

HISTORICAL ASSESSMENT, CULTURAL RECORDS SEARCH, NATIVE
AMERICAN HERITAGE COMMISSION RESPONSE

ATTACHMENT B

to the
888 Bransten Road Project Initial Study / Mitigated Negative Declaration

May 31, 2022 – DRAFT

**797 Industrial Rd. – 814-838 & 040-870 Bransten Rd., San Carlos
Historic Resource Evaluations**

This report provides an historical evaluation of 3 parcels and 3 associated buildings located at the above addresses. The purpose of this evaluation is to determine if the 3 subject properties and buildings do or do not qualify as historic resources per the California Register of Historical Resources (CR) criteria under the California Environmental Quality Act (CEQA).

This effort is based on a site visit to record the subject buildings and their setting, the collection and review of applicable records, including a current environmental report,¹ historic maps and aerial views, historic telephone directories,² building permit records from the City of San Carlos and deed records from the County of San Mateo. This author also recently evaluated a range of nearby industrial resources, which historical evaluations directly informed the current effort.³

Evaluation Summary

The 3 subject parcels are located on the northwestern side of Bransten Rd. between Industrial Rd. and the Bayshore Freeway and at the addresses 797 Industrial (APN 046-100-060) and 814-838 and 844-870 Bransten (046-100-280 & 270, respectively). The former (parcel 6) is a building in 2 parts, the corner portion a c1956 structure that was added to in 1962. The latter (parcels 28 & 27) house 2 essentially matching buildings that were developed in tandem in 1973, under one owner then and since, and all 3 parcels are currently under one ownership. Each building was constructed as and remain light industrial (figs.1-3).

In sum, as detailed herein: no historically important persons been identified as individually associated with these properties and buildings; the subject parcels and their buildings are not directly associated with any events of historic significance as no individual discoveries, innovations or inventions of importance are identifiably associated; the buildings do not individually or collectively embody distinctive design or construction characteristics while no or limited evidence of the buildings' origins has been located and no original architects, engineers, etc. are identifiable.

This evaluation concludes that the 3 existing properties and buildings at 797 Industrial, 814-838 and 844-870 Bransten roads in San Carlos do not meet any CR criteria so are not eligible for the CR nor "historic resources" for the purposes of CEQA. This conclusion is also directly visible, as none of these buildings, individually and collectively, suggest or present historically noteworthy uses, designs or construction – in particular given that the 2 larger building exteriors are of clearly recent construction while the smaller corner building is of basic concrete block construction. In addition, the general lack of records about the origins of these buildings further underscores their lack of potential importance. For example, despite research efforts, a complete deed history did not surface. However, the discovery of such additional chronological details would not alter the evaluative outcome.

¹ AllWest Environmental, *Environmental Site Assessment: 797 Industrial Road and 814-838 & 844-870 Bransten Road, San Carlos, California*; October 1, 2019.

² San Mateo County directories, Library of Congress (loc.org), accessed Apr.-May 2022.

³ Preservation Architecture: *900-960 Industrial Rd., 987-1003-1011 Commercial St., San Carlos, Historic Resource Evaluations*, Dec. 28, 2020; *797 Industrial Rd. - 814-838 & 840-870 Bransten Rd., San Carlos, Historic Resource Evaluations*, March 15, 2022.

Summary Histories

The subject and adjacent lands were undeveloped prior to 1950 (fig.4). In the mid-1950s, per historic aerials and maps, the overall site – inclusive of the existing adjoining parcels 7 and 8 (777 Industrial) – had been used for contractor’s storage. The 1950 Sanborn depicted a group of structures so identified (fig.5). At that time, that overall property (again inclusive of lots 7 and 8) was owned by the Charles MacClosky Co., who acquired the undeveloped parcel in April of 1948 from the Harbor Development Corp., identified in that deed as a Delaware corporation. While its owners were apparently speculating, the name Harbor was appropriate as the land was shoreline and wetland prior to its then ongoing fill for development, the first such development the creation of the Bayshore Highway, which in that same period replaced the north-south county road with the dedicated highway along the shoreline and that directly bounds the east side of the subject block. The Bayshore Highway was open in the early 1950s. A second local roadway also shaped the vicinity and its future development, Industrial Rd., which was opened c1955 to access the newly created industrial zone in the east side of San Carlos.⁴

MacClosky were public works and highway contractors of San Francisco and Los Angeles, so evidently purchased and were the first to occupy the recently created property for some related highway construction work. A 1948 news item reported that MacClosky, “engineering and general contractors of Los Angeles and San Francisco has started construction of its new warehouse, shop and plant in San Carlos.”⁵ That “plant” was depicted in the 1950 Sanborn map and consisted of a small group of buildings labeled office, warehouse, tool house and garage, otherwise including a good amount of storage yard. Beyond that evidence, no further information has been found specific to MacClosky’s ownership or use of this property. Despite efforts, San Mateo County deed searches through the late 1940s into the 1960s found no transactions from MacClosky.

797 Industrial Rd.

No original permits or documents have been found for the 797 Industrial Rd. building. An aerial view from 1956 first depicted the original portion of that building, so that building is thereby dated to 1956. And a 1966 aerial more clearly shows that completed building (fig.6). The earliest found directory listing for the address 797 Industrial was in 1957 and for Ray Wright’s Welding Shop, who was then presumably the property owner (again, without having located a deed from MacClosky to Wright). From 1958 to 1963, Bastian Metal Products were listed at that address. A 1962 permit for a building with reinforced concrete block walls records the origination of the inbound portion of the extant building. That 1962 permit listed the 797 Industrial Rd. property owner as Ray Wright, who was thereafter identified as the property owner up to 1979. And yet, no occupants have been identified between 1962 and 1983 – the building may have then been associated with the directly adjoining property at 777 Industrial. In 1983, 797 Industrial Rd. was next occupied by South Bay Marble, who remained occupants of this building until c2015. Throughout that period, the property owner was Bobby R. Sutton, an owner of South Bay Marble, and who deeded the property to its next owner, Black Mountain Holdings, in 2017. The 797 Industrial Rd. property is presently occupied by an automotive shop, Automotive Enterprise.

⁴ Don Shoecraft, “Has San Carlos Outgrown its Industrial Road?,” *Climate Online*, @ <https://climaterwc.com/2020/02/06/has-san-carlos-outgrown-its-industrial-road/>, Feb. 6, 2020 (accessed May 2022).

⁵ *San Francisco Chronicle*, Oct. 6, 1948, p19.

814-838 & 840-870 Bransten Rd.

Per County records, in 1970-1971, the extant pair of Bransten Rd. parcels were subdivided for Don Tanklage (fig.7 – and which 1971 parcel map also recorded the 797 Industrial parcel under the name Wright.) At present, no deed transaction to Tanklage has been located, so it is presumed that Tanklage acquired the parcel c1970, prior to its subdivision into 2 parcels.

The pair of buildings at 814-838 and 840-870 Bransten Rd. were constructed in 1973 and first depicted in an aerial photo dated 1974 (fig.8), in which year their first occupants were listed in directories.⁶ Their owner-developer and builder, Don Tanklage and Tanklage Construction, evidently built them for speculative use, as they did elsewhere in this locale. Since, the 2 buildings have been occupied by numerous tenants. The mix of early (1973-1982) tenants included:

1973 - California Piping Systems, Inc., #868

1974 - Karl E. Appert Co. #850

 Custom Cabinets, #836

 Telford Smith, Inc., #822

 Swing Scaffold, #870

1976 - Hayden Refrigeration, #864

 Old County Wood Service, #860

1977 - McCarter & Baker, #824

 Handcrafted Woods, #866

1982 - Kalagiri Engineering, #860

 Swing Scaffold, #870

Historical Setting

In the first half of the 20th century, fill of the San Francisco Bay shoreline and construction of the Bayshore Highway interconnecting San Francisco and San Jose provided a new landscape and development zone along the eastern boundaries of the cities of the San Francisco Peninsula, including San Carlos. The Bayshore Highway and associated bay fill dates to the late 1930s while the present-day Bayshore (aka James Lick) Freeway succeeded the highway within some twenty years. Based on historic topographic maps, in the 1940s, prior to any development, the subject and adjoining blocks adjoining the highway was filled shoreline. Prior to WWII, the San Carlos airfield was located in the middle of east San Carlos, between the railroad, the (future) Industrial Rd., American St. to the south and Terminal Way to the north.⁷ Along with completion of the highway, the airport was moved to its present location east of the highway, enabling a new development zone in east San Carlos, which development awaited the post-WWII period. Industrial development began in southeast San Carlos in the immediate post-WWII years and expanded to the north in the following decades, first predominately occupying inland parcels nearer the railroad, later filling the former shoreline parcels along the highway.

⁶ The referenced *Environmental Assessment* recorded the 1973 building permits, though no such records were provided by the City of San Carlos under a records request by the current author.

⁷ Jonathan Hull/San Carlos Airport Association, "The History of Airports in San Carlos" @sancarlosairport.org, June 7, 2017 (accessed May 2022).

Summary Descriptions & Histories

797 Industrial Rd. (figs.9-10)

The 797 Industrial Rd. building is in 2 parts, a squat L-shaped, flat-roofed corner building with fronts on Industrial and Bransten roads and a gable-roofed building fronting on yet recessed from Bransten, where it is attached to and aligned with the recessed side of the corner building. As noted, the corner building dates to c1956, the addition to 1962. The overall building has painted concrete masonry exterior walls. The front portion of the corner building is 2-stories, with stacked metal sash awning windows at each side and fixed metal windows at the first floor of the Bransten front; the rearward portion is a tall 1-story with larger fixed metal sash windows centered in the southwestern and northwestern facing walls, the latter wall facing a small recessed yard where the corner building meets a shallow extension with a loading door at the southwest side of the addition. A tall and broad, rolling door is centered at the addition's front. Above, the concrete masonry terminates and transitions to a corrugated metal face-of-gable. The sloped roofs are shingled. At the addition's rear is a stepped wall with a mix of concrete masonry and which shows evidence of a recently removed, neighboring structure.

Building permit history (from City of San Carlos) includes:

<i>date</i>	<i>work</i>	<i>owner</i>
Jun.1962	Building – reinf. conc. block walls	Ray Wright/--
Dec.1969	Sign	Uddelholm Steel (tenant?)
Apr.1979	Fire wall	Ray Wright
Feb.2006	Interior alterations	Bobby Sutton
Nov.2009	Sign attached to wall	Bobby Sutton
May.2018	Paint booth (E) autorepair shop	Bobby Sutton (tenant?)

814-838 & 840-870 Bransten Rd. (figs.11-15)

The 2 Bransten Rd. buildings are flat-roofed, tilt-up concrete, high-bay, light-industrial structures. Their exterior walls were metal clad in 2012 so the original building exteriors are not in evidence from the outside with the exception of the walls within the passage between the 2 structures, where the underlying tilt-up concrete building construction is visible. The aligned buildings front on yet are setback from Bransten, where there is parking and loading space with some landscaping. A large and unlandscaped parking lot lies to the rear (north), accessed via a narrow paved passage between the 2 buildings and a driveway with some parking within the setback between the northeasterly building (814-838) and the freeway. The southwesterly side of 844-870 partly abuts the 797 Industrial Rd. building with an exposed rearward half – a stucco clad wall -- facing an open parking lot at 777 Industrial and where, again, a neighboring building stood until recently.

Collectively, the dominant architectural material of 814-838 and 840-870 Bransten is horizontally oriented, corrugated metal cladding, including outstanding planar façade panels – 3 per building front and back – linked by clad horizontal spandrels and, within the recessed walls between, storefront entries or, primarily, tall metal loading doors. The stucco-clad northeast side wall (at 814-838), without any openings or recesses, also has a horizontal clad spandrel, the consistent exterior treatment a planning prescription for all building facades visible from the freeway.

Setting

In addition to the adjacent freeway, the setting of the subject parcels is small to mid-size light industrial uses and buildings – thus the name Industrial Rd. – more recently giving way to commercial and life-sciences uses. Thus, presently, a large life-sciences complex fills the block directly to the southeast of the subject properties and a large auto dealership lies directly northwest. Emphasizing their industrial setting, there are no sidewalks along the Bransten Rd. frontage of the subject parcels.

Associated Persons/Builders

Individuals historically associated with the subject properties and buildings include Ray Wright, who was the owner of the 797 Industrial Rd. parcel from c1957 to c1983. Other than his involvement with this property, including as the proprietor of its welding shop in 1957, no other information has been found for Wright. The second persons associated with these properties are Donald and Carole Tanklage, who developed and built the extant 813-838 and 840-870 Bransten buildings.

The Tanklages are San Carlos developers and contractors. They acquired the Bransten Rd. parcels c1970, which were subdivided in 1971 and on which they and their company, Tanklage Construction, developed and built the matching pair of buildings in 1972. In that same year, Tanklage Construction was listed at 1025 Terminal Way, where they was first listed in the 1960 directory and where, at the foot of Tanklage Rd., Tanklage Properties and Tanklage Construction remain today. An obituary for Donald B. Tanklage (1934-2015) reported that the Tanklages founded their construction company in San Carlos in 1959 and were thereafter the contractors for a number of projects on the San Francisco Peninsula, including (tentatively) the Circle Star Theater, San Carlos, 1964 (demolished c1997); the Coyote Point Yacht Club, San Mateo, 1968; and the Tanklage Square Business Park, San Carlos, c1978 (demolished c2019).⁸ The latter 6 building complex stood on the block directly southeast of the subject buildings prior to its recent redevelopment. Another nearby building that they contracted, in 1968, is 987 Commercial St. Plus their own c1960 buildings at 1025 Terminal/Tanklage.

Other references confirm that Tanklage was a contractor of industrial buildings, specifically of tilt-up concrete construction, which typical construction they did not invent, as the method dates to much earlier in the century.⁹ Nor were they unique in tilt-up construction, as it was widely deployed in the post-WWII years by contractors throughout the Bay Area. One such builder was Carl Holvick & Co. of Menlo Park, who erected numerous tilt-up industrial buildings on the San Francisco peninsula,¹⁰ as did another contractor, South San Francisco's Associated Engineering & Construction. Both contractors existed and erected industrial buildings prior to Tanklages' start-up.

HISTORIC CONTEXTS

Relative to the historical setting of the subject block, there are two primary historical contexts.

⁸ "Donald B. Tanklage," *San Jose Mercury News*, Oct. 21, 2015.

⁹ See, for example, "The History of Tilt-Up Construction; Over 100 years of innovation" <https://tilt-up.org/tilt-uptoday/2006/04/01/the-history-of-tca/> and "Tilt-Up Construction: The Past, The Present, And The Future" @ <https://tiltwall.ca/blog/tilt-up-construction-the-past-the-present-and-the-future/> (accessed March 2022).

¹⁰ "Holvick, Carl - 1913-2003." *SF Chronicle*, Sat. Aug.2, 2003 @ <http://www.sfgate.com/news/article/HOLVICK-Carl-2562862.php> (accessed Mar.2022). Note: The referenced 1961 news article has not been located.

Historic Development Context

The development context of the subject and adjoining blocks is strictly post-war, as development in the immediate vicinity occurred only after WWII. This development context is directly situated in the post-World War II, American suburbanization and transportation boom, which context also embodied the outset of large-scale conversion of agricultural land. This development context was far-ranging in the post-war period throughout the region, including the towns and cities of the San Francisco Peninsula, each of which then experienced new industrial developments along their former shorelines.

The industrial development context and pattern of the east side of San Carlos began in the southeast sector of the City and evolved northeastward over the course of several decades and with a broad mix of industrial and manufacturing facilities and uses. Many of those buildings were standardized types of construction, the bulk of which were tilt-up concrete warehouse type construction.

Historic Architectural Context

Given their period of development, each of the subject resources relates to mid-20th century, commercial and industrial design and construction.

While smaller cities the likes of San Carlos have not addressed historic contexts re: modern architecture and landscape architecture, other regional jurisdictions have prepared context statements for Modern resources. For example, San Jose's Modern context statement and which encompasses architecture in the overall period from 1935-1975 yet which does not have a directly applicable category for Modern industrial resources.¹¹ Thus, the most applicable historic context statement to the subject buildings is the City of San Francisco's which, in addition to addressing the broad range of Modern resources specifically addresses the Midcentury Modern style.¹² As documented therein:

Midcentury Modern and late interpretations of the International Style were the primary styles applied to everyday residential, commercial, and institutional buildings. Midcentury Modern design elements include:

- *Cantilevered roofs and overhangs*
- *The use of bright or contrasting colors*
- *Projecting eaves*
- *Canted windows*
- *Projecting boxes that frame the upper stories*
- *Stucco siding*
- *Spandrel glass*
- *Large expanses of windows*
- *Flat or shed roof forms*
- *Vertical corrugated siding*
- *Stacked roman brick cladding*
- *And, occasionally, vertical wood siding.*

¹¹ Past Consultants. *San Jose Modernism Context Statement*. June 2009.

¹² Mary Brown, San Francisco City and County Planning Department. *San Francisco Modern Architecture and Landscape Design 1935-1970: Historic Context Statement*, September 30, 2010.

- *New technology and materials, such as plastic laminates, spandrel glass, and anodized metal sheaths were increasingly incorporated in midcentury modern buildings.*

Midcentury Modern design reflected the emerging philosophy of indoor-outdoor living. Design elements such as overhanging trellises, pergolas, atriums, and planters integrated in the building's design literally wedded the building form to the environment. Projecting trellises, in particular, were a notable design element of residential, commercial, and institutional buildings.¹³

While these descriptions and characterizations are most applicable to architecturally designed residential, commercial and institutional resources, the overall characterization is applicable toward gauging the character of built resources from the mid-20th century period.

Evaluation

The 3 subject parcels and their 3 buildings have not previously been evaluated for historic resource eligibility. In order to address the requirements of the California Environmental Quality Act (CEQA) specific to historic resources, the current effort has been requested and is intended to provide such historic resource evaluation.

Under CEQA, which applies the California Register of Historical Resources (CR) evaluation criteria, potential historic resources are generally properties with built resources greater than 50 years old. As such, any potential historical importance of these several properties would lie in the period from the mid-1950s, when the 797 Industrial Rd. building was constructed along the newly established Industrial Rd., to the mid-1970s, following construction of the 813-838 and 840-870 Bransten buildings. The later date range is also some 45 years in the past and which, for planning purposes, is the recommended minimum age for consideration of historical significance under CEQA. Less than 45 years is, at present, of no historical consideration. In this combined case, each of the 3 parcels and 3 built resources are greater than 45 years of age, so each is summarily evaluated below.

To be eligible for listing on the CR, a resource must be historically significant at the local, state, or national level, under one or more of the following four criteria.

1. *It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;*

In their historic development context, the 3 subject buildings were developed as part of the general pattern of industrial construction in the east side of San Carlos. None of these 3 light-industrial buildings were unique from or to that general development pattern. Nor have any specific events such as inventions of historical importance been found to be associated with the subject properties.

Thus, as there is no evidence, individually or collectively, of any historic events directly associated with the subject properties, these 3 properties and their buildings do not meet *CR criterion 1*.

2. *It is associated with the lives of persons important to local, California, or national history;*

¹³ *San Francisco Modern*, pp.115-116.

The subject parcels and buildings were originally and directly associated with several individuals, the earliest of whom was Ray Wright. At this juncture, no specific information about Wright has been found except for his ownership of the subject building, the earliest part of which he first developed for his welding shop.

Donald and Carole Tanklage, who originated the subject pair of buildings on Bransten Rd. in 1970-1973, were developers and contractors, predominately of industrial properties in eastern San Carlos along with a small number of other developments on which Tanklage Construction was the identified contractor. As summarized above, Tanklage Construction was founded in 1959.

Donald Tanklage died in 2015 while, to this writer's knowledge, Carole Tanklage is living. Additionally, the Tanklages' development and construction companies survive. As such, and as the bulk of their contributions are too recent to historically assess, it is premature to assess the potential historical importance of the Tanklages.

It is nonetheless evident that the Tanklages are noteworthy for their development and construction activities in eastern San Carlos, where they developed and/or constructed numerous industrial facilities, a number of which remain. Yet, such developments were, as discussed above, the norm for the period, and there is no evidence that any of their development projects were inventive or creative of any unique pattern of development or construction. Rather, such functional development and construction fit-the-bill of its period.

A direct example that illustrates the nominal import of their developments was sometimes referred to as Tanklage Square, a cluster of tilt-up industrial buildings, evidently the most substantial of their developments, which stood directly across Bransten Rd. from the subject resources. That Tanklage development was recently removed and replaced without any evidence of historical concern or affect.

And still, there are other Tanklage developments that remain, including their own c1960 buildings at 1025 Terminal Way, which development stands at the western end of the eponymous Tanklage Rd. While again typical tilt-up warehouse construction, those buildings assuredly best represent the Tanklages' industrial development output.

In conclusion, there is no present evidence that, relative to the identified development context and period, the Tanklages are of any historical importance. Neither is the directly associated Ray Wright of any potential importance. Nor do any other of the few indirectly associated persons that, early on, tenanted the subject buildings, have any identified historic importance relative to these several properties. Consequently, none of the subject resources meet *CR criterion 2*.

- 3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values;*

Each of the 3 existing built resources were constructed in the post-WWII period. The earliest building in this grouping, 797 Industrial Rd., dates to c1956, followed by the 1972 buildings at 814-838 and 840-870 Bransten Rd.

In their historic architectural context, each of these 3 buildings is a generic light-industrial type structure without architectural character or construction interest. Each of these buildings lack distinction in terms of mid-20th century design and construction, as there are no inventive, unique, prototypical or distinctive design forms, building systems or materials. Rather, the light industrial buildings exhibit utilitarian and expeditious design and construction. Additionally, the exteriors of the 2 Bransten Rd. buildings were substantially altered in 2012.

Further, no evidence has been found to identify any original engineers, architects or designers. One contractor is identifiable relative to the Bransten Rd. buildings., Tanklage, the developer-builder of those 1972 structures, yet there is no evidence to suggest that Tanklage are builders of historical importance.

Lastly, while these built resources directly interrelate to their mid-20th century vicinity and its period of development, there is no evidence of any planning or design interrelationships.

As the 3 subject buildings do not embody any design or construction distinction in terms of type, period, region or methods; as they are not the work of any identified architect, engineer or designer; neither is the identified builder identifiably important; nor do they possess any artistic values; 797 Industrial Rd., 814-838 and 840-870 Bransten Rd. are not eligible for the CR under *CR Criterion 3*.

4. *It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation;*

The 3 subject properties and buildings have not yielded and do not appear to have the potential to yield any important historic information beyond the present historical record (prehistory is outside the scope of this historical effort). As addressed herein, the subject resources do not present any historic information specific or unique to their context, setting or locale; each of the buildings are light-industrial structures of no identifiable design or construction interest; none of their uses have identifiable importance and there are no associated individuals of historical interest. Thus, relative to the subject of this evaluation – potential historic resources – the 3 subject properties and their built resources have not yielded and have no identifiable potential to yield important historical information, so do not meet *CR Criterion 4*.

In conclusion, the extant resources at 797 Industrial Rd., 814-838 and 840-870 Bransten Rd. do not meet any applicable criteria so are not eligible for the CR.

Signed:



Mark Hulbert
Preservation Architect

attached: Figs.1-15 (pp.10-16)

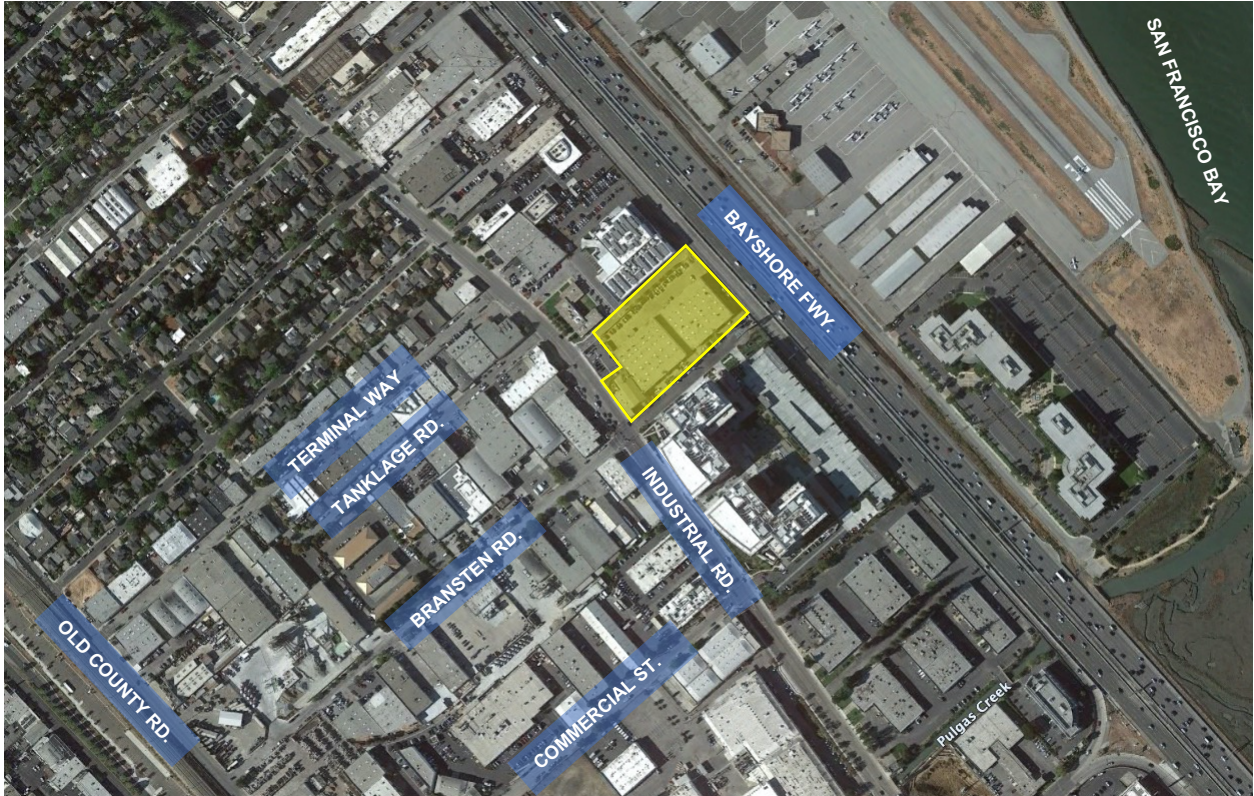


Fig.1 – 797 Industrial Rd. - 814-838 & 840-870 Bransten Rd. (highlighted) - Location aerial (Google Earth 2022, north is up)

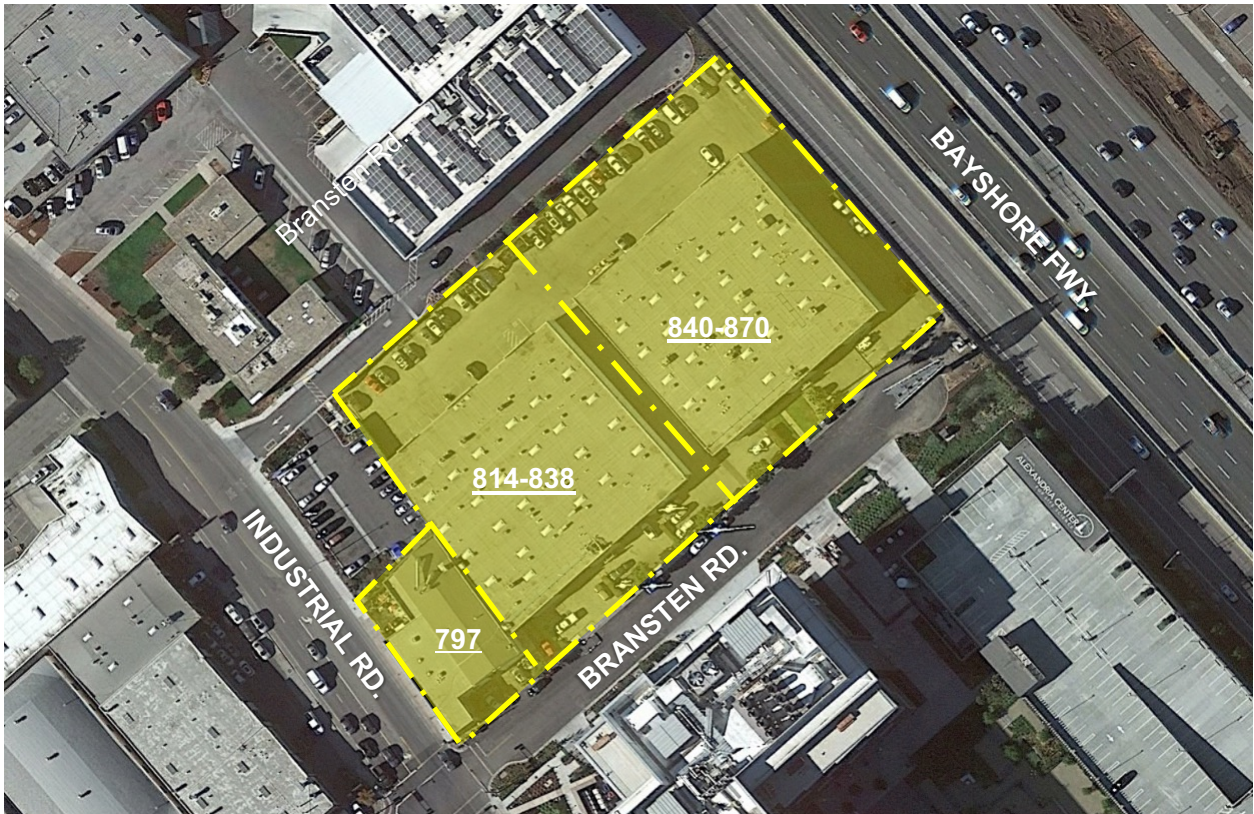


Fig. 2 – 797 Industrial Rd. - 814-838 & 840-870 Bransten Rd. (highlighted) - Site aerial with parcel lines indicated (Google Earth 2022, north is up)

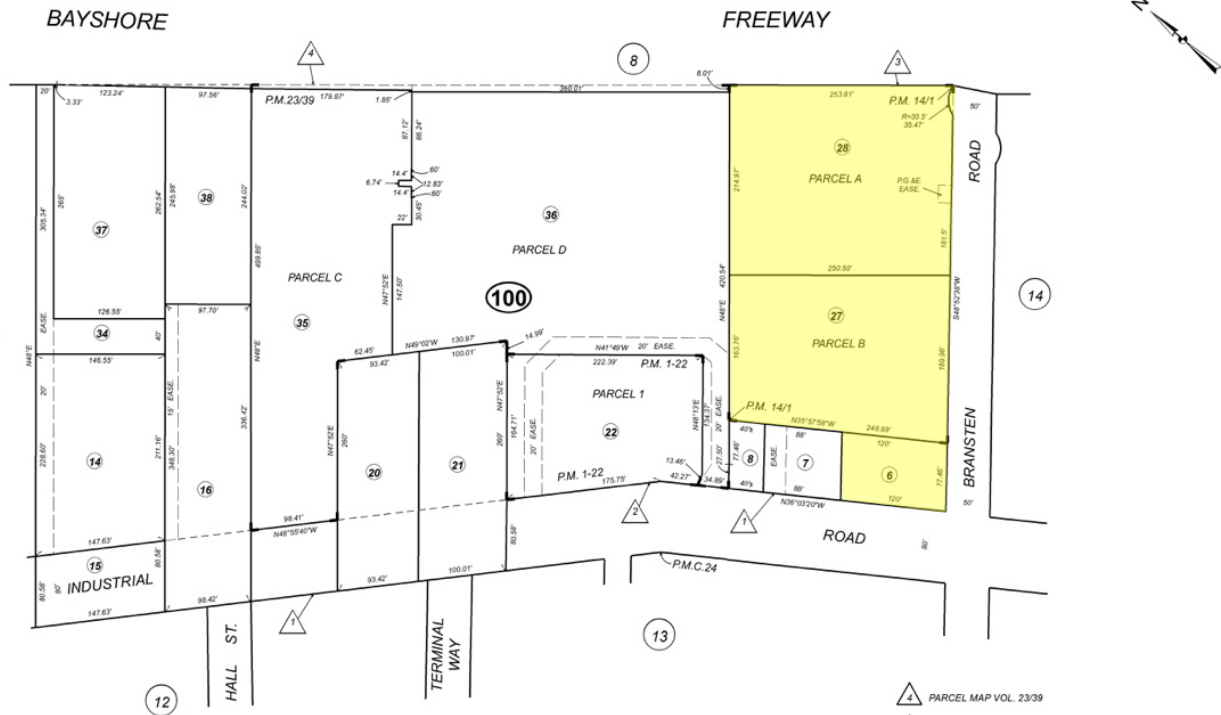


Fig.3 – 797 Industrial Rd. - 814-838 & 840-870 Bransten Rd. (highlighted)- Assessor's parcel map



Fig.4 – 797 Industrial Rd. - 814-838 & 840-870 Bransten Rd. (future, approx.) - Aerial view, 1946 (from AllWest Environmental, *Environmental Site Assessment*, north at top)

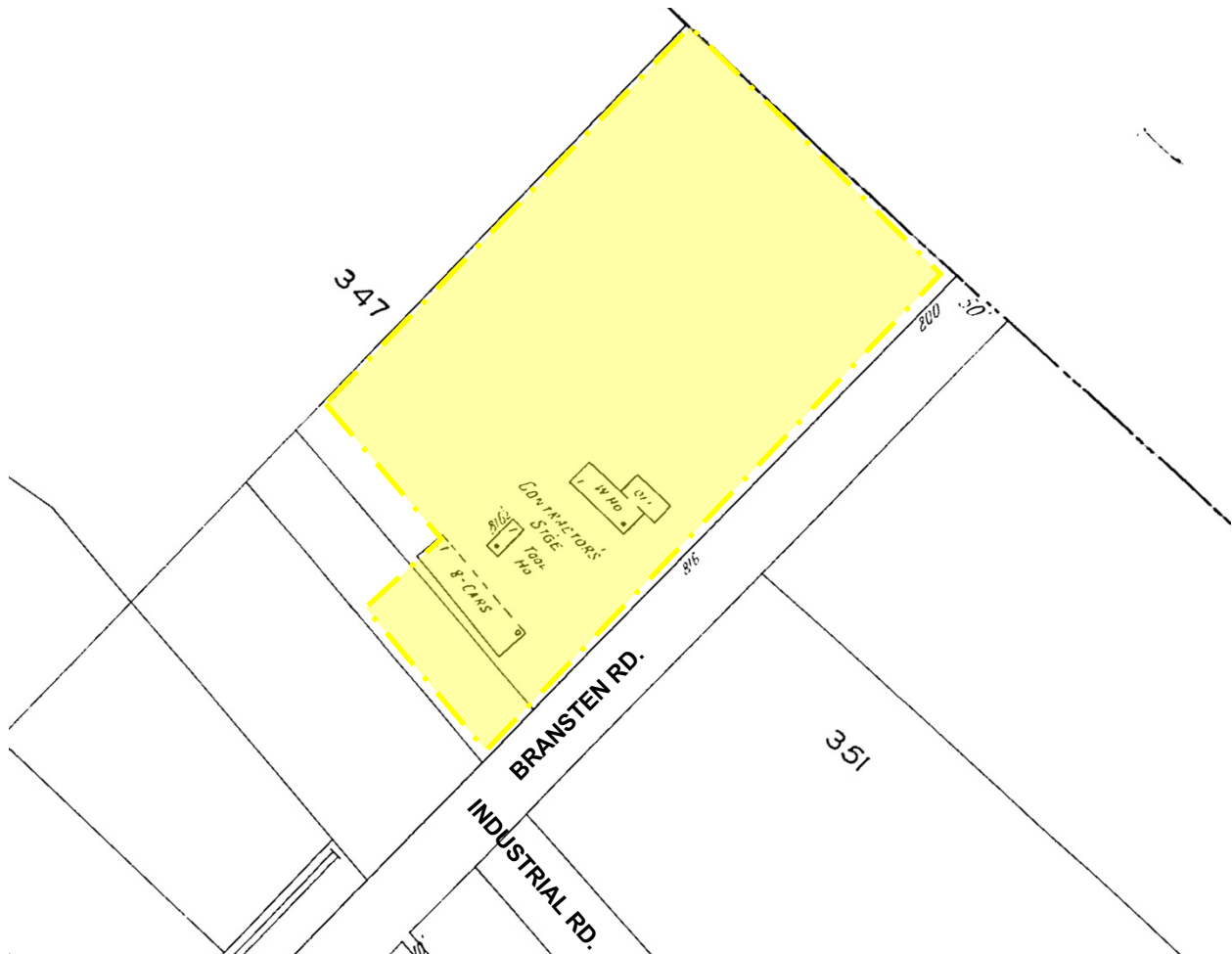
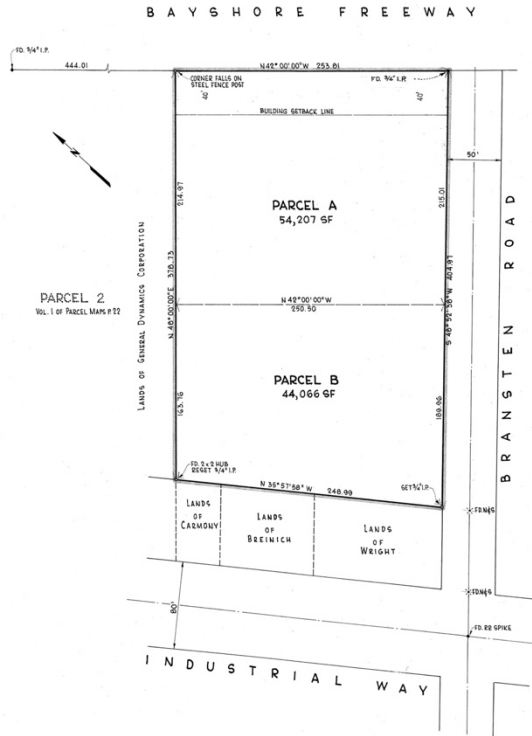


Fig.5 – 797 Industrial Rd. - 814-838 & 840-870 Bransten Rd. - from Sanborn map, 1950 (north at top)



Fig.6 – 797 Industrial Rd. - 814-838 & 840-870 Bransten Rd. (highlighted) - 1966 aerial (from Jonathan Hull/San Carlos Airport Association, "The History of Airports in San Carlos")



BASIS OF BEARINGS

The bearing N42°00'W of the Southwesterly line of Bayshore Highway as described in deed recorded in Book 2548 of deeds at Page 554, Records of San Mateo County was taken as the basis of bearings shown on this map.

LEGEND - NOTES

- IP indicates Iron Pipe
- N&S Nail and Shiner
- DE Nail Road
- FD Found

All distances and dimensions are shown in feet and decimals thereof.

The blue border indicates the boundary of the land subdivided by this map.

SURVEYOR'S CERTIFICATE

This map was prepared by me or under my direction and was compiled from record and survey data in conformance with the requirements of the Subdivision Map Act at the request of Don Tanklodge in October 1970.

I hereby certify that it conforms to the approved tentative map and the conditions of approval thereof and that all provisions of applicable state law and local ordinances have been complied with.

3/1/71
DATE

LAWRENCE G. BRIAN, PCE 5597
REGISTERED PROFESSIONAL CIVIL ENGINEER

CITY ENGINEER'S CERTIFICATE

This map has been examined this 21st day of August, 1971 for conformance with the requirements of Section 17215 of the Subdivision Map Act.

MARVIN G. MCCRISTEN
DEPUTY CITY ENGINEER

M. G. McCristen
ACCEPTS

RECORDER'S CERTIFICATE

File No. 45674 AE Fee \$ 3.00
Filed this 19th day of August, 1971 at 4:05 P.M.
in Book 14 of Parcel Maps at Page 1 at the request of
Charles G. McCandless and Company, San Carlos City Engineer.

MARVIN CHURCH, COUNTY RECORDER

By E. M. Gentry
DEPUTY RECORDER

PARCEL MAP

SUBDIVISION OF A PORTION OF SECTION 12, TOWNSHIP 5 SOUTH,
RANGE 4 WEST, MOUNT Diablo BASE AND MERIDIAN,
LANDS OF TANKLAGE

CITY OF SAN CARLOS
SAN MATEO COUNTY CALIFORNIA

SCALE: 1" = 50' OCT., 1970

LAWRENCE G. BRIAN AND CO.
CONSULTING CIVIL ENGINEERS
585 PRICE AVENUE, REDWOOD CITY, CALIFORNIA

Fig.7 – 814-838 & 840-870 Bransten Rd. – 1971 Parcel Map



Fig.8 – 797 Industrial Rd. - 814-838 & 840-870 Bransten Rd. - Aerial view, 1974
(from AllWest Environmental, Environmental Site Assessment, north at top)



Fig.9 – 797 Industrial Rd. – Front (southeast), from Bransten Rd. (figs.9-15, MH 2022)



Fig.10 – 797 Industrial Rd. – Rear (northwest) and southwest side, from Industrial Rd.



Fig.11 – 814-838 Bransten Rd. – Front (southeast), from Bransten Rd.



Fig.12 – 840-870 Bransten Rd. – Front (southeast), from Bransten Rd.



Fig.13 – 814-838 & 840-870 Bransten Rd. – Rear and southwest side, from Industrial Rd.



Fig.14 – 814-838 Bransten Rd. – Northeast side



Fig.15 – 814-838 & 840-870 Bransten Rd. – Rear (northwest)



ACCESS AGREEMENT SHORT FORM

File Number:

I, the the undersigned, have been granted access to historical resources information on file at the Northwest Information Center of the California Historical Resources Information System.

I understand that any CHRIS Confidential Information I receive shall not be disclosed to individuals who do not qualify for access to such information, as specified in Section III(A-E) of the CHRIS Information Center Rules of Operation Manual, or in publicly distributed documents without written consent of the Information Center Coordinator.

I agree to submit historical Resource Records and Reports based in part on the CHRIS information released under this Access Agreement to the Information Center within sixty (60) calendar days of completion.

I agree to pay for CHRIS services provided under this Access Agreement within sixty (60) calendar days of receipt of billing.

I understand that failure to comply with this Access Agreement shall be grounds for denial of access to CHRIS Information.

Print Name:	<input style="width: 95%;" type="text" value="Rebecca Auld"/>	Date:	<input style="width: 95%;" type="text" value="11/6/2019"/>
Signature:	<input style="width: 95%;" type="text"/>		
Affiliation:	<input style="width: 95%;" type="text" value="Lamphier-Gregory, Inc."/>		
Address:	<input style="width: 35%;" type="text"/>	City/State/ZIP:	<input style="width: 35%;" type="text"/>
Billing Address (if different from above):	<input style="width: 95%;" type="text"/>		
Special Billing Information	<input style="width: 95%;" type="text"/>		
Telephone:	<input style="width: 20%;" type="text" value="(510) 535-6670"/>	Email:	<input style="width: 50%;" type="text" value="rauld@lamphier-gregory.com"/>
Purpose of Access:	<input style="width: 95%;" type="text"/>		
Reference (project name or number, title of study, and street address if applicable):	<input style="width: 95%;" type="text"/>		
	<input style="width: 95%;" type="text" value="888 Bransten Road Project"/>		
County:	<input style="width: 10%;" type="text" value="SMA"/>	USGS 7.5' Quad:	<input style="width: 40%;" type="text"/>

Sonoma State University Customer ID:	<input style="width: 95%;" type="text" value="0001001500"/>
Sonoma State University Invoice No.:	<input style="width: 95%;" type="text"/>
Total Cost:	<input style="width: 95%;" type="text" value="562.5"/>

This is not an invoice. Sonoma State University will send separate Invoice

CALIFORNIA
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Northwest Information Center
Sonoma State University
150 Professional Center Drive, Suite E
Rohnert Park, California 94928-3609
Tel: 707.588.8455
nwic@sonoma.edu
<http://www.sonoma.edu/nwic>

November 6, 2019

NWIC File No.: 19-0691

Rebecca Auld
Lamphier-Gregory, Inc.
1944 Embarcadero
Oakland, CA 94606

Re: Record search results for the proposed 888 Bransten Road Project, San Carlos, CA.

Dear Rebecca Auld:

Per your request received by our office on October 22, 2019, a rapid response records search was conducted for the above referenced project by reviewing pertinent Northwest Information Center (NWIC) base maps that reference cultural resources records and reports, historic-period maps, and literature for San Mateo County. Please note that use of the term cultural resources includes both archaeological resources and historical buildings and/or structures.

Review of this information indicates that there has been no cultural resource studies that cover the 888 Bransten Road Project area. This project area contains no recorded archaeological resources. The State Office of Historic Preservation Historic Property Directory (OHP HPD) (which includes listings of the California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and the National Register of Historic Places) lists no recorded buildings or structures within or adjacent to the proposed project area. In addition to these inventories, the NWIC base maps show no recorded buildings or structures within the proposed project area.

At the time of Euroamerican contact the Native Americans that lived in the area were speakers of the Ramaytush language, part of the Costanoan language family (Levy 1978:485). There is one Native American resource in or adjacent to the proposed project area referenced in the ethnographic literature, the village area of Lamchin, which held the area from Belmont, South to Redwood City (Miliken 1996: 426).

Based on an evaluation of the environmental setting and features associated with known sites, Native American resources in this part of San Mateo County have been found in areas marginal to the San Francisco Bayshore, inland near intermittent and perennial watercourses, near ecotones, and in upland areas. The 888 Bransten Road Project area is located within the historic margins of the San Francisco Bayshore and associated wetlands. Given the similarity of one or more of these environmental factors, there is a moderate potential for unrecorded Native American resources in the proposed 888 Bransten Road Project area.

Review of historical literature and maps indicated the possibility of historic-period activity within the 888 Bransten Road Project area. Historic San Mateo County maps indicate the project area was located within the lands of Geo. Hearst (Bromfield 1894). In addition, the 1939 San Mateo USGS 15-minute topographic quadrangle depicts a levee system along the northeastern side of the project area. With this in mind, there is a moderate potential for unrecorded historic-period archaeological resources in the proposed 888 Bransten Road Project area.

The 1956 San Mateo USGS 7.5-minute topographic quadrangle depicts one buildings or structures within the 888 Bransten Road Project area. These unrecorded buildings/structures meet the Office of Historic Preservation's minimum age standard that buildings, structures, and objects 45 years or older may be of historical value.

RECOMMENDATIONS:

1) There is a moderate potential of identifying Native American archaeological resources and a moderate potential of identifying historic-period archaeological resources in the project area. Given the potential for archaeological resources in the proposed 888 Bransten Road Project area, our usual recommendation would include archival research and a field examination. The proposed project area, however, has been highly developed and is presently covered with asphalt, buildings, or fill that obscures the visibility of original surface soils, which negates the feasibility of an adequate surface inspection.

Therefore, prior to demolition or other ground disturbance, we recommend a qualified archaeologist conduct further archival and field study to identify archaeological resources, including a good faith effort to identify archaeological deposits that may show no indications on the surface.

Field study may include, but is not limited to, hand auger sampling, shovel test units, or geoarchaeological analyses as well as other common methods used to identify the presence of buried archaeological resources. Please refer to the list of consultants who meet the Secretary of Interior's Standards at <http://www.chrisinfo.org>.

2) We recommend the lead agency contact the local Native American tribe(s) regarding traditional, cultural, and religious heritage values. For a complete listing of tribes in the vicinity of the project, please contact the Native American Heritage Commission at 916/373-3710.

3) If the proposed project area contains buildings or structures that meet the minimum age requirement, prior to commencement of project activities, it is recommended that this resource be assessed by a professional familiar with the architecture and history of San Mateo County. Please refer to the list of consultants who meet the Secretary of Interior's Standards at <http://www.chrisinfo.org>.

4) Review for possible historic-period buildings or structures has included only those sources listed in the attached bibliography and should not be considered comprehensive.

5) If archaeological resources are encountered **during construction**, work should be temporarily halted in the vicinity of the discovered materials and workers should avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations. **Project personnel should not collect cultural resources**. Native American resources include chert or obsidian flakes, projectile points, mortars, and pestles; and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic-period resources include stone or adobe foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies.

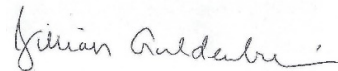
6) It is recommended that any identified cultural resources be recorded on DPR 523 historic resource recordation forms, available online from the Office of Historic Preservation's website: http://ohp.parks.ca.gov/default.asp?page_id=1069

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

Thank you for using our services. Please contact this office if you have any questions, (707) 588-8455.

Sincerely,

A handwritten signature in cursive script that reads "Jillian Guldenbrein".

Jillian Guldenbrein
Researcher

LITERATURE REVIEWED

In addition to archaeological maps and site records on file at the Northwest Information Center of the Historical Resources Information System, the following literature was reviewed:

Brabb, Earl E., Fred A. Taylor, and George P. Miller

1982 *Geologic, Scenic, and Historic Points of Interest in San Mateo County, California*. Miscellaneous Investigations Series, Map I-1257-B, 1:62,500. Department of the Interior, United States Geological Survey, Washington, D.C.

Bromfield, Davenport

1894 Official Map of San Mateo County, California

Gudde, Erwin G.

1969 *California Place Names: The Origin and Etymology of Current Geographical Names*. Third Edition. University of California Press, Berkeley and Los Angeles.

Helley, E.J., K.R. Lajoie, W.E. Spangle, and M.L. Blair

1979 *Flatland Deposits of the San Francisco Bay Region - Their Geology and Engineering Properties, and Their Importance to Comprehensive Planning*. Geological Survey Professional Paper 943. United States Geological Survey and Department of Housing and Urban Development.

Hoover, Mildred Brooke, Hero Eugene Rensch, and Ethel Rensch, revised by William N. Abeloe

1966 *Historic Spots in California*. Third Edition. Stanford University Press, Stanford, CA.

Hoover, Mildred Brooke, Hero Eugene Rensch, and Ethel Rensch, William N. Abeloe, revised by Douglas E. Kyle

1990 *Historic Spots in California*. Fourth Edition. Stanford University Press, Stanford, CA.

Levy, Richard

1978 Costanoan. In *California*, edited by Robert F. Heizer, pp. 485-495. Handbook of North American Indians, vol. 8, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

Milliken, Randall

1995 *A Time of Little Choice: The Disintegration of Tribal Culture in the San Francisco Bay Area 1769-1810*. Ballena Press Anthropological Papers No. 43, Menlo Park, CA.

Myers, William A. (editor)

1977 *Historic Civil Engineering Landmarks of San Francisco and Northern California*. Prepared by The History and Heritage Committee, San Francisco Section, American Society of Civil Engineers. Pacific Gas and Electric Company, San Francisco, CA.

Nelson, N.C.

1909 *Shellmounds of the San Francisco Bay Region*. University of California Publications in American Archaeology and Ethnology 7(4):309-356. Berkeley. (Reprint by Kraus Reprint Corporation, New York, 1964)

Nichols, Donald R., and Nancy A. Wright

1971 Preliminary Map of Historic Margins of Marshland, San Francisco Bay, California. U.S. Geological Survey Open File Map. U.S. Department of the Interior, Geological Survey in cooperation with the U.S. Department of Housing and Urban Development, Washington, D.C.

Postel, Mitchell P.

1994 *San Mateo, A Centennial History*. Scottwall Associates, San Francisco, CA.

San Mateo County Historic Resources Advisory Board

1984 *San Mateo County: Its History and Heritage*. Second Edition. Division of Planning and Development Department of Environmental Management.

San Mateo County Planning and Development Department

n.d. "Historical and Archaeological Resources, Section 5" from the *San Mateo County General Plan*.

State of California Department of Parks and Recreation

1976 *California Inventory of Historic Resources*. State of California Department of Parks and Recreation, Sacramento.

State of California Department of Parks and Recreation and Office of Historic Preservation

1988 *Five Views: An Ethnic Sites Survey for California*. State of California Department of Parks and Recreation and Office of Historic Preservation, Sacramento.

State of California Office of Historic Preservation **

2012 *Historic Properties Directory*. Listing by City (through April 2012). State of California Office of Historic Preservation, Sacramento.

Williams, James C.

1997 *Energy and the Making of Modern California*. The University of Akron Press, Akron, OH.

Winslow, Ward and the Palo Alto Historical Association

1993 *Palo Alto, A Centennial History*. Palo Alto Historical Association, Palo Alto, CA.

Woodbridge, Sally B.

1988 *California Architecture: Historic American Buildings Survey*. Chronicle Books, San Francisco, CA.

Works Progress Administration

1984 *The WPA Guide to California*. Reprint by Pantheon Books, New York. (Originally published as *California: A Guide to the Golden State* in 1939 by Books, Inc., distributed by Hastings House Publishers, New York.)

**Note that the Office of Historic Preservation's *Historic Properties Directory* includes National Register, State Registered Landmarks, California Points of Historical Interest, and the California Register of Historical Resources as well as Certified Local Government surveys that have undergone Section 106 review.

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691 Phone: (916) 373-3710
Email: nahc@nahc.ca.gov
Website: <http://www.nahc.ca.gov>



November 4, 2019

Rebecca Auld
Lamphier-Gregory

VIA Email to: rauld@lamphier-gregory.com

RE: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, 888 Bransten Road Project, San Mateo County.

Dear Ms. Auld:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
 - A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;
 - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
 - Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
 - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:
 - Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: Nancy.Gonzalez-Lopez@nahc.ca.gov.

Sincerely,



Nancy Gonzalez-Lopez

Staff Services Analyst

Attachment