

4.D Cultural Resources

4.D.1 Introduction

This section describes existing cultural resources within the Project Site and vicinity and analyzes the impacts of the Project Site development on significant cultural resources. Cultural resources include historic architectural resources, prehistoric- and historic-period archaeological resources, paleontological resources, and human remains. Feasible mitigation measures are identified as necessary to minimize significant impacts.

4.D.2 Environmental Setting

Ethnographic Setting

Prior to Euro-American contact, the Bay Area was occupied by the Ohlone (also known by their linguistic group, Costanoan). Politically, the Ohlone were organized into groups referred to as tribelets. A tribelet constituted a sovereign entity that held a defined territory and exercised control over its resources. It was also a unit of linguistic and ethnic differentiation.

The Ohlone economy was based on fishing, gathering, and hunting, with the local land and waters providing a diversity of resources, including acorns, various seeds, salmon, deer, rabbits, insects, and quail. The acorn was the most important dietary staple of the Ohlone, and the acorns were ground to produce a meal that was leached to remove the bitter tannin. The Ohlone crafted tule balsa, basketry, lithics (stone tools) such as mortars and metates (a mortar-like flat bowl used for grinding grain), and household utensils. The Ohlone, like many other Native American groups in the Bay Area, likely lived in conical tule thatch houses.

During the Mission Period (1770–1835), native populations, especially along the California coast, were brought—usually by force—to the missions by the Spanish missionaries to provide labor. The missionization caused the Ohlone people to experience cataclysmic changes in almost all areas of their life, including a massive decline in population due to introduced diseases and declining birth rate. Following the secularization of the missions by the Mexican government in the 1830s, most Native Americans gradually left the missions to work as manual laborers on the ranchos that were established in the surrounding areas.

Archaeological Setting

Regional Chronology

The natural marshland biotic communities along the edges of bays and channels were the principal source of food for human subsistence as well as other activities from the middle Holocene until the arrival of Euroamericans in the San Francisco Bay region. Efforts to reconstruct prehistoric times into broad cultural stages (e.g., Early Period, Middle Period) allow researchers to describe a wide number of sites with similar cultural patterns and components during a given period of time, thereby creating a regional chronology.

Many of the original surveys of archaeological sites in the Bay region were conducted between 1906 and 1908 by N.C. Nelson and yielded the initial documentation of nearly 425 “earth mounds and shell heaps” along the littoral zone of the Bay (Nelson, 1909). From these beginnings, the most notable sites in the Bay region were excavated, such as the Emeryville shellmound (Ala-309), the Ellis Landing Site (CCo-295) in Richmond, and the Fernandez Site (CCo-259) in Rodeo Valley (Moratto, 1984). These dense midden sites (referred to as shellmounds) are vast accumulations of domestic debris, which were carbon 14 dated to be ± 2300 B.C. Other evidence from around the Bay suggests that human occupation in the region is of greater antiquity, or ± 5000 B.C. (Jones, 1992). While there are many interpretations of the function of the shellmounds, much of the evidence suggests that they served as sociopolitical landmarks on the cultural landscape and perhaps as ceremonial features as well.

In the San Francisco Bay Area, the Early Period, or the so-called “Berkeley Pattern,” is characterized by almost exclusive use of cobble mortars and pestles, which is often associated with a heavy reliance on acorns in the economy (Moratto, 1984). This unusually intensive reliance on one foodstuff indicates that a shift away from the earlier reliance on a broad spectrum of dietary sources to supply demand was needed by around 1000 BP (Before Present). The Late Pleistocene/Early Holocene profusion of food availability along lakeshores and estuaries likely led to an overexploitation of the resources, which initially resulted in population increases but may also have forced inhabitants to rely on a readily available yet lower-ranked resource like acorns or seeds (Jones, 1991). Nevertheless, given the burgeoning size of Early Period settlements, it is probable that the populations were denser and more sedentary, yet continued to exploit a diverse resource base—from woodland, grassland, and marshland to bayshore resources throughout the San Francisco Bay Area (King, 1974). Many of the Berkeley Pattern traits diffused throughout the region and spread to the interior areas of Central California during this time period.

The population increases and larger, more complex settlements that began in the late-Early Period typify the Middle Period (circa 500 BC–AD 1000) (Arnold et al., 2004). The sociopolitical landscape also appears to have become more elaborate, with clear differentiations in wealth and evidence of personal aggrandizement. During the Late Period (circa AD 1000–1700), however, the record indicates that new sites started to decline and the large shellmounds were abandoned. The Late Period also showed population declines and associated changes in resource use—likely due to human-caused depletions in some terrestrial food sources during the Middle Period (Broughton, 1994).

Prehistoric Landscape and Recorded Sites in the Project Site Vicinity

According to both historical ecological research and late-19th century United States Geological Survey (USGS) maps, the edges of the Bay near present-day Brisbane were tidal wetland and bay waters during the prehistoric period (or throughout most of the Holocene or the past 10,000 years) (SFEI, EcoAtlas, 1999). As a result, the margins of the tidally influenced areas were likely attractive locations for food procurement and processing during this period. The area surrounding Visitation Point appears to have been a watershed with small beach features and riparian woodlands. A large midden site with burials (site designation P-41-000496) was identified near

the United States Postal Service Annex just west of Bayshore Boulevard (Jones & Stokes, 2000). This site lies about 600 feet west of the Project Site. Another site, CA-SMA-92, was identified about 3,000 feet south of the Project Site near Bayshore Boulevard and was characterized as a small shell midden (Avina, 1999).

Icehouse Hill, located in the southwestern portion of the Project Site, rises to approximately 200 feet with steep cuts adjacent to the existing railroad tracks and along Bayshore Boulevard. This is the only portion of the Project Site with potentially native soils overlying bedrock. No previously documented archaeological resources have been identified at this location. Ground disturbance on the western and eastern banks as well as at the hilltop have disturbed the historic ground surface.

No previously identified prehistoric sites occur within the Project Site. Many of the known archaeological resources identified in Brisbane (e.g., CA-SMA-30, CA-SMA-234, CA-SMA-88) are west of Bayshore Boulevard, which corresponds with historical reconstructions of the Bay water levels and tidally influenced areas. Prehistoric settlements would more likely have occurred in locations upland from areas subject to tidal inundation or flood. Except for Icehouse Hill as discussed above, the Project Site was in Bay waters or tidal wetlands during the prehistoric period up to the early 20th century and would not likely contain any prehistoric deposits. Artificial fill deposits characterize virtually all of the landscape east of Bayshore Boulevard and within the Project Site (see discussion below). As such, these soils are not anticipated to contain significant prehistoric resource deposits. A records search of sacred lands did not indicate the presence of Native American cultural resources on the Project Site or in the immediate vicinity (NAHC, 2007).

Paleontological Setting

Paleontological resources are fossilized evidence of past life found in the geologic record. Despite the prodigious volume of sedimentary rock deposits preserved worldwide and the enormous number of organisms that have lived through time, preservation of plant or animal remains as fossils is an extremely rare occurrence. Because of the infrequency of fossil preservation, fossils (particularly vertebrate fossils) are considered to be nonrenewable resources. Because of their rarity and the scientific information they can provide, fossils are highly significant records of ancient life. Paleontological resource localities are sites where the fossilized remains of extinct animals and/or plants have been preserved.

Sedimentary rock formations that yield significant vertebrate or invertebrate fossil remains are considered to possess paleontological sensitivity. Significant paleontological resources can be found anywhere within the geographic extent of sedimentary rocks formations. However, neither the artificial fill material nor the underlying bay mud deposits that comprises the Project Site would contain significant paleontological deposits.

A search of the University of California Museum of Paleontology found no recorded paleontological resources located on the Project Site or in the immediate vicinity (UCMP, 2012). Vertebrate fossils in San Mateo County were limited to sedimentary rock formations of

Pleistocene and Tertiary age (i.e., bedrock formations), particularly along the Pacific coastline and inland stream-banks (UCMP, 2012). The artificial fill material within the Project Site would not contain significant paleontological deposits or unique geologic features, nor would such deposits be contained in the new layers of fill that would be used during Project Site grading efforts. The younger Bay Mud that underlies the artificial fill is not considered a unique geologic feature and is not sensitive for paleontological resources because of its young age and lack of consolidation. The likelihood that previously unknown or unrecorded paleontological resources would be encountered is remote, even through older bay mud deposits that underlie the artificial fill and younger bay muds, may be old enough to have fossilized the remains of ancient organisms.

Historic Setting

Non-native representation in the San Francisco Bay Area dates back to the Spanish exploration of the region in 1769. Early Spanish involvement throughout California centered on missionary and military interests set on securing Spain's territories. Mission San Francisco de Asis, also known as Mission Dolores, was established in 1776, and local native people were taken in as laborers for the mission. Spanish control of the area lasted until 1821 when the newly independent Mexican government took control of California and distributed the newly secularized land holdings as land grants to various individuals.

Brisbane is part of the area that encompassed the 9,594 acres granted to Jacob Lesse in 1841 in the *Rancho Canada de Guadalupe la Visitacion y Rodeo Viejo* Mexican land grant. In 1843, Lesse traded his grant to Robert Ridley, and in 1884 Charles Crocker bought the land, christening it Visitacion Ranch. Following the 1906 San Francisco earthquake, real estate entrepreneurs attempting to develop the area and named their new town the City of Visitacion, but lack of funding for necessary civil services halted plans for a developed town. Instead, the area was inhabited by a small population of rural families during the first quarter of the 20th century (Oral History Associates, 1986).

It was in 1929 that the community adopted the name "Brisbane" and experienced its first major growth phase. Throughout the 1930s, the residential area boomed due to its affordability, with 400 homes built between 1929 and 1933. By 1940, the town had grown to nearly 2,500 inhabitants, from a population of 28 in 1929. The City of Brisbane incorporated in 1961 and the Baylands area was annexed into the City in 1962 (Oral History Associates, 1986).

The Project Site is located on filled land reclaimed from tidal marshlands along San Francisco Bay. Bayshore Boulevard traces the approximate path of the original Bay shoreline. In the early 1900s, the Southern Pacific Railroad (SPRR) constructed railroad tracks across the Bay. After the 1906 San Francisco earthquake, the area west of the rail corridor was filled in primarily with demolition rubble.

The area east of the rail corridor was used as a municipal landfill site beginning in the 1930s. Starting from the north, dumping continued southward until it was finally stopped in the 1960s at the edge of what is now Brisbane Lagoon. The construction of US Highway 101 in the mid-1950s

established the easternmost boundary of the Bay fill. The Brisbane Landfill site encompasses an area of approximately 364 acres and is bounded by the Union Pacific/Joint Powers Board railroad corridor (Caltrain tracks) to the west, US Highway 101 to the east, and Brisbane Lagoon to the south. After the landfill operation was discontinued in 1967, a soil cover approximately 20 to 30 feet deep was placed over the site. Since the 1940s, a variety of uses, including the existing lumberyards and warehouse buildings, has developed atop the oldest part of the landfill (see discussion below).

Historic-period Archaeological Sites in the Project Area

As described in the Section 4.E, *Geology, Soils, and Seismicity*, of this EIR, the Project Site was originally part of San Francisco Bay. The area was transformed into its present-day condition through progressive infilling of tidal marshlands and the resultant eastern advancement of the shoreline to its present location east of US Highway 101. Following the 1906 San Francisco earthquake, the area west of the SPPR railroad corridor was filled in, primarily with demolition rubble. In the area east of the tracks, Bay infilling continued up through the mid-1950s, further extending the shoreline to the east (see Figure 4.E-1). Purposeful fill, that is fill that is derived offsite and deliberately dumped to raise the land surface, is “usually not very informative, except inasmuch as it marks transitions in land use” (Meyer et al., 2007). While purposeful fill may contain large quantities of artifacts, they can only serve as a baseline for comparison with artifact deposits associated with individual households or businesses. Offsite derived purposeful fill lacks integrity of location, feeling, and association. Therefore, per the standards set forth in Section 15064.5 of CEQA Guidelines, artificial fill associated with the 1906 earthquake on the Project Site is not likely to yield important information in history, nor does it contain information needed to answer important scientific research questions, and is therefore not considered a historical resource or a unique archaeological resource for the purpose of CEQA.

One known recorded historic-period archaeological site (CA-SMA-378H) is located on the southwestern portion of the Project Site near the North County Fire Authority fire station at 3445 Bayshore Boulevard. This artifact scatter contains glass fragments and other refuse from the late 19th and early 20th centuries and does not have significant data potential (Leach-Palm and Byrd, 2005). Per the standards set forth in CEQA Section 21083.2(g), the resource (1) does not contain information needed to answer important scientific research questions, (2) does not have a special and particular quality, and (3) is not associated with a recognized important historic event or person. Therefore, because CA-SMA-378H is not likely to yield important information in history nor does it contain information needed to answer important scientific research questions, it is not considered a historical resource or a unique archaeological resource for the purpose of CEQA.

Lumberyard Development

By the mid-1940s, the eastern portion of the Project Site had housed various industrial and commercial interests. The Gamerston & Green Lumber Company, Mars Metal Company, and Jones Hardwood Plywood Company are referenced on the 1946 Southern Pacific station plan of the Bayshore freight yard (Southern Pacific, 1950). Van Arsdale Lumber, now Van Arsdale-Harris Lumber Company, appears for the first time on the 1962 Southern Pacific Bayshore-

Visitacion station plan. Sierra Point Lumber and Plywood Company, immediately south of Van Arsdale Lumber, appears to have been constructed more recently (circa 1965-1970). Based on a review of historic maps of the area and professional judgment, none of the existing contemporary buildings located in either lumberyard appear to be 50 years old, and archival research and a field survey yielded no indication that any of these structures would be considered historically or architecturally significant (per federal and state criteria for listing, which are defined in Subsection 4.D.3, *Regulatory Setting*). **Figure 4.D-1** and **Figure 4.D-2** are contemporary photos of the Van Arsdale-Harris Lumber and Sierra Point Lumber buildings, respectively.

Railroad Development

The western portion of the Project Site is primarily associated with early-20th century railroad development. The San Francisco & San Jose Railroad (SF&SJRR) Company incorporated in 1861, and the railroad connecting the two cities was completed in 1864. SPRR bought out the SF&SJRR in 1868, around the same time that the owners of the Central Pacific Railroad, the “Big Four”—Leland Stanford, Collis Huntington, Charles Crocker, and Mark Hopkins—purchased the SPRR. The SF&SJRR was consolidated into the new SPRR in October 1870. The railroad expanded the agricultural economy of California and led to more innovative ways of shipping and preserving food supplies, such as transporting fruit and meat in refrigerator cars developed in 1880.

Rail Line Improvements

By 1890, rail traffic from San Francisco to San Jose had increased to four trains daily to San Jose and points beyond, as well as three trains to Menlo Park and back each day. E. H. Harriman became president of the SPRR in 1901 and initiated extensive improvements to the rail line, including the construction of the Bayshore Cutoff in 1904. A new level route that more closely followed the Bayshore was needed between San Bruno and San Francisco to eliminate the steep grade through Bernal Cut. In October 1904, construction of the Bayshore Cutoff began, and the work was done under the name of Bayshore Railway, a SPRR-held company. This line was one of the most expensive segments of railroad that had been built up to that time, costing almost a million dollars per mile for its 9.81 miles between San Francisco and San Bruno.

The construction of this line was a difficult undertaking, as 20 percent of the route consisted of tunnels. The cut at Visitacion Point, some 95 feet in depth, required removal of 750,000 cubic yards of material, which was used to fill in the inlet known as Visitacion Bay, north of the cut. Harriman directed his engineers to take the project several steps further than what earlier railroad planners had originally envisioned, as he was planning for future growth of the San Francisco Bay Area. The entire line was constructed with two main tracks, although it was designed to accommodate up to four tracks throughout the entire line, with the exception of four of the five tunnels. The line, which officially opened for service on December 8, 1907, shortened the distance between San Bruno and San Francisco by four miles and eliminated Bernal Cut as a mainline, saving 17 minutes for commuters heading from San Jose to San Francisco.



SOURCE: ESA, 2007

Brisbane Baylands . 206069

Figure 4.D-1
Van Arsdale-Harris Lumber Company



SOURCE: ESA, 2007

Brisbane Baylands . 206069

Figure 4.D-2
Sierra Point Lumber and Plywood Company

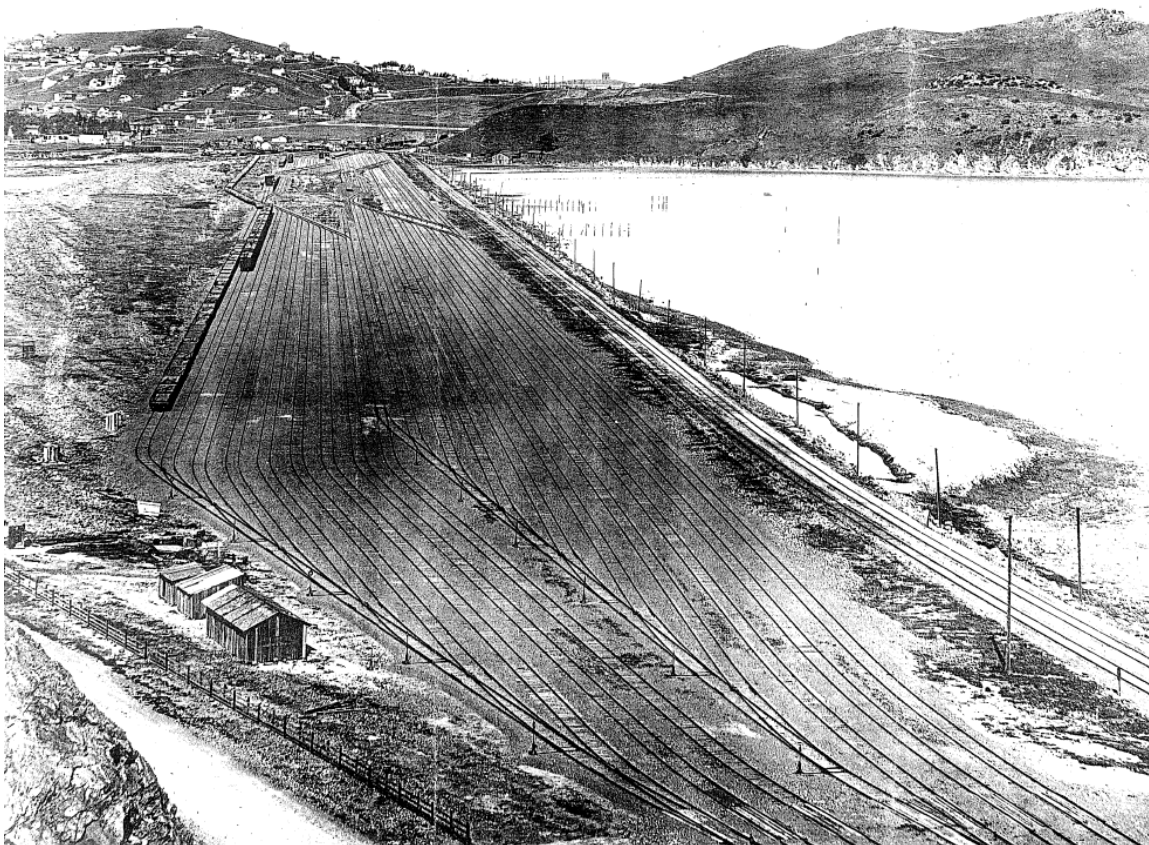
Building Construction

As part of the Bayshore Cutoff project, a modern freight terminal designed to replace the old machine shops at 16th and Harrison Streets and the car repair and roundhouse facilities at Mariposa Street on the old line in San Francisco was constructed on some 200 acres of fill at Visitacion Bay (see **Figure 4.D-3**). The new “Bayshore Yard,” some 8,400 feet long, included a roundhouse, machine and car shops, and a hump,¹ the second hump to be built on the West Coast. The Roundhouse at the Bayshore Yard was built circa 1907² to service freight locomotives. The former Tank and Boiler Shop at the Bayshore Yard was built in 1920 to maintain and repair the iron boilers on the steam locomotives (Southern Pacific, 1920). Locomotives would originate from the Roundhouse, leaving from one of the rear doorways located in the northwestern portion of this building, stop at a transfer pit where the locomotive would slide horizontally, and align with one of approximately 15 tracks leading into the large, brick Machine and Erecting Building located approximately 300 feet north of the Tank and Boiler Shop. From there, the approximately 6,000-pound boilers would be hoisted off the locomotive(s) by an overhead gantry crane, placed on smaller rail cars, and transferred to the Tank and Boiler Shop through one of eight tracks leading into the building. In the Boiler Shop, the boiler’s internal flues would be dismantled and washed to eliminate the scale and mineral build-up that would accumulate on them and reduce their efficiency (Hart, 2007). The nearby transfer pit, the hump, and the Machine and Erecting Building no longer exist. The former Tank and Boiler Shop operated until the 1950s, and in 1963 it was leased to the Lazzari Fuel Company for use as a charcoal warehouse, a use that continues today. It appears likely that one of the only reasons this building was not demolished with the majority of the other railyard buildings is that it had been leased to a tenant, and therefore generated income, for the last 48 years.

The Visitacion Ice Manufacturing Plant, located at the southern end of the railroad yard, was constructed in 1924 as a Pacific Fruit Express Ice Manufacturing Plant to supply ice to the trains of the Pacific Fruit Exchange going in and out of San Francisco. The plant had a 90-ton daily production capacity and 2,300 tons of storage capacity, as well as an island platform of 10 car lengths for loading and unloading ice onto waiting trains when it was in use. The plant at Visitacion was constructed to replace the retired San Francisco-Mission Bay Ice Transfer Plant and served the Bay Peninsula north of Santa Clara. It was constructed using the standard layout plan and design for a Pacific Fruit Exchange ice manufacturing plant. The Visitacion Ice Manufacturing Plant was in operation between 1924 and 1955, coinciding with the heyday of steam locomotion and train transport of California agriculture. Ice manufacturing plants were central aspects of the support system necessary for the shipment of perishable produce. Refrigeration with ice allowed for transportation of perishable goods beyond the local market and was very important to the development of California as an agricultural supplier throughout the continent (Thompson, 1992). The building was discontinued as an ice plant in 1955 and was bought by the Market Street Van & Storage Company by 1962. It currently houses Machinery & Equipment, Inc.

¹ A railroad “hump” is an artificially built hill that uses the force of gravity to propel the cars through the various switches in order to arrange them into various trains without having to use switch engines to guide the cars into place. The hump at Bayshore is no longer extant.

² The Roundhouse first appears on a 1915 USGS Map, San Francisco and Vicinity. Earlier maps of the vicinity from 1905 identify the SPRR tracks across Visitacion Bay, but no other structures. As such, a “circa” date of 1907 is given for the construction of the Roundhouse.



Brisbane Baylands . 206069

SOURCE: Collection of Ralph Domenici, sanfranciscotrains.org

Figure 4.D-3

Bayshore Railroad Yard at Visitacion Bay
View from Bayshore Point, February 24, 1911

By 1950, approximately 75 other railroad maintenance shops and smaller structures had been constructed along the western edge of the railroad yard and clustered along Bayshore Boulevard. These buildings included a machine shop, a powerhouse, a coach repair shop, a freight car repair shop, a lumber shed, a storage shed, loading platforms, a tower at the north end of the yard, and thousands of linear feet of rail spurs. A station plan from 1950 identifies the Bayshore Yard and many of its associated structures, including the Roundhouse (see **Appendix F.5**).

By 1954, the SPRR had nearly completed the change from steam-powered locomotives to diesel power. In May 1954, heavy repair of steam locomotives ceased at the Bayshore Yard and its shops were closed. Following its official closing, the Bayshore Yard remained busy for several years dismantling the now-defunct steam engines, and the yard became the major classification yard³ for the San Francisco Terminal. Upon arriving at Bayshore, freight trains had their cars switched into smaller segments, or “cuts,” destined to various industrial areas. From the Bayshore Yard, switch engines hauled the cuts of cars to the small yard in South San Francisco and to the Mission Bay yard at 16th and Bryant Streets in downtown San Francisco. After dropping off

³ A “classification yard” is a type of railroad freight yard used to separate railroad cars onto one of several tracks.

these inbound cars, engines would return to the Bayshore Yard with cuts of outbound cars that would eventually be made up into outbound trains.

Use of the freight yard ceased in the 1960s, and the yard was predominantly idle at the time of its purchase in the late 1980s by Tuntex, now Universal Paragon Corporation. Caltrain took over the Union Pacific rail line in the 1980s, and by 1989 nearly all of the railroad spur tracks and numerous other maintenance shops and smaller support structures had been removed. The remaining railroad-related structures are described below. Please also see Figure 3-5 in Chapter 3, *Project Description*, which graphically depicts the development of the former rail yard site from 1915 to 1995.

Remaining Railroad-Related Structures

The only structures left standing today from the SPRR steam train era are the brick Roundhouse, the former Tank and Boiler Shop (currently Lazzari Fuel Company), and the former Visitacion Ice Manufacturing Plant (currently Machine & Equipment, Inc.). These buildings are described below.

Roundhouse. Designed by the SPRR and constructed circa 1907, the Roundhouse is a classic example of a railroad roundhouse, despite being significantly damaged by fire in recent years (see **Figure 4.D-4**).



SOURCE: ESA, 2007

Brisbane Baylands . 206069

Figure 4.D-4
The Roundhouse

Built out of brick and heavy timber construction, the building's semi-circular plan reflects its function as a railroad roundhouse built to service the steam-powered locomotives of the day. Surrounding roughly 120 degrees of the pond that once contained the circular railroad turntable, the building consists of a curving shed wrapped on its exterior by a brick facade. The Roundhouse was built approximately 100 feet from the center of the turntable (no longer extant). The structure has a low-pitched roof with overhanging eaves and a continuous roof monitor and ventilators along the ridge to allow heat, smoke, and steam to escape. On either end of the curved building, as well as at the building's center point, is a stepped brick parapet.⁴ The building is approximately 24 feet tall at the roof's apex, tapering to about 18 feet at the lowest point. The brick facade is at least 18 inches thick, with arched openings consisting of five rows of soldier-course brickwork.⁵ The approximately seven-by-nine-foot windows with arched headers run the length of the outside walls of the Roundhouse. The extant windows consist of wood framing with vertically proportioned small panes of glass. Doors and gates were made of heavy timber with externally expressed bracing and framing. A series of wood lamp posts arranged in a row extending from the southern end of the Roundhouse demarcate the location of additional spur lines where repair and maintenance of railroad engines also occurred. The western half of the building is severely fire-damaged, with portions of its roof missing, charred timbers, and missing or broken window frames. This abandoned building also shows evidence of vandalism and graffiti, despite the chainlink fencing that encircles the building.

Lazzari Charcoal Building (Former Southern Pacific Tank and Boiler Shop). Originally used to maintain and repair the boilers on steam locomotives, the Lazzari Charcoal Building, which currently houses the Lazzari Fuel Company and is referred to as the "Lazzari Fuel Company building" elsewhere in this EIR, is located about 150 feet northwest of the Roundhouse (see **Figure 4.D-5**).

The building is a rectangular shed structure with a low-pitched roof overhanging eaves and a monitor roof⁶ along the ridge. This industrial building was designed by the SPRR and constructed in 1920. The wood post-and-beam framed building is about 180 feet long by 100 feet wide and about 60 feet tall to the peak of the roof. The building has a monitor roof form with an upper-level clerestory to allow light to penetrate the interior of the structure. Windows on the northern and southern walls consist of vertically proportioned casement windows with small panes of glass set near to the building's skin. Nearly all the windows and doorways on the lower elevations have been boarded up, and many window panes located along the building's upper clerestory are broken or missing. The external cladding is corrugated metal siding with two large industrial shed doors on the southern wall. The interior of the building consists of exposed wood trusses and posts and the remains of steel I-beams that supported a 30-ton traveling gantry crane used for locomotive repair. The crane and internal tracks are no longer extant.

⁴ A "parapet" refers to a low wall along the edge of a roof.

⁵ "Soldier-course brickwork" refers to bricks laid vertically with the narrow side exposed.

⁶ A "monitor roof" refers to a roof with a raised extension above a ridge, typically constructed to provide light and ventilation to the room below.



SOURCE: ESA, 2007

Brisbane Baylands . 206069

Figure 4.D-5
Lazzari Charcoal Building
(Former Southern Pacific Tank and Boiler Shop)

Machinery & Equipment Building (Former SPRR Ice Manufacturing Plant). Constructed in 1924, this L-shaped brick building consists of three sections: two storage areas in the two-story square northern portion and the single-story rectangular southern section that was used as the tank and compressor room (see **Figure 4.D-6**). This building is surrounded by, but not a part of, the 733-acre Project Site.

There were also two satellite buildings associated with the ice manufacturing plant: the condenser building, which has been heavily modified and now houses the Machinery & Equipment, Inc. administrative offices; and the blacksmith shop now used for storage. The main rail line that served the ice manufacturing plant still exists and is located immediately east of the property boundary. The associated rail spur used by the ice manufacturing plant is still present but it is no longer attached to the main line and is covered by concrete. The island platform for loading and unloading of ice onto waiting trains is also no longer extant. The building now provides storage space for the Machinery & Equipment, Inc.

The main building is a hollow and pressed brick structure with wooden beams supporting the two-story portion and steel trusses supporting the single-story section. The exterior brick piers occur approximately every 15 feet, are about two feet wide, and project at least 18 inches from the main facade. The second-story portion of the building has a yellow brick cornice with



SOURCE: ESA, 2007

Brisbane Baylands . 206069

Figure 4.D-6
Machinery & Equipment Building
(Former SPRR Ice Manufacturing Plant)

decorative brick detailing and cast stone parapet caps. Along the southern portion of the building, these piers frame large rectangular windows made up of small panes of glass. The building's interior is still covered with the cork insulation that was installed during its use as an ice manufacturing plant and has undergone only minimal structural alteration.

Other Buildings. Other buildings in the southwestern portion of the Project Site that are not directly associated with the former use as a SPRR railyard include a number of warehouses along Industrial Way and parallel to Bayshore Boulevard, immediately south of the Roundhouse. There are approximately 12 single-story, corrugated steel industrial warehouses, most of which appear to have been constructed within the last 30 to 40 years. This area once contained the Moore Building, a large, brick-clad, concrete-framed multi-storied factory building typical of early-20th-century industrial architecture. This building was demolished in 1997. The 1950 railyard plan indicates that the Moore Building and other buildings in this area were owned by Consolidated Chemical Industries, a fertilizer company. Aside from the Moore Building, this area included about eight other industrial buildings: a fertilizer plant, a warehouse, a mill, a powerhouse, bone shed and bone storage, a glue works, and a hide and glue plant.⁷ All of these previous uses appear to have been replaced by newer steel industrial warehouses, with the exception of the former

⁷ These buildings were likely used to manufacture glue and fertilizer from the bones of deceased cattle, possibly originating from the Cow Palace, about one mile northwest of this location (Bruce, 2007).

“bone storage” building, a two-story concrete warehouse that appears to have been constructed circa 1945 and is located at the southwest end of Industrial Way. Current uses in this area include auto repair shops and warehouses for film prop rentals.

Recology

The 44.2-acre Recology site straddles the Brisbane/San Francisco boundary between US Highway 101 and Tunnel Avenue. The facility provides landfill diversion and resource recovery services to residential, commercial, and municipal customers in San Francisco.

Following the 1906 San Francisco earthquake, several garbage collection companies began to form to remove the vast volume of construction debris, bringing a semblance of organization to the collection trade in San Francisco. By the early 1920s, two major refuse companies had emerged: Scavenger’s Protective Association and Sunset Scavenger Company. In 1921, San Francisco began regulating the scavenger service and by the mid-1930s began setting rates and requiring permits for operation. In 1935, the city’s two collection companies formed Sanitary Fill Company (today known as Recology San Francisco), the first of a number of jointly owned specialized subsidiaries. Sanitary Fill Company’s charter was to develop disposal capacity for the increasingly large amount of refuse that was overwhelming San Francisco. Throughout the 1940s and 1950s, both San Francisco collection companies grew and expanded their services to keep pace with the city’s growth. In 1965, as part of a modernization program, Scavenger’s Protective Association changed its name to Golden Gate Disposal & Recycling Company. In 1983, Golden Gate Disposal & Recycling Company was reorganized as Norcal Solid Waste Systems, and in 2009, Norcal was rebranded as Recology San Francisco (Recology, 2013).

Although landfill operations began on the southernmost portions of the Recology site as early as 1915 (see Figure 3-5 in Chapter 3, *Project Description*, of this EIR), no buildings were constructed in the area until the early 1950s, when buildings were clustered primarily on the northeast corner of Beatty Avenue and Tunnel Avenue. The number and size of the facilities grew from the 1950s through the 1990s. Currently, there are approximately 20 existing buildings located on the site that contain administration, operations, and maintenance functions for the facility; about half of these buildings are located within the Brisbane city limits, while the other half are within San Francisco. These existing uses include 41,578 square feet of administrative buildings, 78,168 square feet of operations area, and 113,142 square feet of vehicle and container maintenance facilities.

While many of the Recology buildings date to the early 1950s and are therefore more than 50 years old, they are utilitarian in nature, consisting primarily of single-story warehouses clad in corrugated steel with steel sash windows and roll-up garage door bays. Based on a review of historic maps of the area, archival research, a reconnaissance-level windshield survey of the area, and professional judgment, there is no indication that any of the Recology structures would be considered historically or architecturally significant (per federal and state criteria for listing, which are defined in Subsection 4.D.3, *Regulatory Setting*).

Recorded Historic Resources on the Project Site and in the Vicinity

Recorded Historic Resources on the Project Site

The Conservation Element of the Brisbane General Plan identifies the former SPRR Roundhouse within the Project Site as an important cultural resource to the City (City of Brisbane, 1994b). A cultural resources background report prepared for the Brisbane General Plan (Report OS-1) identified the Roundhouse as an existing historical resource (City of Brisbane, 1994a). The Roundhouse was also listed in the National Register of Historic Places (NRHP) in March 2010 (NR #10000113). As a property listed in the NRHP, it was automatically listed in the California Register of Historical Resources (CRHR). Due to its federal, state, and local listing, the Roundhouse is considered to be a “historical resource” as defined by CEQA (CEQA Guidelines Section 15064.5(a)).

Recorded Historic Resources in the Project Site Vicinity

Recorded historic resources in the immediate vicinity of the Project Site (but not within the Project Site) include the 7 Mile House Sports Bar and Grill, located at 2800 Bayshore Boulevard; and the Bayshore/Crocker Tunnel, located west of the Project Site and approximately 450 feet northwest of the Machinery & Equipment building (former SPRR Ice Manufacturing Plant).

The 7 Mile House, identified by the City as a local historical resource (City of Brisbane, 1994a), is located across Bayshore Boulevard from the Project Site, near the intersection of Bayshore Boulevard and Geneva Avenue. In the mid-19th century, a number of “Mile Houses” were established between San Francisco and San Jose. A Mile House was a stagecoach stop where mail was delivered and where stagecoaches stopped to exchange and rest their horses. A Mile House was designated according to its distance from the stage terminus in downtown San Francisco; as the Mile Houses were built, they got their designations from the distance the stage had traveled. The 7 Mile House in Brisbane dates to between circa 1850 and 1875⁸ and is located seven miles from the stage terminus on San Francisco’s Embarcadero. This building is likely one of the last of its kind still in its original location. The building itself, however, appears to date to the 1920s with later additions, and continues to function as a bar and restaurant. As a property identified by the City as a local historical resource, the 7 Mile House is considered a historical resource for CEQA purposes.

Located immediately north of the Project Site within San Francisco is the former Schlage Lock factory site. The majority of the buildings on this site were demolished in 2009 except for the Schlage Lock Factory Building A (Old Office Building), located at 2201 Bayshore Boulevard and Blanken Avenue. This two-story, Spanish style office building constructed in 1926 was identified as individually eligible for listing in the California Register of Historical Resources as a result of a survey and evaluation of the property in 2008 in support of the Visitacion Valley Redevelopment

⁸ An 1861 map of the City and County of San Francisco (Wackenreuder and Langley) from the David Rumsey Map Collection identifies a “6 Mile House – Cunningham” slightly north of today’s 7 Mile House along the Bayshore route in Visitacion Valley, near today’s Sunnydale Avenue. An 1869 U.S. Coast Survey Map of the San Francisco Peninsula identifies a number of buildings near the intersection of today’s Bayshore Boulevard and Geneva Avenue, any one of which may have been the “7 Mile House.”

EIR (Carey & Co., 2008 and San Francisco Redevelopment Agency, 2008), and therefore is considered a historical resource for CEQA purposes.

The Bayshore/Crocker Tunnel is a former SPRR tunnel located beneath Bayshore Boulevard that once connected the freight yard to today's Crocker Business Park with a single-track railroad spur. The tunnel was likely constructed in the early 20th century. The tunnel was identified by the City as a local historical resource (City of Brisbane, 1994a), and as such, it would be considered a historical resource for CEQA purposes.

Evaluation of Historical Significance

Buildings that were not previously recorded as historical resources, as well as the former freight yard as a whole, were evaluated for their potential historical significance by applying the federal and state criteria for listing, which are defined in Subsection 4.D.3, *Regulatory Setting*, below.

Table 4.D-1 shows whether these buildings are considered "historical resources" under the CEQA Guidelines definition.

**TABLE 4.D-1
HISTORICAL SIGNIFICANCE OF RESOURCES WITHIN OR ADJACENT TO PROJECT SITE**

Current Name / Description	Historic Name / Use	Eligibility
Roundhouse	Former Southern Pacific Roundhouse	Considered to be a "historical resource" as defined by CEQA Guidelines Section 15064.5(a).
Machinery & Equipment Building	Former SPRR Ice Manufacturing Plant	Considered to be a "historical resource" as defined by CEQA Guidelines Section 15064.5(a).
Lazzari Charcoal Building	Former Southern Pacific Tank and Boiler Shop	Not considered "historical resources" for purposes of CEQA Guidelines Section 15064.5(a).
Industrial Way warehouses	(not applicable)	Not considered "historical resources" for purposes of CEQA Guidelines Section 15064.5(a).
Lumberyard buildings	(not applicable)	Not considered "historical resources" for purposes of CEQA Guidelines Section 15064.5(a).
Freight Yard Cultural Landscape	Former Southern Pacific Freight Yard	Not considered a "historical resource" for purposes of CEQA Guidelines Section 15064.5(a).
Recology site	Landfill diversion and resource recovery services	Not considered a "historical resource" for purposes of CEQA Guidelines Section 15064.5(a).

SOURCE: ESA, 2012, 2013.

Although previously identified as a local historical resource within Report OS-1, the Machinery & Equipment building (former SPRR Ice Manufacturing Plant) was evaluated for its potential historical significance under federal and state criteria. The Lazzari Charcoal Building (former Southern Pacific Tank and Boiler Shop) was evaluated for its potential significance under federal

and state criteria. Other buildings that are located on the Project Site but are not associated with the railroad include the warehouses along Industrial Way and the lumberyard buildings in the northeastern portion of the site. Finally, the former freight yard as a whole was evaluated as a potential cultural landscape. All of these structures and the one landscape are described below.

Machinery & Equipment Building (Former SPRR Ice Manufacturing Plant)

The cultural resources background report (Report OS-1) prepared for the 1994 Brisbane General Plan identified the Machinery & Equipment building (former SPRR Ice Manufacturing Plant) as an existing historical resource (City of Brisbane, 1994a). As such, this building is considered to be a historic resource at the local level and a “historical resource” as defined by CEQA.

This building also was evaluated for its potential historical significance under federal and state criteria. The building may be historically significant under CRHR/NRHP criterion 1/A due to its historical associations with the SPRR’s steam train era and the Pacific Fruit Express, the latter of which was central to the support system necessary for the shipment of perishable produce and, therefore, important to the development of California as an agricultural supplier. The building may also be historically significant under CRHR/NRHP criterion 1/C because it embodies the distinctive characteristics of a type, specifically, a 1920s-era Pacific Fruit Express Ice Manufacturing Plant, a building type that is exceedingly rare. Aside from the loss of the island platform and later adjacent additions, the building has maintained considerable physical integrity during its more than 85 years of use, and as such, this building may also be individually eligible for listing in the NRHP and CRHR.

Lazzari Charcoal Building (Former Southern Pacific Tank and Boiler Shop)

The Lazzari Charcoal Building, located about 150 feet north of the Roundhouse, is not listed in the NRHP, nor is it listed in Report OS-1 as a historic resource. The building also is not listed in the CRHR.

The Lazzari Charcoal Building has not been previously identified on any federal, state, or local registers of historical resources. This warehouse building, while historically associated with the SPRR, does not have sufficient historical or architectural significance to be considered individually eligible for listing under NRHP/CRHR criteria or as a City of Brisbane historical resource. Unlike the nearby Roundhouse or the former Ice Manufacturing Plant (see discussion below), the former Southern Pacific Tank and Boiler Shop was one of many shops that supported, but would not be considered individually integral to, the workings of the freight yard. The shed-style building is a more common industrial building style and does not reflect the distinctive characteristics of a type of architecture. Built of less durable materials such as wood and corrugated steel instead of brick, and somewhat altered since its use as a boiler shop for the SPRR, the building has fallen into a moderately dilapidated state.

The removal of the rail lines, the transfer pit, and the brick Machine and Erecting Building, as well as nearly all nearby associated features, has further reduced this building’s historical setting and integrity. Due to a lack of strong historical associations and sufficient physical integrity, the

building does not meet the criteria for listing in the NRHP/CRHR. Therefore, although the structure has limited merit as a former SPRR shop building, it is not considered a “historical resource” for CEQA purposes.

Other Buildings on the Project Site

None of the other buildings on the Project Site, including Recology’s facilities, the warehouses along Industrial Way, or the lumberyard buildings in the northeastern portion of the Project Site, qualify as historical architectural resources under NRHP/CRHR criteria. Archival research at local repositories, a review of historic maps and aerial photography, and a reconnaissance-level pedestrian survey did not reveal any structures with significant historical associations or structures of architectural merit. Given their relatively recent dates of construction (the majority constructed within the last 30 to 40 years) and their utilitarian/industrial style, it is unlikely that these buildings would become historical resources with future detailed surveys or evaluations. As such, these buildings are not considered “historical resources” for purposes of CEQA.

Former Southern Pacific Freight Yard as a Potential Cultural Landscape

The National Park Service, in the Guidelines for the Treatment of Cultural Landscapes, defines a “cultural landscape” as a geographic area (including both cultural and natural resources and the wildlife or domestic animals therein) associated with a historic event, activity, or person or exhibiting other cultural or aesthetic value. Under the Guidelines, there are four general types of cultural landscapes, not mutually exclusive: historic sites, historic designed landscapes, historic vernacular landscapes, and ethnographic landscapes. A historic site is a landscape considered significant for its association with a historic event or activity. This is the category under which the former SPRR freight yard (Bayshore Yard) is evaluated. The historic event or activity associated with the Bayshore Yard is the operation of the SPRR, which resulted in the substantial growth and development of the San Francisco Peninsula during the late 19th and early 20th centuries.

The former SPRR Bayshore Yard fails to maintain many of the key characteristics that would define it as a historic site and thus a cultural landscape. During its highest period of use, the nearly 200 acres of the Bayshore Yard were covered with railroad spurs, rail lines, and numerous shops for the service of steam freight locomotives. Presently, all that remains of the landscape are the Roundhouse, the Lazzari Charcoal Building (Tank and Boiler Shop), and the Machinery & Equipment building (former SPRR Ice Manufacturing Plant). The double-track rail line now used by Caltrain was also substantially modified from the railroad’s original alignment. The removal of the railroad tracks in the late 1980s, as well as the destruction of a definitive majority of the historical structures associated with the railyard following its closure in the 1960s, has eliminated the physical, visual, and spatial features that contributed to and defined the character of the space during its use by the SPRR. The remaining buildings and associated altered landscape are not sufficient to qualify as a potential cultural landscape. Therefore, the Project Site does not appear to constitute a cultural landscape as defined by the National Park Service.

4.D.3 Regulatory Setting

Development within the Project Site must comply with federal, state, and local regulations. The requirements listed below will affect the way development may occur with the Project development scenarios in regard to cultural resources.

Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) established the NRHP, which is the official register of designated historic places. The NRHP is administered by the National Park Service and includes listings of buildings, structures, sites, objects, and districts that possess historical, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

To be eligible for the NRHP, a property must be significant under one or more of the following criteria A through D:

- A: Properties that are associated with events that have made a significant contribution to the broad patterns of our history;
- B: Properties that are associated with the lives of persons significant in our past;
- C: Properties that embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D: Properties that have yielded, or may be likely to yield, information important in prehistory or history (Criterion D - Information Potential).

In addition to meeting one or more of the aforementioned criteria, an eligible property must also possess historic “integrity.” Integrity is defined as “the ability of a property to convey its significance.” The National Register criteria recognize seven qualities that define integrity: location, design, setting, materials, workmanship, feeling, and association.

Structures, sites, buildings, districts, and objects over 50 years of age can be listed in the NRHP as significant historical resources. Properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the NRHP.

The 1910 former SPRR Roundhouse within the Project Site is listed in the NRHP (#10000113). No other historical resources listed in or formally determined eligible for listing in the NRHP have been identified on or immediately adjacent to the Project Site.

Properties listed in or eligible for listing in the NRHP are also eligible for listing in the California Register of Historic Resources (described below), and as such, are considered historical resources for CEQA purposes.

Secretary of the Interior's Standards for Rehabilitation

The National Park Service provides recommendations via the Secretary of the Interior's Standards for the Treatment of Historic Properties. The standards are neither technical nor prescriptive, but are intended to promote responsible preservation practices that help protect cultural resources. The four treatment approaches are Preservation, Rehabilitation, Restoration, and Reconstruction. Rehabilitation emphasizes the retention and repair of historic materials, but more latitude is provided for replacement because it is assumed the property is more deteriorated prior to work. The Standards for Rehabilitation are described as follows:

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in a such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

State Regulations

California Public Resources Code Section 5097

Section 5097 of the Public Resources Code provides the procedures to be followed in the event of the unexpected discovery of human remains on nonfederal land. Section 5097.5 of the code states:

No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

As used in this section, “public lands” means lands owned by, or under the jurisdiction of, the state or any city, county, district, authority or public corporation, or agency thereof. Consequently, the City of Brisbane is required to comply with Public Resources Code Section 5097.5 because the Project Site is within its jurisdiction.

Section 5097.98 further defines the standards for the handling of Native American human remains. Section 5097.993 sets requirements related to the unlawful and malicious excavation, removal, destruction, injury, or defacing of a Native American historic, cultural, or sacred site that is listed or may be eligible for listing in the California Register of Historic Resources.

California Health and Safety Code

Section 7052 of the California State Health and Safety Code makes the willful mutilation, disinterment, or removal of human remains a felony. Section 7050.5 requires that the construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California Native American Heritage Commission.

California Senate Bill 18

Senate Bill 18 (SB 18) sets forth requirements for local governments (cities and counties) to consult with Native American tribes to aid in the protection of traditional tribal cultural places through local land use planning. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early stage of planning for the purpose of protecting, or mitigating impacts on, cultural places.

California Environmental Quality Act

Historical Resources

Under CEQA Guidelines Section 15064.5(a), the term “historical resources” includes 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, Section 5024.1).

- (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 a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, will 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 a 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 of Historical Resources (Pub. Res. Code Section 5024.1) 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 California's 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 a 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.

Under Section 15064.5(b), a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.

Substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

The significance of a 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.

Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, is considered to have mitigated a significant impact on the historical resource to a less-than-significant level.

Archaeological Resources

If a lead agency determines that an archaeological site is a historical resource, the provisions of Section 21084.1 of CEQA and Section 15064.5 of the CEQA Guidelines apply. If a project may cause a substantial adverse change (defined as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired) in the significance of a historical resource, the lead agency must identify potentially feasible measures to mitigate these effects (CEQA Guidelines Sections 15064.5(b)(1) and 15064.5(b)(4)).

If an archaeological site does not meet the criteria for a historical resource contained in the CEQA Guidelines, then the site may be treated as a unique archaeological resource in accordance with the provisions of Section 21083. As defined in Section 21083.2 of CEQA, a "unique" archaeological resource is an archaeological artifact, object, or site, about which it can be clearly demonstrated that there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological site meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site is to be treated in accordance with the provisions of Section 21083.2, which state that if the lead agency determines that a project would have a significant effect on unique archaeological resources, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place (Section 21083.1(a)). If preservation in place is not feasible, mitigation measures shall be required.

The CEQA Guidelines note that if an archaeological resource is neither a unique archaeological resource nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment (CEQA Guidelines Section 15064.5(c)(4)).

Local Regulations

The Conservation Element of the Brisbane General Plan (City of Brisbane, 1994b) contains a number of policies and programs intended to protect cultural resources. Policies and programs applicable to the Project Site development include the following:

Policy 136: Encourage the maintenance and rehabilitation of structures important to the history of Brisbane.

Program 136a: Provide assistance to owners of historic property in planning rehabilitation projects.

Program 136b: Provide information to property owners on loan and grant funds and tax incentives.

Program 136c: Provide local incentives, such as the Brisbane Star awards, to maintain historic places.

Policy 137: Conserve prehistoric resources in accordance with State and Federal requirements.

Program 137a: Consider amendments to the Zoning Ordinance to require resource surveys in conjunction with land use development applications and to establish procedures in the event of discovery to protect Native American Cultural Resources consistent with the standardized procedures given in Appendix K of CEQA Guidelines.

4.D.4 Impacts and Mitigation Measures

Significance Criteria

Criteria outlined in the CEQA Guidelines were used to determine the level of significance of identified impacts on cultural resources. Based on Appendix G of the CEQA Guidelines a project would have a significant cultural resources impact if it were to:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- Disturb any human remains, including those interred outside of formal cemeteries.

Impact Assessment Methodology

Baseline data for cultural resources were collected in 2011. As site conditions related to historic and archaeological resources did not change between 2010 and 2011, 2011 conditions are considered to be representative of 2010. With respect to historical resources, use of a 2011 baseline is more conservative as resources that may not have been considered eligible for listing on the National Register in 2010 solely based on age could be eligible with use of a 2011 baseline year.

A cultural resources records search of pertinent survey and site data was conducted at the Northwest Information Center (NWIC) of the California Historical Resources Information System, Sonoma State University, on February 23, 2007 (File No. 06-1292) and updated on February 22, 2011 (File No. 10-0801). The NWIC provided the records for USGS South San Francisco 7.5-minute quadrangles and included the Project Site along with a quarter-mile radius around the site. The records search included a review of the Directory of Properties in the Historic Property Data File for San Mateo County for information on sites of recognized historical significance in the National Register of Historic Places, California Register of Historical Resources, California Inventory of Historic Resources, California Historical Landmarks, and California Points of Historical Interest. Other reference material consulted included the following:

- The 1915 San Mateo USGS Quadrangle
- USGS Quaternary Geology Maps, San Francisco, California
- Coast and Geodetic Survey Nautical Map, San Francisco Bay, Southern Part, 1906
- State Office of Historic Preservation's Archaeological Determinations of Eligibility
- University of California, Berkeley Museum of Paleontology, Locality Catalog
- Geologic Guidebook of the San Francisco Bay Counties, State of California Department of Natural Resources, 1951
- Historic aerial and topographic maps of Brisbane from 1946 to 2005

In addition to the historical information provided by the NWIC, information regarding the Bayshore-Visitation station and its historic resources was also retrieved through the California State Railroad Museum library in Sacramento, California, as well as the Millbrae Train Museum in Millbrae, California. Reference materials consulted included station maps, technical drawings, and historical photographs of the freight yard and station.

A reconnaissance-level pedestrian field survey of the entire Project Site was completed on June 14, 2007, to identify potentially significant historic architectural resources that could be directly or indirectly affected by the Project Site development. The results of the 2007 survey are representative of 2010-11 conditions and are appropriate for use as baseline information in this document because no physical changes have occurred to any of the buildings or structures on the Project Site since this time.

Impacts on historic architectural resources were assessed by determining whether development of the Project Site would demolish or materially alter 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. If such Project Site development actions would occur, impacts were determined to be significant. If actions related to development of the Project Site would demolish or materially alter buildings or structures that were not determined to be significant historical resources for purposes of CEQA, such actions were determined to have a less-than-significant impact or no impact.

Impacts on archaeological and paleontological resources were assessed by determining the existence of known, recorded resources on the Project Site or in the immediate vicinity, the relative potential of the Project Site to contain previously unknown and unrecorded archaeological and paleontological resources, and the potential depths of subsurface excavation that could inadvertently affect such resources.

Construction-related impacts associated with implementation of the proposed Project and its infrastructure improvements described in Chapter 3, *Project Description*, are included in the analysis below.

Project Impacts and Mitigation Measures

Impact 4.D-1: Would the Project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

DSP, DSP-V, CPP, and CPP-V

The following section analyzes the impacts of Project Site development on onsite and offsite historical resources.

Impact Significance by Scenario (before Mitigation)			
DSP	DSP-V	CPP	CPP-V
SM	SM	SM	SM
SU = Significant Unavoidable SM = Significant but Mitigable LTS = Less than Significant - = no impact			

Direct Impacts

Roundhouse

The 1907 SPRR Roundhouse is located within the Project Site. In addition to being listed in the NRHP and CRHR, the former SPRR Roundhouse is identified by the Brisbane General Plan as an important cultural resource to the City. This building is therefore considered to be a “historical resource” as defined by CEQA.

Since the devastating fire at the Roundhouse, this abandoned building has been exposed to the elements, which have hastened its deterioration. It has also become an attractive nuisance for vandalism, which may further hasten its deterioration and/or make it vulnerable to another fire.

Under each Project development scenario, the existing Roundhouse would be renovated as part of a public use/civic/cultural center. However, restoration and reuse plans for this building would potentially not be completed until 2035 under Project Site development, and the Roundhouse could deteriorate further without immediate protection and stabilization, thereby resulting in a

substantial adverse change in the significance of a historical resource. General Plan Policy 136 (as listed above under Subsection 4.D.3, *Regulatory Setting*) requires that Project Site development encourage the maintenance and rehabilitation of structures important to the history of Brisbane. See Section 4.I, *Land Use and Planning Policy*, for a discussion of Project consistency with General Plan policies.

The proposed Roundhouse Green would be a circular park space containing the Roundhouse and areas immediately outside of it (generally where the former turntable and circular railroad spurs were once located). The proposed Promenade would be a linear park and roadway connecting the Roundhouse to the planned intermodal transit station at the north end of the Project Site. The proposed Visitacion Creek Park corridor would extend south from the Roundhouse Green and east toward San Francisco Bay. Encircling the outside of the existing Roundhouse and the proposed Roundhouse Green would be “Roundhouse Circle,” a new two-lane road.

The retention and restoration of the Roundhouse as part of a public use/civic/cultural center and as a gateway to planned public parks could have a beneficial effect on this historical resource, as the structure is currently degraded due to age and fire damage. However, as no detailed plans for the restoration and reuse effort are yet available at this programmatic level of analysis, it is assumed that such plans could damage the integrity of the structure if they are not completed in a manner consistent with the guidance provided by the Secretary of the Interior’s Standards for Rehabilitation. Under CEQA, a project that meets the Secretary of the Interior’s Standards is generally considered to have mitigated impacts on historical resources to less-than-significant levels (CEQA Guidelines Section 15064.5(b)(3).)

Conclusion: Project Site development would cause a substantial adverse change in the significance of the historic Roundhouse, a historical resource as defined in Section 15064.5. This would result in a significant impact under CEQA. Therefore, to reduce the impact on the historic Roundhouse to a less-than-significant level, **Mitigation Measure 4.D-1a** is recommended.

Mitigation

Mitigation Measure 4.D-1a: Within 90 days of Specific Plan adoption or prior to the issuance of the first grading or building permit within the Project Site (whichever occurs first), the property owner shall prepare and implement a stabilization plan subject to review and approval by the Brisbane Planning Department to protect and stabilize the Roundhouse from further deterioration and future vandalism. Such a plan may include, but is not limited to, additional protective fencing, signage, installation of temporary roof coverings to protect the interior from rainwater intrusion, and covering of all window and door openings with plywood. In preparation of the stabilization plan, the property owner shall use the National Park Service’s *Preservation Brief #31, Mothballing Historic Buildings*.

Mitigation Measure Applicability by Scenario			
DSP	DSP-V	CPP	CPP-V
✓	✓	✓	✓
✓ = measure applies - = measure does not apply			

Within 90 days of the issuance of any planning or development approval (e.g., site remediation, grading, site development plan, building permit) encompassing the area of the

historic Roundhouse, the property owner shall also submit a rehabilitation plan for the historic Roundhouse to the City for review and approval by the Brisbane Planning Commission. Implementation of the rehabilitation plan shall be completed prior to the first occupancy permit for the area subject to the planning or development permit approved encompassing the area of the historic Roundhouse.

The rehabilitation plan shall be consistent with the performance standards contained in the following documents:⁹

- The Secretary of the Interior's Standards for Rehabilitation. Such standards call for the retention of significant, character-defining features of the building while finding a new use for the structure that is compatible with its historic character;
- The National Park Service's *Preservation Brief #17, Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving Their Architectural Character*; and
- The National Park Service's *Preservation Brief #18, Rehabilitating Interiors in Historic Buildings - Identifying and Preserving Character-Defining Elements*.

To ensure compliance with the Secretary of the Interior's Standards for Rehabilitation, rehabilitation plans shall also be reviewed by a qualified consulting architectural historian who meets the Secretary of the Interior's Standards for Architectural History prior to action by the Planning Commission. The rehabilitation plans shall meet a minimum of 7 out of 10 of the standards.

The Secretary of the Interior's Standard #6, specifically, requires that replacement of missing features will be substantiated by documentary and physical evidence. As nearly 50 percent of the building is missing due to fires and vandalism, such evidence is key to its successful rehabilitation. Original plans and early photographs of the Roundhouse are available at the Library and Collections Department of the California State Railroad Museum in Sacramento. These original plans and early photographs shall be used when preparing the rehabilitation plan for this building to ensure that rehabilitation efforts will adequately preserve the historic architectural and structural integrity of the building.

Conclusion with Mitigation: With the inclusion of **Mitigation Measure 4.D-1a**, the direct impact on the historic Roundhouse would be less than significant for Project Site development.

Lazzari Charcoal Building

Under the DSP and DSP-V scenarios, the Lazzari Charcoal Building (former Southern Pacific Tank and Boiler Shop) would be renovated and adaptively reused. This building does not appear to be eligible for listing on a federal, state, or local historical register and therefore is not considered a "historical resource" for CEQA purposes. Renovation and reuse of this building would not be required to comply with the Secretary of the Interior's standards because the building is not considered a historical resource. Regardless, renovation of this older building would be considered a beneficial effect of the Project Site development and would help to preserve a reminder of the site's railroad history.

⁹ The 10 Standards for Rehabilitation and Preservation Briefs #31, 17 18 and 31 are provided in **Appendix F** of this EIR.

Conclusion: The Lazzari Charcoal Building is not considered a “historical resource” for CEQA purposes, and therefore Project Site development would not cause a substantial change in the significance of a historical resource as defined in Section 15064.5. There would be no significant impact under CEQA.

Warehouse and Lumberyard Buildings

Under Project Site development, the warehouses along Industrial Way and the lumberyard buildings in the northeastern portion of the Project Site would be demolished, the area would be re-graded, and new development would be constructed. As the existing warehouses along Industrial Way and lumberyard buildings are not considered historical resources for CEQA purposes, their proposed demolition would not cause a substantial change in the significance of a historical resource and would not represent a significant impact on historical resources.

Conclusion: The warehouses and lumberyard buildings are not considered “historical resources” for CEQA purposes, and therefore Project Site development would not cause a substantial change in the significance of a historical resource as defined in Section 15064.5. There would be no significant impact under CEQA.

Former SPRR Bayshore Freight Yard Landscape

Project Site development would completely transform the former SPRR Bayshore freight yard into mixed-use development. The removal of the majority of the historic structures associated with the freight yard following its closure in the 1960s, and removal of the railroad tracks in the late 1980s, have eliminated the physical, visual, and spatial features that defined the character of the landscape during its use by the SPRR. The remaining buildings and associated altered landscape do not retain sufficient integrity to qualify as a potential cultural landscape. As no cultural landscape has been identified on the Project Site, Project Site development would have no significant impact on cultural landscapes.

Conclusion: No cultural landscape exists on the Project Site, and therefore Project Site development would not cause a substantial change in the significance of a historical resource as defined in Section 15064.5. There would be no significant impact under CEQA.

Recology Site Buildings

Under the DSP, DSP-V, and CPP scenarios, no changes are proposed to the buildings on the Recology site. Under the CCP-V scenario, the existing buildings on the Recology site would be demolished and replaced as part of the facility’s modernization and expansion. As the existing utilitarian warehouses and other structures at the Recology site are not considered historical resources for CEQA purposes, their proposed demolition and replacement with new buildings and facilities would not cause a substantial change in the significance of a historical resource and would not represent a significant impact on historical resources.

Conclusion: The Recology buildings are not considered “historical resources” for CEQA purposes, and therefore the CCP-V scenario would not cause a substantial change in the significance of a historical resource as defined in Section 15064.5. There would be no significant impact under CEQA.

Indirect Impacts

Roundhouse

New development in the immediate vicinity of the Roundhouse may also cause a substantial adverse change in its significance by adversely affecting the building's historic setting if the development were completed in a manner that would not be compatible with the historic structure. Under Project Site development, different development intensities and building heights would be constructed in the immediate vicinity of the Roundhouse.

Under the DSP and DSP-V scenarios, areas immediately northeast and northwest of the Roundhouse would be designated for campus research and development and medium-density residential uses. Building heights in these areas immediately adjoining Roundhouse Circle would range from 35 to 45 feet and residential density would range from 45 to 70 dwelling units per acre.

Under the CPP and CPP-V scenarios, the area north of the Roundhouse would consist of a cultural/entertainment district with hotel overlay. The entertainment district would include shops and stores, eating and drinking establishments, and entertainment venues such as theaters and cultural institutions such as a museum or community performance space. This area would include building heights ranging from 55 feet for the cultural/entertainment district to 120 feet for hotels and extended stay facilities.

Proposed buildings that are significantly taller than the Roundhouse or would depart visually from the architecture of the Roundhouse would be incompatible with the historic setting of the resource. Incompatible new development would overwhelm or unnecessarily contrast with this historic building, which would reduce the integrity of the building's historic setting. Great disparities in height or architectural style between the Roundhouse and new construction, such as proposed residential development in the DSP and DSP-V scenarios and 120-foot-tall hotels and extended stay facilities in the CPP and CPP-V scenarios, would be considered incompatible.

Machinery & Equipment Building

Although the historic Machinery & Equipment building is located outside of the Project Site and is not a part of any development scenario, potential incompatible new construction immediately adjacent to this building could indirectly reduce the integrity of its historic setting, thereby causing a substantial adverse change in the significance of this historical resource. For example, the CCP and CCP-V scenarios have identified the area immediately west of this building as a "Public Use Envelope," specifically for a "Charter High School/Community Use Area." While the exact size and layout of a potential charter high school or other community use in this vicinity is unknown, as no specific plans have been developed, potential multi-story construction proposed in this area immediately adjacent to (i.e., within 50 feet of) the one- to two-story Machinery & Equipment building could affect the integrity of the building's historic setting, which could be a significant impact on this historical resource. Incompatible new development could overwhelm or unnecessarily contrast with this historic building, which could reduce the integrity of the building's historic setting. The DSP and DSP-V scenarios would designate Open Space adjacent to this building, which would have a less-than-significant impact on setting of this building.

Conclusion: All four scenarios would cause a substantial adverse change in the significance of the historic Roundhouse by altering its historic setting. The CPP and CPP-V scenarios would also cause a substantial adverse change in the significance of the historic Machinery & Equipment building by altering its historic setting. The Roundhouse and Machinery & Equipment building are historical resources as defined in Section 15064.5 of the CEQA Guidelines. All four scenarios would therefore result in a significant impact under CEQA and mitigation is required. **Mitigation Measure 4.D-1b** is recommended to reduce the indirect impact to a less-than-significant level.

Mitigation

Mitigation Measure 4.D-1b: All Project Site development within 50 feet of the Roundhouse or the Machinery & Equipment building be designed to ensure their architectural compatibility with the historic Roundhouse, and to ensure that new buildings do not overwhelm or unnecessarily contrast with these historic buildings. To this end, all development projects shall incorporate a minimum 50-foot structural setback and appropriate heights, volumes, and materials for any proposed new buildings in the immediate vicinity to ensure compatibility with the Roundhouse and the Machinery & Equipment building. Appropriate heights of new construction adjacent to the Roundhouse would be the same as (about 25 feet), or slightly greater than (i.e., up to 15 feet greater than), the existing height of the building. Appropriate heights of new construction adjacent to the Machinery & Equipment building would be the same as (about 40 feet) or slightly greater than (up to 10 feet greater than), the existing height of the building. Appropriate materials for new construction in the immediate vicinity of either building would be brick cladding and/or cementitious materials painted a similar dark red color, as well as Spanish tile roof cladding. Appropriate volumes for new development that would face the Roundhouse should mirror the curve of the existing structure. Appropriate volumes for new development in the vicinity of the Machinery & Equipment building would be rectilinear in massing.

Mitigation Measure Applicability by Scenario			
DSP	DSP-V	CPP	CPP-V
✓	✓	✓	✓
✓ = measure applies - = measure does not apply			

All development projects within 50 feet of the Roundhouse or the Machinery & Equipment building shall be subject to City design permit review and approval prior to development.

Conclusion with Mitigation: With the inclusion of **Mitigation Measure 4.D-1b**, new development would be compatible with historic buildings, and the Project Site development would not cause a substantial adverse change in the significance of the Roundhouse or the Machinery & Equipment building. The impact would be less than significant under Project Site development.

Offsite Historical Resources

7 Mile House Sports Bar and Grill

Historical resources located outside of but in the immediate vicinity of the Project Site include the 7 Mile House Sports Bar and Grill, located at 2800 Bayshore Boulevard, near the intersection with Geneva Avenue and across Bayshore Boulevard from the Project Site. The 7 Mile House is identified by the City as a local historical resource. The Project Site development would have no

significant direct or indirect impact on the 7 Mile House, as the width of Bayshore Boulevard provides an approximately 100-foot separation between this structure and new development proposed by each Project development scenario.

Bayshore/Crocker Tunnel

Another local historical resource identified by the City is the Bayshore/Crocker Tunnel, a former SPRR tunnel located beneath Bayshore Boulevard located about 450 feet northwest of the Machinery & Equipment building and immediately west of the Project Site. As part of Project Site development, pedestrian and bicycle access would be provided through this former railroad tunnel to create the possibility of connecting proposed new uses on the Project Site to a planned city trail system on the west side of Bayshore Boulevard that would be developed along the abandoned rights-of-way running through the Brisbane Industrial Park. This aspect of the Project Site development would not physically alter the tunnel structure and would have no significant direct or indirect impact on the railroad tunnel as a historical resource.

Schlage Lock Factory Building A (Old Office Building)

Another historical resource located to the north of the Project Site is the Schlage Lock Factory Building A (Old Office Building), at 2201 Bayshore Boulevard and Blanken Avenue. The Old Office Building was identified as a historical resource as a result of a survey and evaluation in 2008 in support of the Visitacion Valley Redevelopment EIR (San Francisco Redevelopment Agency, 2008). The Project Site development would have no direct or indirect impact on the Old Office Building due to the approximate 1,400-foot separation between this structure and new development proposed by Project Site development.

Conclusion: Project Site development would not have a direct or indirect impact on the 7 Mile House, the former Schlage Lock Factory Building A (Old Office Building), or the Bayshore/Crocker Tunnel as historical resources. No mitigation is required.

Overall Conclusion

With the inclusion of **Mitigation Measures 4.D-1a** and **4.D-1b**, the Project Site development would not cause a substantial adverse change in the significance of historical resources and therefore would not have a significant environmental impact on historical resources. The impact would be reduced to a less-than-significant level.

Impact 4.D-2: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

DSP, DSP-V, CPP, and CPP-V

While no known significant archaeological resources are located on the Project Site, Project Site development could have an impact on as-yet undiscovered archaeological resources.

Impact Significance by Scenario (before Mitigation)			
DSP	DSP-V	CPP	CPP-V
SM	SM	SM	SM
SU = Significant Unavoidable SM = Significant but Mitigable LTS = Less than Significant - = no impact			

All scenarios would involve ground disturbance that could result in direct impacts on unknown archaeological resources at the Project Site or damage or destroy undiscovered significant archaeological resources on the Project Site. Ground disturbance would occur with implementation of remediation activities and additional site preparation for future development.

As discussed in Subsection 4.D.2, *Environmental Setting*, above, one known historic-period archaeological site is located within the Project Site. This site, an artifact scatter from the late 19th and early 20th centuries, is not considered a historical resource or a unique archaeological resource for the purpose of CEQA. Additionally, the Project Site contains artificial fill associated with the 1906 earthquake, but this artificial fill would not likely yield important information in history or contain information needed to answer important scientific research questions and is therefore not considered a historical resource or a unique archaeological resource for the purpose of CEQA. No additional recorded archaeological resources are present on the Project Site. Archaeological resources have been recorded in the general vicinity to the west and south of Bayshore Boulevard. Although highly unlikely, previously unrecorded archaeological resources may exist beneath the original layers of Bay Mud that underlie the eastern portion of the Project Site.

Each Project development scenario would include ground disturbance immediately east of Bayshore Boulevard, both north and south of the proposed Geneva Avenue extension. These locations along Bayshore Boulevard contain the shallowest amount of historic fill and the least amount of proposed fill for Project grading, are closest to the original bay margins, and are 600 feet from a recorded archaeological site (a large midden site with burials – site designation P-41-000496). Due to the great depths of the existing and proposed fill in this area (up to 43 feet from original grade), it is unlikely that subsurface excavation associated with the proposed development and the infrastructure supporting the development would uncover unrecorded significant or unique archaeological resources.

Conclusion: While discoveries of archaeological resources are not anticipated during Project grading or construction, **Mitigation Measure 4.D-2** is recommended to ensure that impacts on previously unidentified archaeological resources are reduced to less-than-significant levels for Project Site development.

Mitigation

Mitigation Measure 4.D-2: If any previously unidentified archaeological resources are discovered during ground-disturbing activities associated with development on the Baylands, all work within 100 feet of the resources shall be halted. The City, in consultation with a City-approved qualified consulting archaeologist, shall assess the significance of the find according to CEQA Guidelines Section 15064.5. Prehistoric materials subject to this measure might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil (“midden”) containing heat-affected rocks, artifacts, or shellfish remains; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-era materials subject to this

Mitigation Measure Applicability by Scenario			
DSP	DSP-V	CPP	CPP-V
✓	✓	✓	✓
✓ = measure applies - = measure does not apply			

measure might include in-situ (in place) stone, concrete, or adobe footings and walls; filled wells or privies; and in-situ deposits of metal, glass, and/or ceramic refuse.

If any find is determined to be a historical resource or a unique archaeological resource, the City and the consulting archaeologist shall meet to determine the appropriate avoidance measures or other appropriate mitigation. The City shall make the final determination. All archaeological resources recovered shall be subject to scientific analysis, professional museum curation, and documentation according to current professional standards.

Preservation in place, i.e., avoidance, is the preferred method of mitigation for impacts on cultural resources and shall be required unless there are other equally effective methods. Preservation in place would include planning construction to avoid archaeological sites; deeding archaeological sites into a conservation easement, park, or green space; or capping/covering archaeological sites with a layer of soil before building. Other methods to be considered shall include archeological testing, archeological monitoring, and/or an archeological data recovery program that would include sample excavation, artifact collection, site documentation, and historical research. All archaeological work shall be completed in accordance with a Cultural Resources Management Plan prepared by the City-approved qualifying archaeological consultant. Work may commence upon completion of treatment, as approved by the City.

Conclusion with Mitigation: With the inclusion of **Mitigation Measure 4.D-2**, implementation of the Project Site development would not cause a substantial adverse change in the significance of archaeological resources. The impact would be less than significant for Project Site development.

Impact 4.D-3: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

DSP, DSP-V, CPP, and CPP-V

Project Site development, including the relocation of the lumberyard components, would have no impacts on known or recorded paleontological resources or unique geologic features.

As discussed in Subsection 4.D.2, *Environmental Setting*, above, no known paleontological resources or unique geologic features are located on the Project Site, nor is the Project Site geologically sensitive for paleontological resources. Even with the magnitude (substantial depth, extent, and volume) of proposed earthwork and cuts that would occur under Project Site development, including deep-driven piles into older bay muds, it is unlikely that construction crews would encounter unique paleontological resources or sites or unique geologic features.

Conclusion: Project Site development would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. No mitigation is required.

Impact Significance by Scenario (before Mitigation)			
DSP	DSP-V	CPP	CPP-V
-	-	-	-
SU = Significant Unavoidable SM = Significant but Mitigable LTS = Less than Significant - = no impact			

Impact 4.D-4: Would the Project result in disturbance of human remains, including those interred outside of formal cemeteries?

DSP, DSP-V, CPP, and CPP-V

There is no indication that the Project Site has been used for human burial purposes. Therefore, it is unlikely that human remains would be encountered during Project construction.

However, given the relatively shallow depths of existing artificial and proposed fill in the area along Bayshore Boulevard, this area's proximity to the original Bay shoreline, and the substantial amount of construction and grading proposed for this area, human remains could be encountered and inadvertently damaged, causing a significant impact.

Conclusion: This impact would be significant for Project Site development. While accidental discoveries of human remains interred outside of formal cemeteries are not anticipated in this area during grading or construction for the Project Site, for conservative purposes, **Mitigation Measure 4.D-4** is recommended.

Mitigation

Mitigation Measure 4.D-4. If human skeletal remains are uncovered during Project construction, work shall immediately be halted within 100 feet of the find and the San Mateo County Coroner shall be contacted to evaluate the remains as required by the protocols set forth in Section 15064.5(e)(1) of the CEQA Guidelines. If the County Coroner determines that the remains are Native American, the coroner has 24 hours to contact the Native American Heritage Commission (NAHC), in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code Section 5097.98 (as amended by Assembly Bill 2641). The NAHC will then identify the person(s) thought to be the Most Likely Descendent (MLD) of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains. In accordance with Public Resources Code Section 5097.98, the specific project applicant/landowner shall ensure that, according to generally accepted cultural or archaeological standards or practices, the immediate vicinity where the Native American human remains are located is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in Public Resources Code Section 5097.98, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.

Conclusion with Mitigation: With the inclusion of **Mitigation Measure 4.D-4** the impact on human remains would be less than significant for Project Site development.

Impact Significance by Scenario (before Mitigation)			
DSP	DSP-V	CPP	CPP-V
SM	SM	SM	SM
SU = Significant Unavoidable SM = Significant but Mitigable LTS = Less than Significant - = no impact			

Mitigation Measure Applicability by Scenario			
DSP	DSP-V	CPP	CPP-V
✓	✓	✓	✓
✓ = measure applies - = measure does not apply			

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