

CALTRAIN EXTENSION TO MONTEREY COUNTY PASSENGER RAIL STATIONS

VOLUME II - *Appendices* **DRAFT ENVIRONMENTAL IMPACT REPORT**

April 26, 2006

Prepared For:



TRANSPORTATION AGENCY OF MONTEREY COUNTY
55-B Plaza Circle
Salinas, California 93901

Prepared By:

PARSONS Transportation Group
100 Park Center Plaza, Suite 450
San Jose, California 95113

LIST OF APPENDICES

VOLUME II

- A Comments on the Initial Study/Notice of Preparation
- B Conceptual Drawings
- C Cultural Resources Technical Report
- D Traffic Analysis
- E Form AD 1006 Farmland Conversion Rating Sheet

APPENDIX A

COMMENTS ON THE INITIAL STUDY/ NOTICE OF PREPARATION



Gray Davis
Governor

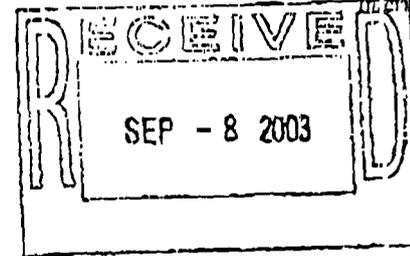
STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse



Tal Finney
Executive Director

Notice of Preparation

September 2, 2003



To: Reviewing Agencies

Re: Caltrain Extension to Monterey County Project
SCH# 2003091011

Attached for your review and comment is the Notice of Preparation (NOP) for the Caltrain Extension to Monterey County Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

William Reichmuth
Transportation Agency of Monterey County
55-B Plaza Circle
Salinas, CA 93901-2902

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Associate Planner, State Clearinghouse

Attachments
cc: Lead Agency

11/14/2005 16:06 4082807533
SEP-09-2003 TUE 11:50 AM TAMC

PARSONS SAN JOSE
FAX NO. 831 775 0897

PAGE 06/05
P. 06/07

Document Details Report
State Clearinghouse Data Base

SCH# 2003091011 Project Title Caltrain Extension to Monterey County Project Lead Agency Monterey County Transportation Agency	
Type NOP Notice of Preparation. Description The proposed project consists of four elements: commuter rail station construction at the communities of Pajaro and Castroville; renovations/expansions of an existing passenger rail station and construction of a new parking facility at Salinas; and construction of a commuter rail layover facility at Salinas. Improvements to the UPRR Coast main line between Gilroy and Salinas and institutional arrangements required for construction and operation of commuter rail service between Gilroy and Salinas, although related, are not included as a part of the EIR.	
Lead Agency Contact Name William Reichmuth Agency Transportation Agency of Monterey County Phone 831 775-0903 email info@tamcmonterey.org Address 55-B Plaza Circle City Salinas	Fax State CA Zip 93901-2902
Project Location County Monterey City Monterey Region Cross Streets Parcel No. (pnjaro)117-272-001(Castroville)133-081-006&-007 etc.... Township Range Section Base	
Proximity to: Highways Airports Railways Waterways Schools Land Use Light Industrial Agricultural Preservation - Coastal Light Industrial Heavy Industrial Agricultural Light Industrial	
Project Issues Acsthetic/Visual; Agricultural Land; Air Quality; Biological Resources	
Reviewing Agencies Resources Agency; California Coastal Commission; Department of Conservation; Office of Historical Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 3; Department of Food and Agriculture; Native American Heritage Commission; Public Utilities Commission; Caltrans, District 5; Air Resources Board, Transportation Projects; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 3	
Date Received 09/02/2003 Start of Review 09/02/2003 End of Review 10/01/2003	

Regain

Resources Agency

- Resources Agency
Nadell Gayou
- Dept. of Boating & Waterways
Sue Bostler
- California Coastal
Commission
Elizabeth A. Fuchs
- Colorado River Board
Gerald R. Zimmerman
- Dept. of Conservation
Roseanne Taylor
- California Energy
Commission
Environmental Office
- Dept. of Forestry & Fire
Protection
Allen Robertson
- Office of Historic
Preservation
Hans Kreutzberg
- Dept. of Parks & Recreation
B. Noah Tilghman
Environmental Stewardship
Section
- Reclamation Board
Lori Buford
- Santa Monica Mountains
Conservancy
Paul Edelman
- S.F. Bay Conservation &
Dev't. Comm.
Steve McAdam
- Dept. of Water Resources
Resources Agency
Nadell Gayou

Fish and Game

- Dept. of Fish & Game
Scott Flint
Environmental Services Division
- Dept. of Fish & Game 1
Donald Koch
Region 1
- Dept. of Fish & Game 2
Banky Curtis
Region 2

- Dept. of Fish & Game 3
Robert Floerke
Region 3
- Dept. of Fish & Game 4
William Laudermilk
Region 4
- Dept. of Fish & Game 5
Don Chadwick
Region 5, Habitat Conservation
Program
- Dept. of Fish & Game 6
Gabrina Gatchel
Region 6, Habitat Conservation
Program
- Dept. of Fish & Game 6 UM
Tammy Allen
Region 6, Inyo/Mono, Habitat
Conservation Program
- Dept. of Fish & Game M
Tom Napoli
Marine Region

Other Departments

- Food & Agriculture
Steve Staffer
Dept. of Food and Agriculture
- Dept. of General Services
Robert Sleppy
Environmental Services Section
- Dept. of Health Services
Wayne Hubbard
Dept. of Health/Drinking Water

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- Office of Emergency Services
John Rowden, Manager
- Governor's Office of Planning
& Research
State Greenhouse
- Native American Heritage
Comm.
Debbie Treadway

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- State Lands Commission
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- Tahoe Regional Planning
Agency (TRPA)
Lyn Barnatt

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Aeronautics
Sandy Hesnard
- Caltrans - Planning
Ron Helgeson
- California Highway Patrol
Lt Julie Page
Office of Special Projects
- Housing & Community
Development
Cathy Creswell
Housing Policy Division

Dept. of Transportation

- Dept. of Transportation 1
Mike Eagan
District 1
- Dept. of Transportation 2
Don Anderson
District 2
- Dept. of Transportation 3
Jeff Pulverman
District 3
- Dept. of Transportation 4
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David Murray
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- Dept. of Transportation 6
Marc Gimbaum
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- Dept. of Transportation 7
Stephen J. Buswell
District 7

- Dept. of Transportation 8
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- Dept. of Transportation 9
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- Dept. of Transportation 10
Tom Dumas
District 10
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Bill Figge
District 11
- Dept. of Transportation 12
Bob Joseph
District 12

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 - Airport Projects
Jim Lerner
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Kurt Karperos
 - Industrial Projects
Mike Tofstrup

- California Integrated Waste
Management Board
Sue O'Leary
- State Water Resources Control
Board
Jan Hockenberry
Division of Financial Assistance
- State Water Resources Control
Board
Student Intern, 401 Water Quality
Certification Unit
Division of Water Quality
- State Water Resources Control Board
Mike Falkenstein
Division of Water Rights
- Dept. of Toxic Substances Control
CEQA Tracking Center

SCH# 2003091

Regional Water Quality
Board (RWQCB)

- RWQCB 1
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North Coast Region (1)
- RWQCB 2
Environmental Document
Coordinator
San Francisco Bay Region
- RWQCB 3
Central Coast Region
- RWQCB 4
Jonathan Bishop
Los Angeles Region (4)
- RWQCB 5S
Central Valley Region
- RWQCB 5F
Central Valley Region
Fresno Branch Office
- RWQCB 5R
Central Valley Region
Redding Branch Office
- RWQCB 6
Lahontan Region (6)
- RWQCB 6V
Lahontan Region
Victorville Branch Office

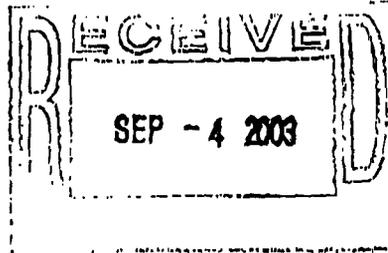
- RWQCB 7
Colorado River Basin Region
- RWQCB 8
Santa Ana Region (8)
- RWQCB 9
San Diego Region (9)

Other _____





MONTEREY BAY
Unified Air Pollution Control District
serving Monterey, San Benito, and Santa Cruz counties



AIR POLLUTION CONTROL OFFICER
Douglas Juellin

24580 Silver Cloud Court • Monterey, California 93940 • 831/647-9411 • FAX 831/647-8501

September 3, 2003

William Reichmuth, P.E.
Executive Director
TAMC
55-B Plaza Circle
Salinas, CA 93901-2902

SUBJECT: NOP FOR EIR FOR CALTRAIN EXTENSION TO MONTEREY COUNTY PROJECT

Dear Mr. Reichmuth:

Staff has reviewed the referenced document and has the following recommendations for the scope of work for the air quality analysis:

1. Direct and indirect source emissions (VOC and NO_x) from all proposed operational activities should be quantified and assessed. Emissions should be calculated only for Monterey County travel.
2. VOC and NO_x emissions need not be quantified for "typical" construction activity. Staff should be consulted regarding potential construction equipment to be used on the project.
3. If project or cumulative traffic would cause LOS to decline from D or better to E or F, dispersion modeling should be undertaken to determine if carbon monoxide concentrations would violate ambient air quality standards at sensitive receptor locations.
4. Project operational and construction PM₁₀ emissions should be quantified. If emissions would exceed 82 lb/day, the project would have a significant impact on air quality. However, PM₁₀ modeling could be undertaken to verify or dispute this finding per the District's CEQA Air Quality Guidelines.
5. If the project might expose sensitive receptors in adjacent land uses to air quality problems such as odors or toxic air contaminants (e.g., diesel exhaust), the DEIR should include an assessment of these impacts. District staff may be contacted regarding the methodology for preparing diesel exhaust risk assessments.

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6. Mitigation measures should be identified for any significant impacts on air quality. The EIR should quantify the emission reduction effectiveness of each measure, identify agencies responsible for implementation and monitoring, and conclude whether mitigation measures would reduce impacts below significance levels.
7. If a federal action is involved, a general conformity finding should be made. A consistency determination should be made to address the project's cumulative impact on regional air quality, as well. AMBAG should be contacted for these determinations.
8. If District permits are required, they should be identified.
9. The Initial Study (p. 24) states, "The project would service growth that is projected in the Monterey County and Salinas General Plans. Growth is already accounted for in the AQMD plans..." The District is a unified APCD, not a AQMD. The population growth accommodated in the AQMP is based on AMBAG's population forecasts, not general plans.
10. The Initial Study goes on to state, "The project would also be subject to all current air quality rules and regulations as disclosed in the Regional Transportation Plan..." We are unaware of any air quality rules and regulations included in the RTP. The District regulations relate to stationary and area sources only.
11. The Initial study states (p. 24), "The Monterey Bay Area Air Quality Management District considers any uncontrolled construction emissions to be significant." This is incorrect. See item 2 above. Also, the reference to a AQMD should be changed to Monterey Bay Unified Air Pollution Control District.

The District's CEQA Air Quality Guidelines can be used to help prepare the air quality analysis. The Guidelines are available at the District's website - www.mbuapcd.org. Please do not hesitate to call if you have any questions.

Sincerely,



Janet Brennan
Supervising Planner
Planning and Air Monitoring Division



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Boer Metrof. center
101 Eighth Street
Oakland, CA 94607-5700
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September 4, 2003

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Deputy Director/Operations

Theresa W. McMillan
Deputy Director/Policy

William Reichmuth
Transportation Agency for Monterey County
55-B Plaza Circle
Salinas, California 93901-2902

Dear Mr. Reichmuth:

We have received your Notice of Preparation (NOP) of a draft environmental impact report (DEIR) for extending Caltrain to Monterey County, including the construction of three new railway stations in your county. According to the NOP, the project results in substantial increases to existing Caltrain ridership as well as the connecting Capitol Corridor services.

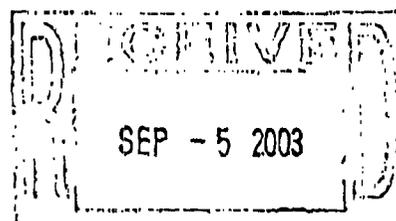
In the DEIR project description, please include the project's ongoing operations budget and its sources of funding. If any of the funding is to come from agencies in Santa Clara or San Mateo counties, or from other agencies in the San Francisco Peninsula area, please describe if the necessary funds are being made available by cutting some other program or activity, or if it is new money.

In the DEIR traffic analysis, please include impacts of the project (compared to no project) on the existing train stations in Santa Clara County. Please include the same level of analysis that you have for the Pajaro, Castroville, and Salinas proposed stations.

Sincerely,

Marc Roddin
San Mateo and
Santa Clara County Liaison

Copies via e-mail to:
Commissioner Beall
Commissioner McLemore
Ashley Nguyen (MTC staff)



Arkin, Mollie

From: Mark_McCumsey@dot.ca.gov
Sent: Tuesday, August 12, 2003 10:39 AM
To: Smith, Mollie
Subject: Monterey County Commuter Rail Stations.

Hi Mollie,
below are comments on the Traffic Impact Analysis for the Salinas Intermodal Center. If you have questions, please contact me.

Thanks,

Mark McCumsey
Regional Planner
Caltrans District 5
(805) 549-3963
Calnet 629-3963

Mark_McCumsey@dot.ca.gov

----- Forwarded by Mark McCumsey/D05/Caltrans/CAGov on 08/12/2003 10:34 AM

Roger D Barnes

08/11/2003

02:50 PM

To: Mark McCumsey/D05/Caltrans/CAGov@DOT
cc:
Subject: Monterey County Commuter Rail

Stations.

1. Page 2 & 3 - "Field observations of existing traffic operations during the network evening peak indicates that traffic queues spill back from the intersection of Rossi Street and North Main Street to adjacent intersections, including the Salinas Street/West Market Street and Monterey Street/East Market Street intersections as well as the Lincoln Avenue at West Market Street intersection. At times, this area of downtown appears to be gridlocked. Because such conditions reduce the traffic volumes entering and exiting the study intersections, level of service analysis (based on the hourly traffic volumes) can falsely indicate acceptable operations".

Field observations described in the Draft Traffic Impact Analysis indicates poor operating conditions currently exist along the West Market Street corridor under existing conditions (LOS "E" or "F" conditions). However, the calculated LOS used to determine project impacts does not reflect this. The software package used in the analysis needs to be calibrated to accurately reflect existing conditions. Once the model is calibrated, the background and project conditions should be reanalyzed. Please see comment 4.

2. The Level of Service calculation sheets and Software files should be provided for our review.

3. The City of Salinas has identified several improvements that need to be implemented along the West Market Street Corridor (City of Salinas January 2003 Signal Progression along Market Street and Monterey Street Study). This project is adding several hundred peak hour trips to the corridor and the Draft Traffic Study does not indicated this project will be participating in any improvements along the corridor. Additional improvements along the corridor may be required by the Department to accommodate this project during the Caltrans encroachment permit for the reconfiguration of the West Market Street/Lincoln Avenue intersection.

4. The traffic study does not contain a Queuing analysis as indicated in the April 7, 2003 Scope of Work. The Scope of Work states:

Queuing Analysis

An operational/queuing analysis will also be conducted to determine the impact of the proposed project on traffic operations along West Market Street, adjacent to the existing station site. Utilizing field observations and Synchro - calculated design queues, issues such as adequate storage and spillover queues will be considered. Specifically, left turn storage capacity and spillback queues that block upstream intersections will be evaluated".

None of this was contained in the Traffic Analysis. This is key to the analysis.

Roger



September 29, 2003

Transportation Agency for Monterey County
55-B Plaza Circle
Salinas, CA 93901-2902

Attention: William Reichmuth

Subject: Caltrain Extension to Monterey County

Dear Mr. Reichmuth:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the NOP for a Draft EIR to extend Caltrain commuter service to Monterey County. We have the following comments.

Introduction

The statement is made on page 2 that train service will consist of two round trip trains "per day" between Salinas and Gilroy. We believe this should say "per weekday" given that Caltrain does not operate weekend service between Gilroy and San Jose.

The statement is made that the project will include "limited equipment acquisition". What assumptions are made in terms of purchase of passenger cars/locomotives? Will diesel locomotives be purchased? Electrification of Caltrain from Gilroy to San Francisco is a top priority of the Joint Powers Board (JPB). Is it anticipated the Salinas-Gilroy segment will be electrified in the short term or long term? If not, will diesel trains run between Salinas and Gilroy and then shuttle back to Salinas, or will they park at Gilroy? Will maintenance equipment be acquired for the layover site?

The impact of the proposed new service on the existing Gilroy station and maintenance yard should be evaluated.

Project Purpose and Need

On page 3, it is stated: "As a consequence, residents of Monterey County who work in Santa Clara County and points north must use private vehicles to travel between home and work." This statement contradicts the earlier sentence that mentions bus service is provided from Monterey County to connect with Caltrain in Gilroy.

Transportation Agency for Monterey County

September 29, 2003

Page 2

Regarding the Salinas layover facilities, it is not clear what servicing/ maintenance/ testing/other activities will occur here. The list on pages 4 and 5 seems to indicate that locomotive fueling will occur here and that parts, tools and supplies will be stored here. How many train crew, maintenance and other Amtrak people will be stationed here? What days and times is it anticipated that the trains will lay over here? Please define the extent of the activities that will be conducted here, which will better identify impacts (e.g. noise, light, air and water pollution). What impact will the use of a layover at this site have on Caltrain's ability to maintain trains at Diridon Station and in the future at the new maintenance facility at Lenzen yard?

The list of facility components at stations does not include ticket vending machines and ticket validating machines, which will be needed now that Caltrain has transitioned to a proof of payment system and will not sell tickets on the train.

Peninsula Corridor Joint Powers Board

On page 17, the first paragraph should indicate that TAMC needs to negotiate an operating and funding agreement with JPB to provide the proposed service. This section also indicates that JPB will be required to negotiate trackage rights for this project. However, it is not correct that the JPB would be "required" to undertake these negotiations.

The NOP does not mention ridership estimates, operating plan/schedule or operating/capital costs to do this project. We recommend that this information be included in the Draft EIR.

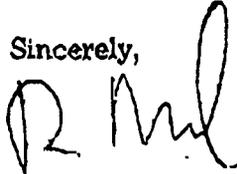
Transportation/Traffic Impacts

Under Transportation/Traffic Impacts, one impact that doesn't seem to be discussed is the potential for degraded service reliability for existing Caltrain riders, particularly those on the Gilroy Extension. It appears the operating plan assumption is that some of the existing trains will be extended south to Monterey, so they can pick up their current schedule once they hit Gilroy. Currently, Gilroy extension riders have fairly reliable service as Gilroy is the terminus. Trains do not generally leave Gilroy late. The proposed service would pose numerous delay possibilities due to signal failures, track problems, blocked grade crossings, freight conflicts and UP dispatching issues. Not only could trains be late, but they may not get to Gilroy at all, increasing the need for bus bridges.

Transportation Agency for Monterey County
September 29, 2003
Page 3

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,



Roy Molseed
Senior Environmental Planner

RM:kh

cc: Jim Unites, VTA
Frank Sharpless, VTA

STATE OF CALIFORNIA - THE RESOURCES AGENCY

GRAY DAVIS, Governor

CALIFORNIA COASTAL COMMISSION

CENTRAL COAST DISTRICT OFFICE
125 FRONT STREET, SUITE 300
SANTA CRUZ, CA 95060
(831) 427-4863
www.calcoast.gov



September 22, 2003

SEP 23 2003

William Reichmuth, P.E.
Executive Director
Transportation Agency for Monterey County
55-B Plaza Circle
Salinas, CA 93901-2902

Subject: *Notice of Preparation of Draft Environmental Impact Report (EIR); Caltrain Extension to Monterey County Project*

Dear Mr. Reichmuth:

Thank you for sending our office a copy of the above referenced document, which requests comments from the Coastal Commission with respect to the environmental issues to be addressed by the EIR for the proposed three new railway stations within Monterey County. We received your transmittal on September 2, 2003.

The proposed Castroville station (Site 2) is the only station that is within the coastal zone and will require a Coastal Development Permit from Monterey County, which is appealable to the Coastal Commission. The Site 2 alternative will need to be evaluated for consistency with Monterey County's Local Coastal Program (LCP). The County's North County LCP requires that development adjacent to prime and productive farmland be compatible with agriculture (Policy 2.6.1). Further restrictions on the development or conversion of agricultural lands are listed in Policy 2.6.2 and Policy 2.6.3. Site 2 is currently zoned Coastal Agricultural Preserve and will be subject to requirements associated with this zoning designation. (Please refer to Monterey County Implementation Plan Section 20.30.010). The EIR should address these requirements among other ways by identifying and evaluating alternative locations outside of agricultural lands.

Another issue that will need to be addressed in the EIR is water quality impacts. The LCP contains specific policies for protecting water quality of North County. Please refer to Key Policy 2.5.1, General Policy 2.5.2, Water Quality Policy 2.5.2.B and Erosion and Sedimentation Control Policy 2.5.2.C for further details. Please address drainage issues and identify measures that will avoid erosion and the discharge of polluted runoff both during and after construction.

Commission staff appreciates the opportunity to provide input, and may have additional comments upon our review of the EIR and final project proposal. If you have any questions, please contact our office at (831) 427-4863.

William Reichmuth, P.E.
September 22, 2003
Page 2

Best regards,



Michael Nowak
Coastal Planner
Central Coast District Office

cc: Jeff Main, Manager, Monterey County Planning and Building Services

Parsons



Department of Toxic Substances Control

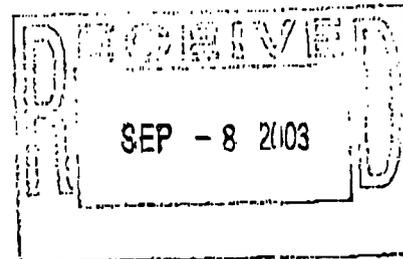
*Comp
of
A. Cottel*



Edwin F. Lowry, Director
1001 "I" Street, 25th Floor
P.O. Box 806
Sacramento, California 95812-0806

Winston H. Hickox
Agency Secretary
California Environmental
Protection Agency

Gray Davis
Governor



September 5th, 2003

William Reichmuth
Transportation Agency of Monterey County
55-B Plaza Circle
Salinas, CA 93901-2902

Re: Celtrain Extension to Monterey County Project

? The Department of Toxic Substances Control (DTSC) is in receipt of the environmental document identified above. Based on a preliminary review of this document, we have determined that additional review by our regional office will be required to fully assess any potential hazardous waste related impacts from the proposed project. The regional office and contact person listed below will be responsible for the review of this document in DTSC's role as a Responsible Agency under the California Environmental Quality Act (CEQA) and for providing any necessary comments to your office:

Barbara Cook
Site Mitigation Branch
700 Heinz Avenue, Suite 200
Berkeley, CA 94710

Debbie
Please call her
K

If you have any questions concerning DTSC's involvement in the review of this environmental document, please contact the regional office contact person identified above.

Sincerely,

Guenther W. Moskat
Guenther W. Moskat, Chief
Planning and Environmental Analysis Section

cc: Barbara Cook
Site Mitigation Branch
700 Heinz Avenue, Suite 200
Berkeley, CA 94710



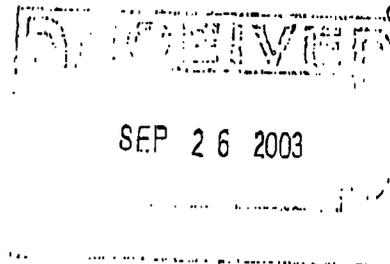
Department of Toxic Substances Control



Edwin F. Lowry, Director
700 Heinz Avenue, Suite 200
Berkeley, California 94710-2721

Winston H. Hickox
Agency Secretary
California Environmental
Protection Agency

Gray Davis
Governor



September 25, 2003

Mr. William Reichmuth
Transportation Agency of Monterey County
55-B Plaza Circle
Salinas, California 93901

Caltrain Extension to Monterey County – Notice of Preparation

Dear Mr. Reichmuth:

Thank you for the opportunity to comment on the *Notice of Preparation for the Caltrain Extension to Monterey County Project Environmental Impact Report (EIR)* [SCH No. 2003091011]. As you may be aware, the California Department of Toxic Substances Control (DTSC) oversees the cleanup of sites where hazardous substances have been released pursuant to the California Health and Safety Code, Division 20, Chapter 6.8. As a potential Responsible Agency, DTSC is submitting comments to ensure that the environmental documentation prepared for this project to address the California Environmental Quality Act (CEQA) adequately addresses any required remediation activities which may be required to address any hazardous substances release.

Proposed project sites for the Pajaro Valley Station, Castroville Station and the Salinas Station Parking Extension may have been impacted with hazardous substances associated with past use. Alternative Site #1 for the Pajaro Valley Station was previously the location for an oil-water separator operation. Along with Alternative Site #2 for the Castroville Station and Alternative Site #1 for the Salinas Station Parking Extension, the site is also located along the Union Pacific Railroad (UPRR) right-of-way and on agricultural lands. Contaminants such as metals, herbicides and pesticides are commonly associated with these operations. DTSC recommends that sampling be conducted to determine whether this is an issue which will need to be addressed in the CEQA compliance document. If hazardous substances have been released, they will need to be addressed as part of this project.

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Web-site at www.dtsc.ca.gov.

Mr. Reichmuth
September 25, 2003
Page 2

For example, if the construction activities include the need for soil excavation, trenching, or removal, the CEQA document should include: (1) an assessment of air impacts and health impacts associated with the excavation activities; (2) identification of any applicable local standards which may be exceeded by the excavation activities, including dust levels and noise; (3) transportation impacts from the removal or remedial activities; and (4) risk of upset should be there an accident at the Site.

DTSC can assist your agency in overseeing characterization and cleanup activities through our Voluntary Cleanup Program. A fact sheet describing this program is enclosed. We are aware that projects such as this one are typically on a compressed schedule, and in an effort to use the available review time efficiently, we request that DTSC be included in any meetings where issues relevant to our statutory authority are discussed.

If you have any questions, please call Ed Gillera of my staff at (510) 540-3826 or email him at egillera@dtsc.ca.gov.

Sincerely,



Denise Tsuji, Unit Chief
Northern California - Coastal Cleanup
Operations Branch

Enclosures

cc: without enclosures

Governor's Office of Planning and Research
State Clearinghouse
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California Environmental
Protection Agency



DEPARTMENT OF TOXIC SUBSTANCES CONTROL

The Voluntary Cleanup Program

In 1993, the California Environmental Protection Agency's Department of Toxic Substances Control (DTSC) introduced this streamlined program to protect human health and the environment, ensure investigation and cleanup is conducted in an environmentally sound manner and facilitate the reuse and redevelopment of these same properties. Using this program, corporations, real estate developers, other private parties, and local and state agencies entering into Voluntary Cleanup Program agreements will be able to restore properties quickly and efficiently, rather than having their projects compete for DTSC's limited resources with other lower-priority hazardous waste sites. This fact sheet describes how the Voluntary Cleanup Program works.

Prior to initiation of the Voluntary Cleanup Program, project proponents had few options for DTSC involvement in cleaning up low-priority sites. DTSC's statutory mandate is to identify, prioritize, investigate and cleanup sites where releases of hazardous substances have occurred. For years, the mandate meant that, if the site presented grave threat to public health or the environment, then it was listed on the State Superfund list and the parties responsible conducted the cleanup under an enforcement order, or DTSC used state funds to do so. Because of staff resource limitations, DTSC was unable to provide oversight at sites which posed lesser risk or had lower priority.

DTSC long ago recognized that no one's interests are served by leaving sites contaminated and unusable. The Voluntary Cleanup Program allows motivated parties who are able to fund the cleanup – and DTSC's oversight – to move ahead at their own speed to investigate and remediate their sites. DTSC has found that working cooperatively with willing and able project proponent is a more efficient and cost-effective approach to site investigation and cleanup. There are four steps to this process:

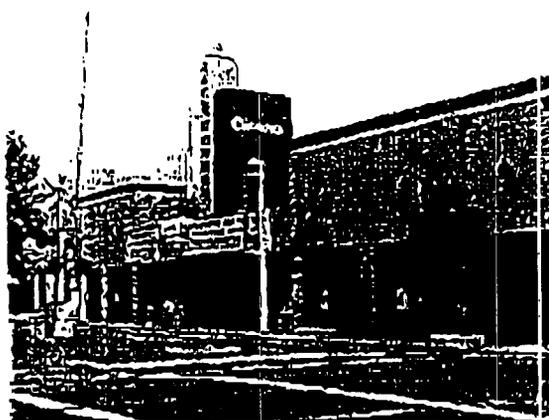
- ✓ Eligibility and Application
- ✓ Negotiating the Agreement
- ✓ Site Activities
- ✓ Certification and Property Restoration

The rest of this fact sheet describes those steps and gives DTSC contacts.

The Voluntary Cleanup Program

Step 1: Eligibility and Application

Most sites are eligible. The main exclusions are if the site is listed as a Federal or State Superfund site, is a military facility, or if it falls outside of DTSC's jurisdiction, as in the case where a site contains only leaking underground fuel tanks. Another possible limitation is if another agency currently has oversight, e.g. a county (for underground storage tanks). The current oversight agency must consent to transfer the cleanup responsibilities to DTSC before the proponent can enter into a Voluntary Cleanup Program agreement. Additionally, DTSC can enter into an agreement to work on a specified element of a cleanup (risk assessment or public participation, for example), if the primary oversight agency gives its consent. The standard application is attached to this fact sheet.



Jack London Square Theater, Oakland: Under the Voluntary Cleanup Program, a nine-screen theater was built atop a former Pacific Gas & Electric town gas site, creating a regional entertainment hub.

If neither of these exclusions apply, the proponent submits an application to DTSC, providing details about site conditions, proposed land use and potential community concerns. No fee is required to apply for the Voluntary Cleanup Program.

Step 2: Negotiating the Agreement



Romero Ranch, Santa Nella: A Voluntary Cleanup Agreement enabled the Nature Conservancy to use the land to preserve natural habitat and promote wildlife development rights.

Once DTSC accepts the application, the proponent meets with experienced DTSC professionals to negotiate the agreement. The agreement can range from services for an initial site assessment, to oversight and certification of a full site cleanup, based on the proponent's financial and scheduling objectives.

The Voluntary Cleanup Program agreement specifies the estimated DTSC costs, project scheduling, and DTSC services provided. Because every project must meet the same legal and technical cleanup requirements as State Superfund sites, and because DTSC staff provide oversight, the proponent is assured that the project will be completed in an environmentally sound manner.

CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY
DEPARTMENT OF TOXIC SUBSTANCES CONTROL
SITE MITIGATION STATEWIDE CLEANUP OPERATIONS



VOLUNTARY CLEANUP PROGRAM APPLICATION

The purpose of this application is to obtain information necessary to determine the eligibility of the site for acceptance into the Voluntary Cleanup Program. Please use additional pages, as necessary, to complete your responses.

SECTION 1 PROPONENT INFORMATION

Proponent Name _____	
Principal Contact Name _____	Phone () _____
Address _____ _____	
Proponent's relationship to site _____ _____	
Brief statement of why the proponent is interested in DTSC services related to site 	

SECTION 2 SITE INFORMATION

Is this site listed on Calsites? <input type="checkbox"/> Yes <input type="checkbox"/> No			
If Yes, provide specific name and number as listed.			
Name of Site _____			
Address _____	City _____	County _____	ZIP _____

(Please attach a copy of an appropriate map page)

SECTION 2 SITE INFORMATION (continued)

Current Owner

Name _____

Address _____

Phone (____) _____

Background: Previous Business Operations

Name _____

Type _____

Years of Operation _____

If known, list all previous businesses operating on this property

What hazardous substances/wastes have been associated with the site?

What environmental media is/was/may be contaminated?

- Soil Air Groundwater Surface water

Has sampling or other investigation been conducted? Yes No

Specify

If Yes, what hazardous substances have been detected and what were their maximum concentrations?

SECTION 2 SITE INFORMATION (continued)

Are any Federal, State or Local regulatory agencies currently involved with the site? Yes No
If Yes, state the involvement, and give contact names and telephone numbers

Agency	Involvement	Contact Name	Phone

What is the future proposed use of the site?

What oversight service is being requested of the Department?

- PEA
 RI/FS
 Removal Action
 Remedial Action
 RAP
 Certification
 Other (describe the proposed project)

Is there currently a potential of exposure of the community or workers to hazardous substances at the site?

- Yes
 No
 If Yes, explain

SECTION 3 COMMUNITY PROFILE INFORMATION

Describe the site property (include approximate size)

Describe the surrounding land use (including proximity to residential housing, schools, churches, etc.)

Describe the visibility of activities on the site to neighbors

SECTION 3 COMMUNITY PROFILE INFORMATION (continued)

What are the demographics of the community (e.g., socioeconomic level, ethnic composition, specific language considerations, etc.)?

Local Interest

Has there been any media coverage?

Past Public Involvement

Has there been any past public interest in the site as reflected by community meetings, ad hoc committees, workshops, fact sheets, newsletters, etc.?

Key Issues and Concerns

Have any specific concerns/issues been raised by the community regarding past operations or present activities at the site?

Are there any concerns/issues anticipated regarding site activities?

Are there any general environmental concerns/issues in the community relative to neighboring sites?

Key Contacts

Please attach a list of key contacts for this site, including: city manager; city planning department; county environmental health department, local elected officials; and any other community members interested in the site. (Please include addresses and phone numbers.)

SECTION 4 CERTIFICATION

The signatories below are authorized representatives of the Project Proponent and certify that the preceding information is true to the best of their knowledge.

Proponent Representative

Date

Title

In the agreement, DTSC retains its authority to take enforcement action, if, during the investigation or cleanup, it determines that the site presents a serious health threat, and proper and timely action is not otherwise being taken. The agreement also allows the project proponent to terminate the Voluntary Cleanup Program agreement with 30 days written notice if they are not satisfied that it is meeting their needs.

Step 3: Site Activities

Prior to beginning any work, the proponent must have: signed the Voluntary Cleanup Program agreement; made the advance payment; and committed to paying all project costs, including those associated with DTSC's oversight. The project manager will track the project to make sure that DTSC is on schedule and within budget. DTSC will bill its costs quarterly so that large, unexpected balances should not occur.

Once the proponent and DTSC have entered into a Voluntary Cleanup Program agreement, initial site assessment, site investigation or cleanup activities may begin. The proponent will find that DTSC's staff includes experts in every vital area. The assigned project manager is either a highly qualified Hazardous Substances Scientist or Hazardous Substances Engineer. That project manager has the support of well-trained DTSC toxicologists, geologists, engineers, industrial hygienists, specialists in public participation, and other technical experts.

The project manager may call on any of these specialists to join the team, providing guidance, review, comment and, as necessary, approval of individual documents and other work products. That team will also coordinate with other agencies, as appropriate, and will offer assistance in complying with other laws as needed to complete the project.

Step 4: Certification and Property Restoration

When remediation is complete, DTSC will issue either a site certification of completion or a "No Further Action" letter, depending on the project circumstances. Either means that what was "The Site," is now property that is ready for redevelopment or other reuse.



The new Federal Courthouse, Sacramento: The largest construction project in the city's history benefited from the Voluntary Cleanup Program when cleaning up a railyard site.

To learn more about the Voluntary Cleanup Program, contact the DTSC representative in the Regional office nearest you:



DTSC office locations

North Coast California
Lynn Nakashima / Janet Naito
700 Heinz Avenue, Suite 200
Berkeley, California 94710-2721
(510) 540-3839 / (510) 540-3833

Central California
Megan Cambridge
10151 Croydon Way, Suite 3
Sacramento, California 95827
(916) 255-3727

Central California -
Fresno Satellite
Tom Kovac
1515 Tollhouse Road
Clovis, California 93611
(209) 297-3939

Southern California
(Glendale and Cypress)
Rick Jones
1011 Grandview Avenue
Glendale, California 91201
(818) 551-2862

Additional information on the Voluntary Cleanup Program and other DTSC Brownfields initiatives is available on DTSC's internet web page:

<http://www.dtsc.ca.gov>

APPENDIX B

CONCEPTUAL DRAWINGS

APPENDIX C

CULTURAL RESOURCES TECHNICAL REPORT

CULTURAL RESOURCES TECHNICAL REPORT

For the

CALTRAIN EXTENSION TO MONTEREY COUNTY PASSENGER RAIL STATIONS

Prepared for:

Transportation Authority for Monterey County
Monterey, California

Prepared by:



Steven Hilton, Senior Archaeologist
Jeanne Gewalt, Architectural Historian

With contributions by
Steve D. Smith, Historian
Andrea Gueyger, Archaeologist

October 2005

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INTRODUCTION

The purpose of this cultural resources study is to identify the historic properties located within the Area of Potential Effects (APE) for the Transportation Agency of Monterey County's extension of the Caltrain commuter service. The APE for this project includes three distinct project areas surrounding the planned expansions in Castroville, Watsonville and Salinas, California (Figure 1 and 2). The project APE is located on, or is adjacent to, the present Union Pacific Railroad (UPRR) right-of-way in each of the proposed and alternative station sites. The physical APE for historic architectural resources includes a 1,000-foot viewshed beyond the limits of disturbance of the project area.

This study was undertaken to satisfy the requirements established in the California Environmental Quality Act (CEQA) and Section 106 of the National Historic Preservation Act as set forth in 36CFR800. Identified buildings/structures 50 years and older with potential significance were assessed and documented for National Register of Historic Places (NRHP) eligibility and recommendation.

The Transportation Agency for Monterey County (TAMC) as the lead agency proposes to extend Caltrain commuter rail service from Gilroy south to Salinas. The rail extension would include three new station stops—Pajaro, Castroville, and Salinas—and would operate on existing Union Pacific Railroad (UPRR) track. At its inception, the service would consist of two round trips per day running from Salinas to Gilroy and would be increased to four or more round trips after five years or as passenger demands require. The proposed project would require the rehabilitation and expansion of the Salinas station, construction of two new stations, construction of a train layover facility in Salinas, minor track improvements (the majority of the track is already in place and in good condition), and limited equipment acquisition.

The purpose of this project is to extend Caltrain service from the existing terminus in Gilroy to Monterey County, including stations in Pajaro, Castroville, and Salinas to accommodate a portion of inter-county commute oriented traffic, provide residual capacity for future travel demand increases, and improve regional air quality. The proposed extension of Caltrain to Salinas would provide an alternative means of travel between Monterey County and southern Santa Cruz County to the San Francisco Bay Area. In addition to lowering congestion on the roadways, the commuter rail extension would bring a significant increase in ridership to the existing Caltrain service. Other benefits to this new service include an increase in job opportunities, more transportation alternatives for senior citizens and those with physical disabilities, increased access by students to educational resources, and economic development opportunities along the train route.

The Locally Preferred Alternative (LPA) would provide commuter rail Caltrain diesel service connecting Salinas, Castroville, and Pajaro to existing Caltrain service serving Santa Clara, San Mateo, and San Francisco counties. The proposed project sites are

located along the Union Pacific Railroad (UPRR) main line between Gilroy and Salinas, California. Specific improvements would take place in Salinas, Pajaro (Watsonville Junction), and Castroville in Monterey County, California.

PAJARO PASSENGER STATION (WATSONVILLE JUNCTION)

The LPA Pajaro Station at Site #1 would be adjacent to Salinas Road and would permit future direct interface with the Santa Cruz branch line. The site would be accessible to Salinas Road and the Pajaro community, would allow expansion of parking if needed in the future, and would satisfy UPRR's preference for development for "coastside" platforms.

CASTROVILLE PASSENGER STATION, SITE #2 (NORTH OF STATE ROUTE 156)

The LPA Castroville site would be situated north of State Route 156. This site is currently agricultural land and would afford greater flexibility in developing the passenger station, access and circulation, and parking facilities.

CASTROVILLE PASSENGER STATION, SITE #1 (DEL MONTE AVENUE)

Castroville Passenger Station at Site #1 was selected as the alternate site for environmental analysis. This site lies approximately one mile south of Castroville Passenger Station at Site #2 and is adjacent to Del Monte Avenue south of State Route 156. This area is surrounded by industrial land uses and was the historical location of the Castroville Depot.

SALINAS LAYOVER YARD FACILITY

The Salinas Layover Yard Facility at Site #2 lies southwest of the main line track and would be located immediately west of the existing Amtrak passenger depot. This site would provide adequate space for train layover, and train crew automobile parking. The layover facility, which would consist of four tracks and associated minor support facilities, would be located northwest of the passenger station and Intermodal Transportation Center (ITC) area.

INTERMODAL TRANSPORTATION CENTER (ITC) EXPANSION

The Salinas ITC Expansion site has two potential configurations. Ultimately either Configuration #17 or Configuration #18 will be constructed; however, for purposes of this environmental analysis both configurations will be analyzed jointly in their entirety for potential environmental impacts.

SALINAS ITC EXPANSION SITE CONFIGURATION #17

Configuration #17 could be developed in two phases. The first phase would include 6 bus berths for intercity buses, 13 bus berths for MST (Monterey-Salinas Transit) intracounty buses, and a taxi waiting area, bike lockers and short term parking spaces, and a passenger drop off area. Lincoln Avenue would be extended and approximately 300 surface parking spaces would be provided. A station track would lead from the main line and allow passenger access. The second phase of development would include a 4-level parking garage with 700 spaces and storage, replacing the 300 surface parking spaces constructed in the first phase.

SALINAS ITC EXPANSION SITE CONFIGURATION #18

Configuration #18 would rely exclusively on surface parking; the 4-level parking garage would not be built with this configuration. A total of 663 surface parking spaces would be provided in three lots, which could be constructed in phases. The station track and layover facility configuration would not differ from Configuration #17.

EVALUATION CRITERIA

NATIONAL REGISTER OF HISTORIC PLACES

The significance of cultural resources is evaluated under the criteria for listing in the National Register of Historic Places (NRHP), authorized under the National Historic Preservation Act of 1966, as amended. The criteria defined in 36 CFR 60.4 are as follows:

The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects of state and local importance that possess integrity of location, design, setting, materials, workmanship, feeling, association, and

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

Sites younger than 50 years, unless of exceptional importance, are not eligible for listing in the NRHP.

An integral part of assessing cultural resource significance, aside from applying the above criteria, is the physical integrity of the resource. Prior to assessing a resource's potential for listing in the NRHP, it is important to understand the seven kinds of integrity mentioned above. According to National Register Bulletin 15 (1984), How to Apply the National Register Criteria for Evaluation, the types of integrity are defined as follow:

- **Location** is the place where the historic property was constructed or the place where the historic event occurred;
- **Design** is the combination of elements that create the form, plan, space, structure, and style of a property;
- **Setting** is the physical environment of a historic property;
- **Materials** are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property;

- **Workmanship** is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory;
- **Feeling** is a property's expression of the aesthetic or historic sense of a particular period of time; and
- **Association** is the direct link between an important historic event or person and a historic property.

To qualify for listing in the NRHP, a property must be significant; that is, it must represent a significant part of the history, architecture, archeology, engineering, or culture of an area, and it must have the characteristics that make it a good representative of properties associated with that aspect of the past.

All properties change over time. It is not necessary for a property to retain all its historic physical features or characteristics to be eligible for the NRHP. The property must retain, however, the essential physical features that enable it to convey its historic identity. The essential physical features are those features that define both why a property is significant and when it was significant. A property that is significant for its historic association is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or persons. A property important for association with an event, historical pattern, or person ideally might retain some feature of all seven aspects of integrity. A basic integrity test for a property associated with an important event or person is whether a historical contemporary would recognize the property as it exists today.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA Guidelines Section 15064.5 includes provisions for significance criteria related to archaeological and historical resources. A significant archaeological or historic resource is defined as one which meets the criteria of the CRHR, is included in a local register of historic resources, or is determined by the lead agency to be historically significant. A significant impact is characterized as a "substantial adverse change in the significance of a historical resource."

Public Resource Code Section 5024.1 authorizes the establishment of the CRHR. Any identified cultural resources must, therefore, be evaluated against the CRHR criteria. In order to be determined eligible for the CRHR, a property must be significant at the local, state, or national level under one or more of the following four criteria, modeled after the NRHP criteria. To eligible for listing in the CRHR a resource must:

1. be associated with events or patterns of events that have made a significant contribution to the broad patterns of the history and cultural heritage of California and the United States;
2. be associated with the lives of persons important to the nation or to California's past;

3. embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual, or possesses high artistic values; or
4. yield, or be likely to yield, information important to the prehistory or history of the state and the nation.

In addition to meeting one of the above criteria, a significant property must exhibit a measure of integrity. Properties eligible for listing in the CRHR must retain enough of their historic character or appearance to be recognizable as historic properties and to convey the reasons for their significance. Integrity is judged in relation to location, design, setting, materials, workmanship, feeling, and association.

Public Resource Code Section 21083.2 governs the treatment of unique archaeological resources, defined as “an archaeological artifact, object, or site about which it can be clearly demonstrated” as meeting any of the following criteria:

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

If it can be demonstrated that a project will cause damage to a unique archaeological resource, appropriate mitigation measures shall be required to preserve the resource in-place and in an undisturbed state. Mitigation measures may include, but are not limited to:

1. planning construction to avoid the site,
2. deeding conservation easements, or
3. capping the site prior to construction.

If a resource is determined to be a “non-unique archaeological resource,” no further consideration of the resource by the lead agency is necessary.

CULTURAL SETTING

PREHISTORIC CONTEXT

Prehistoric land use within the proposed project area began at least 4,600 years ago, with small nomadic bands of foragers utilizing seashore and inland terrestrial resources. These foraging bands were probably predecessors of the Esselen people who occupied most of southern Monterey County at the time of European arrival. The subsistence strategy used by these individuals consisted of seasonal residential moves along a series of resource patches, gathering food and resources daily as they were encountered, with a return to the residential base at the days end (Breschini and Haversat 1980). Among the many resources exploited by these early inhabitants include mussel (*Mytilus californicus*), abalone (*Haliotis* sp.), urchin (*Strongylocentrotus* sp.), turban snail (*Tegula* sp.), limpet (*Acmaea* sp.), chiton (*Amphineura* sp.), plus fish and marine mammals. The terrestrial resources include deer, brush rabbit, black tailed jackrabbit, squirrels, wood rats, dogs or coyote and bobcats. The hunting implements used to procure these resources include, bow and arrow, spear, gill and dip nets, slings and a variety of clubs. The various plant and vegetal resources used by the residences of Monterey County include miners lettuce (*Claytonia perfoliata*), clover (*Trifolium* sp.), hairgrass (*Deschampsia* sp.), ryegrass (*Elymus* sp.), goosefoot (*Chenopodium* sp.), wild buckwheat (*Eriogonum* sp.), tule (*Scirpus* sp.), manzanita (*Arctostaphylos* sp.), oak (*Quercus* sp.), pine (*Pinus* sp.), buckthorn (*Ceanothus*), sunflowers (various plants in the family Asteraceae), willow (*Salix* sp.), and Coralline algae (*Bossiella* sp.) (Breschini and Haversat 2000).

Jones (1994 and 1995) perceives seven archaeological components on the Monterey Coast, these are as follows:

- **Millingstone Period**, 6,400-5,500 years before present (B.P.) Similar to Milling Stone Horizon in Southern California, with a low frequency of flaked stone tools, particularly projectile points, and absence of mortar and pestle, as well as obsidian. Subsistence probably emphasized shellfish and small seeds.
- **Early Period**, 5,500-2,600 B.P. This period includes continued use of milling slabs and handstones, as well as the introduction of mortars and pestles, stemmed and side notched projectile points. There was probably a reduced level of mobility, and fish and terrestrial game become more significant. There is greater use of flaked stone tools, and obsidian appears, documenting inter-regional trade. Otter bones appear, suggesting trade of otter pelts, perhaps in exchange for obsidian.
- **Middle Period**, 2,600-1,000 B.P. Use of circular shell fish hooks parallels an increase in fishing, while most other artifacts remain similar to Early Period. There were significant increases in the richness, evenness, and diversity of the

mammalian resources base from the Early Period. Inter-regional trade reached its peak, with obsidian at its highest level.

- **Middle/Late Transition**, 1,000-700 B.P. Small leaf-shaped projectile points and hopper mortars appear, while other artifact styles persist. There is still an emphasis on fishing, but inter-regional trade may have broken down as there is significantly less obsidian. There apparently was still not permanent occupation of many coastal sites.
- **Late and Protohistoric**, 700-230 B.P. This period is characterized by the proliferation of new sites, introduction of Desert Side-notched and Canalino/Coastal Cottonwood projectile points, small well made drills, Olivella Type E and steatite disk beads, and the persistence of Contracting Stemmed and side notched points in low frequencies. Dietary residues show that there was a terrestrial orientation, emphasizing black tailed deer. A new flaked stone technology was also introduced. There is an emphasis on inland site locations, and differentiation of site types. Inter-regional trade may have broken down as there is a striking lack of obsidian.
- **Historic**, 230-150 B.P. This period depicts the use and trade of European designed articles, including the use and trade of glass beads. The mussel collecting returned to plucking characteristic of early periods as opposed to the stripping technique which had dominated for several thousand years. There is probably a very low remnant population at this time.

ETHNOGRAPHY

The project area is located in the ethnographic territory of the Ohlone/Costanoan Esselen Nation. The title Ohlone/Costanoan Esselen Nation is a name identified by members, the name was chosen to represent the diversity of its individuals and to identify all members of the culture as they move toward United States federal government recognition. The Ohlone/Costanoan Esselen territory consisted of the area where the San Joaquin and Sacramento Rivers flow into the San Francisco Bay, the entire portion of modern San Francisco from the Golden Gate south to Point Sur, which lies immediately south of Monterey Bay, and inland to an unknown point. The geographic interior boundary of the Ohlone/Costanoan Esselen was the Diablo Mountain Range. The term Costanoan is linguistic; it designates a language family consisting of 8 languages (Levy 1978).

The basic Ohlone/Costanoan Esselen political organization consisted of one or more villages and number of camps making up a tribelet. The tribelet consisted of familial or multifamily bands or groups located within a geographic area. Villages consisted of families and semi-permanent dwellings. Camps were located in areas where local resources could be readily exploited and processed. Physiographic features loosely defined Tribelet territories. Tribelet leaders may have been male or female. The leadership role was inherited patrilineally usually from father to son; however, a female could become the leader if no male offspring of suitable age was present. Community

approval of a leader was essential for the leadership succession. The leader relied upon the consensus of advisors and elders when making any major decisions (Levy 1978).

The Ohlone/Costanoan Esselen took advantage of the various resources their ecological territory provided. A main staple of the Ohlone/Costanoan Esselen was the acorn, which when ground can be utilized as flour to produce mush or bread. Four species of oaks produce acorns within the Ohlone/Costanoan Esselen area; the Coast Live oak (*Quercus agrifolia*), and valley oak (*Quercus lobata*) where the most abundant. Tanbark oak (*Lithocarpus densiflora*) was considered superior because of its whiter meal produced after grinding. California black oak (*Quercus kelloggii*) was also used. The nuts of buckeye (*Aesculus californica*) was made palatable after leeching and mixed with various berries into a mush. The nuts of California laurel (*Umbellularia californica*) and hazelnuts (*Corylus cornuta* var.) were also eaten. Seeds of many plants were roasted, including dock (*Rumex* sp.), tarweed (*Madia* sp.), chia (*Salvia columbariae*), gray pine (*Pinus sabiniana*), and holly leaf cherry (*Prunus ilicifolia*). Berries utilized included blackberries (*rubus ursinus*), elderberries (*Sambucus* sp.), strawberries (*Fragaria* sp.), manzanita berries (*Arctostaphylos* sp.), gooseberries (*Ribes* sp., subgenus *Grossularia*), madrone berries (*Arbutus menziessi*), wild grapes (*Vitis californica*) and toyon berries (*Heteromeles arbutifolia*) (Levy 1978).

Hunting was a mainstay of Ohlone/Costanoan Esselen populations, the large animals eaten included black tailed deer, Roosevelt elk, antelope, grizzly bear, mountain lion, sea lion, and whale. Smaller animals include dog, raccoon, brush rabbit, cottontail, jackrabbit, wood rat, mouse and mole. Waterfowl were the most important birds utilized by the Ohlone/Costanoan Esselen. Species included Canada goose (*Branta canadensis*), snow goose (*Chen caerulescens*), white fronted goose (*Anser albifrons*), American widgeon (*Anas americana*), pintail (*Anas acuta*), mallard (*Anas platyrhynchos*), green winged teal (*Anas crecca carolinensis*) and American coot (*Fulica americana*). Other birds eaten include morning dove (*Zenaida macroura*), robin (*Turdus migratorius*), California quail (*Lophortyx californicus*), and various hawks.

The Ohlone/Costanoan Esselen Nation is currently in the process of reaffirming its status as an American Indian tribe with the Bureau of Indian Affairs through the Federal Acknowledgement Process administered by the Branch of Acknowledgement and Research (BAR). The Ohlone/Costanoan Esselen Nation leadership submitted a tribal petition and narrative to the BAR on January 25, 1995 during a meeting at the White House in Washington, D.C. The completed petition, which meets all acknowledgement criteria, was hand-delivered to the BAR in August 1995. At present, they continue to work towards the goal of reaffirming their previous status as a Federally Recognized Tribe (<http://www.esselelnation.com>).

HISTORY

Spanish Period

By the middle of the sixteenth century, Spain had emerged as the premier naval and military power in Western Europe, with colonies in North and South America and a

network of trading interests throughout the Pacific. Spanish colonies on the North American continent were administered from present-day Mexico City, the capital of the viceroyalty of New Spain. Exploration of California was driven by the steady northward march of empire, rumors of wealth ripe for plunder, and the search for the Strait of Anián (the Northwest Passage), the fabled deep-water passage through North America to the riches of the Far East.

The Portuguese-born sailor Juan Rodríguez Cabrillo made landfall at San Diego Bay in 1542 and is credited with being the first European discoverer of California. Probably the first European to see Monterey Bay was Sebastián Rodríguez Cermeño, who saw the bay in 1595 on his voyage along the California coast in search of a northern port for Spanish trading vessels. The first European to enter Monterey Bay and make landfall was the merchant trader Sebastián Vizcaíno, who sailed into the bay December 1602 and named it for the viceroy of Mexico, the Condé de Monterey. Vizcaíno's glowing reports of Monterey Bay and the detailed charts and logs he produced greatly influenced later Spanish exploration and colonization of California.

Shortly after Vizcaíno's voyage, the authorities in Mexico had concluded that excursions into California were not worth the effort and expense. In 1606 a royal order prohibited further exploration of California. The Pacific Coast of North America was declared a possession of Spain, a claim that would go unchallenged until the middle of the nineteenth century.

By the 1760s Spain was forced to reevaluate its policy of neglect towards the empire's northwestern frontier. The region had become increasingly vulnerable to foreign penetration—namely by Britain, France, and Russia, all of whom were steadily expanding their possessions in North America. In 1765, the Spanish government ordered that a colony be established in Alta (upper) California.

The Spanish colonization of California was achieved through a program of military-civilian-religious conquest. Under this system soldiers secured areas for settlement by suppressing Indian and foreign resistance and established fortified structures (presidios) from which the colony would be governed. Civilians established towns (pueblos) and stock-grazing operations (ranchos) that supported the settlement and provided products for export. The missionary component of the colonization strategy was led by Spanish priests, who were charged with converting Indians to Catholicism, introducing them to the benefits of Spanish culture, and disciplining them into a productive labor force. Ultimately, four presidios and 21 missions were established in Spanish California between 1769 and 1821.

The founding of Alta California began with a sea and land expedition that departed from Mexico in 1769. The sea expedition consisted of three ships carrying soldiers and colonists from Mexico. The land contingent was led by the military commander Gaspar de Portolá, who was joined by father Junípero Serra, the spiritual leader of the expedition. Facing enormous hardships along the way, including scores of deaths resulting from illness and Indian resistance, the sea and land parties eventually arrived at San Diego. Choosing to leave Serra behind to care for the ill, Portolá and small party of soldiers set

off in search of Monterey Bay, which was to be the location of the northernmost presidio and mission. Portolá and his men arrived at Monterey months later but failed to recognize the bay so enthusiastically described by Vizcaíno. The expedition continued northward, at one point stopping at a stream the soldiers named “Pajaro” for a grass-stuffed bird they found nearby at an abandoned Indian village. The party eventually arrived at San Francisco Bay but failed to recognize the significance of their discovery. Exhausted by the journey, the party returned to San Diego.

A second expedition, with Portolá traveling by land and Serra by sea, located Monterey Bay in 1770. In accordance with his orders, Portolá founded a presidio and the Mission San Carlos Borroméo. Before relinquishing his command and returning to Mexico, Portolá proclaimed Monterey the capital of California

In 1771, Serra moved the Mission San Carlos Borroméo from its location near the coastal presidio to the Carmel River. The relocated mission became Serra’s headquarters for the founding of the missions of California. Two more missions were founded in Monterey County during the Spanish period: Mission San Antonio de Padua, founded in 1771 in the San Antonio Valley, and the Mission Nuestra Señora Dolorosísima de la Soledad, founded in 1791, 30 miles southeast of Monterey. Gradually father Serra and his successors overcame many of the difficulties of converting the local Indians, eventually training them to construct irrigation ditches, cultivate crops, and perform numerous other forms of industrial labor to support the colony.

After the initial difficulties of establishing a viable settlement, the colonial capital at Monterey became the center of social, political, and economic life in Spanish California. Supply ships from Mexico brought settlers and provisions necessary to expand the new settlement, and cattle were driven up from Mexico and served as the breeding stock for generations of future herds. Monterey Bay also became an important port of trade and a destination for many notable visitors and foreign dignitaries. By the 1790s, trade barriers imposed by Spain had been lifted, and vessels and whaling ships from America, China, and other countries began arriving at Monterey Bay to trade with the colonists. The resultant economic growth contributed to the emergence of wealthy elite of Spanish and California-born families that became the engine of economic and political growth in the Monterey region and beyond. To increase its hold on northern California, Spain granted generous tracts of land to these favored families, which included the Vallejos, the Castros, the Soberanes, the Berryessas, the Bernal, and the Alvarados.

By the beginning of the nineteenth century, however, the growth of Monterey and Spanish California had come to a halt. Embroiled within the Napoleonic wars and a subsequent struggle to throw off French rule, Spain was unable to effectively rule its North American colonies. Internal unrest in Mexico developed into full-blown revolution in 1810, and Spanish California became an impoverished backwater of a dying colonial empire (Hoover et al. 1990; Rice et al. 1996).

Mexican Period

In 1822, after more than a decade of revolutionary struggle, Mexico achieved independence from Spain, and California became a distant outpost of the Mexican Republic. Under the federal constitution adopted in 1824, territorial government in California was administered by a governor appointed by the Mexican government. The governor's authority was weakened, however, by a shortage of troops necessary to enforce laws and provide civil order. As a result, real authority in California rested largely with a small number of landed families. The majority of these *ranchero* families were California-born, and most were entwined by intermarriage. Political life among this ruling elite was characterized by factional rivalries and sectional conflict. Hostilities among the *rancheros* rarely escalated into violence, as disputes were most often settled through bloodless artillery duels. In the absence of effective civil government, these mock battles, or "revolutions," served as a primitive system of checks and balances in the remote Mexican territory.

The issue during the Mexican period that had the greatest enduring effect on the future of California was the secularization of the missions. Under a law adopted by the Mexican congress in 1833, the mission lands were to be subdivided into land grants to be sold to trustworthy citizens. About 500 land grants were issued in California during the Mexican period. The maximum permissible size for *ranchos* was about 50,000 acres, or 76 square miles. Rooted in the republican ideology of human equality, the secularization order also specified that Indians were to receive half of the former mission lands. However, most Indians never learned that they were entitled to the lands, and the few that did receive allotments were unable to retain them for more than a few years. Nearly every aspect of the division of mission lands into *ranchos* was characterized by informality and a lack of proper planning, including the establishment of grant boundaries without the aid of surveying instruments. This rather loose approach to land policy would have dire consequences during the early years of the American period, as scores of land claims were tied up in lengthy and expensive court battles.

Although wheat was cultivated and sheep and horses were raised, the *rancho* economy was based primarily on stock raising for the hide and tallow trade. Cattle were driven to coastal locations where they were slaughtered and skinned; the hides and tallow (a product made from animal fat and used to make soap and candles) were then processed for transport to awaiting trade ships. Most of the labor on the *ranchos* was performed by former mission Indians, who worked almost entirely for food and shelter. The abundance of cheap Indian labor contributed to a reluctance among the *rancheros* to work and to an emphasis on relaxation and pleasure-seeking. *Rancho* society was characterized by frequent colorful celebrations, weddings, and the primary social event of the *rancho* era: the annual rodeo, where the rounding up of cattle was accompanied by several days of feasting, singing, dancing, and dazzling displays of horsemanship. Despite the frequently romanticized depictions of the era, Mexican California was fraught with political and economic troubles that would contribute greatly to its demise (Bean and Rawls 1983; Rice et al. 1996).

Land Grants in the Proposed Project Area

The proposed site for the Salinas Station is located on Rancho Nacional, one of 32 land grants awarded in the Salinas River Valley, a fertile region coveted by a succession of Spanish, Mexican, and American settlers. Rancho Nacional occupied land that is now the southern portion of the City of Salinas (the northern portion of Salinas lies on the former Rancho Sausal). During the Spanish period this land was one of the ranchos del rey, (property owned by the King of Spain) and was used for grazing cattle and other stock animals belonging to the presidio and the Mission San Carlos Borroméo at Carmel. In 1839, the Mexican government granted the 2-league (approximately 9,000 acres) Rancho Nacional to Vicente Cantua, a former administrator of Mission Soledad. Cantua obtained a U.S. patent of 6,633 acres in 1866 (Clark 1991; Hoover et al. 1990; U.S. Surveyor General 1886).

The proposed site for the Castroville Station is located on Rancho Bolsa Nueva y Moro Cojo. This rancho originally consisted of two grants: Bolsa Nueva was granted to Francisco Soto in 1829 and 1836, and Moro Cojo was granted in three parts (1825, 1836, and 1837) to Simeon Castro, who eventually combined the two properties. Simeon Castro was the son of Macario Castro, who arrived in California in 1784. The City of Castroville was founded in 1864 by Simeon Castro's son Juan Castro and is situated within the southwestern portion of Rancho Bolsa Nueva y Moro Cojo. In 1873, Rancho Bolsa Nueva y Moro Cojo was patented Simeon Castro's widow, María Castro. With roots tracing back to Spanish California, the Castros were one of California's most prominent early families, with landholdings stretching from San Francisco Bay to Santa Barbara (Clark 1991; Fink 1978; Hoover et al. 1990; U.S. Surveyor General 1872).

The proposed site for the Pajaro Station is located on Rancho Bolsa de San Cayetano, granted to Don Ignacio Vicente Ferrer Vallejo in 1824. The 2-league grant was bordered on the west by Monterey Bay, on the north by the Pajaro River, on the east by Rancho Vega del Rio del Pajaro, and on the south by the Carneros Rancho. An accomplished soldier in Spanish California, Don Ignacio was the forefather of the Vallejos, a leading California family with extensive landholdings and political influence. Among his thirteen children were José de Jesus Vallejo, the grantee of an enormous rancho in Alameda County, and Mariano Vallejo, the illustrious military commander for Mexican northern California. The elder Vallejo constructed an adobe on his property that came to be known as the "Glass House" for the many glass windows that enclosed its upper porch. Attempts to restore this first home of the Vallejo family were unsuccessful, and the remains were bulldozed in 1926 (Clark 1991; Fink 1978; Hoover et al. 1990; U.S. Surveyor General 1859).

American Period

The absence of effective governmental authority in Mexican California invited infiltration by outsiders. As early as the 1820s, British and American mountain men, fur traders, and entrepreneurs were venturing into California in search of fortune. The Mexican government was unable to halt the incursion and granted citizenship to foreigners who pledged to adhere to Mexican law. Many of the foreigners received

generous land grants on which they established grazing and commercial operations — such as the vast New Helvetia rancho granted in 1839 to John Sutter in what is now Sacramento. Within a short period of time the outsiders came to dominate commercial life in California, thereby posing a challenge to Mexican control of the region.

Beginning in the early 1840s, Mexico's hold on California was further threatened by the steady overland migration of American settlers into the region. The increased American presence in California was a product of the expansionist impulse that had come to dominate the American imagination and which contributed to a deterioration of relations between Mexico and the United States. These tensions were exacerbated in 1842 when the commodore of the U.S. Pacific squadron, Thomas ap Catesby Jones, having heard a rumor that war had broken out, sailed four ships into Monterey Bay and demanded the surrender of the province. Genuine war between the U.S. and Mexico broke out in May 1846, and many decisive battles in this conflict took place in California. The United States eventually prevailed, and the American victory over Mexico was formalized in February 1848 with the Treaty of Guadalupe Hidalgo, under which the United States ceded from Mexico the present states of California, Nevada, Utah, New Mexico, Arizona, and parts of Wyoming and Colorado.

In January 1848, just a few days before the treaty was signed, James Marshall, an employee of John Sutter, discovered gold on the American River. Marshall's discovery triggered the gold rush, a massive influx of fortune-seekers into California which led to the creation of major cities such as San Francisco, Sacramento, and Stockton, as well as numerous smaller settlements and towns in and around the gold-bearing regions of the Sierra Nevada foothills. The sudden and enormous growth of California's population brought about by the gold rush resulted in a movement for statehood that culminated in the state constitutional convention at Monterey in 1849 and the establishment of California as a state in 1850.

The gold rush was only the beginning of California's transformation from a remote backwater of the Mexican Republic to one of the most populous states in the union. By 1852 the most accessible gold diggings had been exhausted, and most of the immigrants that had come to California in search of instant fortune began to redirect their energies to agricultural and commercial development. During the two decades that followed the gold rush, California's urban and agricultural infrastructure grew steadily as migration into the state continued at a solid pace.

The gold rush and its immediate aftermath brought comparatively modest growth to Monterey County, which was formed in 1850 as one of California's original 27 counties. While other areas of the state experienced significant change in terms of population increase and expansion of the built environment, the Pajaro and Salinas valleys retained an essentially quiet agrarian character, with cattle grazing, sheep raising, wheat cultivation, and dairying being the chief industries. These industries were strengthened by the introduction of improved breeds of livestock; more effective farming implements such as ploughs, seeders, and mechanical threshers; and modernized dairying equipment.

The success of the agrarian industries brought gradual population growth and the beginnings of urban construction. In 1856 Elias Howe of Boston purchased 80 acres of Rancho Sausal from Jacob Leese. On this property he built the Halfway House tavern that became the nucleus of the town of Salinas, which by the 1860s had become the center for stock raising and wheat and barely production in Monterey County. The town of Castroville was laid out in 1864 and developed around the industries of grain, and alfalfa, and sugar beet production, eventually specializing in the cultivation of artichokes for which it is presently renowned. In 1868 Pajaro consisted of a village of about 60 people just south of the town of Watsonville, an agricultural settlement in present Santa Cruz County. Each of these settlements experienced tremendous change with the arrival of rail transportation, which created and defined the urban transportation corridor that comprises the present study area (Clark 1991; Hoover et al. 1990; Johnston 1977).

Upon completion of the transcontinental railroad in 1869, the executives of the Central Pacific Railroad (the line that formed the western portion of the transcontinental route) turned their attention to the completion of a line between San Francisco and San Diego. Congressional land grants for the line had been obtained by the Southern Pacific Railroad, an organization formed in 1865 and which by 1870 had come under the control of the Central Pacific. The Southern Pacific entered Monterey County in 1871, when the railroad was extended from Gilroy to Pajaro. In 1872 the line was extended to Castroville and Salinas.

The stations at Castroville and Pajaro each underwent name changes. Castroville Station was renamed Del Monte Junction by the Southern Pacific in 1911, but this name was eventually dropped due to objections that the station was not properly identified with the town of Castroville, whose businesses benefited from rail passengers and commerce. The station at Pajaro was renamed Watsonville Junction in 1913, but the town in which it was situated remained Pajaro.

By 1904 Monterey County was linked to Los Angeles and San Francisco via Southern Pacific's Coast Division, a collection of integrated coastal railroads—including the line from Pajaro to Salinas—that had been consolidated under the Southern Pacific. The arrival of the railroad had a profound impact on Monterey County, as farm industries flourished with the region's linkage to state, national, and even global markets via the coastal and transcontinental routes. Salinas Valley agricultural products shipped to market included cereals, beans, orchard products, condensed milk, and sugar from the town of Spreckels, four miles southwest of Salinas and home to the largest sugar refinery in the world.

A second great inducement for regional growth was the advent of railroad car refrigeration, which allowed for the shipping of lettuce, broccoli, artichokes, and other types of produce grown in abundance in the Salinas and Pajaro valleys. Both the Salinas and Watsonville stations had icing facilities, which involved the moving of cars from the mainline to ice decks.

Rail transportation increased significantly following the outbreak of World War II and the establishment of Fort Ord, Camp McQuaide, and Camp Roberts, all of which used the

railroads to transport troops, supplies, and armored equipment. Increased wartime rail traffic necessitated improved facilities, which led to the construction in 1942 of the present Spanish Colonial railroad station at Salinas, which now serves as an Amtrak station (Hamman 1980; Seavy 1998; Thompson and Signor 2000).

HISTORIC ARCHITECTURAL STRUCTURES IN THE PROJECT AREA

The proposed project sites differ visually, however, each is characterized primarily as a mixed-use commercial/industrial, warehouse, and residential environment in close proximity to agricultural land. With the exception of Castroville Station Site #2, residential structures account for less than one-half of the buildings in the vicinity of each APE, and historic-era structures account for approximately 80 percent of all buildings within the project APE and viewshed of the surrounding vicinity.

Pajaro Passenger Station Site (Watsonville Junction)

There are no buildings and structures within the APE of the proposed Pajaro project site that are 50 years and older. Buildings and structures 50 years and older, located in the view shed are listed in Table 1.

Table 1

List of Structures in the Pajaro APE Viewshed

Reference No.	Parcel No.	Address	Type of use	Year built
1	117-272-001	Lewis Road	SP Watsonville Junction Passenger Station	1942
2	117-272-001	Lewis Road	SP Tool House	1910
1	117-262-001	12 Lewis Road	Residential	1905
2	117-262-002	16 Lewis Road	Residential	1905
3	117-262-004	24 Lewis Road	Residential	1905
4	117-262-005	26 Lewis Road	Residential	1905
5	117-262-006	28 Lewis Road	Residential	1905
6	117-262-007	34 Lewis Road	Residential	1905
7	117-262-008	40A Lewis Road	Residential	1905
8		40B Lewis Road		
9	117-262-015	44 Lewis Road	Residential	1980
1	117-261-003	119 Railroad Avenue	Residential	1905
2	117-281-016	107 Railroad Avenue	Residential	1905
3	117-281-015	105 Railroad Avenue	Residential	1905
4	117-281-014	103 Railroad Avenue	Residential	1905
4	117-281-011	97 Railroad Avenue	Residential	1905
5	117-281-010	95 Railroad Avenue	Residential	1905
6	117-281-009	93A Railroad Avenue	Residential	1905

Reference No.	Parcel No.	Address	Type of use	Year built
7	117-281-008	91A Railroad Avenue	Residential	1905
8	117-281-007	89A Railroad Avenue 89B Railroad Avenue	Residential	1905
9	117-281-006	87 Railroad Avenue	Residential	1962
10		85 Railroad Avenue	Residential	1885
1	117-301-001	430A Salinas Road 430B Salinas Road	Residential	1885 1905
2	117-301-002	430E Salinas Road	Residential	1875
4	117-281-005	436 Salinas Road	Residential	1880
5	117-271-011	496 Salinas Road 498 Salinas Road	Warehouses Industrial	1910
6	117-271-002	500 Salinas Road	Commercial	1962
7				
8	117-271-004	538 Salinas Road	Multi-Family Residential	1915
	117-271-006	540 Salinas Road	Residential	1900
		596 Salinas Road	Commercial	1945

Watsonville Junction SP Station Buildings

The present stucco one-story International Style Watsonville Junction passenger station was built in 1942 as replacement of the former Pajaro passenger station. The station building is rectangular in plan with a flat roof. Wide square brick pilasters support a simple flat canopy above the entry on the asymmetrical façade. Small, metal casement ribbon windows accentuate the horizontal line of the building. The building is vacant and in disrepair, with the majority of the fenestration boarded. Located adjacent to Lewis Road, midway on the railroad yard site, the passenger station is currently not in public service. Only freight operations have been continuous through the former Pajaro, now Watsonville Junction, since the opening of the railroad line in July of 1871. A small, adjunct metal Railroad Express Agency (REA) operations building and weathered wood framed SP “smoke” house, a.k.a. tool building, located to the south and to the north of the station building respectively, are the only structures remaining on the former Southern Pacific now Union Pacific Rail Road site. Both the station building and SP tool building are 50 years and older and determined historic-era properties.

The Pajaro Station project site is the extant Watsonville Junction train yard situated on the periphery of the community of Pajaro. The triangular site, located south of Railroad Avenue, east of Salinas Road, and west of Lewis Road to the railroad crossing at the convergence of Lewis and Salinas Roads, is the former Pajaro Station renamed Watsonville Junction in 1913. Indications of the now non-extant SP train concrete roundhouse constructed in 1916 and multiple rail lines of this once thriving freight and passenger train junction are evidenced by the contour of the land and residual stains of fuel and oil in the soil.

The original Pajaro station was an early Standard Pacific (SP) one-story, wood frame, Victorian style, board and batten structure with medium pitched side-gable roof. The open eaves were supported by “scissor” bracket, and a chamfered truss supported the roof at both end gables. The classic combination freight and passenger (SP) Standard Design station design was built in the typical style of the time, in conjunction with the opening of the railroad line from Gilroy to Pajaro in 1871. A cluster of SPRR Company housing and buildings built in the same Victorian style was located to the east of the railroad lines, at the corner of the now non-extant railroad crossing at Horrigan and Lewis Roads. The former SP complex consisted of twelve buildings and included separate houses for the Yard Master and Section Foreman, offices, locker rooms, a washroom, three bunkhouses, a dinning room with kitchen, and a tool house (Hamman 1980). All that remains of the former railroad company buildings site at the location of the former Horrigan Road and crossing are three mature trees.

Lewis Road

The eastern boundary of the project site is defined by Lewis Road which curves northeast to southwest in parallel alignment with the original railway track. Ten small residential buildings, nine of Folk Victorian style, are located to the east along Lewis Road. The typical one-story, wood frame building with a basic asymmetric floor plan, constructed on raised pier foundation, with gable roof and a porch, was the working/middle class version of the Queen Anne Victorian, and a very common style in the late 1880s. The buildings were clad with wood siding and porches detailed often with Italianate, Queen Anne even gothic inspired features. Mass-produced wood features were available through pattern books and could be transported quickly and cheaply. The spread of Folk Victorian and other late 19th century styles was made possible by railroads expanding into smaller towns and cities. Nine of the ten properties with buildings 50 years and older were deemed historic-era.

This assembly of vernacular cottages forms a streetscape near the northeast corner of the SP site, south and east of the former SP Company housing location. The buildings are oriented north and front the tracks. The residential buildings are surrounded by open fields of agriculture with a series of linear greenhouses located behind and to the southwest. The buildings are in close proximity to the project but are not within the viewshed of the proposed Caltrain passenger platform and station location.

Railroad Avenue

Large industrial buildings, including the former Smucker’s Plant, flank the northern border of the SP site along Railroad Avenue. The evolution of one and two-story wood frame, end-gabled warehouse structures extended by later metal additions and alterations has transformed the original factory buildings into a series of building complexes to accommodate the industrial and agricultural growth of the area in proximity to the railroad yards. Continual transition is evidenced in the character of the buildings by recent contemporary, external stucco cladding on the former Smucker’s factory buildings. Immediately to the east of the factories along Railroad Avenue is a short block of residential buildings. Vernacular Folk Victorian style cottages are among the buildings

located directly across the SP railroad lines from the row of small Victorian residential buildings on Lewis Road. Broad agricultural fields extend north and east beyond this industrial and residential area. The buildings along Railroad Avenue, situated to the west of the former Horrigan Road facing south view the proposed project, however, are outside the 1000-foot viewshed envelope. Eleven properties with buildings 50 years and older were deemed historic-era.

Salinas Road

A substantial two-story Queen Anne style Victorian indigenous “ranch” residence, a two-story I-house, and three Folk Victorian style cottages are clustered at the corner of Railroad Avenue, across Salinas Road (State Route 183) and to the west of the factories. Expansive agricultural fields extend behind these buildings to the north, the south and the west. Buildings of varied architectural are south of these buildings along Salinas Road. Many of the buildings, originally warehouse or residential buildings, were altered for commercial use, as infill businesses developed along the perimeter of the agricultural land. The properties adjacent to Salinas Road fronting the junction of Salinas and Lewis Roads are in close proximity and direct view of the project but not within the viewshed boundary of the proposed Caltrain passenger platform and station location. Ten properties with buildings 50 years and older were deemed historic-era.

Castroville Site #1: Del Monte Avenue

There are no buildings and structures within the APE of the proposed Castroville site #1 project site or within the viewshed that are 50 years and older.

The project area located along Del Monte Avenue, formerly known as Country Road at the time the SP laid the railroad, encompasses the historic site of the former Castroville Depot station and ornamental grounds built in 1872 for the famed community of Castroville as part of the SP Coastal rail connection between Gilroy and Salinas. The non-extant two-story combination passenger and freight station building and ancillary SP Company structures were of early Southern Pacific Standard Station depot design, board and batten Victorian style buildings. Currently, the area land use, dense warehouse and farm-industrial, is built out with numerous large one and two-story end-gabled metal warehouse and ancillary buildings (post 1974 razing of the SP station) abutting streets of small residential buildings. The latter, however, is not within the view shed of the proposed site. Del Monte Avenue is adjacent to the linear project site, situated approximately 1200 feet beyond Blackie Road to the south and approximately the same distance to the north of Wood Street. Both roadways are perpendicular to Del Monte Avenue and converge to the west with Salinas Road, State Route 183. To the east Del Monte Avenue and the multiple track lines are two-story stucco corporate office buildings and the Cara Mia Parkway development of offices and apartments. All buildings fronting and/or adjacent to the SP rail lines along Del Monte Avenue and east of the multiple track lines are in close proximity to the project and within the viewshed of the project site for the proposed Caltrain passenger platform and station. Properties in the vicinity with buildings 50 years and older were deemed historic-era.

Castroville Site #2: North of State Route 156

There are no buildings and structures within the APE of the proposed Castroville site #2 project site that are 50 years and older. Buildings and structures, 50 years and older, located in the viewshed are listed in Table 2.

Table 2

List of Structures in the Castroville Site #2 APE Viewshed

Reference No.	Parcel No.	Address	Type of use	Year built
	P-27-2290	Highway 156	Castroville Pedestrian Bridge	

Castroville Site #2 is located in closer proximity to historic downtown Castroville, and consists of two parcels: coastal agricultural fields and vacant land. The principal concentration of residential development of the town is to the west of the project. More recent residential growth is to the east of the proposed project site, beyond the expanse of agricultural lands, and Castroville Boulevard, in the piedmont north of State Route 156.

Two separate triangular parcels of open land comprise the proposed site. One parcel is the undeveloped land adjacent and to the north of the scenic highway, State Route 156, bordered by Collings Road, a dirt road terminating into the embankment of the highway overpass, and Castroville Boulevard to the east. The contour of the parcel is concave, sloping toward the west; the terrain is surfaced with natural weedy vegetation. Collings Road borders the coastal land parcel. The adjacent triangular parcel of the site, located immediately west, is a contiguous agricultural field of land currently used for artichoke production situated on both sides of the existing SP rail line. Peripheral homes in the modern residential community to the west of the project and the Castroville Pedestrian Bridge are in proximity and within the immediate viewshed of the proposed Caltrain passenger platform and station.

Salinas Intermodal Transportation Center and Layover Facility

The buildings and structures within the APE of the proposed Salinas site, 50 years and older, are listed in Table 3. Buildings and structures, 50 years and older, located adjacent to the APE in the viewshed are listed in Table 4.

The Salinas Station project site is the extant Southern Pacific Rail Road station facility at 40 Railroad Avenue, Salinas, located on the edge of the downtown area (Old Salinas), east of Market Street and north of Main Street. Situated adjacent to the rail lines, the site is bordered on the north by Palmetto Street, on the south by North Main Street, State Route 183, and on the west by Market Street, also State Route 183.

Table 3

List of Structures within the Salinas APE Project Site

Reference No.	Parcel No.	Address	Type of use	Year built
1	002-171-33	Railroad Avenue	Southern Pacific Freight Station Depot	1872
2	002-171-25	40 Railroad Avenue	Southern Pacific Railroad Station	1942
3	002-171-31	Railroad Avenue	Southern Pacific REA Building	1919
4		Railroad Avenue	Southern Pacific Locomotive & Caboose	1886
5		Railroad Avenue	Harvey-Baker Residence	1886
6	002-171-13	64-68 W. Market St.	Pasquale Maida Commercial	1935
7	002-171-05	42-28 W. Market St.	El Aguila Bakery Commercial	1937
8	002-171-10	50 W. Market St.	Used Furniture Commercial	1928
9	002-171-10, 002-171-11	52 W. Market St.	Blacksmith Shop Commercial	1908
	002-171-012	58 W. Market St	American Supply Co. Commercial	1935

Table 4

List of Structures adjacent to the Salinas APE (Within Viewshed)

Reference No.	Parcel No.	Address	Type of use	Year built	
1	002-171-010	52 W. Market St.	Auto Service Shop Commercial	1940	
	002-171-011	54 W. Market St.	Residential	1905	
	002-171-012	58 W. Market St	American Supply Co. Commercial	1935	
2	002-171-013	64 W. Market St.			
3	002-171-014	102 W. Market St.			
4					
5	002-031-014	11 Happ Place	Warehouse	1961	
		11 Happ Place	Warehouse	1961	
		11 Happ Place	Warehouse	1875	
	002-031-015	8 Happ Place	Residential	1905	
	002-031-015	7 Happ Place	Residential	1905	
6	002-031-016	134 W. Market St.	Single-Family Residential	1905	
	002-031-017	138 W. Market St.	Single-Family Residential	1950	
	002-031-017	140 W. Market St.	Single-Family Residential	1950	
	002-031-018	142 W. Market St.	Single-Family Residential	1905	
	002-031-013	144 W. Market St.	Single-Family Residential	1910	
	002-031-012	148 W. Market St.	Single-Family Residential	1910	
		002-031-010	7 Vale Street	Commercial	1905
		002-031-011	11 Vale Street	Warehouse Warehouse Warehouse	1871
	002-031-009	210 W. Market St.			
	002-031-008	216 W. Market St			
	002-031-008	220 W. Market St	Single-Family Residential		
	002-031-007	222 W. Market St.	Single-Family Residential	1900	
	002-031-006	224 W. Market St, 224AW. Market St.	Single-Family Residential	1905	

Railroad Avenue

The Southern Pacific Railroad buildings at the Salinas railroad station span three distinct periods of railroad architecture style and construction. The freight station building is the original SP Standard-Design Freight House (station), built in 1872. The Salinas freight depot is a board and batten structure, which exhibits superficial modifications to the roof, west and north elevation and surface cladding. The freight station is currently not in service and the majority of fenestration boarded. The SP passenger station, currently the Salinas Amtrak station, was built in 1942 as replacement of the earlier Salinas, circa 1901, colonnade-style passenger station. The vernacular Railway Express Agency (REA) building, built in 1919, has been appropriately renovated and completes the remaining Southern Pacific station facilities in Salinas. A SP steam locomotive steam engine and wood caboose are sited parallel to the tracks between the Amtrak Station and the REA building. Adjacent to the Salinas station buildings complex to the south is the Harvey-Baker property, the original home of the first Mayor of Salinas. The Victorian Style residence and its ancillary building, built in 1886 were moved to this site from previous locations.

Located directly west of the SP freight station, on the location of the former Associated Seed Growers and original Clarke Seed Company granary-building complex built in 1925 with additions through 1940 is a replacement building. Reuse of the industrial sash windows and massing of the former granary buildings were incorporated into the new structure. The buildings between the station buildings on Railroad Avenue and West Market Street include a mixture of historic-era industrial, commercial and residential properties. At 19th century Victorian residential hotels, three late 1880/s one-story commercial buildings, and several twentieth century infill buildings are located within the Ape of the project site for the proposed Caltrain passenger platform and station and the immediate view shed.

The Layover Facility project site utilizes the current UPRR rail lines and UPRR land northeast of the main line track currently used for freight rail support operations. Patches of natural weedy vegetation grow amongst the soil stains of fuel and oil on the gravel and dirt terrain. A wetlands area and open ditch are to the east of the rail lines. The proposed layover location extends the APE of the station project area to include the street blocks north of Palmetto Street along Market Street to approximately 1200 feet beyond New Street. The area is a scattered mixture of industrial, commercial and residential properties that include two markets, several businesses, and a number of vernacular buildings and Folk Victorian style cottages. The concentration of residential buildings is located within the additional blocks of Happ Place, Vale Street and New Street. The peripheral buildings to the west of the project are in proximity and within the viewshed of the proposed Caltrain passenger platform and station.

RESEARCH METHODS

RECORDS SEARCH

A records search was conducted by the Northwest Information Center of the California Historic Resources Information System located at Sonoma State University, on January 25, 2005. The following sources were inventoried to determine if the project areas contained any previously recorded historic properties:

- The National Register of Historic Places (<http://www.nr.nps.gov/>), accessed on November 10, 2002, lists no properties located within the project areas.
- The Historic Properties Data File for Monterey County October 13, 2002, lists no properties within the project area.
- The California Points of Historical Interest, 1992, of the Office of Historic Preservation, Department of Parks and Recreation, lists no properties within one-half mile radius.
- The California Historical Landmarks, 1990, of the Office of Historic Preservation, Department of Parks and Recreation, lists no properties located within any of the project areas.

In order to develop an understanding of historical land use patterns of the project area, historic atlases, maps and notes were investigated at the Bureau of Land Management Map Room located at the Federal Building in Sacramento, California. Additional historic topographic maps were investigated at the Caltrans library map room located at the California Department of Transportation Library, Sacramento, California. Contributing histories and newspaper articles used to develop the historical overview and to develop strategies for identifying historic properties were investigated at the California State Library located in Sacramento, California. Additional research was conducted at the California State University, Sacramento Library.

RECORD SEARCH RESULTS

Previously Conducted Archaeological Studies

Pajaro Passenger Station (Watsonville Junction)

There have been five previously conducted archaeological surveys conducted within the project area (see Table 5).

Table 5

Previously Conducted Archaeological Studies at Pajaro Site #1

Survey Number	Year	Title	Author	Sites in Project
S-3375	1977	Archaeological And Historical Resources and Impact of the Proposed Las Lomas Waste Disposal Project	Charles Smith and Robert Edwards	0
S-3378	1977	Archaeological Resources Evaluation of the Proposed Facilities Development, Pajaro Sanitation District, Monterey and Santa Cruz Counties, CA	David Chavez	0
S-3964	1977	Santa Cruz Wastewater Treatment System Project, Santa Cruz County, California	Peak and Associates	0
S-8165	1986	Preliminary Archaeological sensitivity Map and recommendations for the Pajaro Redevelopment Area, Northern Monterey County, CA	Gary S. Breschini and Trudy Haversat	0
S-21408	1998	Cultural Resources Evaluation of 1.72 Acres located off Salinas Road in Monterey County, CA	Robert Cartier	0

Source: Northwest Information Center, January 25, 2005.

Salinas Layover Yard Facility

There have been 9 previously conducted archaeological surveys conducted within ¼ mile of the Salinas project area (see Table 6). Of these studies none were comprehensive within the entire project area. Many of these studies only intersected or included very small portions of the project area.

Table 6

Previously Conducted Archaeological Studies at Salinas Site

Survey Number	Year	Title	Author	Sites in Project
S-7584	1985	Preliminary Cultural Resources Reconnaissance for the Rico /Lake Street Bridge Project, Salinas, Monterey County, CA.	R. Paul Hampson and Gary Breschini	0
S-13355	1991	Preliminary Archaeological Investigation of the Salinas Redevelopment Area, 100 Block/Alisal Slough	Glory Anne Laffey	0
S-18837	1996	Preliminary Archaeological Reconnaissance for the Proposed Salinas Intermodal Transportation	Anna Runnings and Trudy	0

Table 6

Previously Conducted Archaeological Studies at Salinas Site

Survey Number	Year	Title	Author	Sites in Project
		Center, Salinas, Monterey County, CA	Haversat	
S-19623	1997	Report on Burial Identification and Recovery and Monitoring at the National Steinbeck Center Project in Salinas, Monterey County, California	Gary S. Breschini	0
S-19979	1997	Archaeological Reconnaissance and Monitoring for Storm Drain Improvements in Salinas, Monterey County, CA	Anna Runnings and Trudy Haversat	0
S-22657	2000	Archaeological Survey Along Portions of the Global West Fiber Optic Cable Project	Izaak Sawyer	0
S-26911	2003	Cultural Resources Assessment for the Main Street Cineplex and parking Structure in Downtown Salinas, CA	Barry Price and Randy Baloian	0
S-26922	2003	Archaeological Survey Report 05-MNT-West Market, North Main (Caltrans)	Randy Baloian	0
S-28373	2004	Cultural Resources Monitoring for the Intermodal Transportation Center Parking Lot in Downtown Salinas, Monterey County, CA	Randy Baloian	0

Source: Northwest Information Center, January 25, 2005.

Castroville Passenger Station, at Site #2 (North of State Route 156)

The Castroville project area has been subjected to previous survey 9 times. The previously conducted surveys cover approximately 80 percent of the entire project area. The previously conducted surveys and findings are listed below in Table 7.

Castroville site #2 is located in an area considered to have a high degree of archaeological sensitivity (Monterey County Draft General Plan, Map ER-10). No known or previously recorded archaeological or historical resources are present at the site; however, one previously recorded cultural resource (Castroville Overhead Bridge) is within the project area. This structure is not eligible for the NRHP.

The Castroville Passenger Station site consists of open agricultural fields. Though the ground visibility was excellent during the field investigation, the upper portion of the agricultural fields has been highly disturbed and no additional archaeological resources were recorded during the pedestrian survey. A previously recorded shell midden within ½ mile of the project area suggests that Native American populations utilized the sloughs and drainages adjacent to the project area. The entire project area for Castroville site #2 was subjected to

pedestrian survey in September 2005, and no new cultural resources were identified.

Table 7

Previously Conducted Archaeological Studies at Castroville Site #2

Survey Number	Year	Title	Author	Sites in Project
S-3440	1978	Cultural Resources Evaluation of the Waste Water Collection System Projects, Castroville County Sanitation District	David Chavez	0
S-5432	1974	Archaeological Survey for Darling, Nielsen and Ingram, Civil Engineers and land Surveyors	Gary S. Breschini	0
S-5477	1979	Preliminary Cultural Resource Assessment, Subdivision #740 Rhigello Property	Lynne Mounday	0
S-8032	1986	Preliminary Cultural Resources Reconnaissance for Villa Verde Subdivision, Castroville, CA	Gary S. Breschini and Trudy Haversat	0
S-10192	1988	Cultural Resources Evaluation APN 133-072-26 at Castroville Blvd. And Highway 156, Monterey County, CA	Robert Cartier	0
S-10561	1989	Archaeological Reconnaissance of the Salinas Valley Seawater Intrusion Project, Monterey County, CA	Paul D. Bouey	0
S-19607	1997	Historic Property Clearance Report for Proposed Bicycle Path along Castroville Boulevard and Elkhorn Road, Monterey County, CA.	Anna Runnings	0
S-19749	1998	Bride Evaluation Short Form Br # 44-33L, 05-225-41330K	Bob Pavlik	1 P-27-2290
S-20988	1998	Clearance for Proposed Roadway Improvements for Highway 1546 and Castroville Blvd.	Anna Runnings	0

Source: Northwest Information Center
, January 25, 2005.

Castroville Passenger Station, at Site #1 (Del Monte Avenue)

Castroville site #1 is located in an area considered to have a high degree of archaeological sensitivity (Monterey County Draft General Plan, Map ER-10). However, no known or previously recorded archaeological resources are present at the site. The entire project site was subjected to pedestrian survey in August 2005, and no new cultural resources were identified. The previously conducted surveys and findings are listed below in Table 8.

Table 8

Previously Conducted Archaeological Studies at Castroville Site #1

Survey Number	Year	Title	Author	Sites in Project
S-7740	1985	Archaeological Reconnaissance Report For the Pacific Bell Projects	Stephen A. Dietz	0
S-13856	1987	Archaeological Survey of the Proposed Nottinham Ranch, Blackie Road, Castroville, Monterey County	Katherine Flynn	0
S-16269	1994	Preliminary Cultural Resources Reconnaissance for Phase III of the Castroville Industrial Improvement Project, Northern Monterey County, California	Anna Runnings and Trudy Haversat	0
S-28539	2004	Preliminary Archaeological Reconnaissance for APN 030-211-037 in Castroville, Monterey County, California	Mary Doane and Trudy Haversat	0

Source: Northwest Information Center
 , January 25, 2005.

Previously Recorded Archaeological Sites

Pajaro Passenger Station (Watsonville Junction)

There are no previously recorded archaeological sites within the Watsonville Junction project area. However there are two archaeological sites recorded within a one-half mile radius of the project area (Table 9).

Table 9

Previously Recorded Cultural Resources at Pajaro Site #1

Site Number	Year Recorded	Site Type	NHRP Eligibility Status	Proximity to Project Area
P-44-395	1999	Historic Town of Watsonville	4 historic buildings listed; 16 buildings eligible for the NRHP.	½ mile
CA-Mnt-243	1949	Prehistoric Shell Midden	Undetermined	½ mile

Source: Northwest Information Center, January 25, 2005.

Salinas Layover Yard Facility

There is one previously recorded archaeological site within the Salinas Layover Facility Yard. There are an additional 17 resources recorded within a ½ mile radius of the Salinas Layover Facility Yard. The previously recorded sites are listed below in Table 10.

Table 10

Previously Recorded Archaeological Sites at Salinas Site

Site Number	Year Recorded	Site Type	NHRP Eligibility Status	Proximity to Project Area
P-27-2764	2003	Historic Trash Scatter	Not Evaluated	Within
CA-Mnt-2322	1999	Highway 101	Undetermined	½ mile
P-27-2780	2004	Tynan Lumber Yard	Undetermined	½ mile
P-27-2429	2000	Monterey County Jail	Eligible	½ mile
P-27-2430	2001	Salinas National Bank	Eligible	½ mile
P-27-2686	2003	Greyhound Station	Not Eligible	½ mile
P-27-2687	2003	Retail Mall	Not Eligible	½ mile
P-27-2688	2003	Salinas City Fire Department	Undetermined	½ mile
P-27-2689	2003	Archer Building	Undetermined	½ mile
P-27-2690	2003	222/224 Main Street	Undetermined	½ mile
P-27-2691	2003	Courthouse Annex	Undetermined	½ mile
P-27-2692	2003	California National Guard Armory	Undetermined	½ mile

Table 10

Previously Recorded Archaeological Sites at Salinas Site

Site Number	Year Recorded	Site Type	NHRP Eligibility Status	Proximity to Project Area
P-27-2693	2003	First Salinas Fire Department	Eligible	½ mile
P-27-2694	2003	Walker Building	Undetermined	½ mile
P-27-2695	2003	Historic Post Office	Undetermined	½ mile
CA-Mnt-1146H	1980	Sheriff W.J. Nesbitt Residence	Eligible	½ mile
CA-Mnt-1157H	1980	Sargent House	Eligible	½ mile
CA-Mnt-1168H	1981	The Empire House	Undetermined	½ mile

Source: Northwest Information Center, January 25, 2005.

Castroville Passenger Station, at Site #2 (North of State Route 156)

There is one previously recorded cultural resource within the Castroville passenger Station Project Area. There is one additional archaeological site recorded within ½ mile of the Castroville Passenger Station project Area. The resources are listed below in Table 11.

Table 11

Previously Recorded Cultural Resources at Castroville Site #2

Site Number	Year Recorded	Site Type	NHRP Eligibility Status	Proximity to Project Area
P-27-2290	1999	Castroville Overhead Pedestrian Bridge	Not Eligible	Within
P-27-1762	1990	Prehistoric Shell Midden	Undetermined	½ mile

Source: Northwest Information Center, January 25, 2005.

Castroville Passenger Station, at Site #1 (Del Monte Avenue)

There are no previously recorded archaeological sites within the Castroville passenger Station, at Site #1. There are two previously recorded archaeological sites within a ½ mile radius of the project area. The resources are listed below in Table 12.

Table 12

Previously Recorded Cultural Resources at Castroville Site #1

Site Number	Year Recorded	Site Type	NHRP Eligibility Status	Proximity to Project Area
CA-Mnt-1154	1978	Prehistoric Shell Midden	Undetermined	½ mile
CA-Mnt-1149	1976	Prehistoric Shell Midden	Undetermined	½ mile

Source: Northwest Information Center, January 25, 2005.

Previously Documented Historical Resources

Pajaro Passenger Station Site

Research revealed two properties listed on the National Register of Historic Places (Wheeler; 2002). The Porter-Vallejo Mansion NR# 27-0002 is located approximately one mile northwest of the project APE. The second property is 17 Elsa Street (HUD 900723 G-J) located approximately one mile southeast of the APE. The latter was determined ineligible for the National Register of Historic Places. The four structures at 17 Elsa Street were not considered significant historic properties.

No other city, county, state, and/or federal historically or architecturally significant buildings, structures, features, landmarks, or points of interest have been recorded in, adjacent to, or within one-half mile of the Pajaro Passenger Station project site.

Castroville Site #1: Del Monte Avenue

No city, county, state, and/or federal historically or architecturally significant buildings, structures, features, landmarks, or points of interest have been recorded in or adjacent to the immediate project site.

Castroville Site #2: North of State Route 156

Research revealed one previously recorded cultural resource. The Castroville Overhead Bridge (P-27-2290) crosses over Scenic Highway State Route 156 and is located in proximity of the project APE. The nomination was determined ineligible for the National Register of Historic Places.

No other city, county, state, and/or federal historically or architecturally significant buildings, structures, features, landmarks, or points of interest have been recorded in or adjacent to the project site.

Salinas Intermodal Transportation Center and Layover Facility

Research revealed 1996 California Department of Transportation Architectural Inventory/Evaluation form documentation on nine of the eleven buildings located within the project APE: 1) The Southern Pacific Railroad Station, 2) The Salinas Railway Express Agency Office, 3) The Southern Pacific Freight Depot, 4) The Associated Seed Growers Building (former Clarke Seed Company), 5) The Waldorf Hotel, 6) The El Aguila Mexican Bakery, 7) The Salinas Used Furniture Store, 8) The C.E. Bugbee Blacksmith Shop, and 9) The Pasquale Maida Grocery Store.

The Monterey County Historical Society has identified the Harvey-Baker House as one of the 175 sites in the City that have local, architectural, or historic significance (City of Salinas Plan 2002).

The Steinbeck House, located to the west across Market Street on Central Avenue, is in proximity of the project APE and is noted as listed on the "... California Inventory of Historical Resources and the National Register (City of Salinas Plan 2002)."

No other city, county, state, and/or federal historically or architecturally significant buildings, structures, features, landmarks, or points of interest have been recorded in or adjacent to the project site.

NATIVE AMERICAN CONSULTATION

Parsons Senior Archaeologist, Steven M. Hilton contacted the Native American Heritage Commission (NAHC) on October 7, 2002. Mr. Hilton requested that the NAHC conduct a search of their sacred land files for presence of Native American cultural resources. It was also requested that any background information about prehistoric, historic or contemporary Native American land use within the project areas be identified. The final request was for a list of local Native American individuals and groups that may have knowledge of land use within the project areas.

The NAHC replied on October 11, 2002. The search of sacred land files failed to indicate the presence of Native American cultural resources within the project areas. The NAHC also provided a list of 14 Native American individuals or groups that may have knowledge of Native American land use within the project area.

Each of the Native American groups or individuals were sent a letter and project area maps requesting any information they may have regarding Native American land use of the project area. Each letter was sent registered mail and all letters were delivered and received by the addressed recipient. One response was received from the Esselen Nation on December 2, 2002. This letter stated that The Esselen Nation is concerned about all projects within their aboriginal homeland and are very interested in the project and concerned that cultural resources may be discovered during construction. A follow-up phone conversation on December 15, 2003 between Steven M. Hilton and Rudy Rosales,

Cultural Resources and Tribal Chairperson for the Esselen Nation, was conducted. During this phone conversation it was discussed that if any cultural resources were discovered during construction the Esselen nation would be notified, and before any further construction would commence a qualified archaeologist would be consulted to verify the significance of the archaeological materials.

FIELD METHODS

Archaeological Surveys

Fieldwork consisting of intensive pedestrian survey conducted in order to locate all archaeological resources was simultaneously undertaken to examine all built environments. All architecture located within the project areas were documented and photographed. All of the architecture within the project areas was assessed to determine build dates based upon the Monterey County Assessor's Office, October 30-31, 2002. All pictures, maps and field notes were examined in the field and laboratory to assess original build dates and historic significance.

Historic Architecture Surveys

The project APE is located on or is adjacent to the present Union Pacific Railroad (UPRR) right-of-way in each of the proposed and alternative sites. The architectural APE to determine the existence of historic resources that may be visually impacted by the proposed project included a 1000-foot viewshed beyond the limits of disturbance of the project area. A windshield survey conducted in 2002 by Parsons cultural staff identified approximately ninety (90) historic era buildings within the collective APEs of the proposed and alternative project station location sites.

Fieldwork consisting of an intensive pedestrian survey was undertaken to examine all built environments within the APEs of the proposed and alternative project station location sites. An architectural survey to identify potential historic resources within each site was conducted by Jeanne Gewalt, Senior Architectural Historian of Parsons, in December 2004. The survey included inspection of the built environment, one building deep, surrounding the APE within an arbitrary 1000-foot viewshed beyond the limits of disturbance of the project area. Field-recording procedures were implemented on all buildings and structures. All architecture 50 years and older was inspected for potential historic significance. To facilitate the proper recordation and evaluation of the buildings, detailed inspection, field notations, and photographs documented the structural and architectural characteristics and current conditions of each structure. All photographs, maps, and field notes were examined to assess original build dates and potential historic significance of each building and/or structure.

The survey reviewed and evaluated all buildings 50 years and older within each APE and corresponding viewshed of the proposed project (see Tables 1 through 4). Due to the large number of historic-era buildings, of which the majority was not located within the project APE, the individually assessed properties within viewshed vicinity are listed and

referenced by location (Tables 1 through 4). No historic districts were identified, mapped, or recorded.

Properties in the project APE previously surveyed and documented in 1996 for state/local significance and potential were reviewed. The Southern Pacific Freight Station Depot building in the City of Salinas was identified as a potentially significant historic resource. A site visit in February 2005 to further examine the Southern Pacific Freight Station confirmed the significance of the building as a cultural resource, potentially eligible for recommendation to the National Register of Historic Properties (NRHP) and inclusion on the California Register of Historic Resources (CRHR).

FIELD SURVEY RESULTS

Cultural Resources Recorded During the Present Study

No new archaeological resources were recorded as a result of the current study and pedestrian archaeological survey.

Pajaro Passenger Station at Site #1 (Watsonville Junction)

The entire project area was subjected to reconnaissance archaeological survey. The area consists of the historic railroad depot and buildings and is paved with little to no bare ground surfaces where archaeological sites could potentially be identified.

Salinas Layover Yard Facility at Site #2

The entire Salinas Layover Yard Project Area was subjected to pedestrian archaeological survey. Only 20 percent of the project area contained soils or bare ground that could be scrutinized to identify cultural resources. The areas that contained bare ground appear very disturbed from historic and modern construction and transportation activities. No additional archaeological resources were identified during the field survey.

The one archaeological site previously recorded in 2003 within the Salinas Layover Yard Facility was discovered during construction activities associated with a parking lot within the project area (Table 6). This site, consisting of intact bottles and ceramic plates, was located between 1-1.5 meters below the present road surface. The previously recorded site may be the remains of a historic privy or trash deposit that maintains a high degree of integrity. There was no visible surface expression of this site prior to earth removal and construction activities.

Castroville Passenger Station, Site #2 (North of State Route 156)

The Castroville Passenger Station consists of open agricultural fields. During the field survey the agricultural fields contained small artichoke plants, planted in furrows approximately 2 meters apart. The intensive field survey was conducted

by walking between the furrows at 20-meter intervals. The ground visibility was between 75-90 percent. There were no additional archaeological resources recorded during the pedestrian survey.

Though the ground visibility was excellent during the field investigation, the upper portion of the agricultural fields has been highly disturbed. The current use for agricultural production consists of moving and importing soil within the project area. The previously recorded archaeological site within ½ mile of the project area suggests that Native American populations utilized the sloughs and drainages adjacent to the project area. Though no resources were recorded during the present study, monitoring during the initial phases of construction can ensure no intact subsurface archaeological deposits are located during project construction.

Castroville Passenger Station, Site #1 (Del Monte Avenue)

The entire Castroville Passenger Station, Site #1 Project Area was subjected to pedestrian archaeological survey. Less than 10 percent of the project area contained soils or bare ground that could be scrutinized to identify cultural resources. The areas that contained bare ground appear very disturbed from historic and modern construction and transportation activities. No additional archaeological resources were identified during the field survey.

The two archaeological site previously recorded in 1976 and 1978 within ½ mile of the Castroville Passenger Station, Site #1 Project Area were located adjacent to Tembladero Slough which is ½ mile south of the present project area. The sites are described as diffuse shell middens containing *mytilus* shell and a few fragments of chert. The sites appear to be associated with gathering activities within the Tembladero Slough and the resources within the slough environment, therefore there is no reason to believe sites of this kind will be located within the current project area.

Evaluation of Historic Architectural Resources

The architectural APE for potential historic resources encompassed a 1000-foot viewshed beyond the limits of the disturbance of the APE in each project area. Review of aerial and historic maps prior to a windshield survey conducted in 2002 by Parsons cultural staff approximated ninety (90) historic-era buildings within the viewshed of the collective proposed site and alternative site locations for the Caltrain stations and Salinas ITC. The architectural survey conducted in December 2004 reviewed the buildings. All buildings 50 years and older were identified (Tables 1-4), and therefore meet the age criterion.

No historically important events are known to have occurred at the proposed station sites. However, the buildings are representative of early commercial/industrial and residential patterns of development along the railroad corridor and characteristic of the era. It is within the railroad context that historic-era buildings were evaluated for potential

eligibility for the California Register of Historical Resources under Criterion 1 for local contribution during the railroad period of significance from 1870-1940.

Research did not reveal any one historically important person on the federal, state or local level associated with properties not previously documented. Therefore, no individual building is eligible for the National register of Historic Places or the California Register of Historical Resources under Criteria B or 2, respectively.

Many turn-of-the-century and early 1900 commercial/industrial and residential buildings have long been associated with the historic setting and character of the Salinas Valley railroad towns of Pajaro, Castroville and the City of Salinas. Therefore, the buildings and area within the vicinity of each proposed station site retains integrity of setting, feeling and association. However, no individual cottage or building, residential, commercial or industrial surveyed within the APE viewshed is a significant example of the Folk Victorian or other late 19th century architectural style to warrant finding the building eligible for listing. Each building appears to be altered, many extensively, over the course of time, therefore does not maintain integrity of design, materials, style, workmanship, and feeling to be eligible for the NRHP or the CRHR under Criteria C and 3. The historic-era buildings are not considered to be significant cultural resources, and the reconnaissance-level survey fulfills the requirements of CEQA.

An architectural survey to substantiate CRHR eligibility of the previously identified properties with historic-era buildings located within the architectural APE was conducted by Ms. Gewalt in February 2005 (Seavey 1996). (Supplemental Appendix). The previously identified resource buildings are associated with the historic development of the vicinity of the City of Salinas during the railroad period of significance from 1870-1940. The current proposed work involves the freight station, one of the three buildings associated with the railroad station complex; the other building and features present in the APE were surveyed as having associational and intrinsic value. All buildings, with exception of the former Associated Seed Growers building replacement, meet the 50 years and older criterion.

The Southern Pacific Freight Station Depot Building at Salinas, was identified within the project APE as an historic cultural resource of potential significance for NRHP eligibility and recommendation under Criteria A and C. The Salinas Southern Pacific Passenger Station, the Southern Pacific Freight Station, the Railway Express Agency (REA) Building, and the Southern Pacific Steam Engine and Caboose appear potentially eligible for CRHR under Criteria 3. All four former Southern Pacific properties constitute a potential NRHP district under Criteria A and C.

The remaining previously documented historic-era buildings evaluated appear to be altered, some extensively, and none maintains a high-level integrity of design, materials, style, workmanship, and feeling. Significant historic fabric and original character-defining features and details on each of the historic-era buildings architectural styles have been replaced, on many surfaces, with incompatible materials. Alterations include aluminum replacement windows and exterior surfacing, altered entrances, and building additions. The granary complex has been replaced by a new structure. Therefore,

buildings previously surveyed and documented individually appear not to be potentially eligible for the CRHR under criteria 3, and thus do not warrant further study. However, potentially eligible for the inclusion on the CRHR as a contributing historic district would require further study

The view shed, the built environment one building deep adjacent to the project area, encompasses the perimeter blocks within proximity of the proposed project areas. However, only a small number of the buildings sited are located within the arbitrary 1000-foot defined Viewshed distance. Collectively, the buildings along these blocks were constructed prior to 1955 and therefore meet the age criterion. The buildings were surveyed, photographed and assessed. All the noted historic-era buildings appear to be altered, some extensively, and none maintains high integrity of design, materials, style, workmanship, and feeling. The significant historic fabric and original character-defining features and details of [each of] the historic-era buildings architectural styles have been replaced with incompatible materials. Alterations included aluminum replacement windows and exterior surfacing, altered entrances, and building additions; Watsonville Junction Station is an excellent example. Therefore, all buildings surveyed in the APE view shed individually appear not to be potentially eligible for the NRHP or the CRHR under criteria C and 3, respectively, and thus do not warrant further study. The historic-era buildings are not considered to be historical resources, and the reconnaissance-level survey fulfills the requirements of CEQA of buildings/structures located within the view shed of the project APEs.

A windshield survey in 2002, conducted by Senior Archaeologist Steven Hilton and a pedestrian survey in 2004 with site visits in 2005 by Senior Architectural Historian Jeanne Gewalt evaluated the entire area and adjacent vicinities of the proposed project sites to determine the presence and boundary of a potential historic district within the vicinity of the project area. No distinct historic district presence was determined, thus further study is not warranted at his time.

Potential Historic Architectural Resources

Four properties appear potentially eligible for nomination to the National Register of Historic Places: The Salinas Southern Pacific Passenger Station, the Southern Pacific Freight Station, the Railway Express Agency (REA) Building, and the Southern Pacific Steam Engine and Caboose under Criteria A and C.

CONCLUSIONS

The archaeological survey of the three project areas indicates a possibility of discovering subsurface unidentified cultural resources. The historic Town of Watsonville, the historic trash scatter discovered during construction of a parking lot in Salinas, and the prehistoric shell midden within close proximity of the Castroville location suggest that a qualified archaeological monitor be present during initial phases of ground disturbing activities at each of the three project areas. A qualified archaeological monitor can ensure that if any subsurface archaeological deposits are encountered during construction related activities, that the find can be evaluated and it can be determined if the find has the potential to meet the criteria established in the CRHR and NRHP.

A total of ten (10) properties with historic-era buildings, were identified within the architectural APEs for the proposed Caltrain Extension Rail Station sites in Monterey County. A description of each property, previously documented, is presented in a separate Supplemental Appendix. One property, the Southern Pacific Freight Station Depot building at Salinas, was identified as a significant historic resource and potentially eligible for nomination to the NRHP. Per CEQA Historic Resources Guidelines, none of the other properties surveyed appears individually to be potentially eligible for the NRHP and thus, further study is not warranted. The historic-era buildings are not considered to be historical resources, and the reconnaissance-level survey fulfills the requirements of CEQA. No historic districts were identified, mapped, or recorded.

There is always the possibility of discovering previously unidentified and sub-surface cultural resources; therefore, it is recommended that The Transportation Agency for Monterey County stop construction in any areas where ground-disturbing activities identify any cultural resources until a professional archaeologist has determined the extent and significance of the resources.

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APPENDIX D

TRAFFIC ANALYSIS REPORT

(Note: Due to the volume of data, the Traffic Analysis Report will be provided as a separate document.)

APPENDIX E

FORM AD 1006
FARMLAND CONVERSION RATING SHEET

Caltrain Extension to Monterey County Passenger Rail Station

Farmland Conversion Impact Rating Form (AD-1006)

In compliance with the Farmland Protection Policy Act (7 CFR 658.1-7), Parts I, III, and IV of the Farmland Conversion Impact Rating Form (AD-1006) and maps of the proposed project were submitted to the Natural Resources Conservation Service (NRCS) on July 27, 2005 for determination of whether any part of the project site is farmland subject to the Act. Their review and completion of Parts II, IV, and V indicates that the proposed Caltrain Extension to Monterey County Passenger Rail Station would use approximately 8.95 acres of Statewide and Local Important Farmland. This represents approximately 0.0000229 percent of the available 388,633 acres of farmable land in Monterey County (NRCS letter dated August 24, 2005).

The total site assessment criteria score for the project is 63. The AD-1006 form was not resubmitted to NRCS for further review, based on regulation 7 CFR 658.4, which provides that "sites receiving a total score of less than 160 points be given a minimal level of consideration for protection and no additional sites need to be evaluated." The Farmland Conversion Impact Rating Form along with explanations for Site Assessment Criteria are attached.

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request <u>July 27, 2005</u>			
Name Of Project <u>Caltrain Extension to Monterey County</u>		Federal Agency Involved <u>Transportation Agency for Monterey County (TAMC)</u>			
Proposed Land Use <u>Commuter Rail - Public Transportation</u>		County And State <u>Monterey County, CA</u>			
PART II (To be completed by NRCS)		Date Request Received By NRCS <u>8-2-05</u>			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form).		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated <u>260,873</u>	Average Farm Size <u>1,277</u>
Major Crop(s) <u>Lettuce, Artichokes, strawberries</u>	Farmable Land In Govt. Jurisdiction Acres: <u>388,633</u> % <u>18.2</u>	Amount Of Farmland As Defined in FPPA Acres: <u>224,718</u> % <u>10.6</u>			
Name Of Land Evaluation System Used <u>California State Index</u>	Name Of Local Site Assessment System <u>N/A</u>	Date Land Evaluation Returned By NRCS <u>8-24-05, Dorothy Downing</u>			
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		<u>8.95</u>			
B. Total Acres To Be Converted Indirectly		<u>0</u>			
C. Total Acres In Site		<u>0.0</u>	<u>9.36</u>	<u>0.0</u>	<u>0.0</u>
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		<u>0</u>			
B. Total Acres Statewide And Local Important Farmland		<u>8.95</u>			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		<u>0.0000229</u>			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		<u>N/A</u>			
PART V (To be completed by NRCS) Land Evaluation Criterion					
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		<u>0</u>	<u>54</u>	<u>0</u>	<u>0</u>
PART VI (To be completed by Federal Agency)					
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))	Maximum Points				
1. Area In Nonurban Use	<u>15</u>	<u>8</u>			
2. Perimeter In Nonurban Use	<u>10</u>	<u>3</u>			
3. Percent Of Site Being Farmed	<u>20</u>	<u>20</u>			
4. Protection Provided By State And Local Government	<u>20</u>	<u>20</u>			
5. Distance From Urban Builtup Area	<u>15</u>	<u>0</u>			
6. Distance To Urban Support Services	<u>15</u>	<u>0</u>			
7. Size Of Present Farm Unit Compared To Average	<u>10</u>	<u>0</u>			
8. Creation Of Nonfarmable Farmland	<u>10</u>	<u>0</u>			
9. Availability Of Farm Support Services	<u>5</u>	<u>5</u>			
10. On-Farm Investments	<u>20</u>	<u>2</u>			
11. Effects Of Conversion On Farm Support Services	<u>10</u>	<u>0</u>			
12. Compatibility With Existing Agricultural Use	<u>10</u>	<u>5</u>			
TOTAL SITE ASSESSMENT POINTS	<u>160</u>	<u>63</u>	<u>0</u>	<u>0</u>	<u>0</u>
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	<u>100</u>	<u>54</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total Site Assessment (From Part VI above or a local site assessment)	<u>160</u>	<u>63</u>	<u>0</u>	<u>0</u>	<u>0</u>
TOTAL POINTS (Total of above 2 lines)	<u>260</u>	<u>117</u>	<u>0</u>	<u>0</u>	<u>0</u>
Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>			
Reason For Selection:					

**Caltrain Extension to Monterey County
Passenger Rail Station**

**Farmland Conversion Impact Rating Form (AD-1006)
SITE ASSESSMENT CRITERIA AND POINT RATING**

The site assessment criteria, as described in 7 CFR 658.5, were developed by the U.S. Secretary of Agriculture in cooperation with other Federal agencies. Each criterion is given a score on a scale of 0 to the maximum points established. Conditions suggesting top, intermediate, and bottom scores are indicated for each criterion. The maximum points for each criterion are shown on the Farmland Conversion Impact Rating Form (AD-1006). The site assessment criteria and scores for each are described below.

The proposed project's site assessment criteria determined 63 points out of the maximum total 160 points.

- 1. Area in Non-urban Use.** How much land is in non-urban use within a radius of 1.0 mile from where the project is intended?

Approximately 55 percent. (8 points)

- 2. Perimeter in Non-urban Use.** How much of the perimeter of the site borders on land in non-urban use?

Approximately 40 percent. (3 points)

- 3. Percent of Site Being Farmed.** How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last ten years?

Approximately 96 percent. (20 points)

- 4. Protection Provided by State and Local Government.** Is the site subject to State or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected by the Coastal Commission. (20 points)

- 5. Distance from Urban Built-up Area.** How close is the site to an urban built-up area?

Site is adjacent to an urban built-up area. (0 points)

- 6. Distance to Urban Support Services.** How close is the site to water lines, sewer lines, and/or other local facilities and services whose capacities and design would promote nonagricultural use?

All of the services exist within ½ mile of the site. (0 points)

- 7. Size of Present Farm Unit Compared to Average.** Is the farm unit(s) containing the site (before the project) as large as the average-size farming unit in the county?

Monterey County average farm unit size is 1,037 acres (source: USDA, 2002 Census for Agriculture, Monterey County). Total size of the project site is 9.36 acres out of a total 417.81 acres in the property. Project site equals approximately 2.2 percent of the total property.

50 percent or more below the average. (0 points)

- 8. Creation of Non-farmable Farmland.** If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Approximately less than 5 percent. (0 points)

- 9. Availability of Farm Support Services.** Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available. (5 points)

- 10. On-farm Investments.** Does the site have substantial and well-maintained on-farm investments such as barns, other storage buildings, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

There are no structures, trees or vines, or permanent irrigation systems on the affected portion of the property.

Moderate amount of on-farm investment (approximately 10 percent). (2 points)

- 11. Effects of Conversion on Farm Support Services.** Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

No significant reduction (approximately less than 10 percent). (0 points)

- 12. Compatibility with Existing Agricultural Use.** Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is tolerable to existing agricultural use. (5 points)