REVW.	HUD090617B	07/03/09	6Y		
089956	41-001481	SKYLINE BLVD	PORTOLA EXPEDITION CAMP #8 AT LEGU	SAN MATEO	U		HIST.RES.	SHL-0094-0000	03/29/33	7L		
118858	41-001882	SKYLINE BLVD	SKYLINE BOULEVARD BRIDGE	SAN MATEO	M	1923	HIST.RES.	DOE-41-97-0002-0000	06/02/97	6Y		
							PROJ.REVW.	FHWA970421A	06/02/97	6Y		
008745	41-001015	SR 101	BRIDGE #35-10	SAN MATEO	S	1928	HIST.SURV.	4402-0001-0000		7R		
008746	41-001016	SR 101	DEEP SLOUGH BRIDGE, BRIDGE #35-18	SAN MATEO	S	1930	HIST.SURV.	4402-0002-0000		7R		
065152	41-001291	19 ST JOHN CT		SAN MATEO	U		PROJ.REVW.	HUD870420E	04/23/87	6Y		
137195		1221 TERMINAL PL		SAN MATEO	P	1943	HIST.RES.	DOE-41-02-0033-0000	09/26/02	6Y		
							PROJ.REVW.	FHWA020807A	09/26/02	6Y		
137194		1227 TERMINAL PL		SAN MATEO	P	1943	HIST.RES.	DOE-41-02-0032-0000	09/26/02	6Y		
							PROJ.REVW.	FHWA020807A	09/26/02	6Y		
137196		1235 TERMINAL PL		SAN MATEO	P	1943	HIST.RES.	DOE-41-02-0034-0000	09/26/02	6Y		
							PROJ.REVW.	FHWA020807A	09/26/02	6Y		
137197		1236 TERMINAL PL		SAN MATEO	P	1943	HIST.RES.	DOE-41-02-0035-0000	09/26/02	6Y		
							PROJ.REVW.	FHWA020807A	09/26/02	6Y		
185822		18 THOMAS CT		SAN MATEO	P	1950	PROJ.REVW.	HUD100301L	03/24/10	6Y		
008877	41-001145	225 TILTON AVE	CONGREGATIONAL CHURCH OF SAN MATEO	SAN MATEO	P	1922	HIST.SURV.	4402-0067-0000		3S		
077328	41-001429	402 TILTON AVE		SAN MATEO	U	1905	PROJ.REVW.	HUD920605Z	06/30/92	6Y		
008987	41-001255	700 TILTON AVE	YOKOHAMA LAUNDRY	SAN MATEO	P	1900	HIST.SURV.	4402-0134-0000		7N		
008879	41-001147	458 TURNER TERRACE		SAN MATEO	P	1908	HIST.SURV.	4402-0069-0000		5S2		
091164	41-001505	400 UPLANDS DR	TEMPLETON CROCKER HOME 'UPLANDS'	SAN MATEO	U	1917	HIST.RES.	SPHI-SMA-018	05/19/71	7L		
008878	41-001146	222 VILLA TERRACE		SAN MATEO	P	1910	HIST.SURV.	4402-0068-0000		7N		
066604	41-001329	325 VILLA TERRACE	TRANSI HOUSING	SAN MATEO	U		PROJ.REVW.	HUD880506L	05/10/88	6Y		

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.										Page 39	04-05-12	
PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS	NAMES	CITY NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT	
065065	41-001289	219 W 25TH AVE	RESIDENCE	SAN MATEO	U		PROJ.REVW.	HUD870211G	03/02/87	6Y		
008891	41-001159	222 W 39TH AVE	SAN MATEO COUNTY COMMUNITY HOSPITA	SAN MATEO	C	1920	HIST.SURV.	4402-0081-0000		5S2		
084220	41-001458	826 W GRANT PL		SAN MATEO	P	1939	PROJ.REVW.	HUD930813A	09/17/93	6Y		
176906		1673 WASHINGTON ST		SAN MATEO	P	1956	PROJ.REVW.	HUD090914C	10/05/09	6Y		
066896	41-001337	608 WOODSIDE WY		SAN MATEO	U		PROJ.REVW.	HUD890920F	10/19/89	6Y		
180229		CANADA RD	SOUTH CRYSTAL SPRINGS COTTAGE-UPPE	(VIC) SAN MATEO	P	1891	PROJ.REVW.	COE071001A	10/07/10	2S2		
114962	41-001820 41-001375	CRYSTAL SPRINGS RD	BRIDGE #35C-42 / CRYSTAL SPRINGS R	(VIC) SAN MATEO	C	1901	HIST.RES.	DOE-41-86-0002-0000	10/19/86	2S2	C	
137192		MONTE DIABLO AVE	MONTE DIABLO AVENUE PEDESTRIAN OVE	(VIC) SAN MATEO	S	1952	HIST.RES.	DOE-41-02-0030-0000	09/26/02	6Y		
137189	41-002099	PENINSULA AVE	PENINSULA AVENUE OVERPASS	(VIC) SAN MATEO	S	1947	HIST.RES.	DOE-41-02-0027-0000	09/26/02	6Y		
138559		TOWER RD	HILLCREST JUVENILE CENTER	(VIC) SAN MATEO	C	1947	HIST.RES.	DOE-41-03-0003-0000	03/07/03	6Y		
							PROJ.REVW.	FHWA020807A	09/26/02	6Y		
							PROJ.REVW.	FHWA020807A	09/26/02	6Y		
							HIST.RES.	DOE-41-03-0003-0000	03/07/03	6Y		
							PROJ.REVW.	DOJ020627C	03/07/03	6Y		
117034	41-001873		MILLBRAE MANOR	SOUTH SAN FRANCIS Millbrae	U	1940	HIST.RES.	DOE-41-96-0164-0000	04/18/96	6Y		
							PROJ.REVW.	UMTA900828A	04/18/96	6Y		
117037	41-001876		SAN BRUNO PARK	SOUTH SAN FRANCIS San Bruno	U	1905	HIST.RES.	DOE-41-96-0167-0000	04/18/96	6Y		
							PROJ.REVW.	UMT900828A	04/18/96	6Y		
115155	41-001833		BUILDING C, AIR STATION SAN FRANCI	SOUTH SAN FRANCIS	F	1968	HIST.RES.	DOE-41-98-0013-0000	04/16/98	6Y		
							PROJ.REVW.	USCG980318A	04/16/98	6Y		
118795	41-001879		AIR STATION SAN FRANCISCO	SOUTH SAN FRANCIS	F	1941	HIST.RES.	DOE-38-98-0018-9999	10/19/98	2S2	AC	
							PROJ.REVW.	USCG980828A	10/19/98	2S2	AC	
117038	41-001877		SOUTHERN PACIFIC RAILROAD TRACKS	SOUTH SAN FRANCIS	U	1864	HIST.RES.	DOE-41-96-0168-0000	04/18/96	6Y		
							PROJ.REVW.	UMTA900828A	04/18/96	6Y		
176521			SAN BRUNO SPUR	SOUTH SAN FRANCIS	P		PROJ.REVW.	FTA040913A	08/06/07	6Y		
005479	41-000849	527 1ST LANE	PIERRE LAUCHERE HOME	SOUTH SAN FRANCIS	P	1900	HIST.SURV.	4080-0035-0000		5S2		
101767	41-001661	101 1ST ST		SOUTH SAN FRANCIS	P	1930	HIST.RES.	DOE-41-96-0073-0000	04/18/96	6Y		
							PROJ.REVW.	UMTA900828A	04/18/96	6Y		
176517		AIRPORT BLVD	CALTRANS SOUTH SAN FRANCISCO MAINT	SOUTH SAN FRANCIS	S	1955	PROJ.REVW.	FTA040913A	08/06/07	6Y		
176519		200 AIRPORT BLVD		SOUTH SAN FRANCIS	P	1946	PROJ.REVW.	FTA040913A	08/06/07	6Y		
176518		206 AIRPORT BLVD		SOUTH SAN FRANCIS	P	1954	PROJ.REVW.	FTA040913A	08/06/07	6Y		
070454	41-001396	305 AIRPORT BLVD		SOUTH SAN FRANCIS	U	1929	PROJ.REVW.	HUD910520D	06/13/91	6Y		
072427	41-001401	309 AIRPORT BLVD		SOUTH SAN FRANCIS	U	1929	PROJ.REVW.	HUD910614E	07/11/91	6Y		
005443	41-000813	421 AIRPORT BLVD	CENTRAL HOTEL, OLIVER'S BOILED STE	SOUTH SAN FRANCIS	P	1895	HIST.SURV.	4080-0001-0000		7R		
005444	41-000814	725 AIRPORT BLVD	GRAND HOTEL	SOUTH SAN FRANCIS	P	1893	PROJ.REVW.	HUD970123G	03/26/97	6Y		
							HIST.SURV.	4080-0002-0000		7N		
107181	41-001812	739 AIRPORT BLVD		SOUTH SAN FRANCIS	P	1912	PROJ.REVW.	HUD970123G	03/26/97	6Y		
005641	41-001011	AIRPORT RD	SOUTHERN PACIFIC RAILROAD DEPOT	SOUTH SAN FRANCIS	P	1933	HIST.SURV.	4080-0137-0000		3S		
068518	41-001377	217 ASPEN AVE		SOUTH SAN FRANCIS	U	1910	PROJ.REVW.	HUD900810C	09/24/90	6Y		
101752	41-001652	114 B ST		SOUTH SAN FRANCIS	P	1930	HIST.RES.	DOE-41-96-0062-0000	04/18/96	6Y		
							PROJ.REVW.	UMTA900828A	04/18/96	6Y		
101753	41-001653	116 B ST		SOUTH SAN FRANCIS	P	1950	HIST.RES.	DOE-41-96-0063-0000	04/18/96	6Y		
							PROJ.REVW.	UMTA900828A	04/18/96	6Y		
101754	41-001654	132 B ST		SOUTH SAN FRANCIS	P	1915	HIST.RES.	DOE-41-96-0064-0000	04/18/96	6Y		
							PROJ.REVW.	UMTA900828A	04/18/96	6Y		
101755	41-001655	136 B ST		SOUTH SAN FRANCIS	P	1945	HIST.RES.	DOE-41-96-0065-0000	04/18/96	6Y		
							PROJ.REVW.	UMTA900828A	04/18/96	6Y		
101756	41-001656	140 B ST		SOUTH SAN FRANCIS	P	1945	HIST.RES.	DOE-41-96-0066-0000	04/18/96	6Y		
							PROJ.REVW.	UMTA900828A	04/18/96	6Y		
005449	41-000819	BADEN AVE	MATCHED RESIDENCES	SOUTH SAN FRANCIS	P	1895	HIST.SURV.	4080-0005-9999		3S		
005445	41-000815	314 BADEN AVE	BERTUCELLI HOUSE	SOUTH SAN FRANCIS	P	1912	HIST.SURV.	4080-0003-0000		5S2		
005446	41-000816	323 BADEN AVE	BUTCHER HALL	SOUTH SAN FRANCIS	P	1893	HIST.SURV.	4080-0004-0000		5S2		

PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS	NAMES	CITY NAME	OWN	YR-C	OHP-PROG.	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
005447	41-000817	349 BADEN AVE	BONALANZA RESIDENCE, ART GALLERY	SOUTH SAN FRANCIS	P	1895	HIST.SURV.	4080-0005-0001			3D
005448	41-000818	351 BADEN AVE		SOUTH SAN FRANCIS	P	1895	HIST.SURV.	4080-0005-0002			3D
005450	41-000820	414 BADEN AVE	LAUCHERE (PIERRE) HOUSE	SOUTH SAN FRANCIS	P	1915	HIST.SURV.	4080-0006-0000			7R
005451	41-000821	423 BADEN AVE	ERNEST GALLI RESIDENCE	SOUTH SAN FRANCIS	P	1895	HIST.SURV.	4080-0007-0000			5S2
065474	41-001304	427 BADEN AVE		SOUTH SAN FRANCIS	U		PROJ.REVW.	HUD881007A	11/09/88		6Y
005452	41-000822	428 BADEN AVE	PIERRE FOURIE RESIDENCE	SOUTH SAN FRANCIS	P	1913	HIST.SURV.	4080-0008-0000			7R
005453	41-000823	440 BADEN AVE	SHERINS MARKET	SOUTH SAN FRANCIS	P	1920	HIST.SURV.	4080-0009-0000			5S2
005454	41-000824	444 BADEN AVE	GIOVANNE BORTOLI RESIDENCE	SOUTH SAN FRANCIS	P	1900	HIST.SURV.	4080-0010-0000			5S2
005455	41-000825	470 BADEN AVE	MANUAL SILVERIA RESIDENCE	SOUTH SAN FRANCIS	P	1915	HIST.SURV.	4080-0011-0000			7R
005456	41-000826	626 BADEN AVE	BUNGALOW	SOUTH SAN FRANCIS	P	1913	HIST.SURV.	4080-0012-0000			3S
005457	41-000827	643 BADEN AVE		SOUTH SAN FRANCIS	P	1885	HIST.SURV.	4080-0013-0000			7N
005458	41-000828	805 BADEN AVE		SOUTH SAN FRANCIS	P	1936	HIST.SURV.	4080-0014-0000			5S2
114484	41-001818	195 BELLE AIR RD	SSF/SB WQCP- VACUATOR TANK #1	SOUTH SAN FRANCIS	M	1962	HIST.RES.	DOE-41-98-0002-0000	02/09/98		6Y
							PROJ.REVW.	EPA980129A	02/09/98		6Y
114488	41-001822	195 BELLE AIR RD	SSF/SB WQCP- DIGESTER TANK #1	SOUTH SAN FRANCIS	M	1952	HIST.RES.	DOE-41-98-0006-0000	02/09/98		6Y
							PROJ.REVW.	EPA980129A	02/09/98		6Y
114485	41-001819	195 BELLE AIR RD	SSF/SB WQCP- VACUATOR TANK NO.2	SOUTH SAN FRANCIS	M	1952	HIST.RES.	DOE-41-98-0003-0000	02/09/98		6Y
							PROJ.REVW.	EPA980129A	02/09/98		6Y
114487	41-001821	195 BELLE AIR RD	SSF/SB WQCP- RAIL TRACKS	SOUTH SAN FRANCIS	M	1952	HIST.RES.	DOE-41-98-0005-0000	02/09/98		6Y
							PROJ.REVW.	EPA980129A	02/09/98		6Y
114486	41-001820	195 BELLE AIR RD	SSF/SB WQCP- CHLORINE CONTACT TANK	SOUTH SAN FRANCIS	M	1962	HIST.RES.	DOE-41-98-0004-0000	02/09/98		6Y
							PROJ.REVW.	EPA980129A	02/09/98		6Y
114492	41-001825	195 BELLE AIR RD	SSF/SB WQCP- MAINTENANCE BUILDING	SOUTH SAN FRANCIS	M	1978	HIST.RES.	DOE-41-98-0009-0000	02/09/98		6Y
							PROJ.REVW.	EPA980129A	02/09/98		6Y
114496	41-001828	195 BELLE AIR RD	SSF/SB WQCP- TILLO BUILDING NORTH	SOUTH SAN FRANCIS	M	1978	HIST.RES.	DOE-41-98-0012-0000	02/09/98		6Y
							PROJ.REVW.	EPA980129A	02/09/98		6Y
114494	41-001826	195 BELLE AIR RD	SSF/SB WQCP- GARAGE, SHOP, AND STO	SOUTH SAN FRANCIS	M	1978	HIST.RES.	DOE-41-98-0010-0000	02/09/98		6Y
							PROJ.REVW.	EPA980129A	02/09/98		6Y
114490	41-001824	195 BELLE AIR RD	SSF/SB WQCP- SLUDGE CONDITIONING T	SOUTH SAN FRANCIS	M	1962	HIST.RES.	DOE-41-98-0008-0000	02/09/98		6Y
							PROJ.REVW.	EPA980129A	02/09/98		6Y
114489	41-001823	195 BELLE AIR RD	SSF/SB WQCP- RAS DIVERSION BOX	SOUTH SAN FRANCIS	M	1962	HIST.RES.	DOE-41-98-0007-0000	02/09/98		6Y
							PROJ.REVW.	EPA980129A	02/09/98		6Y
114495	41-001827	195 BELLE AIR RD	SSF/SB WQCP- MIXED LIQUOR CHANNEL	SOUTH SAN FRANCIS	M	1952	HIST.RES.	DOE-41-98-0011-0000	02/09/98		6Y
							PROJ.REVW.	EPA980129A	02/09/98		6Y
114483	41-001817	195 BELLE AIR RD	SSF/SB WQCP- VACUATOR CONTROL BUIL	SOUTH SAN FRANCIS	M	1952	HIST.RES.	DOE-41-98-0001-0000	02/09/98		6Y
							PROJ.REVW.	EPA980129A	02/09/98		6Y
131176		127 BUXTON AVE		SOUTH SAN FRANCIS	P	1951	HIST.RES.	DOE-38-02-0001-0000	05/02/02		6Y
							PROJ.REVW.	HUD020429B	05/02/02		6Y
117023	41-001862	301 CEDAR ST		SOUTH SAN FRANCIS	U	1927	HIST.RES.	DOE-41-96-0153-0000	04/18/96		6Y
							PROJ.REVW.	UMTA900828A	04/18/96		6Y
005459	41-000829	111 CHESTNUT AVE		SOUTH SAN FRANCIS	P	1910	HIST.SURV.	4080-0015-0000			7R
005460	41-000830	337 COMMERCIAL AVE		SOUTH SAN FRANCIS	P	1897	HIST.SURV.	4080-0016-0000			7N
005461	41-000831	338 COMMERCIAL AVE		SOUTH SAN FRANCIS	P	1909	HIST.SURV.	4080-0017-0000			5S2
005462	41-000832	340 COMMERCIAL AVE		SOUTH SAN FRANCIS	P	1909	HIST.SURV.	4080-0018-0000			5S2
005463	41-000833	344 COMMERCIAL AVE		SOUTH SAN FRANCIS	P	1909	HIST.SURV.	4080-0019-0000			7R
005464	41-000834	411 COMMERCIAL AVE		SOUTH SAN FRANCIS	P	1900	HIST.SURV.	4080-0020-0000			7R
005465	41-000835	415 COMMERCIAL AVE		SOUTH SAN FRANCIS	P	1900	HIST.SURV.	4080-0021-0000			7R
005466	41-000836	417 COMMERCIAL AVE		SOUTH SAN FRANCIS	P	1900	HIST.SURV.	4080-0022-0000			7R
005467	41-000837	429 COMMERCIAL AVE		SOUTH SAN FRANCIS	P	1900	HIST.SURV.	4080-0023-0000			7R
005468	41-000838	435 COMMERCIAL AVE	C. J. EMPINA HOME	SOUTH SAN FRANCIS	P	1900	HIST.SURV.	4080-0024-0000			7R
156585		208 COUNTRY CLUB DR		SOUTH SAN FRANCIS	P	1952	PROJ.REVW.	FCC051013E	11/03/05		6Y
082786	41-001455	216 CYPRESS AVE	216-20 CYPRESS AVE	SOUTH SAN FRANCIS	P	1940	PROJ.REVW.	HUD930519F	07/09/93		6Y
107699	41-001813	421 CYPRESS AVE	LIBERTY HOTEL	SOUTH SAN FRANCIS	P	1926	PROJ.REVW.	HUD970312A	04/10/97		6Y
005469	41-000839	421 CYPRUS AVE	BURTOLUCCI'S	SOUTH SAN FRANCIS	P	1926	HIST.SURV.	4080-0025-0000			5S2
005470	41-000840	505 CYPRUS AVE	INDUSTRIAL HOTEL	SOUTH SAN FRANCIS	P	1915	HIST.SURV.	4080-0026-0000			5S2

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.										Page 41	04-05-12			
PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS.....	NAMES.....	CITY NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT			
005471	41-000841	713 CYPRUS AVE		SOUTH SAN FRANCIS	P	1890	HIST.SURV.	4080-0027-0000			5S2			
176516		DUBUQUE AVE	SOUTH SAN FRANCISCO FREIGHT SPUR A	SOUTH SAN FRANCIS	D	1948	PROJ.REVW.	FTA040913A	08/06/07		6Y			
005514	41-000884	450 E GRAND AVE	W. P. FULLER & COMPANY PAINT PLANT	SOUTH SAN FRANCIS	P	1898	HIST.SURV.	4080-0070-9999			7N			
117026	41-001865	100 EL CAMINO REAL		SOUTH SAN FRANCIS	U	1910	HIST.RES.	DOE-41-96-0156-0000	04/18/96		6Y			
							PROJ.REVW.	UMTA900828A	04/18/96		6Y			
117035	41-001874	190 EL CAMINO REAL		SOUTH SAN FRANCIS	U	1940	HIST.RES.	DOE-41-96-0165-0000	04/18/96		6Y			
							PROJ.REVW.	UMTA900828A	04/18/96		6Y			
005472	41-000842	900 EL CAMINO REAL	FAIRWAY CLUB	SOUTH SAN FRANCIS	P	1912	PROJ.REVW.	HUD930120C	02/10/93		6Y			
							HIST.SURV.	4080-0028-0000			7R			
101757	41-001657	1171 EL CAMINO REAL		SOUTH SAN FRANCIS	P	1895	HIST.RES.	DOE-41-96-0068-0000	04/18/96		6Y			
	P-41-000389						PROJ.REVW.	UMTA900828A	04/18/96		6Y			
005473	41-000843	1410 EL CAMINO REAL	WILDWOOD	SOUTH SAN FRANCIS	P	1946	HIST.RES.	DOE-41-96-0067-0000	04/18/96		6Y			
	P-41-000388						PROJ.REVW.	UMTA900828A	04/18/96		6Y			
							HIST.SURV.	4080-0029-0000	05/01/86		7R			
091166	41-001506	EUCALYPTUS AVE	W.J. MARTIN HOME	SOUTH SAN FRANCIS	U	1892	HIST.RES.	SPHI-SMA-020	01/19/72		7L			
005474	41-000844	201 EUCALYPTUS AVE	DENNING HOUSE	SOUTH SAN FRANCIS	P	1920	HIST.SURV.	4080-0030-0000			7R			
005475	41-000845	210 EUCALYPTUS AVE	SPANGLER HOUSE	SOUTH SAN FRANCIS	P	1916	HIST.SURV.	4080-0031-0000			5S2			
005476	41-000846	211 EUCALYPTUS AVE		SOUTH SAN FRANCIS	P	1916	HIST.SURV.	4080-0032-0000			5S2			
005477	41-000847	311 EUCALYPTUS AVE	HYNDING HOME	SOUTH SAN FRANCIS	P	1905	HIST.SURV.	4080-0033-0000			5S2			
005478	41-000848	410 EUCALYPTUS AVE	MITCHELL HOUSE	SOUTH SAN FRANCIS	P	1901	HIST.SURV.	4080-0034-0000			5S2			
101738	41-001638	101 FRANCISCO DR		SOUTH SAN FRANCIS	P	1948	HIST.RES.	DOE-41-96-0048-0000	04/18/96		6Y			
							PROJ.REVW.	UMTA900828A	04/18/96		6Y			
101739	41-001639	103 FRANCISCO DR		SOUTH SAN FRANCIS	P	1948	HIST.RES.	DOE-41-96-0049-0000	04/18/96		6Y			
							PROJ.REVW.	UMTA900828A	04/18/96		6Y			
101740	41-001640	105 FRANCISCO DR		SOUTH SAN FRANCIS	P	1948	HIST.RES.	DOE-41-96-0050-0000	04/18/96		6Y			
							PROJ.REVW.	UMTA900828A	04/18/96		6Y			
101741	41-001641	107 FRANCISCO DR		SOUTH SAN FRANCIS	P	1948	HIST.RES.	DOE-41-96-0051-0000	04/18/96		6Y			
							PROJ.REVW.	UMTA900828A	04/18/96		6Y			
101742	41-001642	109 FRANCISCO DR		SOUTH SAN FRANCIS	P	1948	HIST.RES.	DOE-41-96-0052-0000	04/18/96		6Y			
							PROJ.REVW.	UMTA900828A	04/18/96		6Y			
101743	41-001643	111 FRANCISCO DR		SOUTH SAN FRANCIS	P	1948	HIST.RES.	DOE-41-96-0053-0000	04/18/96		6Y			
							PROJ.REVW.	UMTA900828A	04/18/96		6Y			
101744	41-001644	113 FRANCISCO DR		SOUTH SAN FRANCIS	P	1948	HIST.RES.	DOE-41-96-0054-0000	04/18/96		6Y			
							PROJ.REVW.	UMTA900828A	04/18/96		6Y			
101745	41-001645	115 FRANCISCO DR		SOUTH SAN FRANCIS	P	1948	HIST.RES.	DOE-41-96-0055-0000	04/18/96		6Y			
							PROJ.REVW.	UMTA900828A	04/18/96		6Y			
101746	41-001646	117 FRANCISCO DR		SOUTH SAN FRANCIS	P	1948	HIST.RES.	DOE-41-96-0056-0000	04/18/96		6Y			
							PROJ.REVW.	UMTA900828A	04/18/96		6Y			
101747	41-001647	119 FRANCISCO DR		SOUTH SAN FRANCIS	P	1948	HIST.RES.	DOE-41-96-0057-0000	04/18/96		6Y			
							PROJ.REVW.	UMTA900828A	04/18/96		6Y			
101748	41-001648	121 FRANCISCO DR		SOUTH SAN FRANCIS	P	1948	HIST.RES.	DOE-41-96-0058-0000	04/18/96		6Y			
							PROJ.REVW.	UMTA900828A	04/18/96		6Y			
101749	41-001649	123 FRANCISCO DR		SOUTH SAN FRANCIS	P	1948	HIST.RES.	DOE-41-96-0059-0000	04/18/96		6Y			
							PROJ.REVW.	UMTA900828A	04/18/96		6Y			
145323		GRAND AVE	GRAND AVENUE COMMERCIAL HISTORIC D	SOUTH SAN FRANCIS	P	1891	HIST.SURV.	4080-0136-9999	04/01/86		3S			
005481	41-000851	GRAND AVE	MARTIN MEMORIAL FOUNTAIN	SOUTH SAN FRANCIS	M	1926	HIST.SURV.	4080-0037-0000			7N			
005587	41-000957	108 GRAND AVE	MERRIAM BLOCK	SOUTH SAN FRANCIS	P	1891	HIST.SURV.	4080-0136-0001			7N			
066727	41-001333	113 GRAND AVE	COMMERCIAL REHABILITATION	SOUTH SAN FRANCIS	U		PROJ.REVW.	HUD930519E	07/09/93		6Y			
							PROJ.REVW.	HUD880404L	07/14/88					
005588	41-000958	115 GRAND AVE	CHINA RESTAURANT	SOUTH SAN FRANCIS	P	1918	HIST.SURV.	4080-0136-0002			5D2			
005589	41-000959	200 GRAND AVE	MARIO'S STATES TAVERN	SOUTH SAN FRANCIS	P	1898	PROJ.REVW.	HUD880404J	08/29/88		6Y			
							HIST.SURV.	4080-0136-0003			7N			
005598	41-000968	201 GRAND AVE		SOUTH SAN FRANCIS	P	1907	HIST.SURV.	4080-0136-0012			7N			
066603	41-001328	202 GRAND AVE	COMMERCIAL REHABILITATION	SOUTH SAN FRANCIS	U		PROJ.REVW.	HUD880404J	05/04/88		6Y			

PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
005599	41-000969	205 GRAND AVE	MARIA'S RESTAURANT	SOUTH SAN FRANCIS	P	1907	HIST.SURV.	4080-0136-0013		7N	
005590	41-000960	206 GRAND AVE	RAILROAD STATION COCKTAILS	SOUTH SAN FRANCIS	P	1906	HIST.SURV.	4080-0136-0004		7N	
071150	41-001397	219 GRAND AVE		SOUTH SAN FRANCIS	U	1914	PROJ.REVW.	HUD910515A	06/19/91	6Y	
005600	41-000970	219 GRAND AVE	FIVE BROTHERS SALOON	SOUTH SAN FRANCIS	P	1914	HIST.RES.	DOE-41-99-0004-0000	03/17/99	6Y	
							PROJ.REVW.	HUD990225Z	03/27/99	6Y	
							HIST.SURV.	4080-0136-0014		7R	
005601	41-000971	223 GRAND AVE	LIND'S STORE, MEXICO TIPICO RESTAU	SOUTH SAN FRANCIS	P	1910	HIST.SURV.	4080-0136-0015		7N	
005591	41-000961	224 GRAND AVE	SUN DIAL CAFE	SOUTH SAN FRANCIS	P	1900	HIST.SURV.	4080-0136-0005		7R	
005592	41-000962	230 GRAND AVE	WEST HOTEL / SENIOR CENTER	SOUTH SAN FRANCIS	P	1906	HIST.RES.	DOE-41-93-0002-0001	02/11/93	2D2	AC
							PROJ.REVW.	HUD930120a	02/11/93	2D2	AC
							HIST.SURV.	4080-0136-0006		7N	
005602	41-000972	231 GRAND AVE	JENNING'S PHARMACY, LIBERTY BANK	SOUTH SAN FRANCIS	P	1915	HIST.SURV.	4080-0136-0016		7N	
005593	41-000963	232 GRAND AVE		SOUTH SAN FRANCIS	P	1924	HIST.RES.	DOE-41-93-0002-0002	02/11/93	2D2	AC
							PROJ.REVW.	HUD930120b	02/11/93	2D2	AC
							HIST.SURV.	4080-0136-0007		7N	
005594	41-000964	238 GRAND AVE	COUNTRY COTTAGE CAFE	SOUTH SAN FRANCIS	P	1910	HIST.SURV.	4080-0136-0008		7N	
095109	41-001527	238 GRAND AVE		SOUTH SAN FRANCIS	P	1907	PROJ.REVW.	HUD950208E	03/27/95	6Y	
005595	41-000965	240 GRAND AVE	GIFPRA BUILDING	SOUTH SAN FRANCIS	P	1907	HIST.SURV.	4080-0136-0009		7N	
005603	41-000973	249 GRAND AVE	TOPPERS	SOUTH SAN FRANCIS	P	1907	HIST.SURV.	4080-0136-0017		7N	
005596	41-000966	250 GRAND AVE	CITIZEN'S BANK/WELTE'S BAR	SOUTH SAN FRANCIS	P	1907	HIST.SURV.	4080-0136-0010		7N	
005597	41-000967	256 GRAND AVE	METROPOLITAN HALL	SOUTH SAN FRANCIS	P	1912	HIST.SURV.	4080-0136-0011		7R	
005604	41-000974	257 GRAND AVE		SOUTH SAN FRANCIS	P	1925	HIST.SURV.	4080-0136-0018		7R	
082784	41-001454	262 GRAND AVE		SOUTH SAN FRANCIS	P	1920	PROJ.REVW.	HUD930519D	07/09/93	6Y	
005605	41-000975	265 GRAND AVE	MARTIN BUILDING, METROPOLITAN HOTE	SOUTH SAN FRANCIS	P	1912	HIST.RES.	NPS-97000043-0000	02/14/97	1S	A
							NAT.REG.	41-0018	02/14/97	1S	A
							TAX.CERT.	537.9-41-0004	06/14/00	1S	A
							HIST.RES.	DOE-41-90-0023-0000	07/31/90	2S2	AC
							PROJ.REVW.	HUD900625J	07/31/90	2S2	AC
							HIST.SURV.	4080-0136-0019		3S	
005606	41-000976	300 GRAND AVE	BANK OF SOUTH SAN FRANCISCO	SOUTH SAN FRANCIS	P	1905	HIST.SURV.	4080-0136-0020		3S	
005607	41-000977	306 GRAND AVE	SCIANDRIS HARDWARE	SOUTH SAN FRANCIS	P	1920	HIST.SURV.	4080-0136-0021		7N	
005622	41-000992	307 GRAND AVE		SOUTH SAN FRANCIS	P	1899	HIST.RES.	DOE-41-92-0002-0000	07/28/92	2S2	AC
							PROJ.REVW.	HUD920727A	07/28/92	2S2	AC
							HIST.SURV.	4080-0136-0036		3S	
005608	41-000978	316 GRAND AVE		SOUTH SAN FRANCIS	P	1907	PROJ.REVW.	HUD910515B	06/19/91	6Y	
							HIST.SURV.	4080-0136-0022		7N	
005623	41-000993	317 GRAND AVE		SOUTH SAN FRANCIS	P	1925	HIST.SURV.	4080-0136-0037		7R	
005609	41-000979	320 GRAND AVE	McCUEN BUILDING	SOUTH SAN FRANCIS	P	1899	HIST.SURV.	4080-0136-0023		7N	
005624	41-000994	321 GRAND AVE		SOUTH SAN FRANCIS	P	1925	HIST.SURV.	4080-0136-0038		5D2	
005610	41-000980	324 GRAND AVE	SANITARY BAKERY	SOUTH SAN FRANCIS	P	1909	HIST.SURV.	4080-0136-0024		7N	
065980	41-001310	328 GRAND AVE	GALLI BLDG	SOUTH SAN FRANCIS	U		HIST.RES.	DOE-41-89-0005-0000	07/27/89	2S2	AC
							PROJ.REVW.	HUD890627P	07/27/89	2S2	AC
005625	41-000995	329 GRAND AVE		SOUTH SAN FRANCIS	P	1920	HIST.SURV.	4080-0136-0039		7R	
005611	41-000981	330 GRAND AVE		SOUTH SAN FRANCIS	P	1895	HIST.SURV.	4080-0136-0025		3S	
005626	41-000996	331 GRAND AVE		SOUTH SAN FRANCIS	P	1920	HIST.SURV.	4080-0136-0040		7R	
005627	41-000997	333 GRAND AVE		SOUTH SAN FRANCIS	P	1910	PROJ.REVW.	HUD060717F	07/18/06	6Y	
							PROJ.REVW.	HUD910618D	07/17/91	6Y	
							HIST.SURV.	4080-0136-0041		5D2	
005612	41-000982	334 GRAND AVE		SOUTH SAN FRANCIS	P	1920	HIST.SURV.	4080-0136-0026		7R	
005613	41-000983	336 GRAND AVE		SOUTH SAN FRANCIS	P	1920	HIST.SURV.	4080-0136-0027		7R	
005614	41-000984	340 GRAND AVE		SOUTH SAN FRANCIS	P	1924	HIST.SURV.	4080-0136-0028		7N	
005615	41-000985	348 GRAND AVE		SOUTH SAN FRANCIS	P	1924	HIST.SURV.	4080-0136-0029		7N	
067038	41-001342	349 GRAND AVE	STRUCTURE REHABILITATION	SOUTH SAN FRANCIS	U		PROJ.REVW.	HUD891207C	01/09/90	6Y	
005616	41-000986	352 GRAND AVE		SOUTH SAN FRANCIS	P	1924	HIST.SURV.	4080-0136-0030		7N	
005617	41-000987	354 GRAND AVE		SOUTH SAN FRANCIS	P	1924	HIST.SURV.	4080-0136-0031		7R	
005618	41-000988	356 GRAND AVE		SOUTH SAN FRANCIS	P	1965	HIST.SURV.	4080-0136-0032		7R	

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.										Page 43	04-05-12
PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS	NAMES	CITY NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
005628	41-000998	359 GRAND AVE		SOUTH SAN FRANCISCO	P	1925	PROJ.REVW.	HUD900125A	01/29/90	6Y	
							HIST.SURV.	4080-0136-0042		7R	
005629	41-000999	363 GRAND AVE		SOUTH SAN FRANCISCO	P	1925	PROJ.REVW.	HUD940414A	04/28/94	6Y	
							HIST.SURV.	4080-0136-0043		5D2	
005630	41-001000	369 GRAND AVE		SOUTH SAN FRANCISCO	P	1955	HIST.SURV.	4080-0136-0044		7R	
005631	41-001001	371 GRAND AVE		SOUTH SAN FRANCISCO	P	1955	HIST.SURV.	4080-0136-0045		7R	
005632	41-001002	377 GRAND AVE	HYNDING BUILDING	SOUTH SAN FRANCISCO	P	1898	HIST.SURV.	4080-0136-0046		5D2	
005633	41-001003	381 GRAND AVE		SOUTH SAN FRANCISCO	P	1925	HIST.SURV.	4080-0136-0047		7R	
005619	41-000989	382 GRAND AVE		SOUTH SAN FRANCISCO	P	1955	HIST.SURV.	4080-0136-0033		7R	
067553	41-001365	387 GRAND AVE	F. S. LOUIE BLDG	SOUTH SAN FRANCISCO	U	0	HIST.RES.	DOE-41-90-0027-0001	07/30/90	2D2	AC
							PROJ.REVW.	HUD900625M	07/30/90	2D2	AC
							HIST.RES.	DOE-41-93-0001-0000	09/03/93	2D2	AC
							PROJ.REVW.	HUD930729K	09/03/93	2D2	AC
005620	41-000990	388 GRAND AVE		SOUTH SAN FRANCISCO	P	1925	PROJ.REVW.	HUD910614F	07/11/91	6Y	
							HIST.SURV.	4080-0136-0034		5D2	
005621	41-000991	392 GRAND AVE		SOUTH SAN FRANCISCO	P	1955	HIST.SURV.	4080-0136-0035		7R	
073307	41-001410	394 GRAND AVE		SOUTH SAN FRANCISCO	U	0	PROJ.REVW.	HUD910920C	10/28/91	7K	
005480	41-000850	400 GRAND AVE	SOUTH SAN FRANCISCO CITY HALL	SOUTH SAN FRANCISCO	M	1920	HIST.SURV.	4080-0036-0000		3S	
005482	41-000852	411 GRAND AVE	ENTERPRISE (PRINTING) BUILDING	SOUTH SAN FRANCISCO	P	1931	HIST.SURV.	4080-0038-0000		3S	
005483	41-000853	415 GRAND AVE	FRATERNAL HALL	SOUTH SAN FRANCISCO	P	1916	HIST.SURV.	4080-0039-0000		7R	
162617		423 GRAND AVE		SOUTH SAN FRANCISCO	P	1928	PROJ.REVW.	HUD060601C	06/01/06	6Y	
005485	41-000855	427 GRAND AVE	DR. HARRY PLYMIRE (RENTAL)	SOUTH SAN FRANCISCO	P	1904	HIST.SURV.	4080-0041-0000		5S2	
067066	41-001343	431 GRAND AVE		SOUTH SAN FRANCISCO	U		PROJ.REVW.	HUD900125B	01/29/90	6Y	
005487	41-000857	455 GRAND AVE	WALD MEDICAL BUILDING	SOUTH SAN FRANCISCO	P	1941	HIST.SURV.	4080-0043-0000		5S2	
005489	41-000859	465 GRAND AVE	ANTONIAZZI, BOWLER PROPERTY	SOUTH SAN FRANCISCO	P	1916	HIST.SURV.	4080-0045-0000		7R	
005488	41-000858	467 GRAND AVE	MC EWEN CARRIAGE HOUSE, HOGAN BOWLE	SOUTH SAN FRANCISCO	P	1895	HIST.SURV.	4080-0044-0000		7R	
005490	41-000860	469 GRAND AVE		SOUTH SAN FRANCISCO	P	1933	HIST.SURV.	4080-0046-0000		5S2	
005491	41-000861	470 GRAND AVE	SOUTH SAN FRANCISCO WOMEN'S CLUB	SOUTH SAN FRANCISCO	P	1940	HIST.SURV.	4080-0047-0000		3S	
071174	41-001399	471 GRAND AVE		SOUTH SAN FRANCISCO	U	1933	PROJ.REVW.	HUD910520E	06/19/91	6Y	
067037	41-001341	477 GRAND AVE	STRUCTURE REHABILITATION	SOUTH SAN FRANCISCO	U		PROJ.REVW.	HUD891127B	01/09/90	6Y	
005493	41-000863	524 GRAND AVE	FERKO HOUSE	SOUTH SAN FRANCISCO	P	1925	HIST.SURV.	4080-0049-0000		7R	
005494	41-000864	529 GRAND AVE	McGRAW HOUSE	SOUTH SAN FRANCISCO	P	1893	HIST.SURV.	4080-0050-0000		3S	
005495	41-000865	536 GRAND AVE	CONRAD HOUSE	SOUTH SAN FRANCISCO	P	1907	HIST.SURV.	4080-0051-0000		7R	
005497	41-000867	624 GRAND AVE	LAWERNCE CHAMPI	SOUTH SAN FRANCISCO	U	1910	HIST.SURV.	4080-0053-0000		5S2	
005498	41-000868	630 GRAND AVE	T.L. HICKEY HOUSE	SOUTH SAN FRANCISCO	P	1895	HIST.SURV.	4080-0054-0000		5S2	
005499	41-000869	639 GRAND AVE	KAUFMAN HOUSE	SOUTH SAN FRANCISCO	P	1905	HIST.SURV.	4080-0055-0000		7R	
005500	41-000870	643 GRAND AVE		SOUTH SAN FRANCISCO	P	1892	HIST.SURV.	4080-0056-0000		7R	
005501	41-000871	718 GRAND AVE	HAAKER HOME	SOUTH SAN FRANCISCO	P	1918	HIST.SURV.	4080-0057-0000		7R	
005502	41-000872	722 GRAND AVE	CARMODY HOME	SOUTH SAN FRANCISCO	P	1918	HIST.SURV.	4080-0058-0000		5S2	
005503	41-000873	726 GRAND AVE	SASSMAN HOME	SOUTH SAN FRANCISCO	P	1936	HIST.SURV.	4080-0059-0000		5S2	
005504	41-000874	730 GRAND AVE	TRUAX HOME	SOUTH SAN FRANCISCO	P	1918	HIST.SURV.	4080-0060-0000		7R	
005505	41-000875	734 GRAND AVE	DOAK HOME	SOUTH SAN FRANCISCO	P	1918	HIST.SURV.	4080-0061-0000		5S2	
005506	41-000876	739 GRAND AVE	BRITTON HOME	SOUTH SAN FRANCISCO	P	1907	HIST.SURV.	4080-0062-0000		5S2	
005507	41-000877	741 GRAND AVE	HOLSTON HOME	SOUTH SAN FRANCISCO	P	1907	HIST.SURV.	4080-0063-0000		5S2	
005508	41-000878	743 GRAND AVE	DOTSON HOME	SOUTH SAN FRANCISCO	P	1907	HIST.SURV.	4080-0064-0000		5S2	
005509	41-000879	762 GRAND AVE	STICKLE HOME	SOUTH SAN FRANCISCO	P	1923	HIST.SURV.	4080-0065-0000		5S2	
005510	41-000880	798 GRAND AVE	McGOVERN HOME	SOUTH SAN FRANCISCO	P	1911	HIST.SURV.	4080-0066-0000		7N	
005511	41-000881	799 GRAND AVE	McSWEENEY HOME	SOUTH SAN FRANCISCO	P	1910	HIST.SURV.	4080-0067-0000		7N	
005512	41-000882	820 GRAND AVE	SCOTT HOME	SOUTH SAN FRANCISCO	P	1906	HIST.SURV.	4080-0068-0000		3S	
005513	41-000883	1053 GRAND AVE		SOUTH SAN FRANCISCO	U	1860	HIST.SURV.	4080-0069-0000		7N	
163285		101 GREEN AVE		SOUTH SAN FRANCISCO	P	1916	PROJ.REVW.	HUD060928F	09/29/06	6Y	
117033	41-001872	805 HEMLOCK AVE	805 807 HEMLOCK/67 69 HERMOSA ST/7	SOUTH SAN FRANCISCO	U	1940	HIST.RES.	DOE-41-96-0163-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
117032	41-001871	809 HEMLOCK AVE		SOUTH SAN FRANCISCO	U	1913	HIST.RES.	DOE-41-96-0162-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
117031	41-001870	901 HEMLOCK AVE		SOUTH SAN FRANCISCO	U	1925	HIST.RES.	DOE-41-96-0161-0000	04/18/96	6Y	

PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS	NAMES	CITY NAME	OWN	YR-C	OHP-PROG	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
117030	41-001869	907 HEMLOCK AVE		SOUTH SAN FRANCISCO	U	1940	PROJ.REVW.	UMTA900828A	04/18/96	6Y	
117029	41-001868	907 HEMLOCK AVE		SOUTH SAN FRANCISCO	U	1930	HIST.RES.	DOE-41-96-0160-0000	04/18/96	6Y	
117028	41-001867	1003 HEMLOCK AVE		SOUTH SAN FRANCISCO	U	1918	HIST.RES.	DOE-41-96-0158-0000	04/18/96	6Y	
117027	41-001866	1005 HEMLOCK AVE		SOUTH SAN FRANCISCO	U	1936	HIST.RES.	DOE-41-96-0157-0000	04/18/96	6Y	
070389	41-001395	813 HICKORY PL		SOUTH SAN FRANCISCO	U	1940	PROJ.REVW.	HUD910502A	05/28/91	6Y	
116995	41-001834	285 HUNTINGTON AVE		SOUTH SAN FRANCISCO	U	1940	HIST.RES.	DOE-41-96-0125-0000	04/18/96	6Y	
005515	41-000885	205 JUNIPER AVE		SOUTH SAN FRANCISCO	P	1918	HIST.SURV.	4080-0071-0000		7R	
065971	41-001309	218 JUNIPER AVE		SOUTH SAN FRANCISCO	U		PROJ.REVW.	HUD890620P	07/19/89	6Y	
005586	41-000956	225 JUNIPER AVE		SOUTH SAN FRANCISCO	P	1880	HIST.SURV.	4080-0135-0000		5S2	
005516	41-000886	242 JUNIPER AVE	THE BOTTINI'S HOUSE, BOTTINI HOUSE	SOUTH SAN FRANCISCO	P	1928	HIST.SURV.	4080-0072-0000		7R	
005517	41-000887	221 LAUREL ST	SHAW HOUSE	SOUTH SAN FRANCISCO	P	1916	HIST.SURV.	4080-0073-0000		5S2	
005634	41-001004	201 LINDEN AVE	STATE THEATER	SOUTH SAN FRANCISCO	P	1920	HIST.SURV.	4080-0136-0048		3S	
070264	41-001387	203 LINDEN AVE		SOUTH SAN FRANCISCO	U	0	PROJ.REVW.	HUD910329E	05/07/91	7K	
005635	41-001005	207 LINDEN AVE	JOHN & KATHY'S RESTAURANT	SOUTH SAN FRANCISCO	P	1918	HIST.SURV.	4080-0136-0049		5D2	
005636	41-001006	211 LINDEN AVE	ROYAL THEATER, MELODY PAINT CO	SOUTH SAN FRANCISCO	P	1918	PROJ.REVW.	HUD960401A	04/24/96	6Y	
							PROJ.REVW.	HUD910329F	05/07/91	7K	
							HIST.SURV.	4080-0136-0050		7R	
005637	41-001007	219 LINDEN AVE	POST OFFICE BUILDING	SOUTH SAN FRANCISCO	P	1918	HIST.SURV.	4080-0136-0051		3S	
005518	41-000888	220 LINDEN AVE	GEORGE F MORRELL INK COMPANY	SOUTH SAN FRANCISCO	P	1927	HIST.SURV.	4080-0074-9999		7N	
005638	41-001008	310 LINDEN AVE	LOAF & LADLE	SOUTH SAN FRANCISCO	P	1948	HIST.SURV.	4080-0136-0052		5D2	
005639	41-001009	312 LINDEN AVE	LINDEN DELI	SOUTH SAN FRANCISCO	P	1931	PROJ.REVW.	HUD911011C	11/07/91	6Y	
							HIST.SURV.	4080-0136-0053		5D2	
005640	41-001010	322 LINDEN AVE	U.S. POST OFFICE	SOUTH SAN FRANCISCO	F	1940	HIST.SURV.	4080-0136-0054		3S	
005519	41-000889	413 LINDEN AVE	DAGGETT HOUSE	SOUTH SAN FRANCISCO	U	1893	HIST.SURV.	4080-0075-0000		3S	
070278	41-001390	615 LINDEN AVE		SOUTH SAN FRANCISCO	U	1917	PROJ.REVW.	HUD910412A	05/09/91	6Y	
005520	41-000890	701 LINDEN AVE		SOUTH SAN FRANCISCO	U	1928	HIST.SURV.	4080-0076-0000		7R	
066890		805 LINDEN AVE		SOUTH SAN FRANCISCO	U		PROJ.REVW.	HUD890913A	10/18/89	6Y	
005521	41-000891	812 LINDEN AVE	LIBERTY MARKET	SOUTH SAN FRANCISCO	P	1910	HIST.SURV.	4080-0077-0000		7R	
080056	41-001450	312 LOCUST ST		SOUTH SAN FRANCISCO	U	1920	PROJ.REVW.	HUD930120D	02/10/93	6Y	
066754	41-001335	408 LUX AVE	BLDG REHABILITATION	SOUTH SAN FRANCISCO	U		PROJ.REVW.	HUD880627L	07/26/88	6Y	
005522	41-000892	470 LUX AVE		SOUTH SAN FRANCISCO	P	1908	HIST.SURV.	4080-0078-0000		5S2	
005496	41-000866	MAGNOLIA AVE	MAGNOLIA SCHOOL	SOUTH SAN FRANCISCO	M	1926	HIST.SURV.	4080-0052-0000		3S	
							HIST.SURV.	4080-0139-0000		7R	
005526	41-000896	307 MAGNOLIA AVE	JOE CAPUTO/KERR HOME	SOUTH SAN FRANCISCO	P	1925	HIST.SURV.	4080-0082-0000		7R	
005523	41-000893	209 MAPLE AVE	BUEHLER APARTMENTS	SOUTH SAN FRANCISCO	P	1918	HIST.SURV.	4080-0079-0000		7R	
005524	41-000894	312 MAPLE AVE	ST PAUL'S METHODIST CHURCH, VETS O	SOUTH SAN FRANCISCO	U	1906	HIST.SURV.	4080-0080-0000		5S2	
005525	41-000895	410 MAPLE AVE		SOUTH SAN FRANCISCO	P	1928	HIST.SURV.	4080-0081-0000		5S2	
005569	41-000939	MILLER AVE	VERNACULAR HOUSES	SOUTH SAN FRANCISCO	P	1907	HIST.SURV.	4080-0122-9999		5S2	
005527	41-000897	217 MILLER AVE	FOLEY HOUSE	SOUTH SAN FRANCISCO	P	1891	HIST.SURV.	4080-0083-0000		3S	
005528	41-000898	219 MILLER AVE		SOUTH SAN FRANCISCO	P	1895	HIST.SURV.	4080-0084-0000		5S2	
005529	41-000899	221 MILLER AVE	AA BUILDING	SOUTH SAN FRANCISCO	P	1906	HIST.SURV.	4080-0085-0000		7N	
005530	41-000900	306 MILLER AVE	DAGGETT HOME	SOUTH SAN FRANCISCO	P	1895	HIST.SURV.	4080-0086-0000		5S2	
005531	41-000901	308 MILLER AVE		SOUTH SAN FRANCISCO	P	1898	HIST.SURV.	4080-0087-0000		7R	
005532	41-000902	310 MILLER AVE		SOUTH SAN FRANCISCO	P	1890	PROJ.REVW.	HUD881005B	10/27/88	6Y	
							HIST.SURV.	4080-0088-0000		7R	
005533	41-000903	314 MILLER AVE		SOUTH SAN FRANCISCO	P	1875	HIST.SURV.	4080-0089-0000		7R	
005534	41-000904	323 MILLER AVE		SOUTH SAN FRANCISCO	P	1890	HIST.SURV.	4080-0090-0000		7N	
005535	41-000905	340 MILLER AVE		SOUTH SAN FRANCISCO	P	1906	HIST.SURV.	4080-0091-0000		5S2	
005642	41-001012	341 MILLER AVE		SOUTH SAN FRANCISCO	P	1920	HIST.SURV.	4080-0138-0000		7R	
005536	41-000906	345 MILLER AVE		SOUTH SAN FRANCISCO	P	1920	HIST.SURV.	4080-0092-0000		7R	

PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
005537	41-000907	510 MILLER AVE	THE RATTO HOUSE	SOUTH SAN FRANCIS	P	1920	HIST.SURV.	4080-0093-0000		7R	
005538	41-000908	511 MILLER AVE	CARRIAGE HOUSE	SOUTH SAN FRANCIS	P	1902	HIST.SURV.	4080-0094-0000		7R	
005539	41-000909	514 MILLER AVE		SOUTH SAN FRANCIS	P	1915	HIST.SURV.	4080-0095-0000		7R	
005540	41-000910	516 MILLER AVE	THE LAUTZE HOUSE	SOUTH SAN FRANCIS	P	1916	HIST.SURV.	4080-0096-0000		7R	
005541	41-000911	517 MILLER AVE		SOUTH SAN FRANCIS	P	1923	HIST.SURV.	4080-0097-0000		7R	
005542	41-000912	521 MILLER AVE		SOUTH SAN FRANCIS	P	1917	HIST.SURV.	4080-0098-0000		7R	
005543	41-000913	525 MILLER AVE	SANDS HOUSE	SOUTH SAN FRANCIS	P	1923	HIST.SURV.	4080-0099-0000		7R	
005544	41-000914	540 MILLER AVE	SOUTH SAN FRANCISCO FIRST CHURCH O	SOUTH SAN FRANCIS	P	1930	HIST.SURV.	4080-0100-0000		5S2	
005545	41-000915	543 MILLER AVE	THE SCHMIDT HOUSE	SOUTH SAN FRANCIS	P	1917	HIST.SURV.	4080-0101-0000		7R	
005546	41-000916	550 MILLER AVE	OLD WHITTEMORE HOUSE	SOUTH SAN FRANCIS	P	1915	HIST.SURV.	4080-0102-0000		7R	
005547	41-000917	555 MILLER AVE	OLD MINUCCIANI HOUSE	SOUTH SAN FRANCIS	P	1919	HIST.SURV.	4080-0103-0000		5S2	
005548	41-000918	567 MILLER AVE	LUCIO HOUSE	SOUTH SAN FRANCIS	P	1919	HIST.SURV.	4080-0104-0000		7R	
005549	41-000919	573 MILLER AVE	SCHENONE HOUSE	SOUTH SAN FRANCIS	P	1919	HIST.SURV.	4080-0105-0000		7R	
005550	41-000920	606 MILLER AVE	ATZORI RAFFAELO	SOUTH SAN FRANCIS	P	1907	HIST.SURV.	4080-0106-0000		7R	
005551	41-000921	609 MILLER AVE	F. M. HUNTER / LIEUTENANT RHILEY H	SOUTH SAN FRANCIS	P	1905	HIST.SURV.	4080-0107-0000		7R	
005552	41-000922	632 MILLER AVE	C. E. STAHL HOME	SOUTH SAN FRANCIS	P	1899	HIST.SURV.	4080-0108-0000		5S2	
005553	41-000923	636 MILLER AVE	C. J. LEDWITH	SOUTH SAN FRANCIS	P	1905	HIST.SURV.	4080-0109-0000		5S2	
005554	41-000924	638 MILLER AVE	C. E. STAHL HOUSE	SOUTH SAN FRANCIS	P	1905	HIST.SURV.	4080-0110-0000		5S2	
005555	41-000925	652 MILLER AVE	FRANK VINCENZINI	SOUTH SAN FRANCIS	P	1907	HIST.SURV.	4080-0111-0000		5S2	
005556	41-000926	666 MILLER AVE	GROVER SITES	SOUTH SAN FRANCIS	P	1907	HIST.SURV.	4080-0112-0000		7R	
005557	41-000927	670 MILLER AVE	N.J. FINK	SOUTH SAN FRANCIS	P	1928	HIST.SURV.	4080-0113-0000		5S2	
005558	41-000928	675 MILLER AVE		SOUTH SAN FRANCIS	P	1928	HIST.SURV.	4080-0114-0000		5S2	
005559	41-000929	678 MILLER AVE	JOHN FIGONI	SOUTH SAN FRANCIS	U	1928	HIST.SURV.	4080-0115-0000		7R	
005560	41-000930	754 MILLER AVE		SOUTH SAN FRANCIS	P	1915	HIST.SURV.	4080-0116-0000		3S	
005561	41-000931	758 MILLER AVE		SOUTH SAN FRANCIS	P	1912	HIST.SURV.	4080-0117-0000		5S2	
005562	41-000932	760 MILLER AVE	CHARLES EVANS HOME	SOUTH SAN FRANCIS	U	1901	HIST.SURV.	4080-0118-0000		7R	
005563	41-000933	800 MILLER AVE		SOUTH SAN FRANCIS	P	1900	HIST.SURV.	4080-0119-0000		5S2	
005564	41-000934	810 MILLER AVE		SOUTH SAN FRANCIS	P	1907	HIST.SURV.	4080-0120-0000		5S2	
005565	41-000935	814 MILLER AVE		SOUTH SAN FRANCIS	P	1930	HIST.SURV.	4080-0121-0000		5S2	
005566	41-000936	820 MILLER AVE		SOUTH SAN FRANCIS	P	1907	HIST.SURV.	4080-0122-0001		5D2	
005567	41-000937	822 MILLER AVE		SOUTH SAN FRANCIS	P	1907	HIST.SURV.	4080-0122-0002		5D2	
005568	41-000938	824 MILLER AVE		SOUTH SAN FRANCIS	P	1907	HIST.SURV.	4080-0122-0003		5D2	
183486		1333 MISSION RD		SOUTH SAN FRANCIS	M		PROJ.REVW.	FCC100323A	05/10/10	6Y	
101682	41-001592	605 MYRTLE AVE	SOUTH SF BART (1333 MISSION RD/160	SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0002-0000		04/18/96	6Y
							PROJ.REVW.	UMTA900828A		04/18/96	6Y
101683	41-001593	607 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0003-0000		04/18/96	6Y
							PROJ.REVW.	UMTA900828A		04/18/96	6Y
101684	41-001594	609 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0004-0000		04/18/96	6Y
							PROJ.REVW.	UMTA900828A		04/18/96	6Y
101685	41-001595	611 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0005-0000		04/18/96	6Y
							PROJ.REVW.	UMTA900828A		04/18/96	6Y
101686	41-001596	613 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0006-0000		04/18/96	6Y
							PROJ.REVW.	UMTA900828A		04/18/96	6Y
101687	41-001597	615 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0007-0000		04/18/96	6Y
							PROJ.REVW.	UMTA900828A		04/18/96	6Y
101689	41-001598	617 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0008-0000		04/18/96	6Y
							PROJ.REVW.	UMTA900828A		04/18/96	6Y
101690	41-001599	619 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0009-0000		04/18/96	6Y
							PROJ.REVW.	UMTA900828A		04/18/96	6Y
101691	41-001600	621 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0010-0000		04/18/96	6Y
							PROJ.REVW.	UMTA900828A		04/18/96	6Y
101692	41-001601	623 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0011-0000		04/18/96	6Y
							PROJ.REVW.	UMTA900828A		04/18/96	6Y
101693	41-001602	625 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0012-0000		04/18/96	6Y
							PROJ.REVW.	UMTA900828A		04/18/96	6Y

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property			Data File for SAN MATEO County.			Page 46	04-05-12				
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS.....	NAMES.....	CITY-NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
101694	41-001603	627 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0013-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101695	41-001604	629 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0014-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101696	41-001605	631 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0015-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101697	41-001606	633 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0016-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101698	41-001607	635 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0017-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101699	41-001608	637 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0018-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101700	41-001609	639 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0019-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101701	41-001610	641 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0020-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101704	41-001611	643 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0021-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101705	41-001612	645 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0022-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101706	41-001613	647 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0023-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101707	41-001614	649 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0024-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101708	41-001615	651 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0025-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101709	41-001616	653 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0026-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101710	41-001617	655 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0027-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101711	41-001618	657 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0028-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101713	41-001619	659 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0029-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101714	41-001620	661 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0030-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
101715	41-001621	663 MYRTLE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0031-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
005576	41-000946	41 OAK AVE	SANTO CRISTO HALL	SOUTH SAN FRANCIS	P	1900	HIST.SURV.	4080-0125-0000		5S2	
005577	41-000947	90 OAK AVE	LUX KITCHEN / WIESS HOME	SOUTH SAN FRANCIS	P	1903	HIST.SURV.	4080-0126-0000		5S2	
005575	41-000945	150 OAK AVE	LUX BARN	SOUTH SAN FRANCIS	P	1854	HIST.SURV.	4080-0124-0000		5S2	
091172	41-001512	OLD MISSION RD	TWELVE MILE HOUSE	SOUTH SAN FRANCIS	U	1851	HIST.RES.	SPHI-SMA-029	08/07/75	7L	
005578	41-000948	701 OLIVE AVE	COLLINS HOUSE	SOUTH SAN FRANCIS	P	1896	HIST.SURV.	4080-0127-0000		7N	
005579	41-000949	716 OLIVE AVE		SOUTH SAN FRANCIS	P	1928	HIST.SURV.	4080-0128-0000		7N	
005580	41-000950	303 ORANGE AVE	ESCHELBACK HOME	SOUTH SAN FRANCIS	P	1926	HIST.SURV.	4080-0129-0000		3S	
005581	41-000951	349 OYSTER POINT BLVD	WILDBERG BROS REFINERY	SOUTH SAN FRANCIS	P	1907	HIST.SURV.	4080-0130-9999		5S2	
005583	41-000953	PARK WY	SOUTH SAN FRANCISCO HILLSIDE SIGN	SOUTH SAN FRANCIS	M	1929	HIST.RES.	NPS-96000761-0000	07/11/96	1S	A
							NAT.REG.	41-0015	07/11/96	1S	A
							NAT.REG.	41-0014	04/24/95	7W	
							HIST.SURV.	4080-0132-0000		3S	
005574	41-000944	PINE AVE		SOUTH SAN FRANCIS	P	1922	HIST.SURV.	4080-0123-9999		7R	
072787	41-001402	212 PINE AVE		SOUTH SAN FRANCIS	U	1945	PROJ.REVW.	HUD910709A	08/06/91	6Y	
005570	41-000940	313 PINE AVE		SOUTH SAN FRANCIS	P	1922	PROJ.REVW.	HUD890707C	08/02/89	6Y	
							HIST.SURV.	4080-0123-0001		7R	
005571	41-000941	317 PINE AVE		SOUTH SAN FRANCIS	P	1922	HIST.SURV.	4080-0123-0002		7R	

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.										Page 47	04-05-12
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
005572	41-000942	321 PINE AVE		SOUTH SAN FRANCISCO	P	1922	HIST.SURV.	4080-0123-0003			7R
005573	41-000943	323 PINE AVE		SOUTH SAN FRANCISCO	P	1922	HIST.SURV.	4080-0123-0004			7R
005582	41-000952	499 RAILROAD AVE	SOUTH CITY LUMBER CO	SOUTH SAN FRANCISCO	P	1928	HIST.SURV.	4080-0131-9999			5S2
161890		344 RAMONA ST		SOUTH SAN FRANCISCO	P	1934	PROJ.REVW.	HUD060405B	04/11/06		6Y
161891		348 RAMONA ST		SOUTH SAN FRANCISCO	P	1952	PROJ.REVW.	HUD060405C	04/11/06		6Y
176520		S LINDEN AVE	1-5 S LINDEN AVE	SOUTH SAN FRANCISCO	P	1958	PROJ.REVW.	F7A040913A	08/06/07		6Y
101765	41-001660	325 S MAPLE	POETSCH AND PETERSON TANNERY	SOUTH SAN FRANCISCO	P	1942	HIST.RES.	DOE-41-96-0072-0000	04/18/96		6Y
							PROJ.REVW.	UMTA900828A	04/18/96		6Y
101759	41-001658	S SPRUCE ST	SOUTHERN PACIFIC LINE RAILROAD BRI	SOUTH SAN FRANCISCO	S	1863	HIST.RES.	DOE-41-96-0069-0000	04/18/96	2S2	C
							PROJ.REVW.	UMTA900828A	04/18/96	2S2	C
116996	41-001835	110 SAN ANTONIO AVE		SOUTH SAN FRANCISCO	U	1923	HIST.RES.	DOE-41-96-0126-0000	04/18/96		6Y
							PROJ.REVW.	UMTA900828A	04/18/96		6Y
116997	41-001836	120 SAN ANTONIO AVE		SOUTH SAN FRANCISCO	U	1931	HIST.RES.	DOE-41-96-0127-0000	04/18/96		6Y
							PROJ.REVW.	UMTA900828A	04/18/96		6Y
116998	41-001837	210 SAN ANTONIO AVE		SOUTH SAN FRANCISCO	U	1925	HIST.RES.	DOE-41-96-0128-0000	04/18/96		6Y
							PROJ.REVW.	UMTA900828A	04/18/96		6Y
116999	41-001838	220 SAN ANTONIO AVE		SOUTH SAN FRANCISCO	U	1924	HIST.RES.	DOE-41-96-0129-0000	04/18/96		6Y
							PROJ.REVW.	UMTA900828A	04/18/96		6Y
117000	41-001839	240 SAN ANTONIO AVE		SOUTH SAN FRANCISCO	U	1908	HIST.RES.	DOE-41-96-0130-0000	04/18/96		6Y
							PROJ.REVW.	UMTA900828A	04/18/96		6Y
117001	41-001840	320 SAN ANTONIO AVE		SOUTH SAN FRANCISCO	U	1917	HIST.RES.	DOE-41-96-0131-0000	04/18/96		6Y
							PROJ.REVW.	UMTA900828A	04/18/96		6Y
117002	41-001841	400 SAN ANTONIO AVE		SOUTH SAN FRANCISCO	U	1930	HIST.RES.	DOE-41-96-0132-0000	04/18/96		6Y
							PROJ.REVW.	UMTA900828A	04/18/96		6Y
117003	41-001842	410 SAN ANTONIO AVE		SOUTH SAN FRANCISCO	U	1908	HIST.RES.	DOE-41-96-0133-0000	04/18/96		6Y
							PROJ.REVW.	UMTA900828A	04/18/96		6Y
117004	41-001843	500 SAN ANTONIO AVE		SOUTH SAN FRANCISCO	U	1927	HIST.RES.	DOE-41-96-0134-0000	04/18/96		6Y
							PROJ.REVW.	UMTA900828A	04/18/96		6Y
117005	41-001844	540 SAN ANTONIO AVE		SOUTH SAN FRANCISCO	U	1913	HIST.RES.	DOE-41-96-0135-0000	04/18/96	2S2	C
							PROJ.REVW.	UMTA900828A	04/18/96	2S2	C
117007	41-001846	620 SAN ANTONIO AVE		SOUTH SAN FRANCISCO	U		HIST.RES.	DOE-41-96-0137-0000	04/18/96		6Y
							PROJ.REVW.	UMTA900828A	04/18/96		6Y
117008	41-001847	630 SAN ANTONIO AVE		SOUTH SAN FRANCISCO	U		HIST.RES.	DOE-41-96-0138-0000	04/18/96		6Y
							PROJ.REVW.	UMTA900828A	04/18/96		6Y
117009	41-001848	640 SAN ANTONIO AVE		SOUTH SAN FRANCISCO	U	1939	HIST.RES.	DOE-41-96-0139-0000	04/18/96		6Y
							PROJ.REVW.	UMTA900828A	04/18/96		6Y
117011	41-001850	720 SAN ANTONIO AVE		SOUTH SAN FRANCISCO	U	1910	HIST.RES.	DOE-41-96-0141-0000	04/18/96		6Y
							PROJ.REVW.	UMTA900828A	04/18/96		6Y
117012	41-001851	730 SAN ANTONIO AVE		SOUTH SAN FRANCISCO	U	1930	HIST.RES.	DOE-41-96-0142-0000	04/18/96		6Y
							PROJ.REVW.	UMTA900828A	04/18/96		6Y
117013	41-001852	740 SAN ANTONIO AVE		SOUTH SAN FRANCISCO	U	1910	HIST.RES.	DOE-41-96-0143-0000	04/18/96		6Y
							PROJ.REVW.	UMTA900828A	04/18/96		6Y
117014	41-001853	800 SAN ANTONIO AVE		SOUTH SAN FRANCISCO	U	1925	HIST.RES.	DOE-41-96-0144-0000	04/18/96		6Y
							PROJ.REVW.	UMTA900828A	04/18/96		6Y
117015	41-001854	810 SAN ANTONIO AVE		SOUTH SAN FRANCISCO	U	1906	HIST.RES.	DOE-41-96-0145-0000	04/18/96		6Y
							PROJ.REVW.	UMTA900828A	04/18/96		6Y
117016	41-001855	820 SAN ANTONIO AVE		SOUTH SAN FRANCISCO	U	1931	HIST.RES.	DOE-41-96-0146-0000	04/18/96		6Y
							PROJ.REVW.	UMTA900828A	04/18/96		6Y
117017	41-001856	1000 SAN ANTONIO AVE		SOUTH SAN FRANCISCO	U	1925	HIST.RES.	DOE-41-96-0147-0000	04/18/96		6Y
							PROJ.REVW.	UMTA900828A	04/18/96		6Y
117018	41-001857	1010 SAN ANTONIO AVE		SOUTH SAN FRANCISCO	U	1925	HIST.RES.	DOE-41-96-0148-0000	04/18/96		6Y
							PROJ.REVW.	UMTA900828A	04/18/96		6Y
117019	41-001858	1020 SAN ANTONIO AVE		SOUTH SAN FRANCISCO	U	1936	HIST.RES.	DOE-41-96-0149-0000	04/18/96		6Y
							PROJ.REVW.	UMTA900828A	04/18/96		6Y
117020	41-001859	1030 SAN ANTONIO AVE		SOUTH SAN FRANCISCO	U	1926	HIST.RES.	DOE-41-96-0150-0000	04/18/96		6Y

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for SAN MATEO County.										Page 48	04-05-12
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
117021	41-001860	1040 SAN ANTONIO AVE		SOUTH SAN FRANCIS	U	1926	HIST.RES.	DOE-41-96-0151-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
117006	41-001845	SAN BENITO AVE		SOUTH SAN FRANCIS	U	1915	HIST.RES.	DOE-41-96-0136-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
153889		1070 SAN MATEO AVE	FEDERAL SUPPLY WAREHOUSE	SOUTH SAN FRANCIS	P	1951	PROJ.REVW.	GSA041213A	02/10/05	6Y	
117024	41-001863	301 SAN REY AVE		SOUTH SAN FRANCIS	U	1926	HIST.RES.	DOE-41-96-0154-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
117010	41-001849	720 SANTA INEZ AVE		SOUTH SAN FRANCIS	U	1924	HIST.RES.	DOE-41-96-0140-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
117025	41-001864	5 SANTA PAULA AVE		SOUTH SAN FRANCIS	U	1923	HIST.RES.	DOE-41-96-0155-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
117036	41-001875	150 SERRA AVE		SOUTH SAN FRANCIS	U	1947	HIST.RES.	DOE-41-96-0166-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
005584	41-000954	319 SPRUCE AVE	EIKERENKOTTE HOUSE	SOUTH SAN FRANCIS	P	1902	HIST.SURV.	4080-0133-0000		3S	
117022	41-001861	1 SPRUCE ST		SOUTH SAN FRANCIS	U	1946	HIST.RES.	DOE-41-96-0152-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
005585	41-000955	312 TAMARACK AVE		SOUTH SAN FRANCIS	P	1935	HIST.SURV.	4080-0134-0000		7R	
005484	41-000854	423 W GRAND AVE		SOUTH SAN FRANCIS	P	1928	HIST.SURV.	4080-0040-0000		5S2	
005486	41-000856	440 W GRAND AVE	SOUTH SAN FRANCISCO CARNEGIE LIBRA	SOUTH SAN FRANCIS	M	1916	HIST.SURV.	4080-0042-0000		3S	
005492	41-000862	519 W GRAND AVE	DR. PLYMIRE'S HOSPITAL AND RESIDEN	SOUTH SAN FRANCIS	P	1905	PROJ.REVW.	HUD970206E	02/28/97	6Y	
							HIST.SURV.	4080-0048-0000		5S2	
101681	41-001591	120 W ORANGE AVE		SOUTH SAN FRANCIS	P	1944	HIST.RES.	DOE-41-96-0001-0000	04/18/96	6Y	
							PROJ.REVW.	UMTA900828A	04/18/96	6Y	
005346	41-000716	129 ALBION AVE	INDEPENDENCE HALL	WOODSIDE	P	1884	HIST.RES.	NPS-78000772-0000	08/03/78	1S	
	P-41-000166						HIST.SURV.	4062-0001-0000	01/01/78	1S	
005361	41-000731	329 ALBION AVE	AUTO BARN	WOODSIDE	P	1907	HIST.SURV.	4062-0004-0013	01/01/86	1D	
005364	41-000734	329 ALBION AVE	MORTIMER FLEISHHACKER III HOUSE	WOODSIDE	P	1962	HIST.SURV.	4062-0004-0016		7R	
005368	41-000738	329 ALBION AVE	GREEN GABLES/FLEISHHACKER/MORTIMER	WOODSIDE	P	1911	HIST.RES.	NPS-86002396-0000	09/26/86	1S	
							HIST.SURV.	4062-0004-9999	01/01/86	1S	
005354	41-000724	329 ALBION AVE	DAIRY HOUSE, GREENE'S FOLLY	WOODSIDE	P	1928	HIST.SURV.	4062-0004-0006	01/01/86	1D	
005350	41-000720	329 ALBION AVE	TERRACED GARDEN AND LILY POND	WOODSIDE	P	1912	HIST.SURV.	4062-0004-0002	01/01/86	1D	
005349	41-000719	329 ALBION AVE	MAIN HOUSE	WOODSIDE	P	1917	HIST.SURV.	4062-0004-0001	01/01/86	1D	
005358	41-000728	329 ALBION AVE	EARTH DAM / WATER STORAGE LAKE / P	WOODSIDE	P	1913	HIST.SURV.	4062-0004-0010	01/01/86	1D	
005351	41-000721	329 ALBION AVE	ROMAN POOL, WATERGARDENS	WOODSIDE	P	1928	HIST.SURV.	4062-0004-0003	01/01/86	1D	
005366	41-000736	329 ALBION AVE	BELLA GERSTLE FLEISHHACKER'S STUDI	WOODSIDE	P	1950	HIST.SURV.	4062-0004-0018		7R	
005352	41-000722	329 ALBION AVE	MAIN DRIVE	WOODSIDE	P	1912	HIST.SURV.	4062-0004-0004	01/01/86	1D	
005357	41-000727	329 ALBION AVE	BUTLER'S HOUSE, GROUNDSKEEPER'S HO	WOODSIDE	P	1931	HIST.SURV.	4062-0004-0009	01/01/86	1D	
005363	41-000733	329 ALBION AVE	DAVID FLEISHHACKER HOUSE	WOODSIDE	P	1972	HIST.SURV.	4062-0004-0015	01/01/86	1D	
005355	41-000725	329 ALBION AVE	ELEANOR FLEISHHACKER SLOSS HOUSE	WOODSIDE	P	1931	HIST.SURV.	4062-0004-0007	01/01/86	1D	
005356	41-000726	329 ALBION AVE	CAMPERDOWN ELM ALLEE	WOODSIDE	P	1930	HIST.SURV.	4062-0004-0008	01/01/86	1D	
005353	41-000723	329 ALBION AVE	SWIMMING POOL & ATTENDANT STRUCTUR	WOODSIDE	P	1916	HIST.SURV.	4062-0004-0005	01/01/86	1D	
005365	41-000735	329 ALBION AVE	FLEISHHACKER BARN REMNANT	WOODSIDE	P	1911	HIST.SURV.	4062-0004-0017		7R	
005367	41-000737	329 ALBION AVE	TENNIS COURT	WOODSIDE	P	1965	HIST.SURV.	4062-0004-0019		7R	
005359	41-000729	329 ALBION AVE	VICTORIAN FARMHOUSE	WOODSIDE	P	1892	HIST.SURV.	4062-0004-0011	01/01/86	1D	
005360	41-000730	329 ALBION AVE	VICTORIAN WATER TOWER	WOODSIDE	PD	1892	HIST.SURV.	4062-0004-0012	01/01/86	1D	
005362	41-000732	329 ALBION AVE	GREENHOUSE REMNANTS	WOODSIDE	P	1915	HIST.SURV.	4062-0004-0014	01/01/86	1D	
091158	41-001502	CANADA RD	SHINE HOUSE	WOODSIDE	U	1882	HIST.RES.	SPHI-SMA-014	05/19/71	7L	
005347	41-000717	CANADA RD	BOURN-ROTH ESTATE/FILOLI	WOODSIDE	P	1915	HIST.RES.	SHL-0907-0000	02/08/77	1CL	
	P-41-000186						HIST.RES.	NPS-75000479-0000	08/28/75	1S	
							HIST.SURV.	4062-0002-0000	08/28/75	1S	
005261	41-000637	EL CAMINO REAL	CHINESE FISHING VILLAGE, CHINESE F	WOODSIDE		1880	HIST.SURV.	4027-0005-0000		7R	
005348	41-000718	471 KING MOUNTAIN RD	WOODSIDE STORE/WOODSIDE STORE OR T	WOODSIDE	C	1854	HIST.RES.	NPS-85001563-0000	07/18/85	1S	AB
		^Kings Mountain Rd					HIST.SURV.	4062-0003-0000	07/18/85	1S	ABC

<-Burlingame?

PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
							HIST.SURV.	4062-0003-0000		3S	
179152		LOOKOUT POINT SKYLINE		WOODSIDE	P		HIST.RES.	SHL-0093-0000	03/29/33	7L	
090344	41-001490	PORTOLA RD	SAN MATEO COUNTY'S FIRST SAWMILL S	WOODSIDE	C	1847	PROJ.REVW.	FCC100315E	04/22/10	6Y	
090341	41-001489	SANDHILL RD	FORMER VILLAGE OF SEARSVILLE SITE	WOODSIDE	C	1854	HIST.RES.	SHL-0478-0000	11/09/50	7L	
140201	17554	SKYLINE BLVD		WOODSIDE	P	1929	HIST.RES.	DOE-43-03-0013-0000	09/18/50	7L	
							PROJ.REVW.	HUD030516T	05/23/03	6Y	
144475	P-41-002449	4040 WOODSIDE RD	FOLGER ESTATE STABLE HISTORIC DIST	WOODSIDE	M	1905	HIST.RES.	NPS-04000328-9999	05/23/03	6Y	
							NAT.REG.	41-0034	04/16/04	1S	
									02/06/04	3S	
103151	41-001810		ALLEN PEAK FIRE LOOKOUT STATION	(VIC) WOODSIDE	S	1966	ST.AG.5024	ST.AG.-3540-0050	09/11/96	4CM	AD
089954	41-001480	CANADA RD	PORTOLA EXPEDITION CAMP AT WOODSID	(VIC) WOODSIDE	U		HIST.RES.	SHL-0092-0000	03/29/33	7L	
114963	41-001831	MOUNTAIN DR	BRIDGE #35C-122 / BEAR CREEK BRIDG	(VIC) WOODSIDE	C	1900	HIST.RES.	DOE-41-86-0003-0000	10/19/86	2S2	C
							PROJ.REVW.	FHWA860919Z	10/19/86	2S2	C
114964	41-001832	MOUNTAIN DR	BRIDGE #35C-123 / UNION CREEK BRID	(VIC) WOODSIDE	C	1903	HIST.RES.	DOE-41-86-0004-0000	10/19/86	2S2	C
							PROJ.REVW.	FHWA860919Z	10/19/86	2S2	C
165357		SR 35	SKEGGS POINT SCENIC VIEW	(VIC) WOODSIDE	S	1934	PROJ.REVW.	FHWA070125A	02/26/07	6Y	
005259	41-000635	SR 84	SAN FRANCISQUITO CREEK BRIDGE, BRI	(VIC) WOODSIDE	S	1903	HIST.SURV.	4027-0003-0000		7N	
005257	41-000633	SR 84	BEAR CREEK BRIDGE, BRIDGE #35-44	(VIC) WOODSIDE	S	1903	HIST.SURV.	4027-0001-0000		7R	
005258	41-000634	SR 84	BRIDGE #35-45	(VIC) WOODSIDE	S	1904	HIST.SURV.	4027-0002-0000		7R	

1918 records listed.