

**FINDING OF NO ADVERSE EFFECT
WITH STANDARDS CONDITIONS –
SECRETARY OF THE INTERIOR’S
TREATMENT OF HISTORIC PROPERTIES**

for

**Mission Road Bicycle and Pedestrian Improvement Project
Colma, San Mateo County, California**

Federal Aid # CML - 5264 (006)

Prepared by:



Toni Webb, Architectural Historian
Christopher McMorris, Partner / Architectural Historian
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618

Reviewed for Approval by:



Douglas Bright
PQS Principal Architectural Historian
Office of Cultural Resource Studies
Caltrans District 4

Approved by:



Helen Blackmore
Branch Chief, Office of Cultural Resources Studies,
Office of Cultural Resource Studies
Caltrans District 4

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1. INTRODUCTION

The Town of Colma (Town), in coordination with the California Department of Transportation (Caltrans), is proposing streetscape improvements along Mission Road between El Camino Real and Lawndale Boulevard. The purpose of this project is to improve pedestrian, bicycle, and vehicle travel safety along Mission Road. Proposed project improvements will include relocation and reconstruction of the existing curb, gutter, sidewalk, Americans with Disabilities Act (ADA) compliant ramps, driveway approaches; installation of new sidewalks; extension of existing Class II bicycle lanes; construction of bulb-outs and high-visibility crosswalks with rectangular rapid flashing beacons; installation of energy-efficient street lights; and construction of landscape planters/bioretenion areas with storm pipes and inlets for drainage and stormwater treatment purposes. **Figures 1 and 2** depict the project’s vicinity and location, and the Area of Potential Effects (APE) is illustrated in **Figure 3**. These maps are in **Appendix A**.

JRP Historical Consulting, LLC (JRP) prepared this Finding of No Adverse Effect with Standard Conditions – Secretary of the Interior’s Treatment of Historic Properties (FNAE–SC–SOIS) to assist with project compliance under Section 106 of the National Historic Preservation Act (NHPA) by applying the Criteria of Adverse Effect, set forth in Title 36 Code of Federal Regulations (CFR) Part 800.5, to historic properties in the APE. The studies for this undertaking were carried out in a manner consistent with Caltrans’ regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800) and pursuant to the January 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act* (Section 106 PA).

Section 106 compliance activities to date for this project include the preparation of a Historical Resources Evaluation Report (HRER) prepared by JRP, Archaeological Survey Report (ASR) by LSA Associates (LSA), and communication with Native Americans and parties interested in historic resources. The ASR concluded that the project is unlikely to affect archaeological resources. Based upon the conclusions of the HRER, Caltrans determined that four historic properties are located within the APE. The historic properties, i.e. resources listed in or determined eligible for listing in the National Register of Historic Places (NRHP), are the Cypress Lawn Memorial Park Historic District (Map Reference No. 01), Holy Cross Cemetery Historic District (Map Reference No. 02), Champion Auto Parts (Map Reference No. 06), and the Lagomarsino Vegetable Farm Historic District (Map Reference No. 09). The three historic districts were previously determined eligible for the NRHP and are listed in the California Register of Historical Resources (CRHR). The Cypress Lawn Memorial Park Historic District and Holy Cross Cemetery Historic District are significant under NRHP Criteria A, B, and C; the Lagomarsino Vegetable Farm Historic District is significant under NRHP Criterion A. Champion Auto Parts was found eligible as part of this project and is significant under NRHP Criterion A and B. All of these historic properties are historical resources for the purpose of California Environmental Quality Act.

This FNAE–SC–SOIS concludes that the project will have no adverse effect on historic properties because project activities will be conducted in a manner that meets the Secretary of the Interior’s Standards for the Treatment of Historic Properties (SOIS). Thus, Caltrans, in applying the Criteria of Adverse Effects, proposes that a FNAE–SC–SOIS is appropriate, pursuant to the Section 106 PA, Stipulation X.B.

2. PROJECT DESCRIPTION¹

Mission Road Bicycle and Pedestrian Improvements Project will construct bicycle and pedestrian improvements along-with green infrastructure improvements on Mission Road within the Town of Colma between El Camino Real and Lawndale Boulevard.

The proposed improvements will include relocation and reconstruction of the existing curb, gutter, sidewalk, Americans with Disabilities Act (ADA) compliant ramps, driveway approaches; installation of new sidewalks; extension of existing Class II bicycle lanes; construction of bulb-outs and high-visibility crosswalks with rectangular rapid flashing beacons (RRFBs); installation of energy-efficient street lights; and construction of landscape planters/bioretenion areas with storm pipes and inlets for drainage and stormwater treatment purposes.

2.1 Design Elements

2.1.1 *Safety Enhancements*

The proposed project would implement several safety-related improvements for pedestrians, bicyclists, and vehicular traffic along Mission Road with the construction of dedicated Class II bike lanes; ADA complaint ramps and sidewalks to provide a continuous, safe, and accessible pedestrian path of travel; construction of bulb-outs and high-visibility crosswalks with RRFBs for enhanced visibility; installation of energy-efficient street lights for pedestrian and vehicle safety and enhanced visibility; and construction of landscape planters/bioretenion areas.

Construction of bulb-outs and RRFBs in addition to high-visibility crosswalks and streetlights will provide traffic calming and enhance pedestrian safety and visibility. These bulb-outs will provide an opportunity to incorporate bio-retention areas for storm water treatment. They will also help the Town to achieve its Green Infrastructure plan (GI) goal mandated by the Municipal Regional Stormwater Permit (MRP).

2.1.2 *Pedestrian and Bicycle Connectivity*

The proposed Class II bike lane and sidewalk improvements along Mission Road will enhance north-south connectivity through the Town, specifically the South San Francisco (SSF) BART Station and El Camino High School located near the southern Town limits with the residential and commercial neighborhoods located in the northern Town limits near Daly City. These improvements are consistent with the San Mateo County Comprehensive Bicycle & Pedestrian Plan and the Town of Colma Circulation Plan.

The Town recently awarded a contract for development of the El Camino Real Bicycle and Pedestrian Improvement Plan funded through a separate State Grant. This project will provide design options to improve pedestrian and bicycle safety along El Camino Real (CA-82) through

¹ The Town of Colma provided the project description.

Colma, from El Camino Real-Mission Road intersection south to the Town limit north near Daly City, consistent with the Grand Boulevard Initiative.

2.1.3 *On-Street Parking Impacts*

The original conceptual plans called for relocation of curb and sidewalk along the east side of Mission Road towards the street. This, along with construction of bulb-outs and bio-retention areas resulted in net loss of on-street parking.

Based on input received at the community outreach meetings regarding parking losses, the plans were revised to address on-street parking impact issue.

The revised plans keep the curb alignment at the same location as existing on the east side of Mission Road. The curb alignment will be at the same location as existing in front of the housing units on the west side, except along the frontage of the auto repair shops and other commercial properties where the curb will be relocated +/- 8 feet towards the centerline of the street.

At the Veterans Housing Development project currently under construction on Mission Road, the unused driveway approaches and adjoining red zones along the formerly vacant lot were eliminated, thus creating new on-street parking spaces.

These changes along-with reconfiguration of bulb outs and bio-retention areas resulted in addition of thirteen (13) on-street parking spaces along Mission Road, as shown in the attached Parking Exhibits.

2.2 **Right-of-Way and Easements**

All the proposed improvements including driveway approaches, sidewalk improvements, high visibility crosswalks, bulb-outs, bio-retention areas, and streetlights will be located within the existing Town right-of-way and no additional right-of-way acquisition or permanent easements will be required.

2.3 **Traffic Impacts after construction of proposed improvements:**

The proposed improvements will not result in reduction or change in vehicular travel lanes. The project will enhance bicycle and pedestrian access and incorporate traffic calming features thereby improving overall safety along the Mission Road corridor.

2.4 **Traffic handling and impacts during construction:**

Temporary traffic control (TTC) measures will be implemented to provide vehicular, bicycle, and pedestrian access for continuity of their movement during construction. Access to private properties will be maintained.

Roadway closure and detour is not proposed. TTC measures will always be implemented to maintain one lane of traffic on Mission Road during construction. One-Way STOP controls might

be required during construction of some improvements. Share the road signs will be posted for bicycle safety. Pedestrian detour signage will be implemented preserving sidewalk accessibility on one side of the street during construction.

Emergency vehicle access will always be maintained. The contractor will be required to notify emergency services during various phases of the project.

There are no impacts to transit services as Mission Road is currently not served by any transit vehicles.

The contractor will be required to coordinate with neighboring cemeteries to minimize construction and traffic impacts during any scheduled service events.

Construction and traffic control phasing plan will be implemented to minimize on-street parking impacts. No-Parking signs will be posted minimum 48 hours in advance.

The contractor will be required to submit project specific traffic control plans that conform to current Caltrans Standard Traffic Control Plans and California Manual on Uniform Traffic Control Devices (CAMUTCD) Plan for temporary traffic control during construction.

Town Staff will work with the contractor to coordinate with the business owners on providing alternate means of ingress and egress during concrete pour for driveway approach and sidewalk installations.

2.5 Description of the APE

In accordance with Section 106 PA Stipulation VIII.A, the APE for the project was established in consultation with Douglas Bright, Caltrans PQS Principal Architectural Historian, and Marco Militante, Project Manager/Local Assistance Engineer, on August 8, 2019.

The APE encompasses the Mission Road corridor in Colma from roughly Lawndale Boulevard to El Camino Real. The Archaeological APE encompasses the project's area of physical impact, with vertical APE of approximately 1 to 2 feet for the majority of project improvements, including sidewalk, curb and gutter, and driveway approaches. Bioretention, street lights, and rapid flashing beacon excavations will extend to approximately 4 feet below surface. The Architectural APE includes parcels adjacent to the project area to account for possible visual impacts. The general environment of the APE lies predominantly in an urban area of the Town of Colma and a small portion of the City of South San Francisco with a mixture of commercial, residential, and cemetery buildings supporting the local community. The APE is **Figure 3** in **Appendix A**.

3. PUBLIC PARTICIPATION

JRP identified potential local interested parties for this project. The Town of Colma sent notification letters informing interested parties of this project. The letters were sent via US Postal Service on July 12, 2019. Recipients of the letter were:

- Colma Historical Association
- South San Francisco Public Library History Collection
- South San Francisco Historical Society
- City of South San Francisco’s Economic & Community Development Department

On August 13, 2019 JRP sent follow-up emails to these interested parties. Two responses were received via email. On August 14, 2019 Eva Martinez from the South San Francisco Public Library History Collection replied that her organization had no questions or concerns regarding historic resource in the vicinity of the project area. Similarly, on August 20, 2019, Bill Zemke, President of the South San Francisco Historical Society, responded that his organization has no concerns or comments on this project. See **Appendix B** for a copy of the notification letters, email correspondence, and a communications log.

LSA conducted the Native American outreach and coordination for this project. The Native American Heritage Commission (NAHC) was contacted via email on December 4, 2018. The NAHC responded via a letter on December 5, 2018 noting that the search of the Sacred Lands File was negative. The NAHC provided a list of seven local tribes representatives that may have pertinent information or concerns regarding Native American sites. Letters dated May 13, 2019 were sent to seven tribal representatives identified by the NAHC. Only one response was received. On May 13, 2019 Andy Galvan with the Ohlone Indian Tribe emailed requesting a copy of the completed Phase I report and literature search, as well as NAHC information provided to LSA from its initial contact with that organization. Mr. Galvan also noted the location of an archaeological resources near the project. LSA provided the Northwest Information Center record search results and NAHC response letter to Mr. Galvan electronically on May 14, 2019 followed by an electronic draft copy of the ASR on June 4, 2019. Mr. Galvan responded to LSA in an email on June 10, 2019 agreeing with the recommendations of the ASR and requested that he be notified of any future modifications to the project. On June 3, 2019, LSA made follow-up contacts with all tribes that had not responded to the letters. Mr. Edward Ketchum of the Amah Mutsun Tribal Band responded that the project was beyond his band’s tribal sphere of influence and provided no additional information or recommendations. Please refer to Appendix B of the ASR for this correspondence.²

² LSA Associates, Inc., *Archaeological Survey Report, Mission Road Bicycle and Pedestrian Improvements Project, Colma, San Mateo County, California*, June 2019.

General public participation efforts for the project conducted by the Town of Colma consisted of notifying and providing information to project stakeholders. In addition, the Town held public workshops on January 17, 2019 and June 25, 2019.

4. DESCRIPTION OF HISTORIC PROPERTIES

No archaeological cultural resources were identified as part of the proposed project. The following section describes the four historic properties located within the APE.

4.1 Cypress Lawn Memorial Park Historic District

The Cypress Lawn Memorial Park Historic District (Map Reference No. 01) was the third (and first secular) cemetery developed in Colma. Built in 1892 following rural cemetery concepts, the approximately 150-acre district embraces two distinct areas, Cypress Lawn East and Cypress Lawn West, which were developed with the park-like setting (Cypress Lawn East) with curvilinear roads, and heavily landscape grounds encompassing lakes and large grassy expanses, and memorial park setting (Cypress Lawn West), which has less landscaping and more grassy areas with unobstructed views. El Camino Real and a portion of Mission Road are situated between the east and west portions of the cemetery. The cemetery includes 24 primary contributors, only two of which, the Clubhouse and Vehicle Barn, are immediately adjacent to the proposed project. Located on the west side of Mission Road (**Photograph 1** and **Photograph 2**) and built circa 1915, these buildings are of wood-frame construction with wood or corrugated metal siding and have minimal decoration. There are also three non-contributor buildings located adjacent to the east side of Mission Road, across the street from the Clubhouse and Vehicle Barn (**Photograph 3**). No headstones are located near Mission Road.



Photograph 1: Clubhouse, a contributor to the Cypress Lawn Memorial Park Historic District, camera facing west (JRP, 2019).



Photograph 2: Contextual view of the Clubhouse, a contributor to the Cypress Lawn Memorial Park Historic District, camera facing northwest (JRP, 2019).



Photograph 3: Contextual view of the Vehicle Barn (far right), a contributor to the Cypress Lawn Memorial Park Historic District, camera facing southeast (JRP, 2019).



Photograph 4: Contextual view of the Cypress Lawn Memorial Park Historic District, camera facing north toward a non-contributing building (JRP, 2019).

4.1.1 *National Register of Historic Places Significance*

The historic district was previously inventoried and evaluated in 1994 by Archaeological/Historical Consultants for the Bay Area Rapid Transit—San Francisco Airport Extension Project. The evaluation concluded that the cemetery (P-41-000404) was eligible for listing in the NRHP. The State Historic Preservation Officer (SHPO) concurred with that finding by consensus in the Section 106 process in September 1994 (Reference: UMTA900828A), and the historic district was subsequently listed in the CRHR. In 2016, Architectural Historian Ward Hill and Landscape Historian Denise Bradley prepared an update to the 1994 evaluation as part of the Colma Veteran Village project. That study provided a detailed and updated description of the historic district and the cultural landscape identified therein. The Hill / Bradley study also updated the district’s boundary and refined the list of contributing and non-contributing features, finding that the property had not been substantially altered since 1994. According to this update, under NRHP Criterion A, the district is significant for its important “association with the conflict over cemeteries in San Francisco and the forced removal and transfer of graves to new cemeteries in Colma.” Under NRHP Criterion B, it is “significant for its association with the graves of numerous persons who were important to California history.” Furthermore, under NRHP Criterion C, it is significant “as an example of the evolution of landscape design style for cemeteries during the late-nineteenth century and the first half of the twentieth century and includes examples of the landscape characteristics association with rural cemetery, lawn-park, and memorial park styles of

design,” and “for its collection of funerary art and architecture that illustrate the evolution of cemetery design during the late-nineteenth century and first half of the twentieth century.”³

The district’s period of significant is 1892 to 1945. Along with the cultural landscape, the district’s identified contributors include 24 buildings and structures, as well as other features (buildings, structures, objects, and cultural landscape characteristics) “that were part of the cemetery by 1945.”⁴ The district includes four non-contributing features. The boundary of the historic district generally follows the present-day cemetery legal parcels, extending eastward from Junipero Serra Boulevard to Hillside Boulevard and includes one parcel at the intersection of Mission Road and El Camino Real (see Figure 3, Architectural APE Map in Appendix A, which includes the historic district boundary). A comprehensive list of the historic district’s character-defining features was not identified in the 1994 or updated survey. Character-defining features include the integrity of all contributors as identified in the 2016 update and encompass the pre-1945 cultural landscape features: circulation features, spatial organization, topographic modification, vegetation features, buildings and structures, burial structures and objects, constructed water features, and views and vistas.

4.2 Holy Cross Cemetery Historic District

Holy Cross Cemetery (Map Reference No. 02) was the first and largest of the cemeteries to be constructed in Colma. Construction of this cemetery began in 1886. With approximately 283 acres, the rural cemetery generally has a rectilinear layout with large expanses of grassy, open space that provide an open feeling and picturesque views that typify the rural cemetery movement. With more than 300,000 burials, the cemetery includes 14 primary contributors. Contributors immediately adjacent to the proposed project on Mission Road are the Richardsonian Romanesque entrance gate with stone walls (**Photographs 5-8**) and lodge (originally a train depot) (**Photographs 9-10**), both of which were built of stone in 1902; the circa 1900 wood-frame, Colonial Revival-style Caretaker’s House (**Photographs 11-12**); the Richardsonian Romanesque revival style florist shop (**Photograph 13**), and a circa 1910, concrete pumphouse (**Photograph 14**), commonly referred to as Native Son Florist and Baca’s Engines and Machine shop, respectively. No headstones are located near Mission Road.

³ Archaeological/Historical Consultants, *A Historic Resources Evaluation Report of Seven Colma Cemeteries, Colma, California*, prepared for Bay Area Rapid Transit and SamTrans, June 1994; Cherilyn Widell, California State Historic Preservation Officer, Letter to Stewart F. Taylor, Federal Transit Administration, UMTA900828A, September 22, 1994; Ward Hill and Denise Bradley, *Finding of Effect, Colma Veterans Village, 1690 Mission Road, Colma, California*, prepared for Mercy Housing California, February 2016.

⁴ Ward Hill and Denise Bradley, *Finding of Effect, Colma Veterans Village, 1690 Mission Road, Colma, California*, prepared for Mercy Housing California, February 2016, C-16.



Photograph 5: Holy Cross Cemetery, Entrance Gate and stone walls. (JRP, 2019)



Photograph 6: Existing view looking northwest along Mission Road showing the main Entrance. (JRP, 2019)



Photograph 7: Existing view looking northwest along Mission Road showing the contributing stone wall (just south of main Entrance Gate). (JRP, 2019)



Photograph 8: Existing view looking northwest along Mission Road showing the contributing stone wall just north of main Entrance Gate. (JRP, 2019)



Photograph 9: Holy Cross Cemetery, Lodge. (JRP, 2019)



Photograph 10: Existing view looking south along Mission Road showing the Lodge and Native Son Florists (right) and main Entrance Gates (left). (JRP, 2019)



Photograph 11: Holy Cross Cemetery, Caretaker's House. (JRP, 2019)



Photograph 12: Existing view looking north along Mission Road showing the Caretaker's House and contributing stone wall. (JRP, 2019)



Photograph 13: Holy Cross Cemetery, Native Son Florist. (JRP, 2019)



Photograph 14: Holy Cross Cemetery, Pumphouse. (JRP, 2019)

4.2.1 *National Register of Historic Places Significance*

Archaeological/Historical Consultants previously inventoried and evaluated the Holy Cross Cemetery Historic District (P-41-000405) in 1994 by for the Bay Area Rapid Transit—San Francisco Airport Extension Project and found that the cemetery was eligible for listing in the NRHP. The SHPO concurred with that finding by consensus in the Section 106 process in

September 1994 (Reference: UMTA900828A), and the historic district was listed in the CRHR. Ward Hill and Denise Bradley prepared an update to that evaluation in 2016 as part of the Colma Veteran Village project. That study provided a detailed and updated description of the historic district and the cultural landscape identified therein. The Hill / Bradley study also updated the district's contributing and non-contributing features and found that the property had not been substantially altered since 1994. According to this update, under NRHP Criterion A, the district is significant for its important "association with the conflict over cemeteries in San Francisco and the forced removal and transfer of graves to new cemeteries in Colma." Under NRHP Criterion B, it is "significant for its association with the graves of numerous persons who were important to California history." Furthermore, under NRHP Criterion C, it is significant "as an example of the evolution of landscape design style for cemeteries during the late-nineteenth century and the first half of the twentieth century and includes landscape characteristics associated with both traditional rectilinear cemetery design and the rural cemetery style of design," and "for its collection of funerary art and architecture that illustrate the evolution of cemetery design during the late-nineteenth century and first half of the twentieth century."⁵

The district's period of significant is 1886 to 1945. Along with the cultural landscape, the district's contributors include 14 buildings and structures, as well as other features (buildings, structures, objects, and cultural landscape characteristics) "that were part of the cemetery by 1945."⁶ The district includes 15 non-contributors. The historic district boundary generally follows the present-day cemetery legal parcels, extending eastward from Mission Road to Hillside Boulevard and north from Lawndale Boulevard to the southeastern border of Cypress Lawn Memorial Park and including two parcels on the south side of Mission Road (see Figure 3, Architectural APE Map in Appendix A, which includes the historic district boundary). A comprehensive list of the historic district's character-defining features was not identified in the 1994 or 2016 update. Character-defining features include the integrity of all contributors as identified in the updated survey and encompass the pre-1945 cultural landscape features, including a historic-period cut-stone wall along Mission Road, and: circulation features, spatial organization, topographic modification, vegetation features, buildings and structures, burial structures and objects, constructed water features, and views and vistas.

4.3 **Champion Auto Parts, 1685-1687 Mission Road**

The former Champion Auto Parts at 1685-1867 Mission Road (Map Reference No. 06) is comprised of two commercial buildings constructed in the late 1950s and early 1960s (**Photograph 15**). The earlier building is a concrete warehouse-style building with a concrete

⁵ Archaeological/Historical Consultants, *A Historic resources Evaluation Report of Seven Colma Cemeteries*; Cherilyn Widell, California State Historic Preservation Officer, Letter to Stewart F. Taylor, Federal Transit Administration, UMTA900828A, September 22, 1994; Ward Hill and Denise Bradley, *Finding of Effect, Colma Veterans Village*.

⁶ Ward Hill and Denise Bradley, *Finding of Effect, Colma Veterans Village, 1690 Mission Road, Colma, California*, prepared for Mercy Housing California, February 2016, B-15.

foundation, built-up bow-truss roof, parapet walls, glazed aluminum-frame windows, and simple metal doors, and a single metal roll-up warehouse door. The later building is a small concrete structure with a metal canopy.



Photograph 15: Champion Auto Parts at 1685-1867 Mission Road (JRP, 2019)

4.3.1 *National Register of Historic Places Significance*

The Champion Auto Shop, formerly known as Champion Speed Shop, is significant under NRHP Criterion A and CRHR Criterion 1 at the local level of significance for its important associations with the development of the drag racing culture in Colma and the San Francisco Bay Area during the 1950s through the late 1970s. Established at this location in 1958, the Shop specialized in racing parts and repairs of customized hotrods and race cars. It was the first such speed shops established in Colma and directly influenced the founding of other such shops, such as Gotelli Speed Shop in 1962 and Baca's Machine Shop in 1968, as well as automotive paint and body shops in Colma. It also promoted the drag racing culture by serving as informal gathering place for local drag racers and racing and hotrod enthusiasts.

The property is also significant under NRHP Criterion B and CRHR Criterion 2, at the local level of significance, for its direct and important associations with local drag racing pioneer Jim McLennan, a notable racing track owner and promoter. It was through his speed shop, establishment of his three Bay Area racetracks, that McLennan advanced the local racing scene. He has been recognized by his peers for his contribution to the local racing sport by being inducted into the National Hot Rod Associations' Hall of Fame (1993), Bay California Sportswriters' Association Hall of Fame (1969), and International Drag Racing Hall of Fame (2007), and by the

establishment of the Jim McLennan Drag Racing Foundation in 2018, which promotes automotive education and drag racing to honor McLennan and his achievement in the field. Thus, this property is eligible for the NRHP and CRHR.

The property’s period of significance extends from 1958, when the initial building was constructed, to the 1969, the 50 year cutoff for NRHP. The property does not appear to have exceptional importance under Criteria Consideration G, for significance within the past 50 years. The historic property boundary consists of the building’s legal parcel. The ca. 1967 building at 1685 Mission Road was constructed for the speed shop during the period of significance and therefore contributes to the significance of this historic property. Character-defining features include the speed shop’s location and orientation to Mission Road, its size and massing, and its basic utilitarian architecture consisting of simple concrete construction, built-up bow-truss roof, parapet walls, and fenestration.

4.4 Frank Lagomarsino Vegetable Farm Historic District

The Frank Lagomarsino Vegetable Farm Historic District (Map Reference No. 09) (P-41-000396) includes six residences on adjacent parcels that were constructed in the first two decades of the twentieth century as part of small, family-run farm. Identified as vernacular examples of Neoclassic rowhouses (**Photographs 18, 19, and 20**), all are raised, two-story, wood-frame, single-family residences with integrated, ground-level garages and moderately pitched hip, pyramidal, or cross-gable roofs. Each have been altered by one or more modification including small rear additions, replacement windows, doors, and porch balustrades. These houses are situated on the west side of Mission Road (**Photograph 21**). There is no agricultural land, nor any agricultural buildings, located within this historic district.



Photograph 16: Contextual view of the Frank Lagomarsino Vegetable Farm Historic District (JRP, 2019)



Photograph 17: Contributors at 1445 Mission Road (left) and 1451 Mission Road (JRP, 2019)



Photograph 18: Contributors at 1433 Mission Road (left) and 1439 Mission Road (JRP, 2019)



Photograph 19: Contextual view of Frank Lagomarsino Vegetable Farm Historic District (left), camera facing southeast (JRP, 2019)

4.4.1 *National Register of Historic Places Significance*

In 1992, Kent L. Seavey concluded that the Frank Lagomarsino Vegetable Farm was eligible for listing in the NRHP. While no specific NRHP criteria or character-defining features were listed in his evaluation of these residential remnants of the farm, Seavey identified residential development as the context for his evaluation with a period of 1906-1918. The evaluation noted the six contributing residences (listed below) “constitute the largest and only remaining concentration of residential housing constructed in Colma between the San Francisco earthquake and the outbreak of WWI, an important period of growth in the region. . . [and] the most intact example of the family farmstead that make up much of what is now Colma during the period of significance.”⁷ Seavey assigned the district a NRHP status code 3S, and SHPO subsequently concurred with that finding, as submitted within the Historic Architectural Survey Technical Report for the BART-San Francisco Airport Extension Project prepared by Archaeological/Historical Consultants in June 1994. The residences that contribute to the overall significance of the property were assigned NRHP status code 2D2 (determined eligible by consensus in the Section 106 process) in the California Office of Historic Preservation Historic Property Data File Directory and were listed in the CRHR.

The district is significant under NRHP Criterion A for its important association within the residential development of Colma between ca. 1908, when the first residence was constructed, and 1918, when the remaining houses were built. Character-defining features include the extant contributing buildings, their architectural design and original materials, size and scale, their spatial relationship to one another, and their orientation to Mission Road. The boundary of the district encompasses the three legal parcels where the contributors are sited. The contributors to the Frank Lagomarsino Vegetable Farm Historic District are listed in the following table with their Assessor Parcel Numbers (APN):

Frank Lagomarsino Vegetable Farm Historic District Contributors

Map Reference No.	APN	Address/Location	Year Built
09a	010-182-100	1457 Mission Road	1918
09b	010-182-100	1451 Mission Road	1918
09c	010-182-100	1445 Mission Road	1918
09d	010-182-040	1439 Mission Road	ca. 1917
09e	010-182-130	1433 Mission Road	ca. 1908
09f	010-182-130	1431 Mission Road	1918

⁷ Kent L. Seavey, Historic Resource Inventory for the Frank Lagomarsino Vegetable Farm,” August 15, 1992; California Office of Historic Preservation Historic Property Data File Directory, April 5, 2012.

5. APPLICATION OF CRITERIA OF ADVERSE EFFECT

5.1 Criteria of Adverse Effect

The NHPA Section 106 regulations state that if there are historic properties in the APE that may be affected by a federal undertaking, the agency official shall assess adverse effects, if any, in accordance with the Criteria of Adverse Effect defined in 36 CFR 800.5. These regulations state an “adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association.” Application of the criteria of adverse effect assesses how an undertaking will affect those features of a historic property that contribute to its eligibility for listing in the NRHP, specifically examining an undertaking’s impacts on a historic property’s historic integrity, i.e. location, design, setting, materials, workmanship, feeling, and association. Effects can be direct, indirect, and cumulative. Effects include physical destruction or damage, along with the introduction of visual, auditory, or vibration impacts as well as neglect to a historic property. Cumulative effects are the impacts of this project taken into account with known past or present projects as well as foreseeable future projects. This section assesses the effects the proposed project may have on the historic properties described herein.

The following are examples of adverse effects listed in 36 CFR 800.5(a)(2):

- (i) Physical destruction of or damage to all or part of the property;
- (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary’s standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines;
- (iii) Removal of the property from its historic location;
- (iv) Change of the character of the property’s use or of physical features within the property’s setting that contributes to its historic significance;
- (v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features;
- (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- (vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property’s historic significance.

5.2 SOIS for the Treatment of Historic Properties

Because 36 CFR 800.5 (a)(2)(ii) references the Secretary of the Interior’s Standards for the Treatment of Historic Properties (SOI Standards, also referred to as SOIS), the description of the four standards of treatment are included here:

- Preservation Treatment requires retention of the greatest amount of historic fabric, along with the building's historic form, features, and detailing as they have evolved over time.
- Rehabilitation Treatment acknowledges the need to alter or add to a historic property to meet continuing or new uses while retaining historic character.
- Restoration Treatment allows for the depiction of a property at a particular time in its history by preserving materials from the period of significance and removing materials from other periods.
- Reconstruction Treatment establishes a limited framework for re-creating a vanished or non-surviving building with new materials, primarily for interpretive purposes.

Rehabilitation, Restoration, and Reconstruction treatments are not appropriate for this project. Preservation is the appropriate standard to apply to this historic property because its “distinctive materials, features, and spaces are essentially intact and thus convey the historic significance without extensive repair or replacement.”⁸

The SOIS for Preservation are:

- 1) A property will be used as it was historically, or be given a new use that maximizes the retention of distinctive materials, features, spaces and spatial relationships. Where a treatment and use have not been identified, a property will be protected and, if necessary, stabilized until additional work may be undertaken.
- 2) The historic character of a property will be retained and preserved. The replacement of intact or repairable historic 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. Work needed to stabilize, consolidate and conserve existing historic materials and features will be physically and visually compatible, identifiable upon close inspection and properly documented for future research.
- 4) Changes to a property that have acquired historic significance in their own right will be retained and preserved.

⁸ USDI, SOI, *The Secretary of the Interior’s Standards for the Treatment of Historic Properties* (Washington, D.C.: 1992).

- 5) Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
- 6) The existing condition of historic features will be evaluated to determine the appropriate level of intervention needed. Where the severity of deterioration requires repair or limited replacement of a distinctive feature, the new material will match the old in composition, design, color and texture.
- 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.

5.3 Application of Criteria of Adverse Effect

Of the seven types of adverse effect from 36 CFR 800.5(a)(2) listed above, three are not applicable for this project. This project will not result in the removal of any historic property from its location (iii). The project will not cause neglect to the properties that would cause deterioration (vi). Further, none of the historic properties are Federally owned or controlled (vii).

The proposed project would not cause any adverse effects from the introduction of visual elements to any of the historic properties. All project components would be located within or immediately adjacent to Mission Road, which has been heavily altered since the mid-twentieth century by the roadway improvements including, but not limited to, repaving and construction of contemporary sidewalk/driveway approaches, fencing, landscaping and hardscape, other infrastructural improvements, as well as construction of contemporary buildings. All of the project components proposed near the location of each historic property would be visually similar to the extant vehicular, pedestrian, and bicycle infrastructure improvement proposed by the project and would not diminish the integrity any of the historic properties, nor would they change the character, use or physical features within each historic property's setting that contributes to their respective significance (v and iv). Furthermore, the proposed project would not cause any adverse effects from the introduction of new audible or vibratory elements to any of the historic properties (v).

Minor project components that have no potential to affect historic properties include proposed on-street parking stalls and bicycle lanes, as these consist of roadway markings and do not include any built features. Thus, these components are not addressed in the following analysis.

Project activities that may cause physical damage and/or alteration to part of the historic properties (i and ii) will be avoided by conducting project work in a manner that is consistent with the SOIS for Preservation, as addressed in the SOIS Action Plan in **Appendix C**. The following analyzes aspects of the proposed project for compliance with the SOIS addressing effects described in 36 CFR 800.5(a)(2)(i) and (ii) and presents conditions that ensure the project meets the SOIS.

5.3.1 *Effects Analysis for Cypress Lawn Memorial Park Historic District*

The project proposes the construction of a new 5-foot-wide concrete sidewalk; a crosswalk with curb ramp and RRFBs; new driveways/driveway approaches, 8-foot-wide bulb outs with landscaped stormwater treatment areas; and new street lights. In addition, the extant crosswalk at this location would be removed. A temporary construction easement (TCE) would be required in order to construct some or all of the driveway/driveway approaches.

All of the proposed construction activities described above would be located within the boundary of the Cypress Lawn Memorial Park Historic District and would represent a direct impact to the overall historic district. Activities that would cause physical damage, destruction, or alteration of any landscape or built features that contributes to the significance of the historic district will be avoided because the project shall be conducted in a manner consistent with the SOIS and thus would result in a finding of No Adverse Effect with Standard Conditions.

Adherence to the SOIS will avoid diminishing the historic property's integrity. Physical alteration or damage of the closest district contributors to the project, the Vehicle Barn and Clubhouse, would be avoided during construction of an approximately 550-foot-long concrete driveway approach. Construction would be within the legal parcel of the two buildings, but located 15 feet or more from the buildings, and the new driveway approach would be approximately the same length, in the same location, and constructed with similar methods and materials as the extant, non-contributing hardscape feature. Both buildings would retain sufficient integrity of location, design, materials, workmanship, setting, feeling, and association and would still be able to convey their significance as a contributor to the historic district under NRHP Criteria A, B, and C.

The small section of the historic district within and immediately adjacent to project construction accounts for approximately 0.5 acres of the overall 150-acre historic district. Other than the improvement described above, there would be no other permanent impacts to the district or its contributing landscape and built resources outside the 300-foot stretch of Mission Road. No district contributors will be moved; therefore, the integrity of location would be unchanged. The district and its contributors would retain integrity of design and workmanship because preservation measures will comply with the SOIS. Neither the district, nor its closest contributors, would also not suffer an adverse effect because of any changes in setting. With care taken to preserve the district's original design features, the district and its contributors would retain the integrity of feeling and association as late eighteenth-early nineteenth century rural cemetery. This FNAE-SC-SOIS concludes that the application of standard conditions as presented in the SOIS Action Plan in Appendix C will ensure that the preservation activities proposed for this undertaking meet the SOIS and would enable the Cypress Lawn Memorial Park Historic District to retain its historic integrity and character-defining features that convey its historic significance, and thus avoid an adverse effect.

5.3.2 *Effects Analysis for Holy Cross Cemetery Historic District*

In the vicinity of the Holy Cross Cemetery Historic District, the project proposes the construction of a new driveways/driveway approaches, 5-foot-wide concrete sidewalks, curb ramps; a crosswalk with curb ramp and RRFBs; 8-foot-wide bulb outs, landscaped stormwater treatment areas; hardscape and/or site furniture, RRFBs added to one or more extant crosswalk; and new street lights. In addition, one extant crosswalk would be removed, and a fire hydrant and streetlight would be relocated within the historic district. TCEs would be required in order to construct some or all of the driveway/driveway approaches.

Some of the proposed construction activities described above would be located within the boundary of the Holy Cross Cemetery Historic District and would represent a direct impact to the overall historic district. Activities that would cause physical damage, destruction, or alteration of any landscape or built features that contributes to the significance of the historic district will be avoided because the project shall be conducted in a manner consistent with the SOIS and thus would result in a finding of No Adverse Effect with Standard Conditions.

Adherence to the SOIS will avoid diminishing the historic property's integrity. Physical damage or alteration to historic district's closest contributors – Main Entrance Gate with adjacent stone walls, Native Son Florist, and the Lodge – will be avoided during the construction of two new driveways/driveway approaches, hardscape and/or site furniture, and the removal of a crosswalk located within one or more legal parcels of the district. Although a portion of project would be located within the legal parcel of the Lodge and florist building, these activities would be 20 or more feet from the buildings, and the new driveway approaches would be in about the same location, approximately the same length, and would be constructed with similar methods and materials as the extant, non-contributing driveways. Both the Lodge and florist building, along with other contributors near Mission Road, would retain sufficient integrity of location, design, materials, workmanship, setting, feeling, and association and would still be able to convey their significance as contributors to the historic district under NRHP Criteria A, B, and C. Removal of a contemporary crosswalk within the legal parcel of the Entrance Gates would also avoid diminishing the district's historic integrity because only surface striping would be removed, and hardscape and/or site furniture would be located directly adjacent to the stone wall and two outer piers of the entrance, but not physically remove, alter, or damage those contributors.

Less than 0.5 acres of the historic district's overall 238 acres would be potentially impacted by direct project construction. Other than the improvement described above, there would be no other permanent impacts to the district or its contributing landscape and built resources outside this area. The district and its contributors remain at their historic places and would retain integrity of location. Preservation measures imposed by this project would comply with the SOIS, thus the district and its contributors would retain integrity of design and workmanship. There would be no adverse change in setting to the overall district or those contributors potentially impacted by this project. Efforts to preserve the district's original design features, the district and its contributors would

retain the integrity of feeling and association as late eighteenth-early nineteenth century rural cemetery. This FNAE-SC-SOIS concludes that the application of standard conditions as presented in the SOIS Action Plan in Appendix C will ensure that the preservation activities proposed for this undertaking meet the SOIS and would enable the Holy Cross Cemetery Historic District to retain its historic integrity and character-defining features that convey its historic significance, and thus avoid an adverse effect.

5.3.3 *Effects Analysis for Champion Auto Parts*

The project proposes the construction of a new driveways/driveway approach at the location of this historic property. The new driveway would span the length of this property would extend approximately six feet into the historic property boundary. A TCE would be required in order to construct the driveway/driveway approach.

The construction of the driveway approach would have a direct impact to Champion Auto Parts; however, adherence to the SOIS would avoid causing physical damage, destruction, or alteration of any contributing feature of this historic property. The driveway construction would be located partially within the historic property's boundary, but would be 16 feet or more from the buildings on the property, and the new driveway approach would be approximately the same length, in the same location, and would be constructed with similar methods and materials as the extant, non-contributing driveway. Therefore, the project would not significantly diminish the historic integrity of this historic property. The buildings would retain sufficient integrity of location, design, materials, workmanship, setting, feeling and association and would still be able to convey the property's significance under NRHP Criteria A and B. All work conducted for the proposed project at or near this property shall be consistent with the SOIS and thus would result in a finding of No Adverse Effect with Standard Conditions.

The small section of the historic property within and immediately adjacent to project construction accounts for approximately 0.02 acres of the overall 0.29-acre historic property. No other project component is proposed at the location of this historic property thus there would be no other permanent impacts to the property outside of this section of Mission Road. The property will not be moved and thus would retain its integrity of location. The historic building would retain integrity of design and workmanship because preservation measures will comply with the SOIS. The historic building would also not suffer an adverse effect because of any changes in setting. The building would retain the integrity of feeling and association as mid-twentieth commercial building because the project will ensure the preservation of its original design features and in-kind replacement of materials. This FNAE-SC-SOIS concludes that the application of standard conditions as presented in the SOIS Action Plan in Appendix C will ensure that the preservation activities proposed for this undertaking meet the SOIS and would enable Champion Auto Parts to retain its historic integrity and character-defining features that convey its historic significance, and thus avoid an adverse effect.

5.3.4 *Effects Analysis for Lagomarsino Vegetable Farm Historic District*

Project components near the Lagomarsino Vegetable Farm Historic District consist of the construction of six new driveways/driveway approaches and a 5-foot-wide sidewalk. The new driveways would extend approximately three feet into the boundary of the historic district. TCEs would be required in order to construct the driveway/driveway approach.

Adherence to the SOIS will avoid diminishing the historic property's integrity. Physical damage or alteration to historic district's contributors will be avoided during the construction of the new sidewalk and the driveway approaches because these project activities would be approximately 15 feet or more from the contributing buildings. The new driveway approaches would be approximately the same length, in the same location, and would be constructed with similar methods and materials as the extant, non-contributing driveways. Thus, project activities would not significantly diminish the historic integrity of the contributors or the district as a whole. All contributing buildings would retain sufficient integrity of location, design, materials, workmanship, setting, feeling and association and would still be able to convey their significance as contributors to the larger district under NRHP Criterion A. All work conducted for the proposed project at or near this historic property shall be consistent with the SOIS and thus would result in a finding of No Adverse Effect with Standard Conditions.

No other project activities are proposed at the location of this historic property thus there would be no other permanent impact to the district outside of this section of Mission Road. None of the contributors will be moved and thus would retain its integrity of location. The contributors would retain integrity of design and workmanship because preservation measures will comply with SOIS. The historic district would also not suffer an adverse effect because of any changes in setting. The district would retain the integrity of feeling and association as an early twentieth century residential complex because the project will ensure the preservation of its original design features and in-kind replacement of materials. This FNAE-SC-SOIS concludes that the application of standard conditions as presented in the SOIS Action Plan in Appendix C will ensure that the preservation activities proposed for this undertaking meet the SOIS and would enable this historic property to retain its historic integrity and character-defining features that convey its historic significance, and thus avoid an adverse effect.

5.4 **Conditions Proposed for No Adverse Effect**

The proposed project will result in no adverse effect because the proposed activities will be carried out in a manner that meets the SOIS and thus avoid direct or indirect effect on historic properties, as discussed herein and as addressed in the SOIS Action Plan in **Appendix C**. Project activities will not cause a cumulative effect to any historic properties. Standard conditions will be applied in order to meet the SOIS. This section details the standard conditions proposed for these activities.

The project calls for the construction of minor bicycle, pedestrian, and green infrastructure improvements on Mission Road. Project-related activities before, during, and after the project will

be conducted in a way that none of the four historic properties within the APE suffer any adverse effects.

5.4.1 *Summary Regarding Compliance with the SOIS for Preservation*

The following restates the SOIS for Preservation and provides a summary of how the project complies with, or does not apply to, each of these in order to avoid an adverse effect to the historic properties.

1. *A property will be used as it was historically or be given a new use that maximizes the retention of distinctive materials, features, spaces and spatial relationships. Where a treatment and use have not been identified, a property will be protected and, if necessary, stabilized until additional work may be undertaken.*

The project will require the use of equipment and physical construction within the historic boundaries of four historic properties: Cypress Lawn Memorial Park Historic District, Holy Cross Cemetery Historic District, Champion Auto Parts, and the Lagomarsino Vegetable Farm Historic District. Following the completion of the project, the historic properties will continue to be used as they have been historically, as burial grounds, and commercial and residential properties.

2. *The historic character of a property will be retained and preserved. The replacement of intact or repairable historic materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.*

The project will retain and preserve the historic character of the four historic properties. The character-defining features of Cypress Lawn Memorial Park Historic District, Holy Cross Cemetery Historic District, Champion Auto Parts, and the Lagomarsino Vegetable Farm Historic District, as outlined in Section 5.3, will be retained. If any alteration to these historic properties occurs because of the use of equipment or construction in the area along and immediately adjacent to Mission Road, the relevant Responsible Party, as listed in the SOIS Action Plan (see Section 6 of **Appendix C**), will return the historic properties to their appearance and specifications prior to completion of the project.

3. *Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate and conserve existing historic materials and features will be physically and visually compatible, identifiable upon close inspection and properly documented for future research.*

The undertaking will not make changes to four historic properties (Cypress Lawn Memorial Park Historic District, Holy Cross Cemetery Historic District, Champion Auto Parts, and the Lagomarsino Vegetable Farm Historic District) that are physically or visually incompatible with their existing historic character.

4. *Changes to a property that have acquired historic significance in their own right will be retained and preserved.*

The Cypress Lawn Memorial Park Historic District, Holy Cross Cemetery Historic District, Champion Auto Parts, and the Lagomarsino Vegetable Farm Historic District do not include changes that have acquired historic significance in their own right.

5. *Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

When completed, the Mission Road vehicular, pedestrian and bicycle improvements will only impact, visually and/or physically, limited areas within the boundaries of the Cypress Lawn Memorial Park Historic District (0.5 acres of the 150-acre historic district), Holy Cross Cemetery Historic District (0.5 acres of the 238-acre historic district); Champion Auto Parts (0.02 acres of the 0.3-acre property), and the Lagomarsino Vegetable Farm Historic District (less than 0.01 acres of the 0.75-acre property). No contributing features of the historic properties are located within those areas. The project, therefore, will preserve the district's distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that are relevant to its significance.

6. *The existing condition of historic features will be evaluated to determine the appropriate level of intervention needed. Where the severity of deterioration requires repair or limited replacement of a distinctive feature, the new material will match the old in composition, design, color and texture.*

The project does not call for the repair or replacement of any historic features that contribute to the Cypress Lawn Memorial Park Historic District, Holy Cross Cemetery Historic District, Champion Auto Parts, and the Lagomarsino Vegetable Farm Historic District. If any replacement or repair of materials or features within these historic properties is required, it will match the existing materials.

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.*

The project does not call for chemical or physical treatments to the Cypress Lawn Memorial Park Historic District, Holy Cross Cemetery Historic District, Champion Auto Parts, and the Lagomarsino Vegetable Farm Historic District beyond the area immediately adjacent to Mission Road.

8. *Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*

This standard does not apply because no archaeological resources will be affected by the project.

5.5 Cumulative Effects Analysis

Cumulative effects analysis assesses the current Mission Road Bicycle and Pedestrian Improvement Project taken together with past and foreseeable future nearby projects. There are no known projects in the vicinity of the APE in the foreseeable future. Two past projects to consider

are the BART-San Francisco Airport Extension Project and the Colma Veterans Village project. The BART project was completed in 2003 and constructed a ventilation structure and an additional 8-mile tunnel alignment of the BART system through the project APE. The ventilation structure is located within the Cypress Lawn Memorial Park Historic District. The completed tunnel is located below, and outside of, the vertical APE. The BART project was found to have no adverse effects to any historic property identified in this report, including the Cypress Lawn Memorial Park Historic District. The Veterans Village project consisted of an apartment complex fronting Mission Road within the Holy Cross Cemetery. That project, presently under construction, was found to have an adverse effect to the Holy Cross Cemetery Historic District because it demolished four contributors and results in the change in use of the area district industrial site known as the water works area. The current project would be constructed in a manner that conforms to the SOIS, thus all historic properties within the APE are anticipated to continue to retain sufficient historic integrity to convey their significance. Therefore, taken together with the BART and Veterans Villages projects, the proposed project would not cause a cumulative adverse effect on any of the historic properties identified herein.

6. SOIS ACTION PLAN

A SOIS Action Plan has been prepared to establish the standard conditions necessary to meet the SOIS for the Mission Road Bicycle and Pedestrian Improvement Project. The SOIS Action Plan establishes the intent, methods, and applications of the SOIS and sets forth the tasks required during each stage of the project (pre-construction, during construction, and post-construction) and establishes the responsible parties for each task. The SOIS Action Plan is included in **Appendix C**.

7. REJECTED ALTERNATIVES CONSIDERED

To date, the Town of Colma has not proposed any project alternatives other than the proposed project discussed above.

8. CONCLUSION

This FNAE-SC-SOIS assesses the effect the Mission Road Bicycle and Pedestrian Improvement Project, which calls for the construction of minor bicycle, pedestrian, and green infrastructure improvements on Mission Road, will have on four built environment historic properties in the APE: Cypress Lawn Memorial Park Historic District, Holy Cross Cemetery Historic District, Champion Auto Parts, and the Lagomarsino Vegetable Farm Historic District. Analysis of this undertaking finds that it will not cause an adverse effect to the four historic properties (Cypress Lawn Memorial Park Historic District, Holy Cross Cemetery Historic District, Champion Auto Parts, and the Lagomarsino Vegetable Farm Historic District) because standard conditions meeting the SOIS will be implemented. Those standard conditions relate to the procedures for preserving the character-defining features of the historic properties. The requirements and responsibilities for implementing the standard conditions are included in the attached SOIS Action Plan (**Appendix C**).

The following summary table presents the conclusions of this FNAE-SC-SOIS:

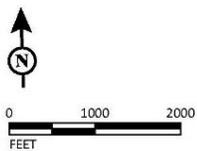
Historic Property	Effect Finding	Avoidance / Minimize Impact
Cypress Lawn Memorial Park Historic District	Not Adverse	SOIS Action Plan
Holy Cross Cemetery Historic District	Not Adverse	SOIS Action Plan
Champion Auto Parts	Not Adverse	SOIS Action Plan
Lagomarsino Vegetable Farm Historic District	Not Adverse	SOIS Action Plan

Appendix A

Maps



FIGURE 1



SOURCE: National Geographic (c) 2018; Esri World Street Map (c) 2018.

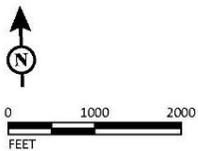
(Prepared by LSA for Archaeological Survey Report, Mission Road Bicycle and Pedestrian Improvements Project, Colma, San Mateo County, California, June 2019)

Mission Road Bicycle and
Pedestrian Improvements Project
Colma, San Mateo County, California
Federal Aid No. CML-5264 (006)

Study Vicinity



FIGURE 2

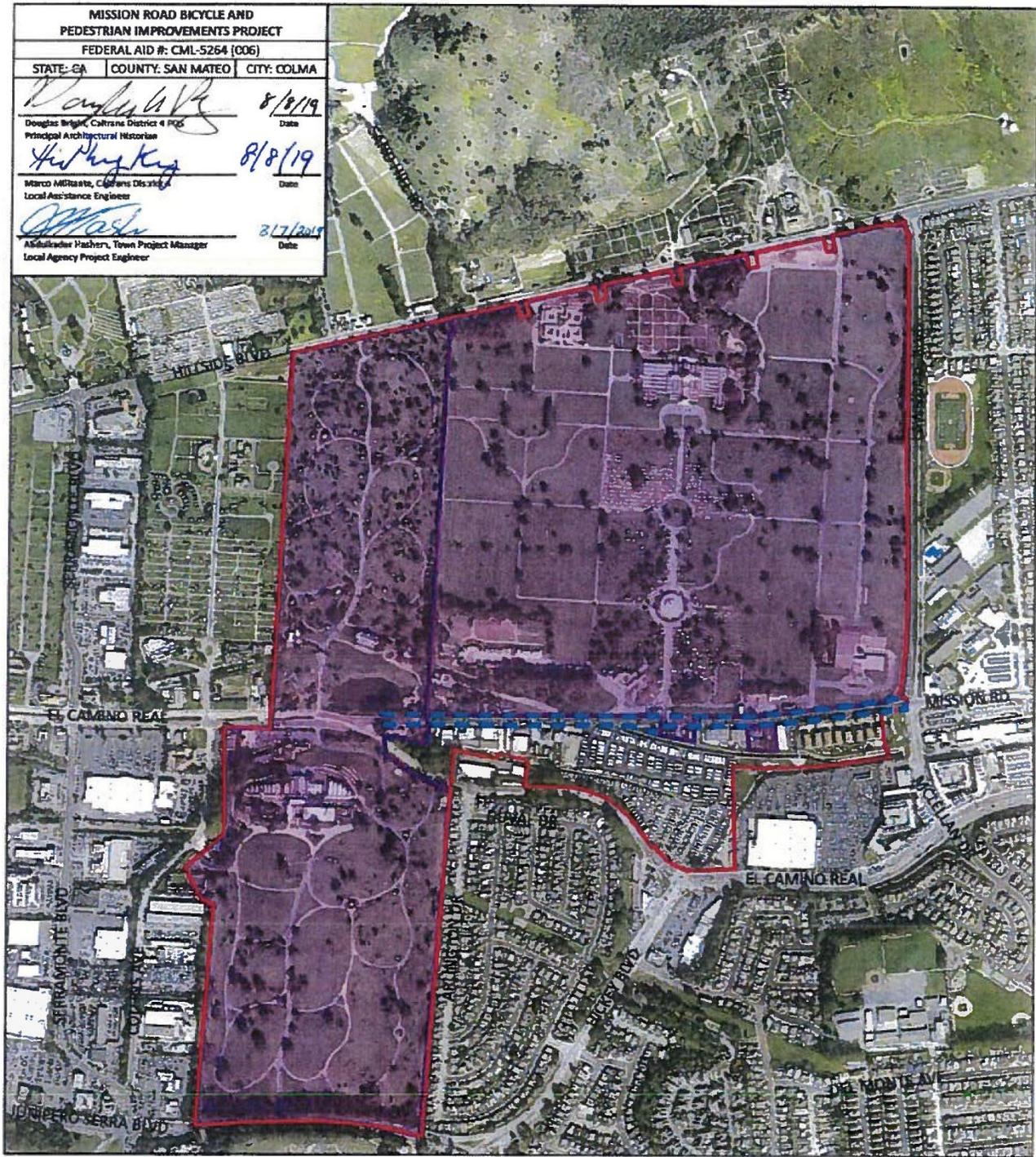


SOURCE: USGS 7.5-minute Topo Quad - San Francisco South, Calif. (1980).

(Prepared by LSA for Archaeological Survey Report, Mission Road Bicycle and Pedestrian Improvements Project, Colma, San Mateo County, California, June 2019)

Mission Road Bicycle and
Pedestrian Improvements Project
Colma, San Mateo County, California
Federal Aid No. CML-5264 (006)

Study Location



LEGEND

- Architectural APE
- Archaeological APE
- Historic District

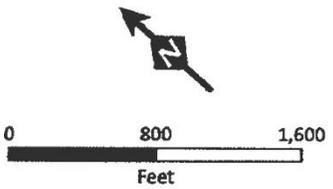
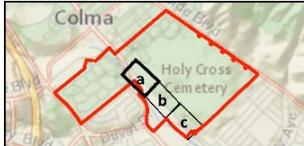
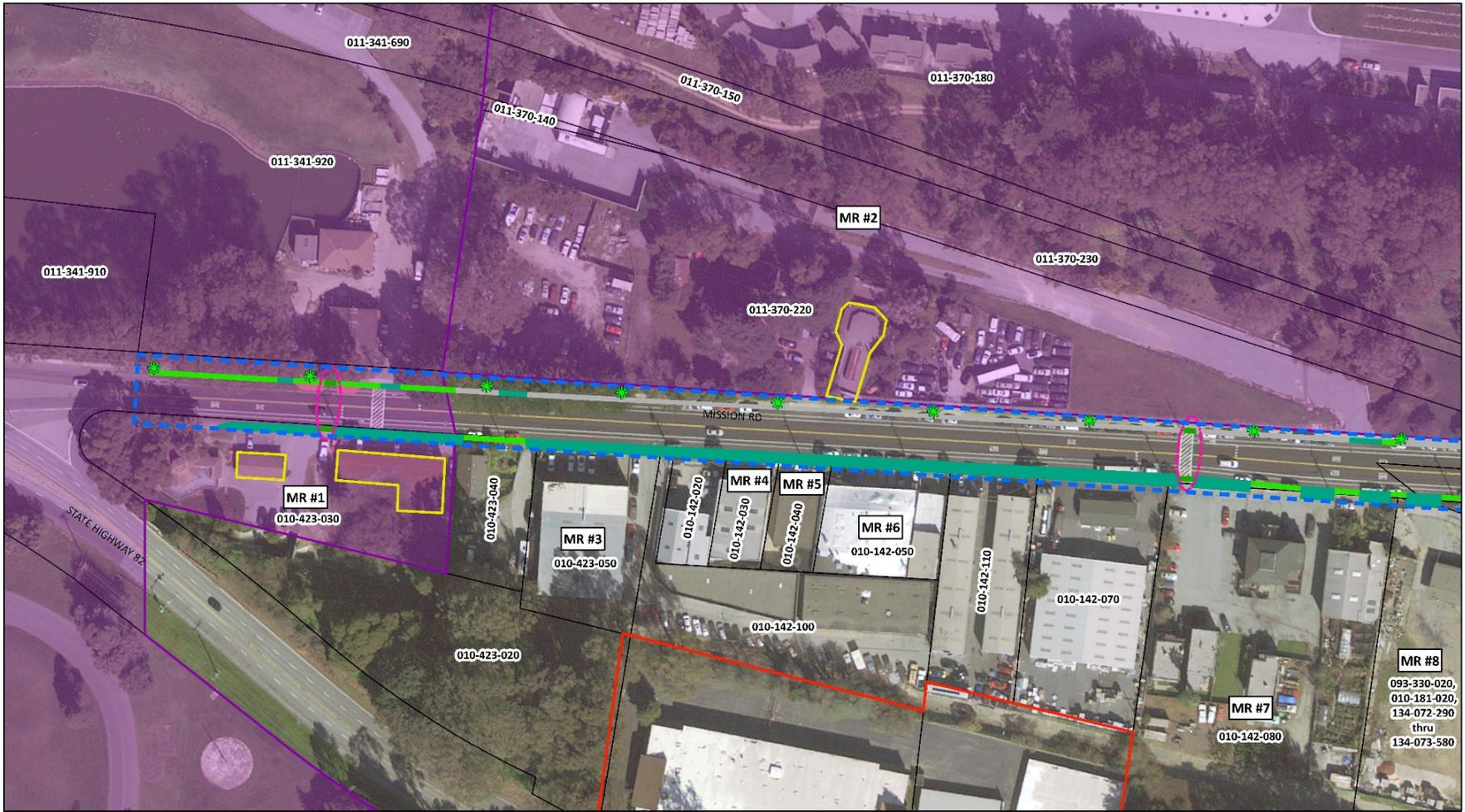


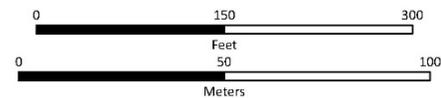
Figure 3.
Area of Potential Effects (APE) Map
Mission Road Bicycle and Pedestrian Improvements Project
Colma, San Mateo County, California
Federal Aid No. CML-5264 (006)

Source: NIP (2013); USA (2019); National Geographic World Map (2019); Microsoft Corporation (2019); San Mateo County GIS (2019).

Figure 3: Area of Potential Effects (APE) Map

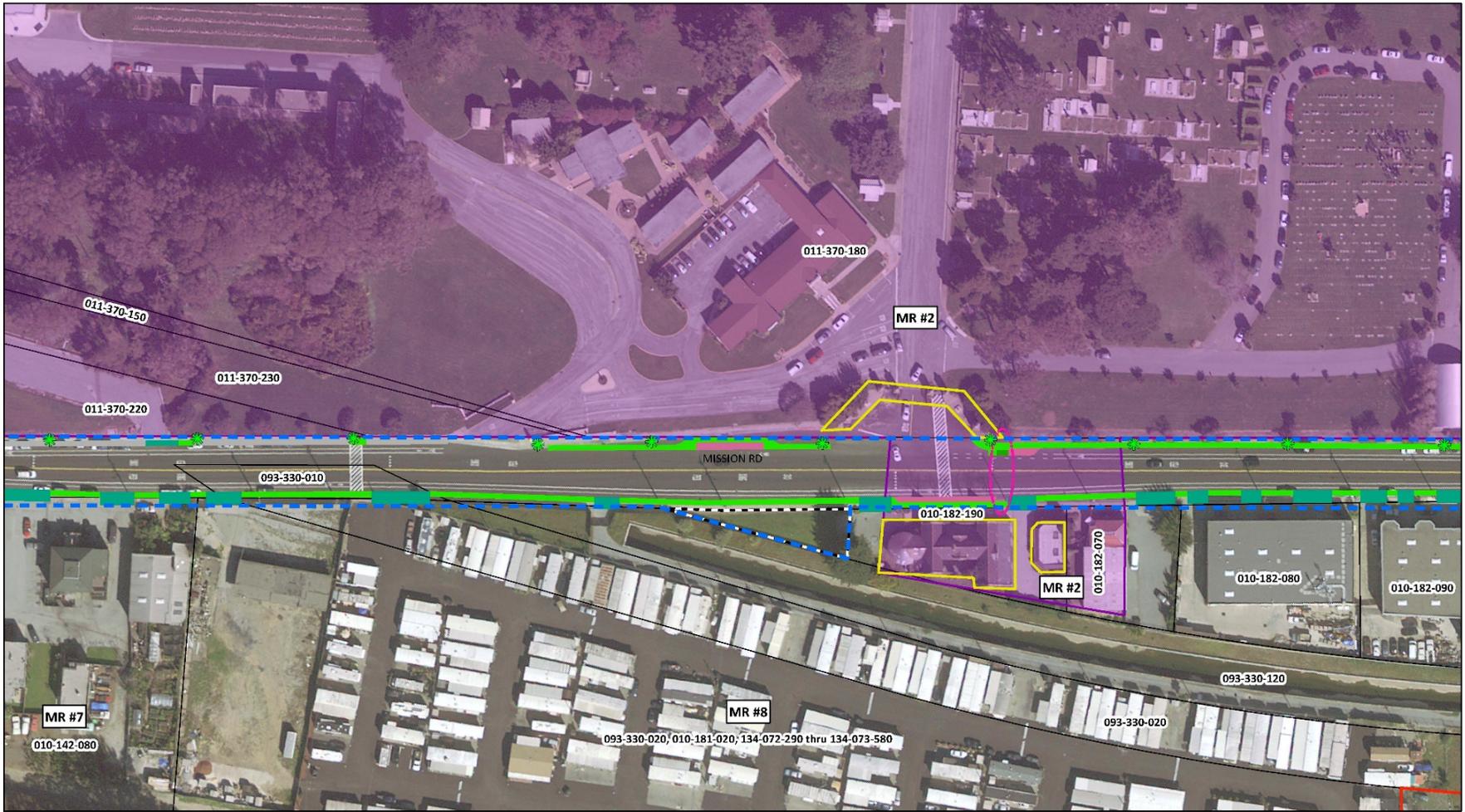


LEGEND			
	Architectural APE		Proposed Streetlight
	Archaeological APE		Staging Area
	Historic District		Proposed Rectangular Rapid Flashing Beacon
	Contributor		5' Concrete Sidewalk
	Parcel		Bioretention Area
			Driveway or Driveway Approach
			Existing Sidewalk to Remain
			New Curb Ramp

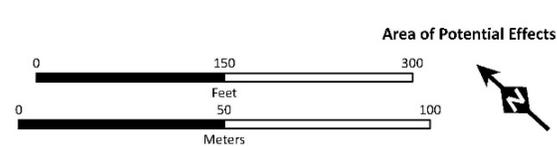


Source: RFP (2019); USA (2019); National Geographic World Map (2019); Northrop Grumman Corporation (2015); San Mateo County GIS (2018).

Figure 3a. Area of Potential Effects (APE) Map



LEGEND			
	Architectural APE		Proposed Streetlight
	Archaeological APE		Staging Area
	Historic District		Proposed Rectangular Rapid Flashing Beacon
	Contributor		5' Concrete Sidewalk
	Parcel		Bioretention Area
			Driveway or Driveway Approach
			Existing Sidewalk to Remain
			New Curb Ramp

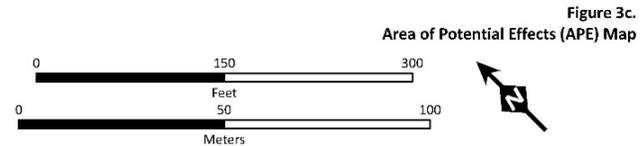


Source: IAP (2019); USA (2019); National Geographic World Map (2019); Northrop Grumman Corporation (2015); San Mateo County GIS (2018).

Figure 3b. Area of Potential Effects (APE) Map



LEGEND			
	Architectural APE		Proposed Streetlight
	Archaeological APE		Staging Area
	Historic District		Proposed Rectangular Rapid Flashing Beacon
	Contributor		5' Concrete Sidewalk
	Parcel		Bioretention Area
			Driveway or Driveway Approach
			Existing Sidewalk to Remain
			New Curb Ramp



Source: IAP (2019); USA (2019); National Geographic World Map (2019); Northrop Grumman Corporation (2015); San Mateo County GIS (2018).

Figure 3c. Area of Potential Effects (APE) Map

Appendix B
Correspondence / Public Participation



2850 Spafford Street, Davis, CA 95618
 (530) 757-2521 | jrphistorical.com

Communication Log

Project Mission Road Bicycle and Pedestrian Improvement Project
Project No. Federal Aid # CML - 5264 (006)
Subject Communications with interested parties re: historic resources
Client Town of Colma and Caltrans
Notes Prepared By Toni Webb, JRP Historical Consulting, LLC

Notes:

Interested Party	Communication Date	Notes
Colma Historical Association 1500 Hillside Boulevard Colma, CA 94014 Phone: (650) 757-1676 Email: cha@colmahistory.com	July 12, 2019	Letter sent via US Mail. No response received.
	August 13, 2019	Follow-up message send via email. No response received.
South San Francisco Public Library History Collection 306 Walnut Avenue South San Francisco, CA 94080 Phone: (650) 877-8530 Email: history@ssf.net	July 12, 2019	Letter sent via US Mail. No response received.
	August 13, 2019	Follow-up message send via email.
	August 14, 2019	Eva Martinez (Archivist) responded via email that her organization has no questions or concerns.
South San Francisco Historical Society 80 Chestnut Avenue South San Francisco, CA 94080 Phone: (650) 829-3825 Email: ssfhistorical@gmail.com	July 12, 2019	Letter sent via US Mail. No response received.
	August 13, 2019	Follow-up message send via email.
	August 20, 2019	Bill Zemke, President of the historical society, responded via email that his organization has no comments or concerns regarding the project.
Alex Greenwood, Director of Economic & Community Development City South San Francisco 400 South Grand Avenue Phone: (650) 829-6620 Email: web-eed@ssf.net	July 12, 2019	Letter sent via US Mail. No response received.
	August 13, 2019	Follow-up message send via email. No response received.



TOWN OF COLMA

1198 El Camino Real • Colma, California • 94014-3212
Tel 650.997.8300 • Fax 650.997.8308

July 12, 2019

Colma Historical Association
1500 Hillside Boulevard
Colma, CA 94014
Phone: (650) 757-1676
Email: cha@colmahistory.com

RE: Town of Colma, Mission Road Bicycle and Pedestrian Improvement Project

To Whom It May Concern:

The Town of Colma (Town), in coordination with the California Department of Transportation (Caltrans), is proposing streetscape improvements along Mission Road between El Camino Real and Lawndale Boulevard. The purpose of this project is to improve pedestrian, bicycle, and vehicle travel safety along Mission Road. Proposed project improvements will include relocation and reconstruction of the existing curb, gutter, sidewalk, Americans with Disabilities Act (ADA) compliant ramps, driveway approaches; installation of new sidewalks; extension of existing Class II bicycle lanes; construction of bulb-outs and high-visibility crosswalks with rectangular rapid flashing beacons; installation of energy-efficient street lights; and construction of landscape planters/bioretenion areas with storm pipes and inlets for drainage and stormwater treatment purposes.

JRP Historical Consulting, LLC has been retained to conduct a study to survey and evaluate buildings and structures on the adjacent parcels that may be affected by the project for their eligibility to be listed in the National Register of Historic Places and/or the California Register of Historical Resources (see enclosed map for the project area). JRP will also assess project impacts to historically significant built environment resources, including the National Register-eligible Cypress Lawn Cemetery and Holy Cross Cemetery that are situated adjacent to the project. This study is being prepared for the project's compliance with Section 106 of the National Historic Preservation Act and the California Environmental Quality Act.

If you or your organization has any information or concerns regarding historic resources in the areas that could be affected by this project, please respond via email to JRP Architectural Historian, Toni Webb, at twebb@jrphistorical.com, or in writing to her at 2850 Spafford Street, Davis, CA

Joanne F. del Rosario, Mayor
John Irish Goodwin, Vice Mayor
Diana Colvin, Council Member • Helen Fiscaro, Council Member • Raquel P. Gonzalez, Council Member
Brian Dossey, City Manager

95618, within the next thirty (30) days. Please note, this is not a request for research, just for information. Thank you for any assistance you can provide.

Sincerely,



Abdulkader Hashem
Project Manager

Enclosures: Project Area Map

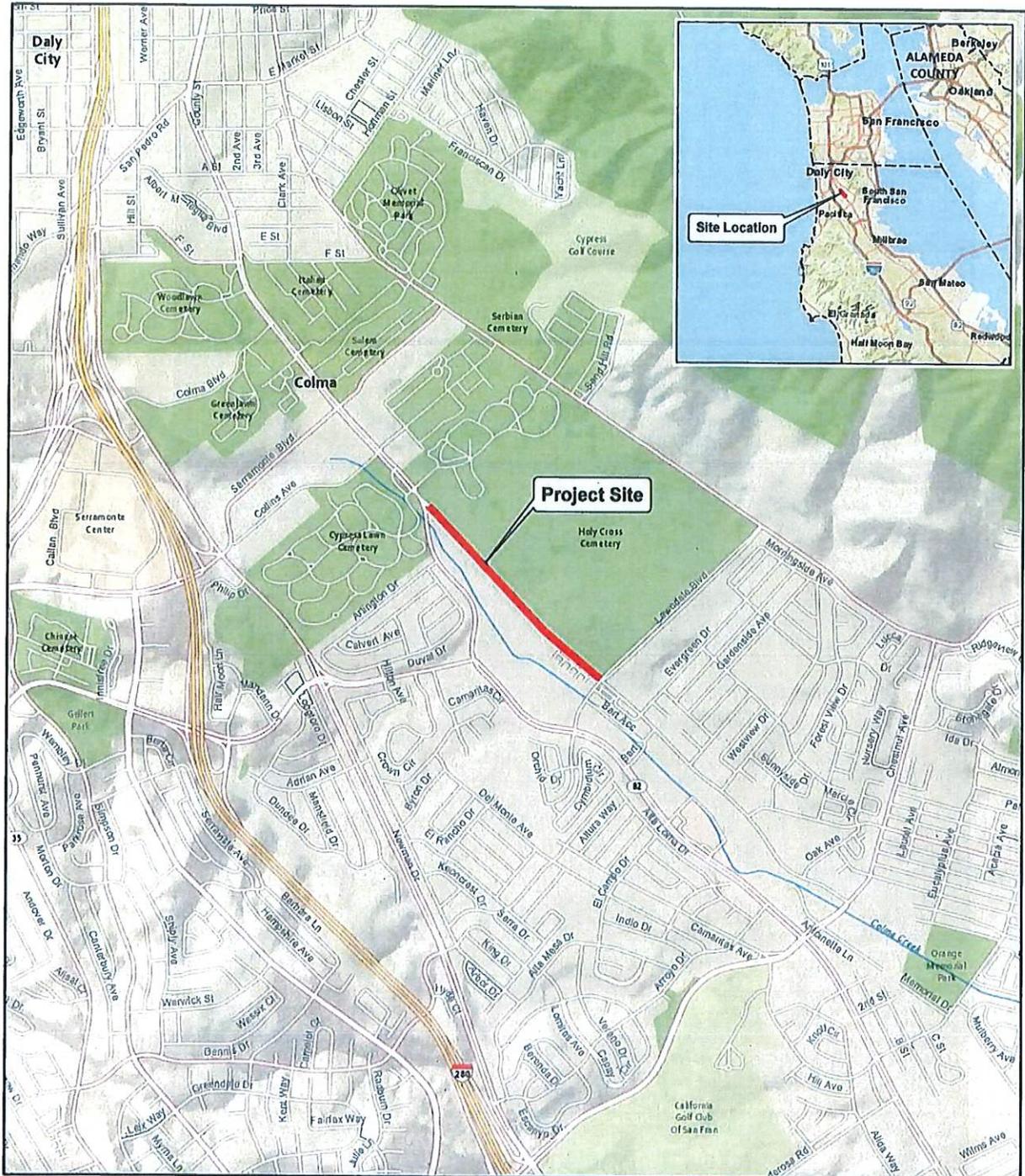


FIGURE 1

Mission Road Project
 Town of Colma, San Mateo County, California
 Regional Location

SOURCE: National Geographic (c) 2018; Esri World Street Map (c) 2018.



TOWN OF COLMA

1198 El Camino Real • Colma, California • 94014-3212
Tel 650.997.8300 • Fax 650.997.8308

July 12, 2019

South San Francisco Public Library History Collection
306 Walnut Avenue
South San Francisco, CA 94080
Phone: 650.877.8530
Email: history@ssf.net

RE: Town of Colma, Mission Road Bicycle and Pedestrian Improvement Project

To Whom It May Concern:

The Town of Colma (Town), in coordination with the California Department of Transportation (Caltrans), is proposing streetscape improvements along Mission Road between El Camino Real and Lawndale Boulevard. The purpose of this project is to improve pedestrian, bicycle, and vehicle travel safety along Mission Road. Proposed project improvements will include relocation and reconstruction of the existing curb, gutter, sidewalk, Americans with Disabilities Act (ADA) compliant ramps, driveway approaches; installation of new sidewalks; extension of existing Class II bicycle lanes; construction of bulb-outs and high-visibility crosswalks with rectangular rapid flashing beacons; installation of energy-efficient street lights; and construction of landscape planters/bioretenion areas with storm pipes and inlets for drainage and stormwater treatment purposes.

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Abdulkader Hashem
Project Manager

Enclosures: Project Area Map

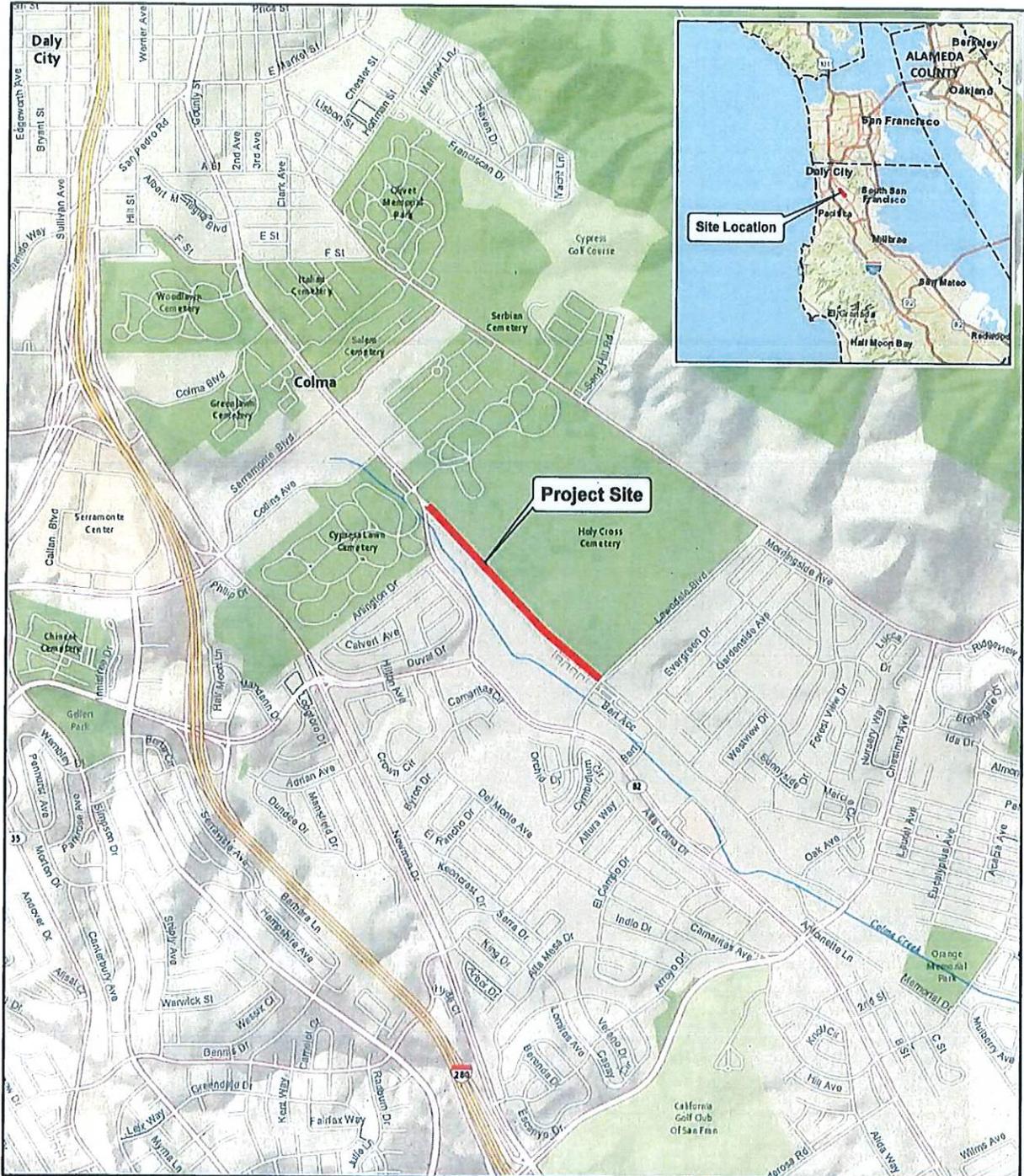


FIGURE 1

Mission Road Project
 Town of Colma, San Mateo County, California
 Regional Location

SOURCE: National Geographic (c) 2018; Esri World Street Map (c) 2018.



TOWN OF COLMA

1198 El Camino Real • Colma, California • 94014-3212
Tel 650.997.8300 • Fax 650.997.8308

July 12, 2019

South San Francisco Historical Society
80 Chestnut Avenue
South San Francisco, CA 94080
Phone: 650.829.3825

RE: Town of Colma, Mission Road Bicycle and Pedestrian Improvement Project

To Whom It May Concern:

The Town of Colma (Town), in coordination with the California Department of Transportation (Caltrans), is proposing streetscape improvements along Mission Road between El Camino Real and Lawndale Boulevard. The purpose of this project is to improve pedestrian, bicycle, and vehicle travel safety along Mission Road. Proposed project improvements will include relocation and reconstruction of the existing curb, gutter, sidewalk, Americans with Disabilities Act (ADA) compliant ramps, driveway approaches; installation of new sidewalks; extension of existing Class II bicycle lanes; construction of bulb-outs and high-visibility crosswalks with rectangular rapid flashing beacons; installation of energy-efficient street lights; and construction of landscape planters/bioretenion areas with storm pipes and inlets for drainage and stormwater treatment purposes.

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95618, within the next thirty (30) days. Please note, this is not a request for research, just for information. Thank you for any assistance you can provide.

Sincerely,



Abdulkader Hashem
Project Manager

Enclosures: Project Area Map

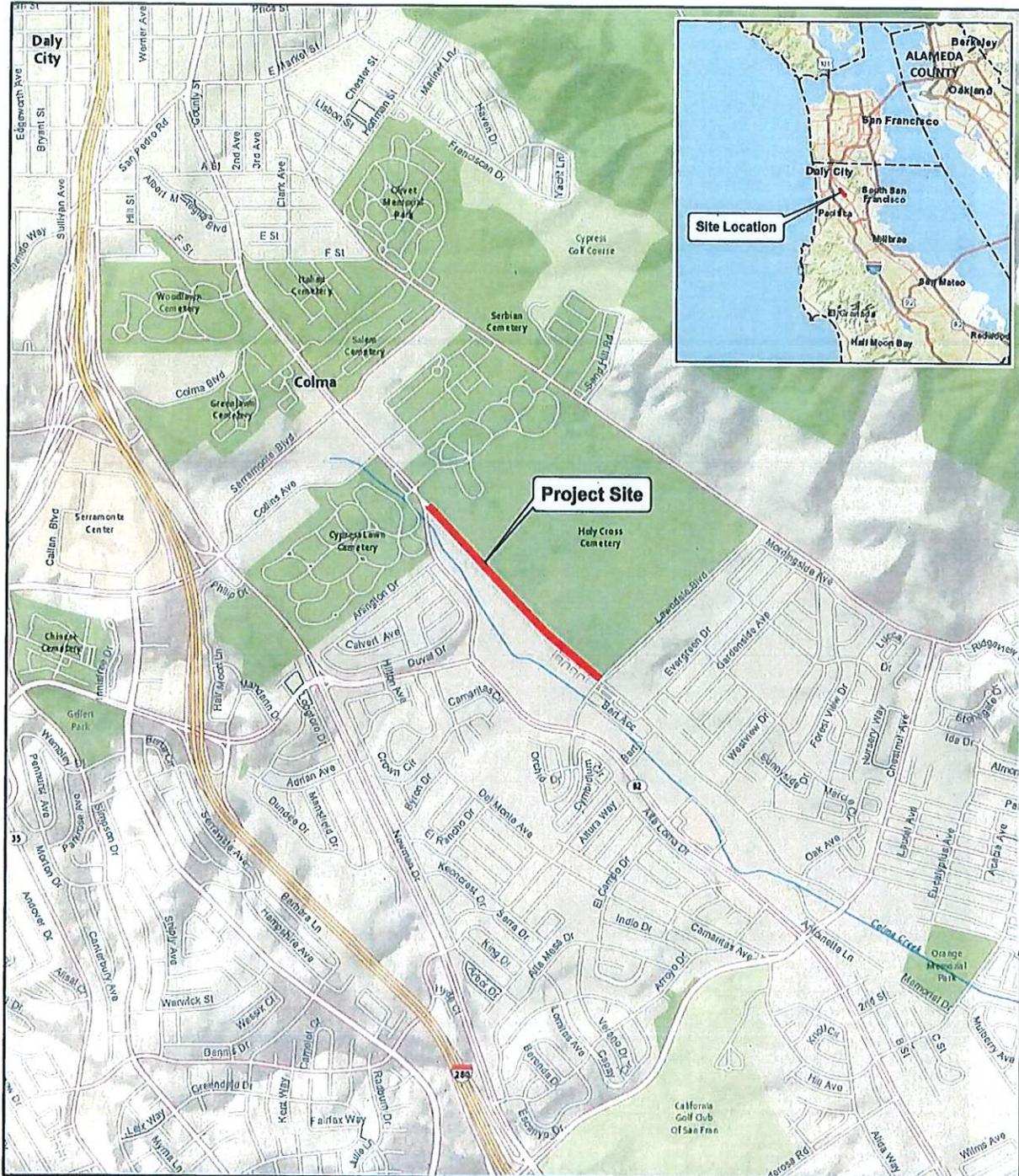
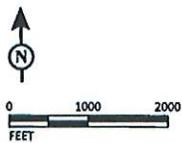


FIGURE 1



SOURCE: National Geographic (c) 2018; Esri World Street Map (c) 2018.

Mission Road Project
 Town of Colma, San Mateo County, California
 Regional Location



TOWN OF COLMA

1198 El Camino Real • Colma, California • 94014-3212
Tel 650.997.8300 • Fax 650.997.8308

July 12, 2019

Alex Greenwood,
Director of Economic & Community Development
City South San Francisco
400 South Grand Avenue

RE: Town of Colma, Mission Road Bicycle and Pedestrian Improvement Project

Dear Mr. Greenwood,

The Town of Colma (Town), in coordination with the California Department of Transportation (Caltrans), is proposing streetscape improvements along Mission Road between El Camino Real and Lawndale Boulevard. The purpose of this project is to improve pedestrian, bicycle, and vehicle travel safety along Mission Road. Proposed project improvements will include relocation and reconstruction of the existing curb, gutter, sidewalk, Americans with Disabilities Act (ADA) compliant ramps, driveway approaches; installation of new sidewalks; extension of existing Class II bicycle lanes; construction of bulb-outs and high-visibility crosswalks with rectangular rapid flashing beacons; installation of energy-efficient street lights; and construction of landscape planters/bioretenion areas with storm pipes and inlets for drainage and stormwater treatment purposes.

JRP Historical Consulting, LLC has been retained to conduct a study to survey and evaluate buildings and structures on the adjacent parcels that may be affected by the project for their eligibility to be listed in the National Register of Historic Places and/or the California Register of Historical Resources (see enclosed map for the project area). JRP will also assess project impacts to historically significant built environment resources, including the National Register-eligible Cypress Lawn Cemetery and Holy Cross Cemetery that are situated adjacent to the project. This study is being prepared for the project's compliance with Section 106 of the National Historic Preservation Act and the California Environmental Quality Act.

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Joanne F. del Rosario, Mayor
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Diana Colvin, Council Member • Helen Fiscaro, Council Member • Raquel P. Gonzalez, Council Member
Brian Dossey, City Manager

95618, within the next thirty (30) days. Please note, this is not a request for research, just for information. Thank you for any assistance you can provide.

Sincerely,

A handwritten signature in blue ink, appearing to read 'A. Hashem', written in a cursive style.

Abdulkader Hashem
Project Manager

Enclosures: Project Area Map

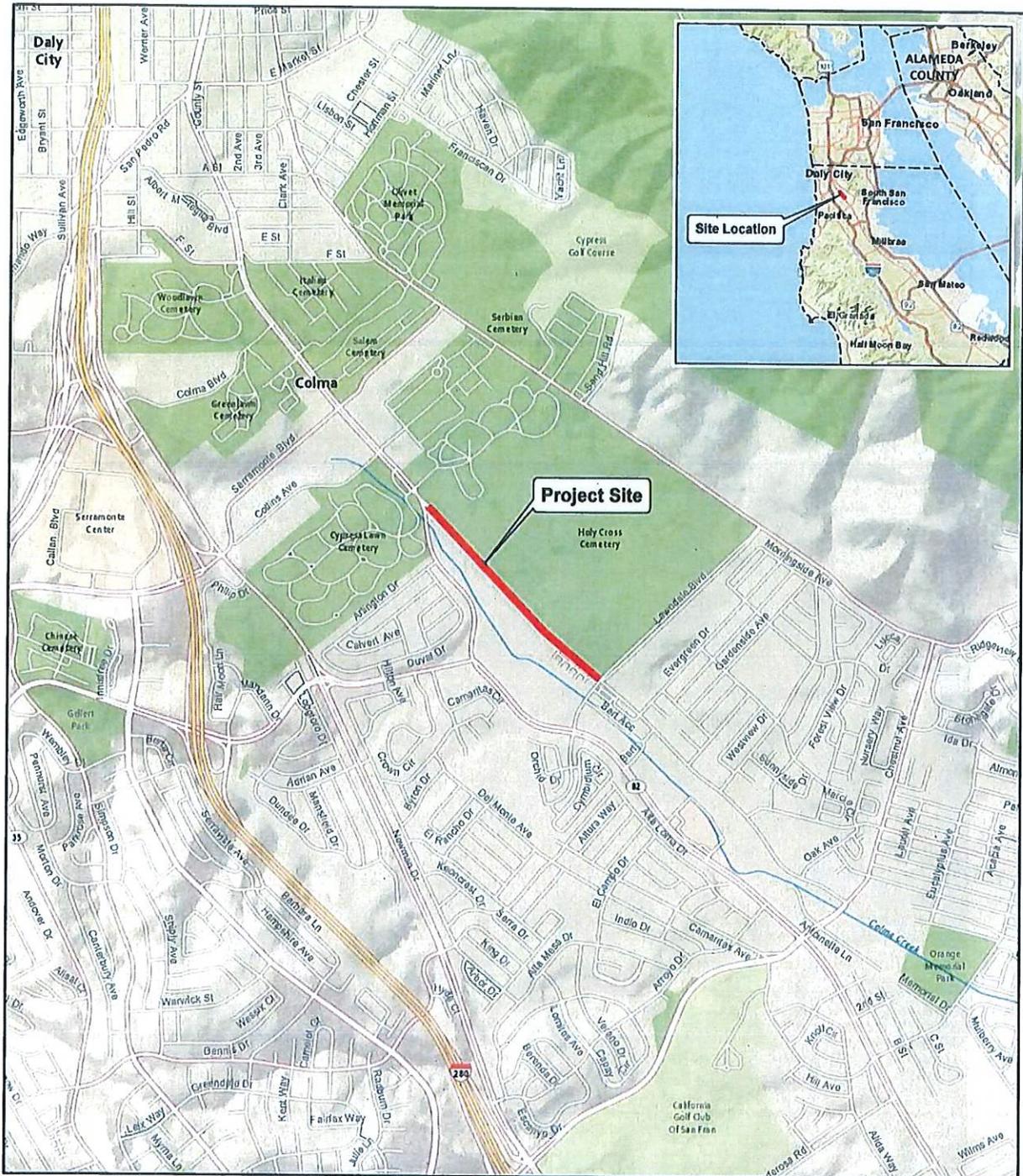
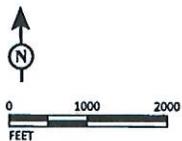


FIGURE 1



SOURCE: National Geographic (c) 2018; Esri World Street Map (c) 2018.

Mission Road Project
 Town of Colma, San Mateo County, California
 Regional Location

Toni Webb

From: Toni Webb
Sent: Tuesday, August 13, 2019 4:06 PM
To: 'cha@colmahistory.com'
Subject: Mission Road Bicycle and Pedestrian Improvement Project
Attachments: Colma Historical Assoc_ltr.pdf

This email serves as a follow-up to a letter (see attachment) sent via US Postal Service by the Town of Colma to your organization on July 12, 2019 regarding historic resources that may be located within the vicinity of the Mission Road Bicycle and Pedestrian Improvement Project. This communication is to confirm that your organization received that letter and to inquire if you have any information or concerns about historic resources in the project area. If you do have any questions or concerns, please reply to this email or contact me via phone or in writing (see contact information below) as soon as possible.

Thank you,

Toni Webb
Architectural Historian
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618
530.757.2521

Toni Webb

From: Toni Webb
Sent: Tuesday, August 13, 2019 4:09 PM
To: 'web-ecd@ssf.net'
Subject: Mission Road Bicycle and Pedestrian Improvement Project
Attachments: SSF ECD Dept.pdf

This email serves as a follow-up to a letter (see attachment) sent via US Postal Service by the Town of Colma to your organization on July 12, 2019 regarding historic resources that may be located within the vicinity of the Mission Road Bicycle and Pedestrian Improvement Project. This communication is to confirm that your organization received that letter and to inquire if you have any information or concerns about historic resources in the project area. If you do have any questions or concerns, please reply to this email or contact me via phone or in writing (see contact information below) as soon as possible.

Thank you,

Toni Webb
Architectural Historian
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618
530.757.2521

Toni Webb

From: Toni Webb
Sent: Tuesday, August 13, 2019 4:08 PM
To: 'ssfhistorical@gmail.com'
Subject: Mission Road Bicycle and Pedestrian Improvement Project
Attachments: SSF Historical Society.pdf

This email serves as a follow-up to a letter (see attachment) sent via US Postal Service by the Town of Colma to your organization on July 12, 2019 regarding historic resources that may be located within the vicinity of the Mission Road Bicycle and Pedestrian Improvement Project. This communication is to confirm that your organization received that letter and to inquire if you have any information or concerns about historic resources in the project area. If you do have any questions or concerns, please reply to this email or contact me via phone or in writing (see contact information below) as soon as possible.

Thank you,

Toni Webb
Architectural Historian
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618
530.757.2521

Toni Webb

From: Toni Webb
Sent: Tuesday, August 13, 2019 4:07 PM
To: 'history@ssf.net'
Subject: Mission Road Bicycle and Pedestrian Improvement Project
Attachments: SSF PL History Collection.pdf

This email serves as a follow-up to a letter (see attachment) sent via US Postal Service by the Town of Colma to your organization on July 12, 2019 regarding historic resources that may be located within the vicinity of the Mission Road Bicycle and Pedestrian Improvement Project. This communication is to confirm that your organization received that letter and to inquire if you have any information or concerns about historic resources in the project area. If you do have any questions or concerns, please reply to this email or contact me via phone or in writing (see contact information below) as soon as possible.

Thank you,

Toni Webb
Architectural Historian
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618
530.757.2521

Toni Webb

From: Martinez, Eva <martinezev@plsinfo.org>
Sent: Wednesday, August 14, 2019 2:26 PM
To: Toni Webb
Subject: Re: Mission Road Bicycle and Pedestrian Improvement Project

Thank you. We have no questions or concerns.

Eva Martinez
Librarian I/Archivist
South San Francisco Public Library History Room
306 Walnut Ave. / South San Francisco, CA 94080 /

History Room Hours

Wednesdays 12-8pm

Saturdays 10-2pm

From: Toni Webb <TWebb@jrphistorical.com>
Sent: Tuesday, August 13, 2019 4:06 PM
To: history@ssf.net <history@ssf.net>
Subject: Mission Road Bicycle and Pedestrian Improvement Project

This email serves as a follow-up to a letter (see attachment) sent via US Postal Service by the Town of Colma to your organization on July 12, 2019 regarding historic resources that may be located within the vicinity of the Mission Road Bicycle and Pedestrian Improvement Project. This communication is to confirm that your organization received that letter and to inquire if you have any information or concerns about historic resources in the project area. If you do have any questions or concerns, please reply to this email or contact me via phone or in writing (see contact information below) as soon as possible.

Thank you,

Toni Webb
Architectural Historian
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618
530.757.2521

Toni Webb

From: Bill Zemke <billzemke@aol.com>
Sent: Tuesday, August 20, 2019 1:00 PM
To: Toni Webb
Subject: Re: Mission Road Improvements

Hi Toni,

At the HSSSF board meeting last night we discussed the Colma improvement project on Mission Road and we have no concerns or comments on this project.

If you have any questions, please let me know.

Thanks!

Bill

Sent from my iPad

> On Aug 15, 2019, at 5:56 PM, Bill Zemke <billzemke@aol.com> wrote:

>

> Hi Toni,

>

> I am President of the Historical Society of South San Francisco and was just forwarded an electronic copy of the city of Colma's July 12 letter on the Mission Road project.

> Only a very small part of this project is near SSF and I am not aware of any concerns on historic resources in this area. Our board meets Monday night and I will ask them if they are aware of any information. I will let you know if we come up with anything.

>

> Thanks,

>

> Bill Zemke

>

> Sent from my iPad

Appendix C
SOIS Action Plan



**SECRETARY OF THE INTERIOR'S STANDARDS FOR THE
TREATMENT OF HISTORIC PROPERTIES ACTION PLAN**

for

**Mission Road Bicycle and Pedestrian Improvement Project
Colma, San Mateo County, California**

Federal Aid # CML - 5264 (006)

Prepared by:



Toni Webb, Architectural Historian
Christopher McMorris, Partner / Architectural Historian
JRP Historical Consulting, LLC
2850 Spafford Street
Davis, CA 95618

Reviewed for Approval by:

Douglas Bright
PQS Principal Architectural Historian
Office of Cultural Resource Studies
Caltrans District 4

Approved by:

Helen Blackmore
Branch Chief, Office of Cultural Resources Studies,
Office of Cultural Resource Studies
Caltrans District 4

September 2019

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APPENDICES

Appendix A – Figures

Figure 1	Project Vicinity
Figure 2	Project Location
Figure 3	Area of Potential Effects (APE)

1. SUMMARY OF ACTION PLAN

JRP Historical Consulting, LLC (JRP) prepared this Secretary of the Interior’s Standards for the Treatment of Historic Properties Action Plan (SOIS Action Plan) to establish tasks to be undertaken during the Mission Road Bicycle and Pedestrian Improvement Project to ensure the project avoids an adverse effect to the Cypress Lawn Memorial Park Historic District, Holy Cross Cemetery Historic District, Champion Auto Parts, and the Lagomarsino Vegetable Farm Historic District, all of which are historic properties of this undertaking. The Town of Colma (Town), in coordination with the California Department of Transportation (Caltrans), is proposing bicycle, pedestrian, and green infrastructure improvements along Mission Road between El Camino Real and Lawndale Boulevard. The purpose of this project is to improve pedestrian, bicycle, and vehicle travel safety along Mission Road. Maps depicting the project vicinity, project location, and Area of Potential Effect (APE) are **Figures 1, 2, and 3** in **Appendix A**.

This SOIS Action Plan assists with project compliance under Section 106 of the National Historic Preservation Act (NHPA). The SOIS Action Plan establishes the intent, methods, and applications of the Secretary of the Interior’s Standards for the Treatment of Historic Properties (SOIS) in order to avoid an adverse effect to historic properties within the APE. Historic properties protected under this plan are the Cypress Lawn Memorial Park Historic District, Holy Cross Cemetery Historic District, and the Lagomarsino Vegetable Farm Historic District, all of which were previously determined eligible for listing in the National Register of Historic Places (NRHP) and are listed in the California Register of Historical Resources (CRHR), as well as Champion Auto Parts, which was determined eligible for the NRHP and CRHR as part of this project.

This SOIS Action Plan was established in support of a Finding of No Adverse Effect with Standard Conditions – Secretary of the Interior’s Treatment of Historic Properties (FNAE–SC–SOIS). A FNAE–SC–SOIS is appropriate because an adverse effect to the historic properties will be avoided with the designation and enforcement of this SOIS Action Plan, pursuant to Stipulation X.B.1 of the 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (Section 106 PA). This plan sets forth the tasks required during each stage of the project and establishes the responsible parties for each task.

2. PROJECT DESCRIPTION SUMMARY

The Town of Colma proposes to construct streetscape improvements along Mission Road. Proposed improvements will include relocation and reconstruction of the existing curb, gutter, sidewalk, Americans with Disabilities Act (ADA) compliant ramps, driveway approaches; installation of new sidewalks; extension of existing Class II bicycle lanes; construction of bulb-outs and high-visibility crosswalks with rectangular rapid flashing beacons; installation of energy-efficient street lights; and construction of landscape planters/bioretenention areas with storm pipes and inlets for drainage and stormwater treatment purposes. A detailed project description is included in the FNAE–SC–SOIS for this project.

2.1 Regulatory Context

This SOIS Action Plan has been prepared pursuant to the 2014 Section 106 PA, Stipulation X.B.1.b and Attachment 5.

3. HISTORIC PROPERTY DESCRIPTION

3.1 Cypress Lawn Memorial Park Historic District

The Cypress Lawn Memorial Park Historic District (Map Reference No. 01) was the third (and first secular) cemetery developed in Colma. Built in 1892 following rural cemetery concepts, the approximately 150-acre district embraces two distinct areas, Cypress Lawn East and Cypress Lawn West, which were developed with the park-like setting (Cypress Lawn East) with curvilinear roads, and heavily landscaped grounds encompassing lakes and large grassy expanses, and memorial park setting (Cypress Lawn West), which has less landscaping and more grassy areas with unobstructed views. The cemetery includes 24 primary contributors, only two of which, the Clubhouse and Vehicle Barn, are immediately adjacent to the proposed project. Built circa 1915, these contributors are of wood-frame construction with wood or corrugated metal siding and have minimal decoration. Please refer to the FNAE–SC–SOIS prepared for this project for photographs of the historic district.

3.1.1 *National Register of Historic Places Significance*

The historic district was previously inventoried and evaluated in 1994 by Archaeological/Historical Consultants for the Bay Area Rapid Transit—San Francisco Airport Extension Project. The evaluation concluded that the cemetery (P-41-000404) was eligible for listing in the NRHP. The SHPO concurred with that finding by consensus in the Section 106 process in September 1994 (Reference: UMTA900828A), and the historic district was subsequently listed in the CRHR. In 2016, Architectural Historian Ward Hill and Landscape Historian Denise Bradley prepared an update to the 1994 evaluation as part of the Colma Veteran Village project. That study provided a detailed and updated description of the historic district and the cultural landscape identified therein. The Hill / Bradley study also updated the district's boundary and refined the list of contributing and non-contributing features, finding that the property had not been substantially altered since 1994. According to this update, under NRHP Criterion A, the district is significant for its important “association with the conflict over cemeteries in San Francisco and the forced removal and transfer of graves to new cemeteries in Colma.” Under NRHP Criterion B, it is “significant for its association with the graves of numerous persons who were important to California history.” Furthermore, under NRHP Criterion C, it is significant “as an example of the evolution of landscape design style for cemeteries during the late-nineteenth century and the first half of the twentieth century and includes examples of the landscape characteristics association with rural cemetery, lawn-park, and memorial park styles of design,” and “for its collection of funerary art and architecture that illustrate the evolution of cemetery design during the late-nineteenth century and first half of the twentieth century.”¹

¹ Archaeological/Historical Consultants, *A Historic Resources Evaluation Report of Seven Colma Cemeteries, Colma, California*, prepared for Bay Area Rapid Transit and SamTrans, June 1994; Cheryl Widell, California State Historic Preservation Officer, Letter to Stewart F. Taylor, Federal Transit Administration, UMTA900828A, September 22,

The district's period of significant is 1892 to 1945. Along with the cultural landscape, the district's contributors include 24 buildings and structures, as well as other features (buildings, structures, objects, and cultural landscape characteristics) "that were part of the cemetery by 1945."² The district also includes four non-contributors. The boundary of the historic district generally follows the present-day cemetery legal parcels, extending eastward from Junipero Serra Boulevard to Hillside Boulevard and includes one parcel at the intersection of Mission Road and El Camino Real (see Figure 3, Architectural APE Map in Appendix A, which includes the historic district boundary). A comprehensive list of the historic district's character-defining features was not identified in the 1994 or updated survey. Character-defining features include the integrity of all contributors as identified in the 2016 update and encompass the pre-1945 cultural landscape features: circulation features, spatial organization, topographic modification, vegetation features, buildings and structures, burial structures and objects, constructed water features, and views and vistas.

3.2 Holy Cross Cemetery Historic District

Holy Cross Cemetery (Map Reference No. 02) was the first and largest of the cemeteries to be constructed in Colma. Construction of this cemetery began in 1886. With approximately 283 acres, the rural cemetery generally has a rectilinear layout with large expanses of grassy, open space that provide an open feeling and picturesque views that typify the rural cemetery movement. With more than 300,000 burials, the cemetery includes 14 primary contributors. Those contributors immediately adjacent to the proposed project are the Richardsonian Romanesque entrance gate with stone walls and lodge (originally a train depot), both of which were built of stone in 1902; the circa 1900 wood-frame, Colonial Revival-style Caretaker's House; the Richardsonian Romanesque revival style florist shop, and a circa 1910, concrete pumphouse, commonly referred to as Native Son Florist and Baca's Engines and Machine shop, respectively. No headstones are located near Mission Road. Please refer to the FNAE-SC-SOIS prepared for this project for photographs of the historic district.

3.2.1 National Register of Historic Places Significance

Archaeological/Historical Consultants previously inventoried and evaluated the Holy Cross Cemetery Historic District (P-41-000405) in 1994 by for the Bay Area Rapid Transit—San Francisco Airport Extension Project and found that the cemetery was eligible for listing in the NRHP. The SHPO concurred with that finding by consensus in the Section 106 process in September 1994 (Reference: UMTA900828A), and the historic district was listed in the CRHR. Ward Hill and Denise Bradley prepared an update to that evaluation in 2016 as part of the Colma Veteran Village project. That study provided a detailed and updated description of the historic

1994; Ward Hill and Denise Bradley, *Finding of Effect, Colma Veterans Village, 1690 Mission Road, Colma, California*, prepared for Mercy Housing California, February 2016.

² Ward Hill and Denise Bradley, *Finding of Effect, Colma Veterans Village, 1690 Mission Road, Colma, California*, prepared for Mercy Housing California, February 2016, C-16.

district and the cultural landscape identified therein. The Hill / Bradley study also updated the district's contributing and non-contributing features and found that the property had not been substantially altered since 1994. According to this update, under NRHP Criterion A, the district is significant for its important "association with the conflict over cemeteries in San Francisco and the forced removal and transfer of graves to new cemeteries in Colma." Under NRHP Criterion B, it is "significant for its association with the graves of numerous persons who were important to California history." Furthermore, under NRHP Criterion C, it is significant "as an example of the evolution of landscape design style for cemeteries during the late-nineteenth century and the first half of the twentieth century and includes landscape characteristics associated with both traditional rectilinear cemetery design and the rural cemetery style of design," and "for its collection of funerary art and architecture that illustrate the evolution of cemetery design during the late-nineteenth century and first half of the twentieth century."³

The district's period of significant is 1886 to 1945. Along with the cultural landscape, the district's contributors include 14 buildings and structures, as well as other features (buildings, structures, objects, and cultural landscape characteristics) "that were part of the cemetery by 1945."⁴ The historic district boundary generally follows the present-day cemetery legal parcels, extending eastward from Mission Road to Hillside Boulevard and north from Lawndale Boulevard to the southeastern border of Cypress Lawn Memorial Park and including two parcels on the south side of Mission Road (see Figure 3, Architectural APE Map in Appendix A, which includes the historic district boundary). A comprehensive list of the historic district's character-defining features was not identified in the 1994 or 2016 update. Character-defining features include the integrity of all contributors as identified in the updated survey and encompass the pre-1945 cultural landscape features, including a historic-period cut-stone wall along Mission Road, and circulation features, spatial organization, topographic modification, vegetation features, buildings and structures, burial structures and objects, constructed water features, and views and vistas.

3.3 Champion Auto Parts, 1685-1687 Mission Road

The former Champion Auto Parts at 1685-1867 Mission Road (Map Reference No. 06) is comprised of two commercial buildings constructed in the late 1950s and early 1960s. The earlier building is a concrete warehouse-style building with a concrete foundation, built-up bow-truss roof, parapet walls, glazed aluminum-frame windows, and simple metal doors, and a single metal roll-up warehouse door. The later building is a small concrete structure with a metal canopy. Please refer to the FNAE-SC-SOIS prepared for this project for photographs of this historic property.

³ Archaeological/Historical Consultants, *A Historic resources Evaluation Report of Seven Colma Cemeteries*; Cheryl Widell, California State Historic Preservation Officer, Letter to Stewart F. Taylor, Federal Transit Administration, UMTA900828A, September 22, 1994; Ward Hill and Denise Bradley, *Finding of Effect, Colma Veterans Village*.

⁴ Ward Hill and Denise Bradley, *Finding of Effect, Colma Veterans Village, 1690 Mission Road, Colma, California*, prepared for Mercy Housing California, February 2016, B-15.

3.3.1 *National Register of Historic Places Significance*

The Champion Auto Shop, formerly known as Champion Speed Shop, is significant under NRHP Criterion A and CRHR Criterion 1 at the local level of significance for its important associations with the development of the drag racing culture in Colma and the San Francisco Bay Area during the 1950s through the late 1970s. Established at this location in 1958, the Shop specialized in racing parts and repairs of customized hotrods and race cars. It was the first such speed shops established in Colma and directly influenced the founding of other such shops, such as Gotelli Speed Shop in 1962 and Baca's Machine Shop in 1968, as well as automotive paint and body shops in Colma. It also promoted the drag racing culture by serving as informal gathering place for local drag racers and racing and hotrod enthusiasts.

The property is also significant under NRHP Criterion B and CRHR Criterion 2, at the local level of significance, for its direct and important associations with local drag racing pioneer Jim McLennan, a notable racing track owner and promoter. It was through his speed shop, establishment of his three Bay Area racetracks, that McLennan advanced the local racing scene. He has been recognized by his peers for his contribution to the local racing sport by being inducted into the National Hot Rod Associations' Hall of Fame (1993), Bay California Sportswriters' Association Hall of Fame (1969), and International Drag Racing Hall of Fame (2007), and by the establishment of the Jim McLennan Drag Racing Foundation in 2018, which promotes automotive education and drag racing to honor McLennan and his achievement in the field. Thus, this property is eligible for the NRHP and CRHR.

The property's period of significance extends from 1958, when the building was constructed, to the 1969, the 50 year cutoff for NRHP. The historic property boundary consists of the building's legal parcel. The ca. 1967 building at 1685 Mission Road was constructed for the speed shop during the period of significance and therefore contributes to the significance of this historic property. Character-defining features include the speed shop's location and orientation to Mission Road, its size and massing, and its basic utilitarian architecture consisting of simple concrete construction, built-up bow-truss roof, parapet walls, and fenestration.

3.4 Frank Lagomarsino Vegetable Farm Historic District

The Frank Lagomarsino Vegetable Farm Historic District (Map Reference No. 09) includes six residences on adjacent parcels that were constructed in the first two decades of the twentieth century as part of small, family-run farm. Identified as vernacular examples of Neoclassic rowhouses, all are raised, two-story, wood-frame, single-family residences with integrated, ground-level garages and moderately pitched, composition-shingle hip, pyramidal, or cross-gable roofs. Each building is clad in a mixture of narrow wood clapboards and wood shiplap. Four of the buildings (1431, 1445, 1451 and 1457 Mission Road) are nearly identical buildings with porch sheltered by a pedimented gable roof and minimal decoration. The other residences are more elaborate with inset porches and entrances, one or more three-part bay windows with decorative

panels below. These panels are repeated within the front entrance and within the cornice on the main façade of 1433 Mission Road. The residences at 1439 includes a bracketed cornice with and ionic column atop the solid porch balustrade. Each of the six building has been altered by one or more modification including small rear additions, replacement windows, doors, and porch balustrades. Please refer to the FNAE–SC–SOIS prepared for this project for photographs of the historic district.

3.4.1 *National Register of Historic Places Significance*

In 1992, Historian Kent L. Seavey concluded that the Frank Lagomarsino Vegetable Farm was eligible for listing in the NRHP. While no specific NRHP criteria or character-defining features were listed in his evaluation of these residential remnants of the farm, Seavey identified residential development as the context for his evaluation with a period of 1906-1918. The evaluation noted the six contributing residences (listed below) “constitute the largest and only remaining concentration of residential housing constructed in Colma between the San Francisco earthquake and the outbreak of WWI, an important period of growth in the region. . . [and] the most intact example of the family farmstead that make up much of what is now Colma during the period of significance.”⁵ Seavey assigned the district a NRHP status code 3S, and SHPO subsequently concurred with that finding, as submitted within the Historic Architectural Survey Technical Report for the BART-San Francisco Airport Extension Project prepared by Archaeological/Historical Consultants in June 1994. The residences that contribute to the overall significance of the property were assigned NRHP status code 2D2 (determined eligible by consensus in the Section 106 process) in the California Office of Historic Preservation Historic Property Data File Directory and were listed in the CRHR.

The district is significant under NRHP Criterion A for its important association within the residential development of Colma between ca. 1908, when the first residence was constructed, and 1918, when the remaining houses were built. Character-defining features include the extant contributing buildings (1431, 1433, 1439, 1445, 1451, and 1457 Mission Road), their architectural design and original materials, size and scale, their spatial relationship to one another, and their orientation to Mission Road. The boundary of the district in the boundaries of the three legal parcels where the contributors are sited.

⁵ Kent L. Seavey, Historic Resource Inventory for the Frank Lagomarsino Vegetable Farm,” August 15, 1992; California Office of Historic Preservation Historic Property Data File Directory, April 5, 2012.

4. ANALYSIS OF EFFECTS AND CONDITIONS PROPOSED

The Mission Road Bicycle and Pedestrian Improvement Project will not have an adverse effect on the Cypress Lawn Memorial Park Historic District, Holy Cross Cemetery Historic District, Champion Auto Parts, and the Lagomarsino Vegetable Farm Historic District because the proposed construction activities will meet SOIS. This section discusses the project activities and how application of SOIS will prevent adverse effects upon character-defining features of these historic properties.⁶

The following restates the SOIS for Preservation and provides a summary of how the project complies with, or does not apply to, each of these in order to avoid an adverse effect to the historic properties.

1. *A property will be used as it was historically or be given a new use that maximizes the retention of distinctive materials, features, spaces and spatial relationships. Where a treatment and use have not been identified, a property will be protected and, if necessary, stabilized until additional work may be undertaken.*

The project will require the use of equipment and physical construction within the historic boundaries of four historic properties: Cypress Lawn Memorial Park Historic District, Holy Cross Cemetery Historic District, Champion Auto Parts, and the Lagomarsino Vegetable Farm Historic District. Following the completion of the project, the historic properties will continue to be used as they have been historically, as burial grounds, and commercial and residential properties.

2. *The historic character of a property will be retained and preserved. The replacement of intact or repairable historic materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.*

The project will retain and preserve the historic character of the four historic properties. The character-defining features of Cypress Lawn Memorial Park Historic District, Holy Cross Cemetery Historic District, Champion Auto Parts, and the Lagomarsino Vegetable Farm Historic District will be retained. If any alteration to these historic properties occurs because of the use of equipment or construction in the area along and immediately adjacent to Mission Road, the relevant Responsible Party listed in Section 6, will return the historic properties to their appearance and specifications prior to completion of the project.

3. *Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate and conserve existing historic materials and features will be physically and visually compatible, identifiable upon close inspection and properly documented for future research.*

⁶ The finding of no adverse effect was concluded in: JRP Historical Consulting, LLC, "Finding of No Adverse Effect with Standards Conditions Secretary of the Interior's Treatment of Historic Properties for Mission Road Bicycle and Pedestrian Improvement Project, Colma, San Mateo County, California," prepared for Caltrans District 4, 2019; United States Department of the Interior, SOI, *The Secretary of the Interior's Standards for the Treatment of Historic Properties* (Washington, D.C.: 1992).

The undertaking will not make changes to four historic properties (Cypress Lawn Memorial Park Historic District, Holy Cross Cemetery Historic District, Champion Auto Parts, and the Lagomarsino Vegetable Farm Historic District) that are physically or visually incompatible with their existing historic character.

- 4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.*

The Cypress Lawn Memorial Park Historic District, Holy Cross Cemetery Historic District, Champion Auto Parts, and the Lagomarsino Vegetable Farm Historic District do not include changes that have acquired historic significance in their own right.

- 5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

When completed, the Mission Road vehicular, pedestrian and bicycle improvements will only impact, visually and/or physically, limited areas within the boundaries of the Cypress Lawn Memorial Park Historic District (0.5 acres of the 150-acre historic district), Holy Cross Cemetery Historic District (0.5 acres of the 238-acre historic district); Champion Auto Parts (0.02 acres of the 0.3-acre property), and the Lagomarsino Vegetable Farm Historic District (less than 0.01 acres of the 0.75-acre property). No contributing features of the historic properties are located within those areas. The project, therefore, will preserve the district's distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that are relevant to its significance.

- 6. The existing condition of historic features will be evaluated to determine the appropriate level of intervention needed. Where the severity of deterioration requires repair or limited replacement of a distinctive feature, the new material will match the old in composition, design, color and texture.*

The project does not call for the repair or replacement of any historic features that contribute to the Cypress Lawn Memorial Park Historic District, Holy Cross Cemetery Historic District, Champion Auto Parts, and the Lagomarsino Vegetable Farm Historic District. If any replacement or repair of materials or features within these historic properties is required, it will match the existing materials.

- 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.*

The project does not call for chemical or physical treatments to the Cypress Lawn Memorial Park Historic District, Holy Cross Cemetery Historic District, Champion Auto Parts, and the Lagomarsino Vegetable Farm Historic District beyond the area immediately adjacent to Mission Road.

- 8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*

This standard does not apply because no archaeological resources will be affected by the project.

5. MONITORS

Monitoring is not required for this proposed project.

6. RESPONSIBLE PARTIES ACTION PLAN TABLE

6.1 Responsible Parties

The following is a list of the parties responsible for performing the tasks required to meet the SOIS for the Mission Road Bicycle and Pedestrian Improvement Project. A complete list of tasks is included in Section 6.2. The Consultant Architectural Historian meets the Secretary of Interior's Professional Qualification Standards under History and/or Architectural History.

Title	Name / Affiliation	Phone Number
Caltrans PQS Architectural Historian	Douglas Bright	510-286-5350
Town Project Manager	Abdulkader Hashem	650-757-8897
Project Engineer	<i>Name</i>	
Consultant Architectural Historian	Chris McMorris, JRP Historical Consulting, LLC	530-575-2521
Contractor	<i>Name</i>	

6.2 SOIS Action Plan Table for the Mission Road Bicycle and Pedestrian Improvement Project

The following is the SOIS Action Plan table for the Mission Road Bicycle and Pedestrian Improvement Project. This table establishes the tasks to be undertaken before, during, and after project activities in order to avoid an adverse effect. The table lays out the responsible party or parties for each task and provides a column in which the date of the task completion can be recorded.

Stage	Responsible Parties	Task	Date Task Completed
Pre-Construction	Consultant Architectural Historian* Town Project Manager Project Engineer	Consultant Architectural Historian will work with Project Engineer and Town Project Manager to ensure SOIS are clearly described and illustrated in the plans, specifications, and estimates (PS&E).	
	Consultant Architectural Historian* Caltrans PQS Architectural Historian	Consultant Architectural Historian will consult with Caltrans PQS Architectural Historian in the event unforeseen changes to the PS&E package that are not in conformance with the SOIS.	
	Town Project Manager* Project Engineer Consultant Architectural Historian	Responsible parties will review the PS&E package.	
	Caltrans PQS Architectural Historian* Town Project Manager Project Engineer Consultant Architectural Historian	Caltrans PQS Architectural Historian will review and approve the 100% PS&E package.	
	Town Project Manager* Project Engineer Consultant Architectural Historian	Town Project Manager will ensure SOIS Action Plan is included in the Project Engineer's Project File.	
	Project Engineer* Caltrans PQS Architectural Historian Consultant Architectural Historian Contractor	The Project Engineer will notify Consultant Architectural Historian at least three weeks in advance of project activities. The Consultant Architectural Historian will notify the Caltrans PQS Architectural Historian when project activities will begin.	

Stage	Responsible Parties	Task	Date Task Completed
	Town Project Manager* Project Engineer Consultant Architectural Historian Contractor	Responsible parties will perform field review of historic property for SOIS implementation at least one calendar week prior to project activities.	
During Construction	Town Project Manager Project Engineer Consultant Architectural Historian* Contractor	Consultant Architectural Historian will consult with Town Project Manager and Project Engineer to confirm the PS&E are being followed, as they pertain to compliance with the SOIS.	
	Caltrans PQS Architectural Historian Project Engineer Consultant Architectural Historian* Contractor	Consultant Architectural Historian will examine proposed project activities not represented in the PS&E to ensure they meet the SOIS. Consultant Architectural Historian will consult with Caltrans PQS Architectural Historian regarding any activities that do not meet with the SOIS. .	
	Caltrans PQS Architectural Historian* Town Project Manager Project Engineer Consultant Architectural Historian	Caltrans PQS Architectural Historian will review and approve any project changes to ensure that they meet the SOIS.	
Post- Construction	Town Project Manager* Consultant Architectural Historian Contractor	Town Project Manager will inform Consultant Architectural Historian when project is complete.	
	Consultant Architectural Historian* Caltrans PQS Architectural Historian Town Project Manager Project Engineer	Consultant Architectural Historian will conduct a post-project review to ensure the SOIS were followed, and coordinate with Town Project Manager and Project Engineer regarding the results of this review.	
	Consultant Architectural Historian* Caltrans PQS Architectural Historian	Consultant Architectural Historian will provide the Caltrans PQS Architectural Historian a memorandum confirming the project's completion and compliance with the SOIS.	

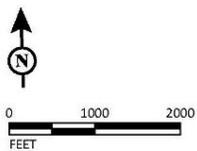
*Primary responsible party

Appendix A

Figures



FIGURE 1



SOURCE: National Geographic (c) 2018; Esri World Street Map (c) 2018.

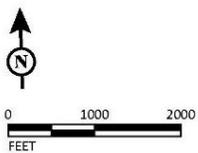
(Prepared by LSA for Archaeological Survey Report, Mission Road Bicycle and Pedestrian Improvements Project, Colma, San Mateo County, California, June 2019)

*Mission Road Bicycle and
Pedestrian Improvements Project
Colma, San Mateo County, California
Federal Aid No. CML-5264 (006)*

Study Vicinity



FIGURE 2

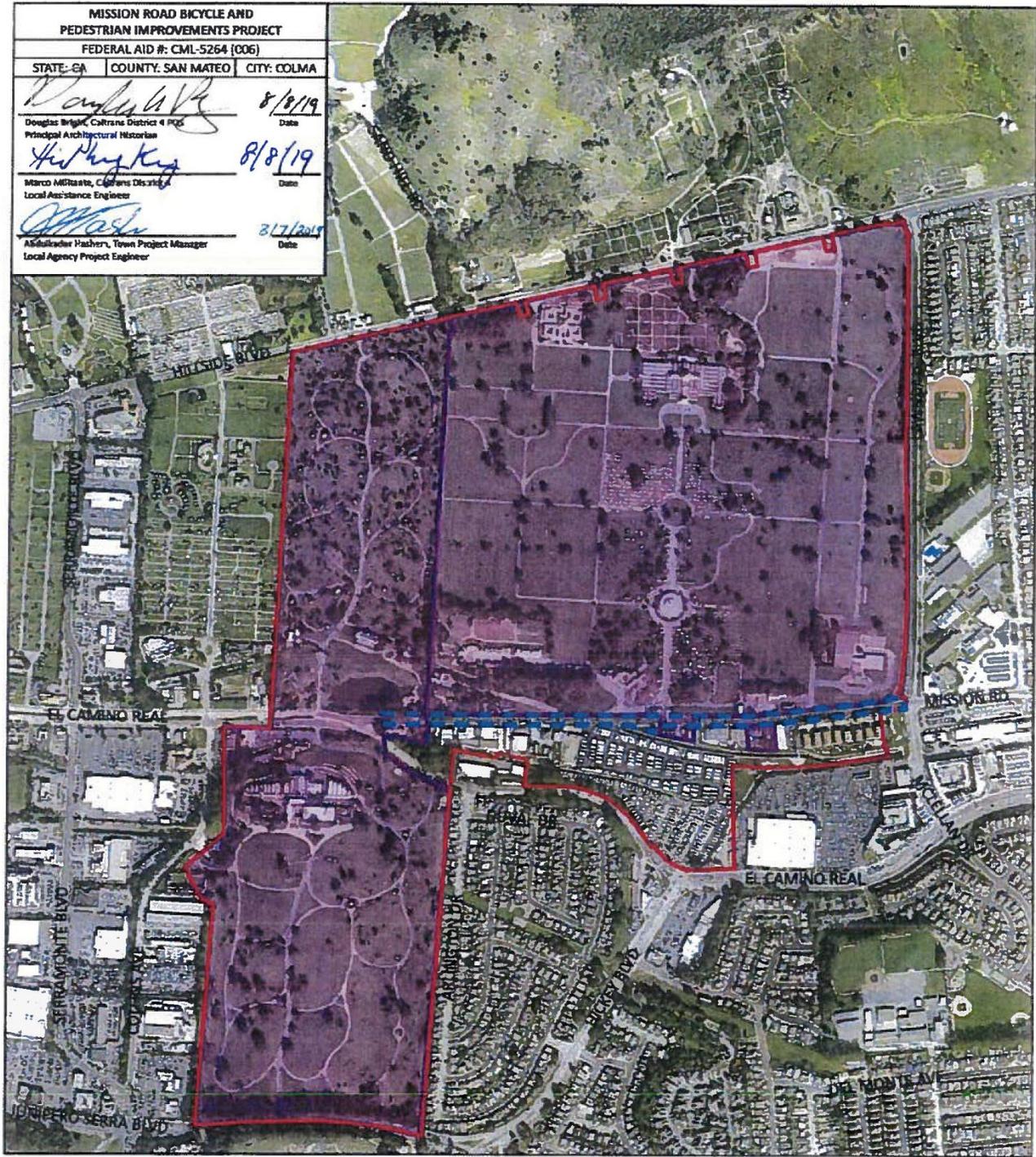


SOURCE: USGS 7.5-minute Topo Quad - San Francisco South, Calif. (1980).

(Prepared by LSA for Archaeological Survey Report, Mission Road Bicycle and Pedestrian Improvements Project, Colma, San Mateo County, California, June 2019)

Mission Road Bicycle and
Pedestrian Improvements Project
Colma, San Mateo County, California
Federal Aid No. CML-5264 (006)

Study Location



LEGEND

-  Architectural APE
-  Archaeological APE
-  Historic District

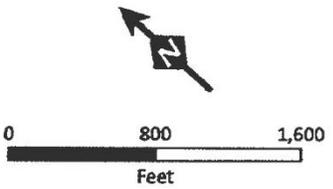
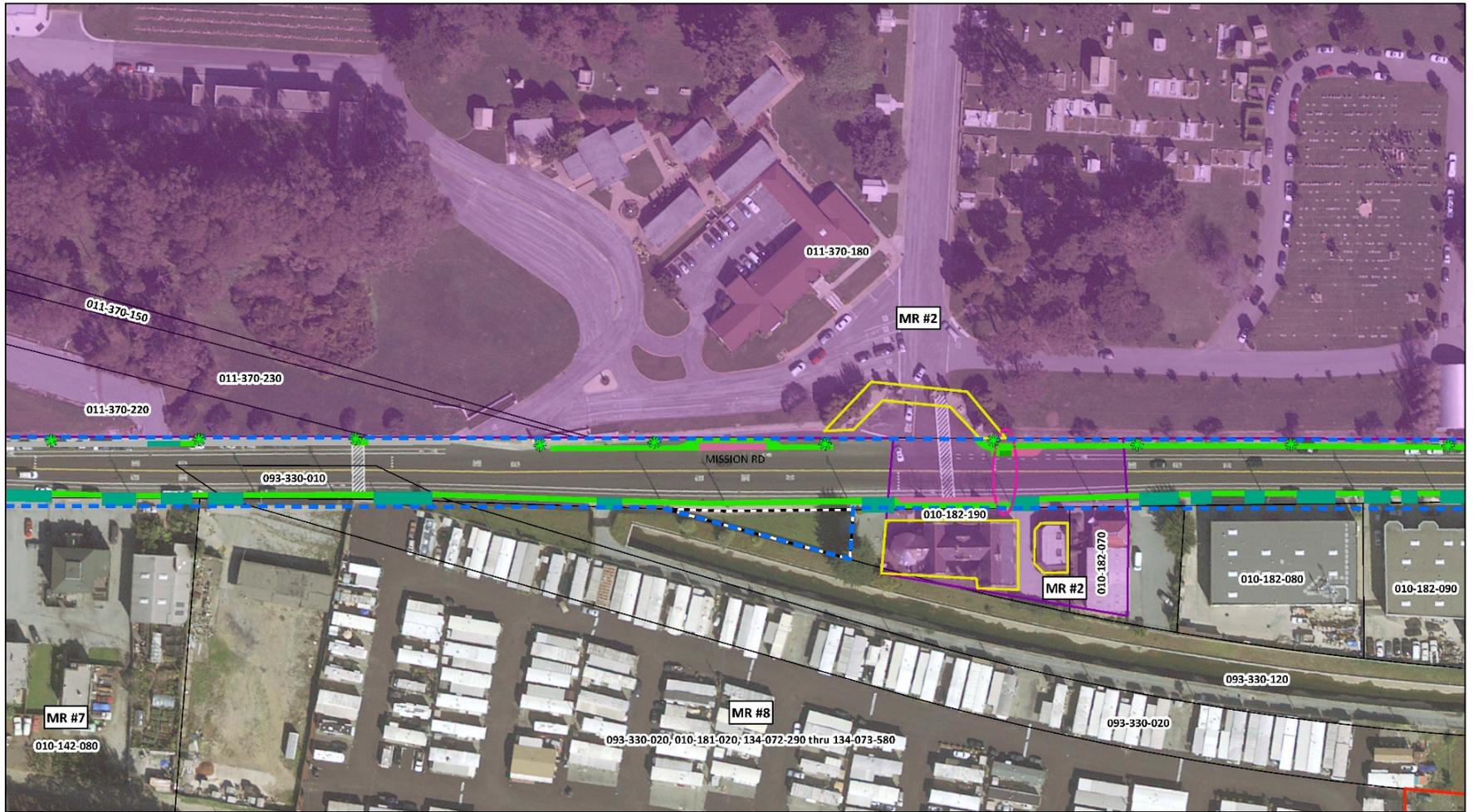


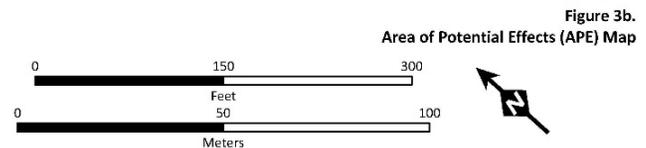
Figure 3.
Area of Potential Effects (APE) Map
Mission Road Bicycle and Pedestrian Improvements Project
Colma, San Mateo County, California
Federal Aid No. CML-5264 (006)

Source: NIP (2019); LSA (2019); National Geographic World Map (2019); Mercator German Corporations (2019); San Mateo County GIS (2019).

Figure 3: Area of Potential Effects (APE) Map



LEGEND	
	Architectural APE
	Archaeological APE
	Historic District
	Contributor
	Parcel
	Proposed Streetlight
	Staging Area
	Proposed Rectangular Rapid Flashing Beacon
	5' Concrete Sidewalk
	Bioretention Area
	Driveway or Driveway Approach
	Existing Sidewalk to Remain
	New Curb Ramp



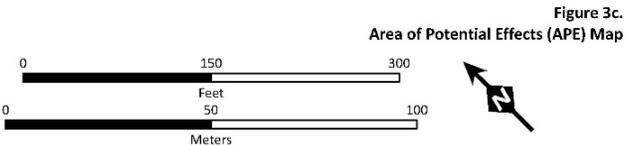
Source: IAP (2019); USA (2019); National Geographic World Map (2019); Northrop Grumman Corporation (2025); San Mateo County GIS (2018).

Figure 3b.

Area of Potential Effects (APE) Map



LEGEND					
	Architectural APE		Proposed Streetlight		5' Concrete Sidewalk
	Archaeological APE		Staging Area		Bioretention Area
	Historic District		Proposed Rectangular Rapid Flashing Beacon		Driveway or Driveway Approach
	Contributor		Existing Sidewalk to Remain		New Curb Ramp
	Parcel				



Source: FAP (2019); USA (2019); National Geographic World Map (2019); Northrop Grumman Corporation (2025); San Mateo County GIS (2018).

Figure 3c.

Area of Potential Effects (APE) Map