



STANDARD LITERATURE REVIEW & HISTORICAL RESOURCES ASSESSMENT FOR THE BAYSHORE ROAD RESIDENTIAL PROJECT, REDWOOD CITY, SAN MATEO COUNTY, CALIFORNIA

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PROJECT REDWOOD CITY, SAN MATEO COUNTY, CA**

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Technical Report No. 21-585

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1. MANAGEMENT SUMMARY

The project proposes demolition of the current buildings at 505 East Bayshore Road, Redwood City, San Mateo County, California, Assessor Parcel Number 052-520-010 constructed between 1960 and 1987 for construction of 56 multifamily residential units and nine structures centered around an internal driveway (project).

This historic resource assessment memorandum provides background research, recordation, and evaluation of the property at 505 East Bayshore Road for eligibility for listing in the California Register of Historical Resources (CRHR) and as a historic landmark in the Redwood City to determine if it meets the criteria as a historical resource under the CEQA. PaleoWest was contracted by David J. Powers & Associates, Inc. to complete a historic resource assessment memorandum for the Project in compliance with CEQA. The City of Redwood City is the CEQA lead agency.

PaleoWest conducted a literature review and records search at the Northwest Information Center (NWIC) on October 12, 2021. No cultural resource investigations were identified within the project area, nor any previously recorded cultural resources. Within the 0.25-mile search radius, the NWIC search shows one cultural resource investigation was conducted adjacent to the project area with an additional nine investigations within the 0.25-mile search radius. Two previously recorded resources were identified within the 0.25-mile search radius were a historic levee segment, and a historic building.

An intensive survey of the Project area was conducted by PaleoWest on October 13, 2021. During the field survey, the buildings and structures on the property were digitally photographed and recorded on this memorandum. The subject property, including extant buildings and structures were evaluated for historical significance by applying the criteria of the CRHR.

PaleoWest recommends the property at 505 East Bayshore Road is not eligible for listing in the CRHR or the Redwood City historic resource inventory and is not a historical resource for CEQA. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code and is a not historical resource for the purposes of CEQA.

No archaeological resources were revealed to be within the Project site based on background research. Standard procedures for unexpected archaeological find and human remains are proposed.

2. INTRODUCTION

PaleoWest, LLC (PaleoWest) prepared this historic resources assessment memorandum for the property at 505 East Bayshore Road (Assessor Parcel Number [APN]: 052-520-010). The property underwent development in 1963, is over 50 years of age, and requires evaluation to determine if it is a historical resource for the purpose of the California Environmental Quality Act (CEQA). This memorandum was prepared by PaleoWest Architectural Historians Heather Miller and Dan Herrick, who are qualified as Architectural Historian and Historian under the Secretary of the Interior's Professional Qualifications Standards (36 CFR Part 61).

2.1 PROJECT LOCATION AND DESCRIPTION

The project is within the city of Redwood City, San Mateo County, California at 505 East Bayshore Road, within the Palo Alto, 1997, 7.5-minute, Geological Survey quadrangle, Township 5 South, Range 3 West, unsectioned lands, Mount Diablo Base Meridian (**Figure 1**). The parcel is 106,642-square-feet (approximately 2.44-acres) on the east side of the northern terminus of East Bayshore Road and south of Smith Slough (**Figure 2**). The property was originally developed in 1963 as the Alan Steel & Supply Company and contains buildings constructed between 1963 and the mid-1980s.

The project proposes to transform this industrial parcel into a site for medium-density waterfront residential development with public access amenities. This project would provide 56 townhouses in 9 clusters, three of which would contain 20 units fronting the bay. The townhouses would consist of three story, wood-framed structures on top of at-grade concrete foundations, with maximum building heights at 39 feet. The units would range from two to four bedrooms with an average of 1,600 square feet. Internal site circulation would include a 26-foot-wide driveway, three drive aisles and three paseos. The front doors of the units facing the shoreline trail have been set in from the face of the buildings to provide a transition space from the public trail to the private realm of the house. These units are also proposed to be elevated approximately six inches above the trail grade to provide a vertical separation between public and private spaces. The upper-level balconies would extend up to two feet beyond the face of the building.

The overall grade of the site would be elevated five to seven feet above the existing grade to raise project above the flood zone elevation. The soil would be held back with a retention wall adjacent to the embankment of the tidal ditch on the north side of the project. The current site plan proposes to keep development outside the Army Corps of Engineers “line of biological importance”, including a proposed retention wall, to avoid habitat impacts and permits from the United States Army Corps of Engineers. The project would also include a dedicated shoreline public access easement.



Figure 1. Project Vicinity Map

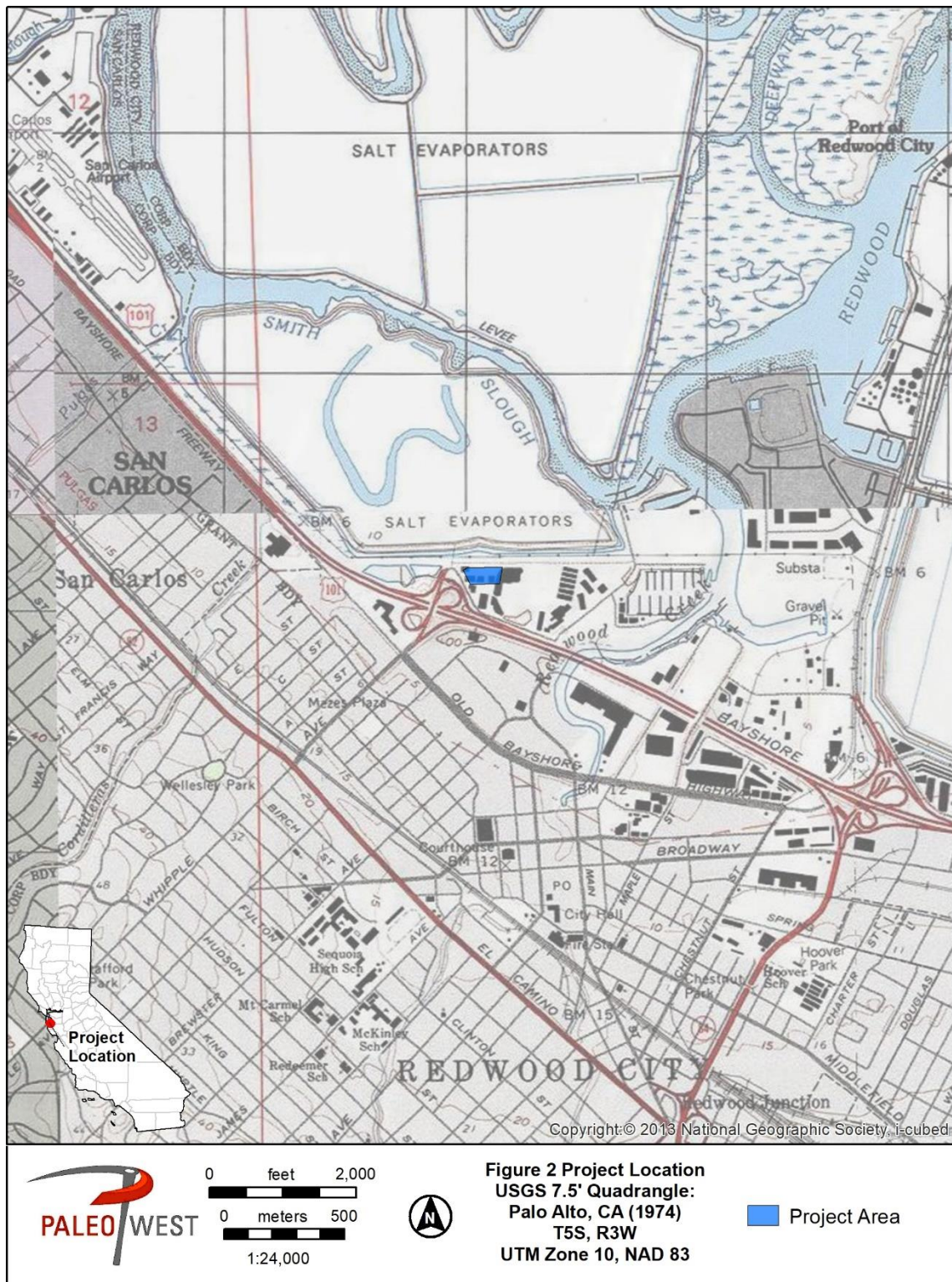


Figure 2. Project Area Map

3. REGULATORY CONTEXT

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The proposed project is subject to compliance with the CEQA, as amended. Compliance with CEQA statutes and guidelines requires both public and private projects with financing or approval from a public agency to assess a project's impact on cultural resources (Public Resources Code Section 21082, 21083.2 and 21084 and California Code of Regulations 10564.5). The first step in the process is to identify cultural resources that may be impacted by the Project and then determine whether the resources are "historically significant" resources.

CEQA defines historically significant resources as "resources listed or eligible for listing in the California Register of Historical Resources [CRHR]" (Public Resources Code Section 5024.1). Eligibility for listing buildings, structures, objects, sites, and districts (i.e., resources) in the CRHR rests on twin factors of historic significance and integrity. A resource must have both significance and integrity to be considered eligible. Loss of integrity, if sufficiently great, will overwhelm the historic significance a resource may possess and render it ineligible. Likewise, a resource can have complete integrity, but if it lacks significance, it must also be considered ineligible. Historic significance is judged by applying the CRHR criteria, identified as Criteria 1 through 4. The CRHR criteria are as follows:

Criterion 1: Associated with events that have made a significant contribution to the broad patterns of local or regional history of the cultural heritage of California or the United States

Criterion 2: Associated with the lives of persons important to local, California or national history;

Criterion 3: Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values;

Criterion 4: Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

The guidelines state that historical resources eligible for listing on the CRHR must meet one of the criteria of significance and retain enough of their historic character or appearance (integrity) to be recognizable as historical resources and to convey the reasons for their significance, but historical resources that have been rehabilitated or restored may be evaluated for listing. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criterion/criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance. It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the National Register of Historic Places (NRHP), but they may still be eligible for listing on the CRHR. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data.

California Environmental Quality Act Impacts Criteria

15064.5. Determining the Significance of Impacts to Archeological and Historical Resources

- a) For purposes of this section, the term "historical resources" shall include the following:
 - 1) A resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Public Resources Code SS5024.1, Title 14 California Code of Regulations, Section 4850 et seq.).
 - 2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
 - 3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register Historical Resources (Public Resources Code SS5024.1, Title 14 California Code of Regulations, Section 4852) including the following:
 - A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 - B. Is associated with the lives of persons important in our past;
 - C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
 - D. Has yielded, or may be likely to yield, information important in prehistory or history.
 - 4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.
- b) A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

- 1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.
- 2) The significance of an historical resource is materially impaired when a project:
 - A. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
 - B. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
 - C. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

REDWOOD CITY HISTORIC DESIGNATION CRITERIA

The City Historic Preservation Ordinance (Chapter 40 of the City Municipal Code) is structured to identify historical resources at the early stages of projects, and to resolve conflicts that arise between land uses and the preservation of historical resources. The Historic Preservation Ordinance requires that applications or projects affecting historic resources comply with applicable local, state, and federal laws. Under the Historic Preservation Ordinance, the City also maintains a list of individual historic landmarks, resources, and districts (Redwood City historic resource inventory). The list is continually updated as new sites and landmarks are identified. The Redwood City Historic Designation criteria closely parallel those for the NRHP and the CRHR:

A property may be listed as a historic landmark or historic site if it meets one or more of the following criteria:

Criterion A: It exemplified or reflects special elements of the City's cultural, aesthetic or architectural history; or

Criterion B: Is identified with persons or events significant in local, State or national history; or

Criterion C: It embodies distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship; or

Criterion D: It is representative of the notable work of a builder, designer or architect.

4. RESEARCH AND METHODOLOGY

The following is a summary of the records search, archival research, and additional sources of information reviewed for the project.

NORTHWEST INFORMATION CENTER RECORDS SEARCH

PaleoWest conducted a standard in-person records search at the Northwest Information Center (NWIC) at Sonoma State University of the California Historical Resources Information System on October 12, 2021. This records search included the Project area and a 0.25-mile search radius around the project area, collectively termed the study area. The objective of this records search was to identify prehistoric or historic-age cultural resources that have been recorded within the study area during prior cultural resource investigations.

The NWIC search included a review of all recorded sites and cultural resource reports on file for the specified area. The results from the NWIC indicated one cultural resource investigation was conducted adjacent to the project area with an additional nine investigations within the 0.25-mile search radius. There were no previously recorded resources identified within the Project area and two previously recorded resources identified within the 0.25-mile search radius: P-41-002295, a historic levee segment, and P-41-002385, a historic building. See Table 1 and Table 2 for a summary of previous investigations and recorded cultural resources, respectively. A copy of the resources list and map are included in Appendix A.

Table 1. Previous Cultural Resource Investigations

Report No.	Author(s)	Year	Title	Company/Agency
Adjacent to Project Area				
S-039679	Jessica Tudor and Kathleen A. Crawford	2012	Cultural Resources Records Search and Site Visit Results for T-Mobile West LLC Candidate SF03164A (SF164 101 Toyota), 517 East Bayshore Road, Redwood City, San Mateo County, California (Letter Report)	Michael Brandman Associates
S-039679a	Wayne H Bonner and Kathleen A, Crawford	2012	Direct APE Historic Architectural Assessment for T Mobile West, LLC Candidate SF0164A (SF164 101 Toyota), 517 East Bayshore Road, Redwood City, San Mateo County, California (Letter Report)	Michael Brandman Associates
In 0.25-mile Study Area (0.25-mile search radius of the Project Area boundary)				
S-003042	Charla M. Meacham	1977	An Archaeological Survey of a Proposed Interchange Modification, 04-SM-101 P.M. 6.2/7.1, 04220-294211	California Department of Transportation
S-027754	Lorna Billat	2000	Nextel Communications Wireless Telecommunications Service Facility - San	Earth Touch, LLC

Table 1. Previous Cultural Resource Investigations

Report No.	Author(s)	Year	Title	Company/Agency
			Mateo County, Nextel Site No. (CA-0173A) / San Carlos (letter report)	
S-029573	Jonathan Goodrich and John Holson	2000	Final Report, Archaeological Survey and Record Search for the Six Fluor Global Fiber Optic Segments, Mountain View, Palo Alto, and San Mateo County, California.	Pacific Legacy, Inc.
S-037241	Benjamin J. Harris, Maureen Zogg, and Christopher Caputo	2010	Historic Property Survey Report, proposed replacement of Metal Beam Guardrails (MBGR) at various locations in San Mateo County, California, 04-SMA-VarVar, EA 04-0A8721	California Department of Transportation, District 4
S-037241a	Unknown	-	Voided	-
S-037241b	Benjamin J. Harris and Maureen Zogg	2010	Archaeological Survey Report for the Proposed Metalbeam Guardrail Upgrade Project at Various Locations across San Mateo County, California, 04-SMA-VarVar, EA 04-0A8721	California Department of Transportation, District 4
S-037241c	Benjamin J. Harris	2010	Environmentally Sensitive Area (ESA) and Archaeological Monitoring Area (AMA) Action Plan for Two Locations Along State Route 1, San Mateo County, California, 04-SMA-01, PM 0.7 and 1.2, EA 04-0A8721; for the Proposed Metalbeam Guardrail Project at Various Locations Across San Mateo County, California, 04-SMA-VarVar, EA 04-0A8721	California Department of Transportation, District 4
S-037241d	Benjamin J. Harris and Maureen Zogg	2010	Extended Phase I Testing at CA-SMA-97 for the Proposed Metalbeam Guardrail 1-5 Upgrade Project, San Mateo County, California, 04-SMA-01, PM 1.20, EA: 04-0A8721	California Department of Transportation
S-038684	Stacy Kozakavich and Alexandra Merritt-Smith	2008	A Cultural Resources Study for the San Mateo County SMART Corridors Project, San Mateo County, California	LSA Associates, Inc.
S-038684a	Neal Kaptain	2009	Smart Corridors Geoarchaeological Sensitivity Research (letter report)	LSA Associates, Inc.
S-039469	Neal Kaptain	2012	Historical Resources Compliance Report for the San Mateo County SMART Corridors Project, Segment III, Redwood City, Atherton, Menlo Park, East Palo Alto, and Palo Alto, San Mateo County & Santa Clara County, California; EA #4A9201; EFIS #0400001169, Caltrans District 4; SR 82 PM SM 0/4.8, SCL 24.1/26.4; SR 84 PM 24.6/28.7; US 101 PM 0.7/5.5; SR 109 PM 1.10/1.87; SR 114 PM 5.0/5.93	LSA Associates, Inc.
S-039469a	Neal Kaptain	2012	Archaeological Survey Report for the San Mateo County SMART Corridors Project, Segment III,	LSA Associates, Inc.

Table 1. Previous Cultural Resource Investigations

Report No.	Author(s)	Year	Title	Company/Agency
			Redwood City, Atherton, Menlo Park, East Palo Alto, and Palo Alto, San Mateo County and Santa Clara County, California; EA #4A9201; EFIS #0400001169; Caltrans District 4; SR 82 PM SM 0/4.8; SCL 24.1/26.4; SR 84 PM 24.6/28.7; US 101 PM 0.7/5.5; SR 109 PM 1.10/1.87; SR 114 PM 5.0/5.93	
S-039469b	Neal Kaptain	2012	Post-Review Discovery and Monitoring Plan for the San Mateo County SMART Corridors Project, Segment III, Redwood City, Atherton, Menlo Park, East Palo Alto, and Palo Alto, San Mateo County and Santa Clara County, California; EA #4A9201; EFIS #0400001169, Caltrans District 4; SR 82 PM SM 0/4.8; SCL 24.1/26.4; SR 84 PM 24.6/28.7; US 101 PM 0.7/5.5; SR 109 PM 1.10/1.87; SR 114 PM 5.0/5.93	LSA Associates, Inc.
S-039501	Sunshine Psota and David G. Bieling	2012	Archaeological Survey for the 48-inch Force Main Reliability Improvement Project, Cities of San Carlos and Redwood City, San Mateo County, California	Holman & Associates
S-048096	Eric Wohlgemuth and Philip Kaijankoski	2016	Archaeological Survey and Extended Phase I Testing for the Silicon Valley Clean Water Project, San Mateo County, California	Far Western Anthropological Research Group, Inc.
S-048096a	Greg Brown	2017	U.S. Army Corps of Engineers application from Silicon Valley Clean Water for permit to conduct work under jurisdictional Navigable Waters for a sewer main improvement project, San Carlos, San Mateo County (letter report)	U.S. Army Corps of Engineers
S-049125	Michael Meloy and Kathleen Kubal	2000	Historic Property Survey Report for the US 101 Managed Lanes Project, EA 04-1J560	California Department of Transportation, District 4; AECOM
S-049125a	Michael Meloy	2017	Historic Resources Evaluation Report for the US 101 Managed Lanes Project, EA 04-1J560	California Department of Transportation, District 4
S-049125b	Karin G. Beck, Kathleen Kubal, and Jay Rehor	2017	Archaeological Survey Report and Extended Phase I Study, US 101 High-Occupancy Vehicle/Express (Managed) Lanes Project, San Francisco, San Mateo, and Santa Clara Counties, California, EA 04-1J5600	AECOM
S-049125c	Julianne Polanco	2017	FHWA_2017_0508_001, Determinations of Eligibility for the Proposed Creation of Approximately 22 Miles of Managed Lanes	California Office of Historic Preservation

Table 1. Previous Cultural Resource Investigations

Report No.	Author(s)	Year	Title	Company/Agency
			along United States Highway 101, San Mateo County, CA	

Table 2. Previously Recorded Cultural Resources

Primary No.	Resource Name / Description	Age	Date (Recorder, Organization)
In 0.25-mile Study Area (0.25-mile search radius)			
P-41-002295	Inner Bair Island Levee: follows the perimeter of Inner Bair Island, approximately 2.7 miles long, constructed of compacted soil circa 1940.	Historic	2012 – S. Psota, Holman & Associates 2016 – E. Wohlgemuth, Far Western Anthropological Research Group, Inc.
P-41-002385	T-Mobile West, LLC Candidate SF03164A: commercial building with “a concrete foundation, stucco exterior, and a flat roof (Crawford 2012).”	Historic	2012 – K.A. Crawford, Crawford Historic Services

ADDITIONAL SOURCES

In addition to the records search, general contextual and site-specific research was conducted for the subject property and the surrounding area. Additional sources consulted include the NRHP, CRHR, California Office of Historic Preservation Built Environment Resource Directory (BERD), the Redwood City Historical Resources Inventory, the Redwood City Historical Landmark and Historic District list, historical newspapers databases, historical maps and aerials, San Mateo County Assessor database, and other relevant sources of information.

5. CULTURAL SETTING

This section summarizes information regarding the prehistoric and ethnographic setting and historical context of the Project area in the city of Redwood City and the larger vicinity.

PREHISTORIC SETTING

The project is in an area that was environmentally favorable for aboriginal use. The tendency was to set up camp or a village near a freshwater source on the Bay margins. The resources of the San Francisco bayshore (shellfish, fish, waterfowl, tule) and the foothills (acorns, seed, game, stone) could have been easily exploited, while Redwood Creek would have provided a year-round source of water and riparian resources. One branch of Redwood Creek formerly flowed through the project (e.g., Sanborn 1891, 1919). Other permanent sources of water include Cordillera Creek about a mile to the north and San Francisquito Creek approximately two miles to the south. In addition, travel would have been relatively easy between the marshy bayshore and rugged hills. Several nearby passes provide access to the interior San Andreas rift valleys and Pacific Coast.

A number of partially destroyed, presumably prehistoric, midden sites are known in Redwood City. The unconfirmed areas of some of the mound sites in San Mateo County reportedly ranged from 2000 ft² to 4 acres in size and varied from 2 to 25 feet high (averaging 7 feet in height). These sites included a variety of artifacts, large quantities of shell, and human burials (summary after Anastasio et al 1988a-b; after Anonymous n.d.; Chavez 1982a-d; Hamilton 1936? [map in Stanger 1963:13]; Nelson 1909; McGregor 1981; Noguchi 1965; Pilling 1949a-c).

Two aboriginal shell mounds were recorded in the general Redwood Creek area during the 1907-1909 survey of the periphery of the San Francisco Bay region conducted by Nels C. Nelson of the University of California at Berkeley (1909, ca. 1910; Moratto and Singh 1971:1). Both sites were located some distance from the project area. Main Street just north of the railroad tracks (at Cassia Street) south to Woodside Road (State Route 84) was formerly known as Mound Street (e.g., Sanborn 1891, 1897). By 1919, "Mound Street" disappeared to be subsumed under Main Street (Sanborn 1919, 1950).

In general, there is a paucity of mound sites in Redwood City as compared to at least 31 mound sites observed in the City of San Mateo area by Jerome Hamilton (1896-1936; also see maps in Stanger (1963:13) and Nels C. Nelson (1909). Many of the mounds in the San Francisco Bay Region were leveled during development with the midden used for fill and pavement while others have been at least partially covered by roads, buildings, parking lots and even a park. In that Redwood City dates to the mid-1850s, any aboriginal mounds may have been destroyed prior to their formal/informal recordation.

ETHNOGRAPHIC SETTING

The aboriginal inhabitants of the region belonged to a group known as the Costanoans (from the Spanish Costanos or "coastal people") who occupied the area from the central California coast inland to the approximate boundary of the Mount Diablo Range. An estimated 200+ persons of partial Costanoan descent currently reside in the greater San Francisco Bay Area. These individuals now generally prefer the term Ohlone to the anthropologist's Costanoan (see

Galvan 1967/1968:12; Margolin 1978). Costanoan belongs to the larger Penutian language family also spoken by other California Indian groups (Shipley 1978; Broadbent 1972:55). Linguistic evidence suggests that the Costanoans moved into the Bay Area ca. A.D. 500 and replaced an earlier Hokan(?) population. This putative replacement coincides with the appearance of Late Horizon artifact assemblages. Further details of Costanoan linguistic relationships can be found in Levy (1976).

The proposed project is situated within the Ramaytush subdivision of the Costanoan, which included much of present-day San Mateo and San Francisco Counties (Levy 1978:485). Based on Spanish mission records and archaeological data, researchers have estimated a population of 1,400 for the Ramaytush group in 1770 (Levy 1978:485). Within the Ramaytush area, the Costanoan population was further divided into tribelets. In 1770, these tribelets were politically autonomous groups with 50-500 individuals, and an average population of 200 persons. Tribelet territories, defined by physiographic features, usually had one or more permanent villages surrounded by several temporary camps. The camps were used to exploit seasonally available floral and faunal resources (Levy 1978:485, 487).

The proposed project was probably situated at or near a primary settlement of the Lamsin (Las Pulgas) tribelet (Levy 1978:485, #13) also known as the Lamchin (San Carlos Area) (Milliken 1995:229, Map 5, 245-246). According to research by Milliken (1995:245-246), the Lamchin tribelet occupied the bayshore and interior valleys from Belmont through Redwood City. Their main village appears to have been Cachanigtac (Las Pulgas, "The Fleas") which was located north of Redwood Creek probably along Pulgas Creek in San Carlos. The southern boundary of the Lamchin has been located along the bayfront between Redwood City and Atherton (Milliken 1983:86, 89-90, 1995:246).

Unfortunately, extensive ethnographic data on the Costanoans are lacking since the aboriginal lifeway apparently disappeared by 1810. The rapid disruption of the aboriginal lifeway was due to factors such as new diseases, a declining birthrate, and the cataclysmic impact of the mission system and the later secularization of the missions by the Mexican government. The Costanoan were transformed from hunters and gatherers into agricultural laborers who lived at the missions and worked with former neighboring groups such as the Yokuts, Miwok, and Patwin (Levy 1978:486). Later, because of the secularization of the missions by Mexico in 1834, most of the aboriginal population gradually moved to ranchos to work as manual laborers (Levy 1978:486). Thus, multi-ethnic Indian communities grew up in and around Costanoan territory and it was these people who provided ethnological data in the period from 1878 to 1933.

HISTORICAL CONTEXT

Early Redwood City

The first Europeans in Redwood City was Juan Bautista de Anza and his 240 soldiers and colonists, who passed through on his second expedition from Mexico to the San Francisco Bay area. They settled on the San Francisco Peninsula and founded the Mission Dolores and the Presidio. Don Jose Dario Arguello, commanded the Presidio from 1787 to 1791 and was Governor of Alta California from 1814 to 1815, was given a land grant of 69,000 acres by the Spanish government in 1795. This property, named Rancho de las Pulgas ("Ranch of the Fleas") stretched from San Mateo Creek in the north to San Francisquito Creek in the south

and from San Francisco Bay to the Coastal Range Mountains to the west. During the Hispanic period and into the American Period, the nearby redwoods were recognized as an important natural resource. During the 1840s, the Embarcadero at Santa Clara (near Alviso in present day San Jose) functioned as the principal port (Richards 1973:9). The lumbering industry was focused on the mountainous area south of the project area and, at first, relied on the San Francisquito creek and embarcadero at Santa Clara for transportation on and across the San Francisco Bay. After its discovery, the natural advantages of Redwood Creek and slough dominated the region and facilitated regional and local growth (Stanger 1967; Richards 1973:52). In 1856, a post office was established in Redwood City, and the city incorporated in 1867.

Beginning in the mid-19th century, most of the rancho and pueblo lands were subdivided as a result of population growth, the American takeover, and the confirmation of property titles. The initial population on the peninsula was associated with the Gold Rush (1848), followed later by the construction of the transcontinental railroad (1869). Still later, European immigration and the development of a prosperous dairy industry had an impact on population growth in the area. Until about World War II, San Mateo County was dominated by a predominantly agricultural or rural land-use pattern.

Lumbering of the redwoods that began in the Hispanic period continued and expanded during the early American Period. The discovery of Redwood Creek superseded the Old Mission Trail along San Francisquito Creek as the major route to transport redwood from the mountains to Mission Santa Clara, *El Pueblo de San Jose*, Mission San Jose, and later to the Hawaiian Islands (Richards 1973:53). By the mid-1860s and early 1870s, the nearby forests had been exhausted. However, the mills remained in place and functioned for approximately another 50 years (Gebhard et al. 1985:145). Other wharfside industries were shipbuilding, blacksmithing, and support businesses for the wharf along Broadway and Main Streets. Tanneries which relied on local tan bark, also began to import supplies and continued operation. In addition, the county's two largest San Mateo County breweries, the Eureka at the foot of Broadway and the Pioneer Brewery "at Five Points" were located in Redwood City.

Redwood City was chosen as the county seat, due to its location as the only bayside town on the west side of San Francisco Bay (Hart 1978:383). At the time, Redwood City had an estimated population of 400-500 residents.

The San Francisco and San Jose Railroad incorporated in 1860, with construction beginning on May 1, 1861 (Miller 1948:47). The railroad reached Redwood City at the end of September 1863 and began regular service between San Francisco and Mayfield (now Palo Alto) on October 18, 1863 and to San Jose on January 18, 1864 (Miller 1948; Hart 1978; Regnery 1976). In March 1869, the railroad consolidated with the Southern Pacific Railroad Company. The rail line linked Redwood City with San Francisco and San Jose at an early date and used intensively by passengers as well as for the bulk transport of goods. Villages grew along the railroad route and on the edges of estates to house workers who catered to the wealthy owners of the San Mateo Peninsula (Regnery 1976).

The port of Redwood City became a lumber import center after the logging industry declined in the 1870s. As many as 28 ships entered the slough daily in 1874 (Hynding 1982); as a result of this increase in shipping traffic, the local shipbuilding industry thrived well into the 1880s. At that time, Redwood City had a population of 1,400 residents however, by the 1890s, the port had declined due to silting and flooding of Redwood Creek, slowing the lumber exports and

imports. This event, coupled with a general economic slump nationwide and the arrival of the railroad, led to growth of the City of San Mateo that exceeded Redwood City's population (Hynding 1982).

Tanneries were an early and important industry for the growing city. Plentiful tan oaks in the nearby hills provided the essential tannic acid to tan leather; hides were secured from local cattle ranchers and butchers who supplied beef to San Francisco; Redwood Creek provided an abundant water supply; and shipping capabilities from the wharf at the Embarcadero primed the industry for success. The first tannery was Krieg Tannery, established in 1864, and was located on the south of Redwood Creek. Another contemporary tannery, S. H. Frank Tannery, was located along the eastern bank of the creek, north of what is now Veterans Boulevard, and approximately 0.5 miles southeast of the project site (see **Plate 1**). Established as the Wentworth Tannery in 1872, S.H. Frank purchased the property in 1874, and turned the company into one of the city's largest employers for 85 years. Both tanneries secured military contracts during World War II, but both closed in the post-World War II period, with Frank's Tannery outlasting by 12 years, finally closing in 1959, as demand for leather products declined in favor of synthetic materials. Most of the buildings were damaged in a fire in 1968, and the rest of the site was razed in 1970 (AECOM 2019).

Twentieth Century

The 1906 earthquake, which decimated San Francisco and much of the surrounding region, destroyed all the brick buildings in Redwood City, including notable buildings such as the new \$200,000 courthouse, Sequoia High School, and the Carnegie Library; wood-constructed structures weathered the tremors. An unexpected consequence of the earthquake was the influx of residents that left San Francisco for San Mateo County, increasing the population of the county by 14,000 people in the years following the earthquake. Most of these immigrants settled in the northern county cities of San Bruno and South San Francisco. Despite this population increase, the county maintained its character of farmland and large estates.

An effort to revive the port of Redwood City was made in 1912 by then-mayor George Merrill. A harbor company was formed to dredge Redwood Creek slough, although property title issues and other legal problems delayed any efforts until the 1930s. In 1936, a city bond issue finally financed the dredging of a deep-water channel for oceangoing ships, and the port re-opened in 1937 (Hynding 1982). The port played a major role during World War II and in Redwood City's economic revival. Also in 1912 the first paved section of a highway segment was built in the county, signaling the move away from rail and water transport and toward automobile and truck transportation. The Bayshore Highway, built in 1932, cemented this transition.

Post WWII Redwood City

Between 1940 and 1960, the population of Redwood City nearly quadrupled from 12,450 to 46,300. To cope with the increased population, empty lots outside the central core of the city were infilled with residential and commercial buildings. Additionally, developers expanded outside of the central core, building closer to the shoreline, and reclaimed land in the tidal marsh (compare **Plate 1** and **Plate 3**).

An increased and denser population necessitated and improved highway system. The section of Highway 101 (also called the Bayshore Freeway) between San Carlos to the north, through Redwood City, was widened to six lanes with a new alignment, cloverleaf, and extension at

Whipple Avenue and a bridge over Redwood Creek (compare **Plate 1** and **Plate 3**) (*Times* 1956 Sep 20). The new alignment required reclamation of the tidal lands north of the original Bayshore Freeway alignment which also created more land for further development as well as East Basyhore Road which provided a frontage access road. The highway improvements through the area were completed in 1958, but the buildings on the newly reclaimed land were not constructed until 1963, including the Alan Steel & Supply Co. buildings on the subject property and a drive-in theater to the east (HistoricAerials.com 1956, 1958, 1960; *San Francisco Examiner* 1963 Aug 25; UCSB 1965).



Plate 1. 1948 aerial photograph showing future location of subject property (red box) on unreclaimed tidal marsh land. Notes added by PaleoWest (Source: Google Earth Pro 1948).

505 East Bayshore Road

Development of the subject property at 505 East Bayshore Road in 1963 occurred by Redwood City-based general contractor Henry Triano as the Alan Steel & Supply Company (**Plate 2**). Triano erected a large metal frame warehouse at the southwest corner of the property and a small shed at the northwest corner (**Plate 3**). Triano sold the property in 1968 for \$85,000 to Gerald (Frucht) Forrest (*San Francisco Examiner* 1963 Aug 25; *Press-Tribune* 1975 Aug 22; *The Times* 1971 Oct 5; UCSB 1965).

Gerald was born in 1918 in San Francisco to Russian and Romanian immigrant parents Abraham and Ann Frucht. His father worked as a junk collector when Gerald was a baby and the young

family lived at a rented a place on Girard Street. By 1930, Abraham was a junk dealer, the family added two more children, Stanley and Florine, and they owned a house on 34th Avenue. After high school, Gerald worked with his father at the junk dealing business and married Sacramentan Estelle Cohen in March 1947. Abraham died later that year and Gerald and Stanley took over the family junk business that they renamed as "Western Junk Co." (U.S. Census 1920; U.S. Census 1930; U.S. Census 1940; *Sacramento Bee* 1947 Mar 5; *San Francisco Examiner* 1947 Dec 30; R.L. Polk 1948; Legacy.com 2021).

By the late 1950s, Gerald expanded his business holdings into scrap metal when he purchased Consolidated Iron & Metal Company in San Francisco and made Stanley the yard manager. It appears that Gerald leased the Alan Steel & Supply Company from Henry Triano on East Bayshore Road in 1965 and sent Stanley to manage the business (*The Times* 1957 Aug 28; R.L. Polk & Co. 1963; R.L. Polk & Co. 1965).



Plate 2. 1963 advertisement for subject property (Source: *San Francisco Examiner* 1963 Aug 25).



Plate 3. 1965 aerial photograph showing warehouse and shed (no longer extant) at subject property (Source: UCSB 1965).

Between 1966 and 1970, Gerald and his immediate family changed their last name from Frucht to Forrest, but Stanley kept the family surname. During this same time, Gerald purchased the Alan Steel & Supply Company property which was expanded to include another metal frame building that was constructed along the southern property line and the shed at the northwest corner built by Tirano was demolished and replaced with a larger metal frame building (**Plate 4**) (R.L. Polk 1966; *San Francisco Examiner* 1970 Apr 17; UCSB 1965; USGS 1968).

Gerald's daughter Dale married Stephen E. Block in 1970 and Gerald made him a co-owner of the Alan Steel & Supply Company. After joining the company, another metal frame building was erected near the southern property line, a large metal frame building was constructed at the southeast corner of the parcel in the early 1980s, and a small flat roof storage shed was erected on the south side of the building at the northwest corner in the mid-1980s (**Plate 4**) (*San Francisco Examiner* 1970 Apr 17; *The Times* 1971 Sep 22; USGS 1973; HistoricAerials.com 1980; HistoricAerials.com 1982; HistoricAerials.com 1987). Gerald passed away in 2011 and the Alan Steel & Supply Company is owned by the Alan B. Forrest and Adeline Forrest Revocable Trust (Legacy.com 2021; Goldzband et al. 2021 July 29).

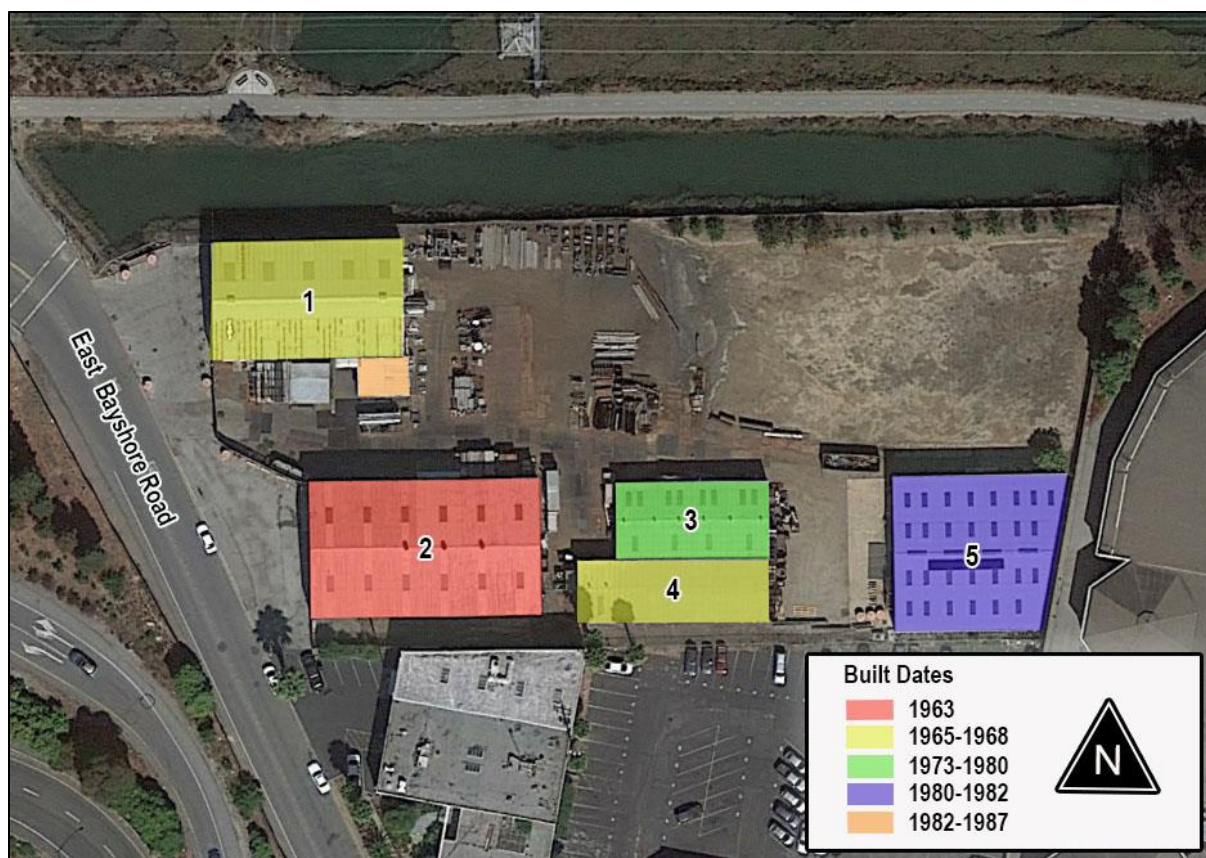


Plate 4. Color coded aerial photograph depicting built date time frames of the extant buildings on the subject property. Building Numbers 1-5 assigned by PaleoWest. Notes added by PaleoWest.

6. FIELD METHODS AND RESULTS

PaleoWest Architectural Historian Dan Herrick conducted an intensive survey of the subject property on October 13, 2021. The property, including buildings, structures, site features, and contextual views were documented with digital photographs and observations were recorded with written fields notes.

The project parcel is located on an approximately 2.44-acres on the east side of the northern terminus of East Bayshore Road and south of Smith Slough and contains five buildings which have been numbered 1-5 for the purpose of this memorandum (see **Plate 4** and **Photograph 1**). All of the buildings are pre-fabricated metal frame, with raised-seam metal roofs.

Building 1 is sited in the northwest corner of the parcel and has a rectangular plan, a side-gable roof, is sheathed with raise-seam metal siding, and a “Alan Steel & Supply Company” sign is affixed to the west side (**Photograph 1**). The only wall openings are located on the south side and consist of sliding, raised-seam metal doors on steel external tracks (**Photographs 1-3**). A short, three-sided, flat roof garage addition with a metal frame, raise-seam siding and roof, and a roll-up door in the west side is on the east end of the south side of Building 1 (**Photograph 4**).



Photograph 1. Overview of 505 East Bayshore Road from Smith Slough. Buildings 1 and 2 at center of portion of Building 5 in background on left, view facing southeast, October 13, 2021.



Photograph 2. West and south sides of Building 1, view facing northeast, October 13, 2021.



Photograph 3. East and north sides of Buildings 1 and 2 with Smith Slough in foreground, view facing southwest, October 13, 2021.



Photograph 4. Flat roof garage addition on south side of Building 1, view facing northeast, October 13, 2021.

Building 2 is sited southeast from Building 1, is similar in plan and massing, and also has a “Alan Steel & Supply Company” sign affixed to the west side (**Photographs 1 and 5**). A public entrance to the office is located on the north end of the west side and consists of a flush door flanked by a large two-part aluminum frame sliding window and two small two-part aluminum frame sliding window (**Photograph 5**). The door and windows are protected by a cantilevered flat roof shelter and a flush personnel entry door is located to the south. A sliding raised-seam metal door on steel external tracks and two pairs of large two-part aluminum frame sliding windows are on the west end of the south side (**Photograph 6**). A centrally located sliding raised-seam metal door on steel external tracks is on the east side along with a small, shed roof shelter addition (**Photograph 7**).



Photograph 5. West and south sides of Building 2 showing entrance on west side, view facing northeast, October 13, 2021.



Photograph 6. Detail of entrance on north side of Building 2, view facing southwest, October 13, 2021.



Photograph 7. Entrance and shelter on east side of Building 2, view facing southwest, October 13, 2021.

Building 3 is sited east from Building 2 and abuts the north side of Building 4 (**Photograph 8**). The building has a rectangular plan, a side-gable roof, is sheathed with three colors of raised-seam metal siding. Overhead roll-up doors are on the west end of the north side and centrally located on the west side (**Photograph 9**). A flush entry door is also on the west side, just south of the overhead door.



Photograph 8. North and east sides of Building 2 at far right, Building 3 at center, and Building 4 in background, Overview of 505 East Bayshore Road, view facing southwest, October 13, 2021.



Photograph 9. Detail of overhead doors on Building 3 at left, north and west sides of Building 4 at center, and shelter on Building 2 at far right, view facing south, October 13, 2021.

Building 4 abuts the south side of Building 3 (**Photographs 9 and 10**). The building has a rectangular plan, a low-pitched side-gable roof, is sheathed with raised-seam metal siding. The only wall opening is a sliding raised-seam metal door on steel external tracks on the north side (**Photographs 9 and 10**).



Photograph 10. South and east sides of Building 4 at left and east side of Building 3 at right, view facing northwest October 13, 2021.

Building 5 is sited in the southeast corner of the parcel. It has an irregular plan, a low-pitched side-gable roof, and is clad with tilt-up concrete panels (**Photograph 11**). Overhead roll-up doors are on the east end of the north side and the north end of the west side. A flush entry door is also on the west side, just south of the overhead door. The south and east sides lack wall openings and are lined by barbwire topped fences (**Photographs 12 and 13**). A similar barbwire topped fence lines the northern property boundary (**Photograph 14**).



Photograph 11. North and west sides of Building 5, view facing southeast, October 13, 2021.



Photograph 12. South side of Building 5, view facing east, October 13, 2021.



Photograph 13. East side of Building 5, view facing south, October 13, 2021.



Photograph 14. Fence along northern parcel boundary, view facing northwest, October 13, 2021.

7. EVALUATION

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

Under CRHR Criterion 1, this property does not have associations with any events that have made a significant contribution to broad patterns of history at the local, state, or national level. Since the property was initially developed 1963, the light-industrial buildings have served as metal scrap yard to Redwood City residents and contractors. This property is not important within the context of scrap yards or the post-war development of Redwood City, and there is no evidence that any historically important events occurred at this location that would merit significance under this criterion.

Under CRHR Criterion 2, this property is not significant for any associations with the lives of persons important to history. General contractor Henry Triano originally developed the property in 1963 and sold it to junk and scrap business owner Gerald Forrest in 1968. Research did not reveal that Triano or Forrest, or anyone else associated with the development and use of this property, made demonstrably significant contributions to his field of occupation or history, therefore, this property is not eligible under CRHR Criterion 2.

Under CRHR Criterion 3, the historic-era buildings on this property are not significant because they do not possess distinctive characteristics of a type, period, or method of construction. The metal frame buildings are utilitarian in design, are a common building type and lack high artistic value that would merit listing under CRHR Criterion 3.

Under CRHR Criterion 4, the historic-era buildings on this property are not significant as a source (or likely source) of important information regarding history. They do not appear to have any likelihood of yielding important information about historic construction materials or technologies.

The individual buildings appear little altered and generally appear to retain integrity of location, setting, design, materials, workmanship, feeling, and association to their dates of construction. The property as a whole also retains integrity of location and setting because it has not moved and the immediate vicinity has undergone little development since the property was developed in 1963. The property retains integrity of association because it still functions as a scrap metal yard and retains integrity of materials because all of the buildings are raised-seam metal clad, metal frame buildings. Only one of the extant buildings on the property remains from the initial development in 1963 and all of the other buildings were constructed after which has affect the original design, workmanship, and feeling of the 1963-constructed property.

REDWOOD CITY HISTORIC DESIGNATION CRITERIA

Under Redwood City Criterion A, this property does not exemplify or reflect special elements of the City's cultural, aesthetic or architectural history. The property does not have any association with any cultural aspect of Redwood City and the metal frame buildings are utilitarian in design and do not reflect any aesthetic or architectural history in Redwood City and does not merit listing under this criterion.

Under Redwood City Criterion B, this property is not identified with persons or events significant in local, State or national history. General contractor Henry Triano originally

developed the property in 1963 and sold it to junk and scrap business owner Gerald Forrest in 1968. Research did not reveal that Triano or Forrest, or anyone else associated with the development and use of this property are significant in local, state or national history. Research did not indicate that any events significant in local, state or national history took place at the property. Therefore, this property is not eligible under Redwood City Criterion B.

Under Redwood City Criterion C, the historic-era buildings on this property do not embody distinctive characteristics of a style, type, period or method of construction, or are a valuable example of the use of indigenous materials or craftsmanship. The metal frame buildings are a utilitarian, post-war design and a common building type and do not merit listing under this criterion.

Under Redwood City Criterion D, the historic-era buildings on this property are not representative of the notable work of a builder, designer or architect. Research did not reveal the names of any architect, designer, or engineer associated with the historic-era buildings on this property, but there is no indication that the buildings are the work of a master.

Finally, the property is not a contributor to a previously identified historic district and does not appear to be associated with a potential historic district.

CONCLUSION

In conclusion, the property at 505 East Bayshore Road is not recommended as eligible for listing in the CRHR or the Redwood City historic resource inventory and is not a historical resource for CEQA.

9. RECOMMENDATIONS

This historic resource assessment memorandum concludes that the built environment resources at 505 East Bayshore Road are not historical resources; therefore, no further study is required.

No archaeological resources were revealed to be within the Project site based on background research; however, it is always possible that unexpected finds may occur during project construction. In the event that previously unidentified cultural resources are unearthed during construction, construction work should cease within 50 ft of the find and directed away from the discovery until a Secretary of the Interior-qualified archaeologist assesses the significance of the resource. The archaeologist, in consultation with the City, should make the necessary plans for treatment of the find(s) if the resource is eligible for listing in the NRHP, the CRHR, or the Redwood City historic resource inventory.

Following the requirements of the California Health and Safety Code (HSC) 7050 and Public Resources Code (PRC) Section 5097.94, if human remains are encountered (or suspected) during any project-related activity, the following steps should be followed:

1. Stop all work within 100 feet;
2. Immediately contact a qualified archaeologist to assess whether the find represents human remains;
3. If remains are confirmed as human, notify the San Mateo County Coroner;
4. Secure location, but do not touch or remove remains and associated artifacts;
5. Do not remove associated spoils or pick through them. Record the location and keep notes of all calls and events; and
6. Treat the find as confidential and do not publicly disclose the location.

If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of such identification. The Most Likely Descendant should work with the property owner, a qualified archaeologist, and any interested agencies to develop a program for re-interment or other disposition of the human remains and any associated artifacts. No additional work should take place within the immediate vicinity of the find until the Most Likely Descendant and a qualified archaeologist give approval.

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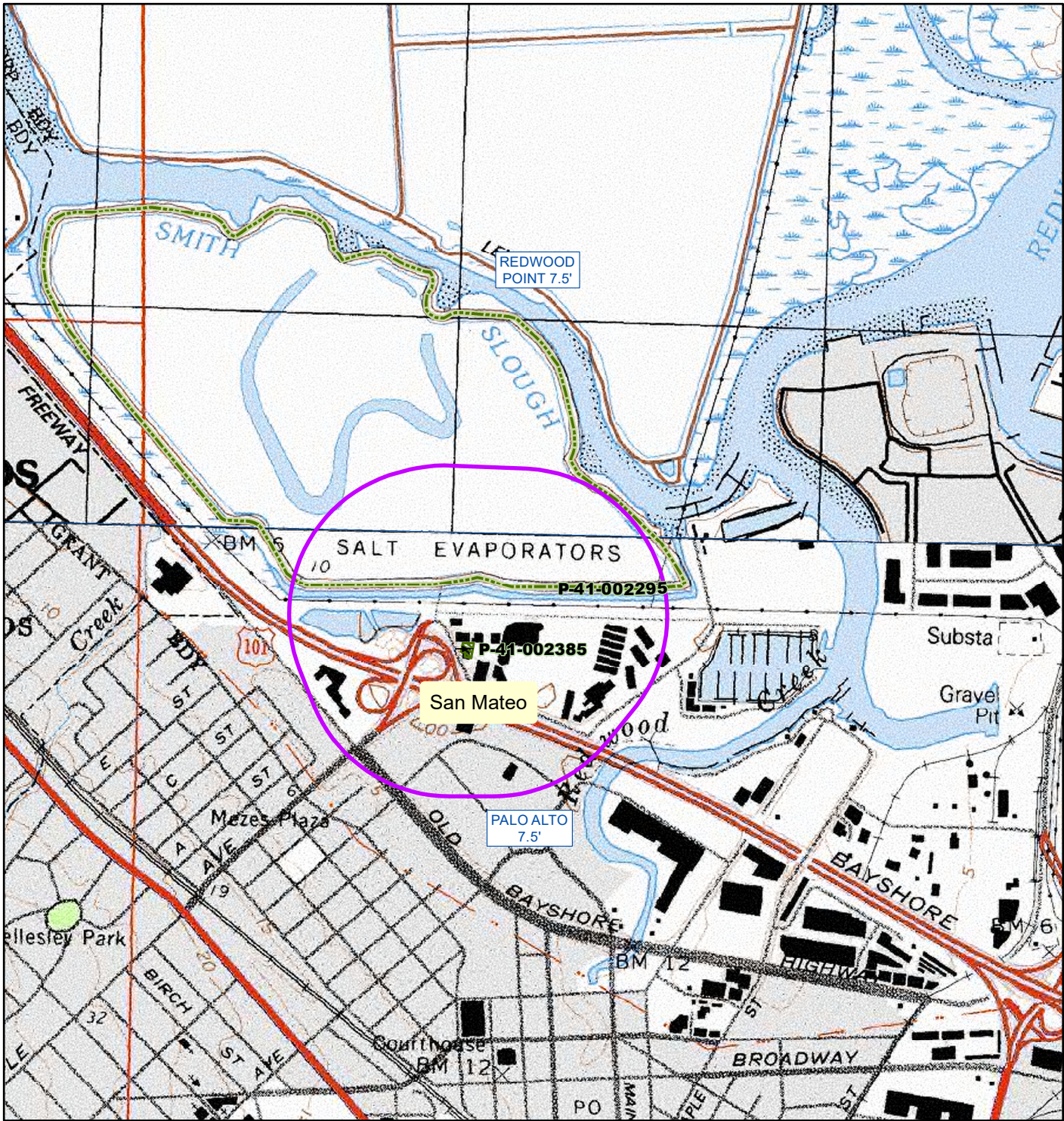
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Appendix A. NWIC Record Search Results

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-41-002295		Resource Name - Inner Blair Island Levee	Structure	Historic	HP39	2012 (S. Psota, Holman & Associates); 2016 (Eric Wohlgemuth, FWARG)	S-039501, S-039679, S-048096, S-053781
P-41-002385		Resource Name - 101 Toyota; Other - T-Mobile West LLC SF03164A	Building	Historic	HP06	2012 (K.A.Crawford, Crawford Historic Services)	S-039679

Resources within 0.25-miles



Northwest Information Center

File #21-0577 12 October 2021 L.Holland

May depict confidential cultural resource locations.

Do not distribute.

