

COMMUTER RAIL EXTENSION TO MONTEREY COUNTY

Counties of Monterey, San Benito, Santa Cruz, and Santa Clara, California

FINDING OF EFFECT REPORT

Prepared for:



Transportation Agency for Monterey County

Prepared by:



July 2011



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Prepared for:

TRANSPORTATION AGENCY FOR MONTEREY COUNTY
55-B Plaza Circle
Salinas, CA 93901

Prepared by:

PARSONS

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Summary

The Transportation Agency for Monterey County (TAMC) proposes to extend commuter rail service (proposed action) from the city of Gilroy in Santa Clara County south to the city of Salinas, Monterey County (approximately 38 miles). Within the city of Gilroy, the existing station track would be extended south (approximately 0.75 miles) to join the existing Union Pacific Railroad (UP) track. Two new stations and associated park-and-ride facilities are proposed within the unincorporated Monterey County communities of Pajaro and Castroville. Within the city of Salinas, a new Layover Yard (to serve train crews and overnight storage of trains) would be built and improvements to the existing Intermodal Transportation Center (ITC) (Amtrak Station area) would be implemented to accommodate the commuter rail service. The proposed action would operate within the existing UP rights-of-way (ROW) in Monterey, San Benito, Santa Cruz, and Santa Clara Counties. Implementation of the proposed action is expected to increase transit usage, reduce traffic congestion and automobile vehicle miles traveled, and improve regional air quality. Implementation of the proposed action is planned to occur by 2015.

The purpose of this Finding of Effect Report (FOE) is to identify if any historic properties located within the Area of Potential Effects (APE) for the TAMC Commuter Rail Extension to Monterey County (proposed project; Locally Preferred Alternative [LPA]) would be adversely affected by the proposed project. The project APE is defined as the direct impact study area where construction activities would occur and the indirect study area is defined as one legal parcel adjacent to areas where construction activities would occur. Where only associated rail equipment improvements would occur, the APE is confined to the limits of the UP ROW. The vertical APE includes a depth of earth excavation activities and a height of proposed new construction. For this project, the vertical APE is anticipated to be approximately 30 feet above grade for the construction of new stations and rail yard facilities, and approximately 20 feet below grade to account for the foundations of these buildings and/or structures. (see Figures 1-1 through 3D-2 in Appendix A). The project APE is limited to the existing UP ROW because most of the required primary improvements would be confined to existing trackage and therefore also to the existing ROW; except in the three distinct project areas in which there are planned expansions affecting areas outside of the UP ROW in Castroville, Pajaro, and Salinas, California.

This study was undertaken in order to satisfy the requirements established in the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, (Section 106) as set forth in 36 Code of Federal Regulations (CFR) Part 800. Section 106 requires Federal agencies to take into account the effect of an undertaking on any cultural resource listed or eligible for inclusion in the National Register of Historic Places (NRHP). An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the NRHP. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative (36 CFR Part 800.5(a)).

Of the 39 parcels located within the project APE for the Salinas Layover Yard and ITC component of the project, 26 parcels contained buildings constructed in or before 1965. The Harvey-Baker House and associated Cook's House, 20 Station Place, is listed in the NRHP.

The Southern Pacific (SP) Depot and associated SP Freight Depot and Railway Express Agency (REA) Building were previously determined eligible for listing in the NRHP as a historic district. One building, 10 New Street, was determined to appear eligible for listing in the NRHP as a result of the Cultural Resources Technical Report prepared for the Salinas Layover Yard and ITC component of the project. Four resources were previously determined ineligible for listing in the NRHP: 17 Station Place, 52 W. Market Street, 42-48 W. Market Street, and 50 W. Market Street. The remaining buildings were determined ineligible for listing in the NRHP as a result of the Cultural Resources Technical Report prepared for the Salinas Layover Yard and ITC component of the project. The Harvey-Baker House and associated Cook's House, SP Depot, SP Freight Depot, REA Building, and 10 New Street are historic properties, as defined in Section 2 (Regulatory Setting).

The APE was limited to the UP ROW in areas where proposed construction activities consist solely of track improvements. Typically, rail, ties, ballast, and other rail-related materials are replaced on average every 15 years for the purposes of safety and to carry increased weight loads as a result of the containerization method of shipping commonly employed throughout the United States today. Because these materials are less than 50 years of age and do not appear eligible for listing in the NRHP, no historic properties were identified within the existing rail corridor.

The LPA would not result in the destruction, alteration, or removal of historic properties. The historic properties, with the exception of the Harvey-Baker House, were constructed adjacent to an existing active rail line. The LPA would restore the setting of the historic properties by increasing passenger service, and therefore would not result in a change of character. The Harvey-Baker House and associated Cook's House were moved to 20 Station Place in 1999, and do not retain integrity of setting. Because the Harvey-Baker House and associated Cook's House do not retain integrity of setting as a result of being moved and also because the buildings have been located adjacent to an existing active freight rail line since 1999, the LPA would not introduce a change in setting by adding commuter rail service.

The LPA would construct a new commuter rail platform, landscaping, and surface parking lots improvements in the immediate vicinity of the SP Freight Depot, SP Depot, the REA Building, and the Harvey-Baker House. However, these improvements are minimal in nature and are in keeping with the current rail-related activities associated with these buildings.

The proposed train Layover Yard would be constructed approximately 90 feet north northeast of 10 New Street, Salinas, which exceeds the distance in which vibration impacts could occur per FTA guidance (FTA 2006). Therefore, the proposed project would not introduce visual, atmospheric, or vibration elements that could diminish the integrity of this historic property.

The LPA would not result in the neglect of historic properties because no historic properties would be acquired, and the rail-related buildings would continue to be utilized and maintained by others. Further, because no properties would be acquired or leased from the federal government for this project, Criterion vii of 36 CFR Part 800.5 (a)(2) would not apply. Therefore the LPA would not result in an adverse effect on historic architectural properties as defined by 36 CFR Part 800.5.

The archaeological survey of the proposed Pajaro/Watsonville and Castroville Stations and the Salinas Layover Yard and ITC indicates a possibility of discovering subsurface unidentified cultural resources. The potential for encountering such resources within the APE is based upon the proposed action's proximity to the historic town of Watsonville, the historic trash scatter discovered during construction of a parking lot in Salinas (P-27-2764), and the prehistoric shell midden (CA-Mnt-1154 and CA-Mnt-1149) within close proximity of the Castroville station

location which suggest that a qualified archaeological monitor be present during initial phases of ground disturbing activities at these locations. 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 for listing in the NRHP. Archaeological monitoring would mitigate potential adverse effects.

Through the implementation of the above recommended mitigation measures, the proposed project would result in a **Finding of No Adverse Effect** to a historic property.

A memorandum for the Conditional No Adverse Effect Assessment for the Salinas Freight Depot Rehabilitation Project, Salinas, Monterey County, California (LSA Associates Inc. 2010) determined the proposed project was in compliance with the Secretary of the Interior's *Standards for the Treatment of Historic Buildings*, and therefore, would not result in an adverse effect on the historic property (see Appendix B).

List of Acronyms

ACHP	Advisory Council on Historic Preservation
APE	Area of Potential Effects
CFR	Code of Federal Regulations
FOE	Finding of Effect Report
ITC	Intermodal Transportation Center
LSA	LSA Associates Inc.
MLD	Most Likely Descendent
MP	Mile Post
mph	Miles per hour
MST	Monterey-Salinas Transit
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
PRC	Public Resources Code
REA	Railway Express Agency
ROW	right-of-way
SHPO	State Historic Preservation Officer
SP	Southern Pacific
SR	State Route
UP	Union Pacific Railroad

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Appendices

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- Appendix B Conditional No Adverse Effects Assessment for the Salinas Freight Depot Rehabilitation Project, Salinas, Monterey County, California (LSA Associates Inc., 2010)

Chapter 1 – Introduction

The purpose of this Finding of Effect Report (FOE) is to identify if any historic properties located within the Area of Potential Effects (APE) for the Transportation Agency for Monterey County's (TAMC) Commuter Rail Extension to Monterey County (proposed project; Locally Preferred Alternative [LPA]) would be adversely affected by the proposed project. The project APE is defined as the direct impact study area where construction activities would occur and the indirect study area is defined as one legal parcel adjacent to areas where construction activities would occur. Where only associated rail equipment improvements would occur, the APE is confined to the limits of the UP ROW (see Figures 1-1 through 3D-2 in Appendix A). The project APE is limited to the existing Union Pacific Railroad (UP) right of way (ROW) because most of the required primary improvements would be confined to existing trackage and therefore also to the existing ROW; except in the three distinct project areas in which there are planned expansions affecting areas outside of the UP ROW in Castroville, Pajaro, and Salinas, California.

This study was undertaken in order to satisfy the requirements established in the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, (Section 106) as set forth in 36 Code of Federal Regulations (CFR) Part 800. The following historic properties are located within the project APE: Harvey-Baker House and associated Cook's House, 20 Station Place, Salinas; Salinas Southern Pacific (SP) (Amtrak) Station, Salinas; SP Freight Depot, Salinas Railway Express Agency (REA) Building; and 10 New Street, Salinas, California.

1.1 PROJECT DESCRIPTION

TAMC proposes to extend commuter rail service (proposed action) from the city of Gilroy in Santa Clara County south to the city of Salinas, Monterey County (approximately 38 miles). Within the city of Gilroy, the existing station track would be extended south (approximately 0.75 miles) to join the existing Union Pacific Railroad (UP) track. Two new stations and associated park-and-ride facilities are proposed within the unincorporated Monterey County communities of Pajaro and Castroville. Within the city of Salinas, a new Layover Yard (to serve train crews and overnight storage of trains) would be built and improvements to the existing Intermodal Transportation Center (ITC) (Amtrak Station area) would be implemented to accommodate the commuter rail service. The proposed action would operate within the existing UP ROW in Monterey, San Benito, Santa Cruz, and Santa Clara Counties. Implementation of the proposed action is expected to increase transit usage, reduce traffic congestion and automobile vehicle miles traveled, and improve regional air quality. Implementation of the proposed action is planned to occur by 2015.

The proposed action is described in the following sections, covering the alignment and stations, typical station layouts, track work, grade crossings, park-and-ride facilities, commuter rail operations, and maintenance requirements.

1.1.1 Mainline and Station Area Track Improvements

The proposed action would include minor railway improvements to the existing UP Coast Mainline, including passing tracks, yard tracks, and branch line connections to allow Caltrain or Capital Corridor service extension to Salinas. All railway improvements will occur within previously disturbed areas of the UP ROW. Proposed improvements are noted below and include:

1.1.1.1 Gilroy Station Area

- Install new second main track from 10th Street to East Luchessa Avenue (Mile Post [MP] 77.65 to MP 78.52).
- 10th Street (MP 77.70). Relocate existing or install new warning devices at crossing to accommodate three tracks. Install concrete grade crossing panels, rebuild track, replace ballast, and repave crossing for new track.
- East Luchessa Avenue (MP 78.40). Relocate existing or install new warning devices at crossing to accommodate two tracks. Install concrete grade crossing panels, rebuild track, replace ballast, and repave crossing for new track.
- South (east) of 10th Street (MP 77.70). Install power crossover.
- South (east) of East Luchessa Avenue (MP 78.52). Remove power turnout and install power crossover north or south of East Luchessa Avenue.

1.1.1.2 Pajaro/Watsonville Station

- Logan (west end of double track at MP 89.63). Replace existing spring switch with power turnout.
- Watsonville Yard (MP 96.67). Various installations and changes involving track crossovers and turnouts and track alignments.
- Lewis Road (MP 97.20). Relocate existing or install new warning devices at crossing. Install concrete grade crossing panels, rebuild track, replace ballast, and repave crossing.
- South (east) of Lewis Road (MP 97.40). Replace existing spring switch with power turnout.

1.1.1.3 Castroville Station

- South of State Route (SR) 156 overhead (MP 106.66). Install left-hand power turnout.
- MP 106.66 to MP 106.85. Extend existing siding track.
- South of SR 156 to south of Blackie Road (MP 106.78 to MP 107.58). Shift mainline track to the west, approximately 23 feet, to accommodate center platform station; or shift siding track approximately 12 feet east to accommodate side platform station on the mainline track.
- North of Espinosa Road (MP 108.12). Install right-hand power turnout.

1.1.1.4 Salinas Layover Yard Facility and Intermodal Transportation Center

- Resurface and/or rebuild track, replace ballast, replace ties, repair or upgrade drainage structures, upgrade or install train signals and controllers at locations to be determined.
- Replace existing turnouts at milepost (MP) 116.91 (South Salinas) and MP 113.04 (North Salinas) with power switches
- Rehabilitate siding (yard lead track) to permit 30-mile-per-hour (mph) speed.
- At MP 114.35. Install power turnout.

- At Vale Street (MP 114.62). Install power crossover.
- New Street to Main Street (MP 114.58 to MP 115.07). Resurface or rebuild main line track, replace ballast.

1.1.2 New Station Area Improvements

1.1.2.1 Pajaro/Watsonville Station

This station is proposed to be constructed within the unincorporated Monterey County community of Pajaro. The site is bordered by Salinas Road on the west, Lewis Road on the south, and Railroad Avenue to the north. As shown in Figure 1-1, a new station would be constructed on the west side of the railroad tracks (between the tracks and Salinas Road) and would feature a side platform along the westerly mainline track, with direct interface to the Santa Cruz branch line track. The station design is proposed as a side platform configuration. Figure 1-2 contains a preliminary design layout for this station.

A total of 416 parking spaces and a bus turnout area would be provided.

Improvements to Salinas Road and Railroad Avenue would also be implemented for traffic circulation purposes. Turning movements within the station area would be controlled by stop signs.

1.1.2.2 Castroville Station

The Castroville Station would be constructed within the unincorporated Monterey County community of Castroville. As shown in Figure 1-3, the proposed station would be located along Del Monte Avenue extending between Blackie Road and Wood Street. The station design is proposed as a side platform configuration. Figure 1-4 contains a preliminary design plan for this station.



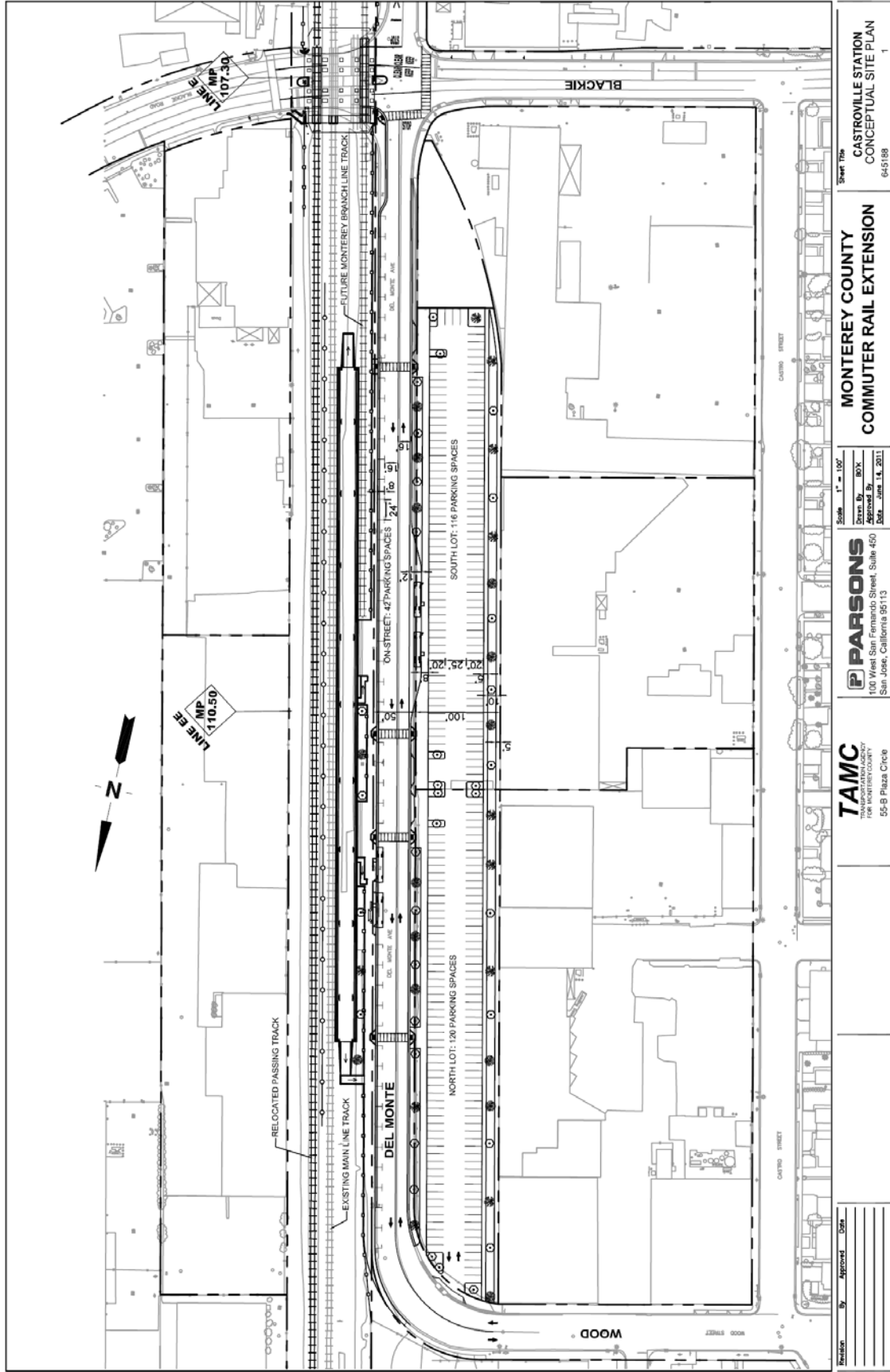
Source: Parsons and Google Earth, 2011

Figure 1-1: Pajaro/Watsonville Station Location



Source: Parsons and Google Earth, 2011

Figure 1-3: Castroville Station Location



Source: Parsons, 2011

Figure 1-4: Castroville Station - Preliminary Design Layout

1.1.2.3 New Layover Yard and Improvements to the Salinas Intermodal Transportation Center

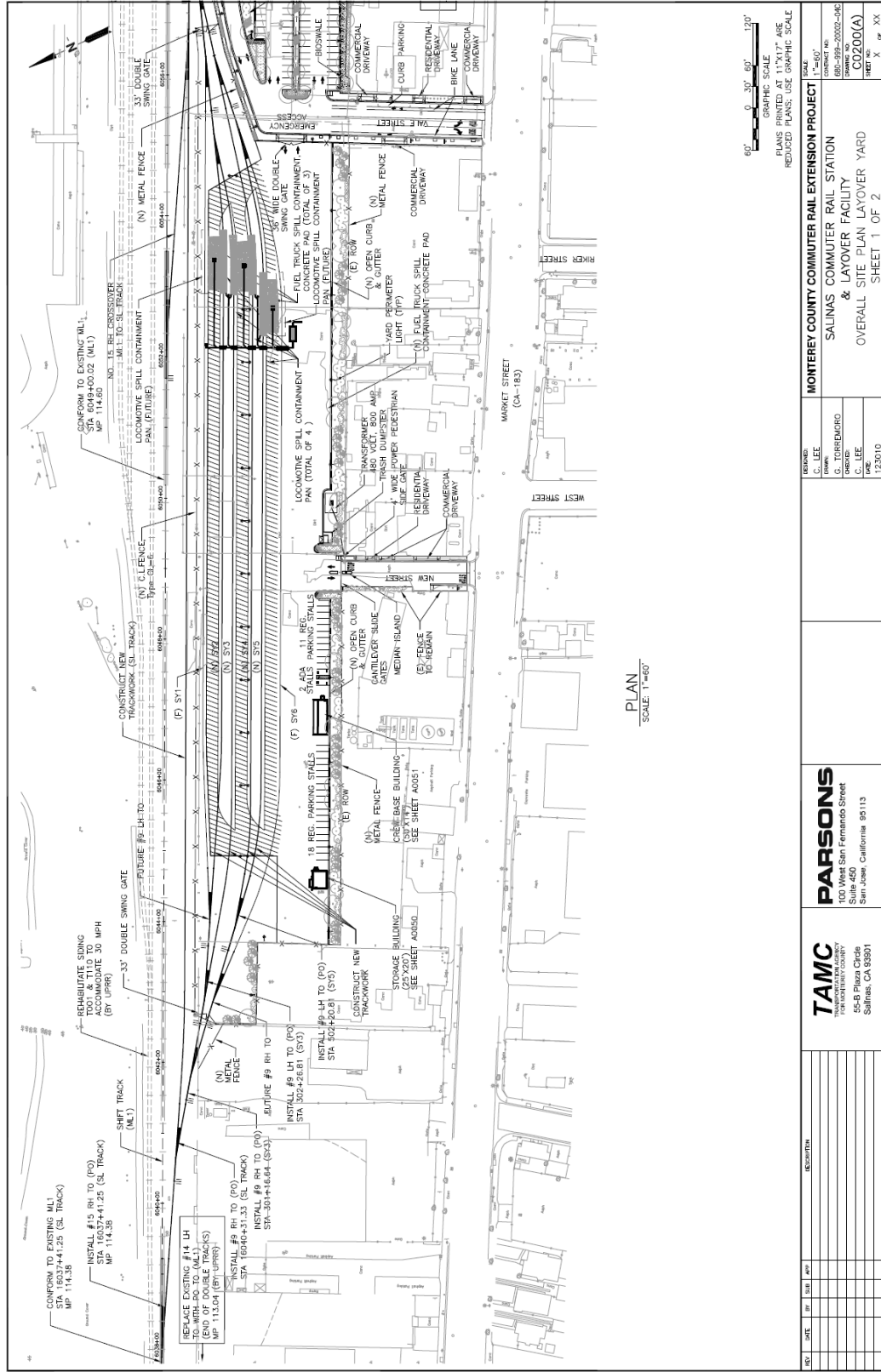
Trains serving Gilroy currently lay over at a small yard adjacent to the Gilroy Station. With implementation of the proposed action, trainsets would layover in Salinas in lieu of, or in addition to Gilroy, depending on the service configuration. The Salinas ITC parking lots would accommodate the addition of Caltrain or Capitol Corridor commuter rail service. A transit exchange for Monterey-Salinas Transit (MST) would be provided to accommodate local bus service to/from the ITC. The second train platform would be side loading. The proposed Salinas Layover Yard would be constructed initially with capacity for up to four trainsets, but would be designed to be expandable to accommodate up to six trainsets. Figure 1-5 shows the location of proposed Layover Yard and existing Salinas ITC facility. Figure 1-6 contains a preliminary design plan for the Layover Yard and Figure 1-7 shows improvements proposed for the ITC.

As shown in Figure 1-7, the ITC expansion would provide expanded parking (663 spaces located within three new surface parking lots) to accommodate the addition of Caltrain or Capitol Corridor service; a relocated and expanded transit center for MST local bus operations; an intercity bus terminal to accommodate Greyhound, Amtrak Thruway, and/or Airporter bus operations; signalized access to the adjacent street network; improved pedestrian access to downtown Salinas; and associated transit passenger support facilities. A second train platform (center loading) would be constructed adjacent to the existing Amtrak station.



Source: Parsons and Google Earth, 2011

Figure 1-5: Salinas Layover Yard and ITC Facility Location



Source: Parsons, 2011

Figure 1-6: Salinas Layover Yard - Preliminary Design Layout

1.1.3 New Station and Layover Yard Amenities

The following amenities would be provided at both the Pajaro/Watsonville and Castroville Stations:

- Platform shelters, lighting, furniture and fixtures, ticket vending machines, information displays and landscaping
- Traffic signalization (Pajaro/Watsonville Station) only: Lewis Road signing and striping
- Track, turnouts and railroad signaling, as required
- Site drainage, lighting, and landscaping
- Roadway improvements
- Rail passenger loading platform (Pajaro/Watsonville Station: 800 feet by 20 feet; Castroville Station: 800 feet by 26 feet)
- Intertrack fencing
- Bus, shuttle, and van loading/unloading berths, shelters, information displays
- Bicycle facilities, sidewalks, and circulation roadways
- Pedestrian/bicycle access
- Access provision to the station location via the Monterey branch rail line (Castroville Station only)

The following amenities would be provided at the Layover Yard Facility and ITC:

- Platform shelters, lighting, furniture and fixtures, ticket vending machines, information displays and landscaping
- Bicycle lockers and bicycle racks
- Traffic signalization, signing and striping
- Track, turnouts and railroad signaling, as required
- Site drainage, lighting, and landscaping
- Roadway improvements
- Modification and/or addition of site access and circulation roadways
- MST bus transit center with passenger waiting and operations support facilities
- Intercity bus loading berths
- Caltrain or Capital Corridor train crew base and maintenance buildings

1.2 ALTERNATIVES

1.2.1 No-Action (No-Project) Alternative

The No Action Alternative assumes that all existing roadway and transit services will continue and be supplemented by improvements already funded. The highway network assumptions used for the analysis of the No Action Alternative assumed that within Monterey County only the Prunedale Improvement Project along Highway 101¹ would be constructed. No funded projects associated with Highway 101 that would expand capacity were identified for San Benito, Santa Clara, or Santa Cruz counties, south of San Jose. Commuter service to San Jose and the San Francisco Bay Area were assumed to include existing daily Greyhound bus service from Salinas to San Jose and Amtrak bus service from Salinas to San Jose².

1.2.2 Locally Preferred Alternative (Proposed Action)

The LPA includes extending existing commuter rail service from San Jose (provided Capital Corridor is the service operator) or Gilroy (provided Caltrain is the service operator) south to the city of Salinas utilizing existing UP ROW. The proposed project would include the construction of track and signal improvements within the city of Gilroy, immediately south of the existing Gilroy train station. Additional track and signal improvements (occurring within the existing ROW) would also be made along the approximately 38 mile project corridor. Two new stations (and associated parking, track, and signal improvements) are proposed for the unincorporated Monterey County communities of Pajaro and Castroville. A new Layover Yard and improvements to the existing ITC are proposed within the city of Salinas.

¹ The US 101 Prunedale Improvement Project, at \$288 million, is now a fully-funded project under construction (2010 Monterey County Regional Transportation Plan ID# CT025). It provides for safety improvements, with no increase in capacity. The Prunedale Freeway Bypass project to add capacity to US 101 from Espinosa Road to Echo Valley Road is in the unconstrained list of the 2010 Regional Transportation Plan, with an estimated cost of \$476 million (Regional Transportation Plan ID# CT029).

² It should be noted that Monterey-Salinas Transit service from Salinas to San Jose was not included in the assumptions, since this service is precluded from operating in this travel market. In addition, Amtrak train service was not included since existing service operates outside of the existing commuter travel pattern.

Chapter 2 – Regulatory Setting

2.1 ADVERSE EFFECT CRITERIA

Section 106 of the NHPA requires Federal agencies to take into account the effect of an undertaking on historic properties. A historic property is any cultural resource listed or determined eligible for inclusion in the National Register of Historic Places (NRHP). An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the NRHP. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative (36 CFR Section 800.5(a)).

Examples of adverse effects on historic properties include, but are not limited to:

- (i) Physical destruction of or damage to all or part of the property;*
- (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;*
- (iii) Removal of the property from its historic location;*
- (iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;*
- (v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;*
- (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and*
- (vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance (36 CFR 800.5(a)(2)).*

Chapter 3 – Description of the Historic Properties

Of the 39 parcels located within the project APE for the Salinas Layover Yard and ITC component of the project, 26 contained buildings constructed in or before 1965. The Harvey-Baker House and associated Cook's House, 20 Station Place, is listed in the NRHP. The Salinas SP Depot and associated SP Freight Depot and REA Building were previously determined eligible for listing in the NRHP as a historic district. One building, 10 New Street, was determined to appear eligible for listing in the NRHP as a result of the Cultural Resources Technical Report prepared for the Salinas Layover Yard and ITC component of the project. Four resources were previously determined ineligible for listing in the NRHP: 17 Station Place, 52 W. Market Street, 42-48 W. Market Street, and 50 W. Market Street. The remaining buildings were determined ineligible for listing in the NRHP as a result of the Cultural Resources Technical Report prepared for the Salinas Layover Yard and ITC component of the project. The Harvey-Baker House and associated Cook's House, SP Depot, SP Freight Depot, REA Building, and 10 New Street are historic properties as previously defined in Section 2 (Regulatory Setting).

The APE was limited to the UP ROW in areas where proposed construction activities consist solely of track improvements. Typically, rail, ties, ballast, and other rail-related materials are replaced on average every 15 years for the purposes of safety and to carry increased weight loads as a result of the containerization method of shipping commonly employed throughout the United States today. Because these materials are less than 50 years of age and do not appear eligible for listing in the NRHP, no historic properties were identified within the existing rail corridor.

3.1 HARVEY-BAKER HOUSE AND ASSOCIATED COOK'S HOUSE

Harvey-Baker House: The Harvey-Baker House was constructed in 1868 on Gabilan Street. The building was subsequently moved to 138 Monterey Street and later to 238 E. Romie Lane in 1999 (Monterey County Historical Society 2011; Historic Pioneer Garden 2011). The one-story wood frame building is rectangular in plan and consists of three bays. The central bay is characterized by a front-gabled roof, and the flanking bays are characterized by shed roofs. The roof is clad in composition shingles. The exterior walls are clad in shiplap wood siding with corner boards. The fenestration consists of two-over-two wood sash windows with decorative wood surrounds on the primary façade and six-over-six sash windows on the secondary facades. The primary façade of each flanking bay is accented with a canted bay. The primary entrance is raised and accessed via a covered porch. The primary entry porch is partially enclosed with a wood railing with turned balustrades and lattice panels. Square wood posts, with decorative mill brackets, supports the primary entry porch roof. The porch roof also creates a second floor balcony, which is enclosed with a railing with turned balustrades. A multi-light wood with glazing door provides access to the second floor balcony. The primary entry consists of a wood door with transom. A secondary mud room-type entrance projects from the northern end of the rear (northeast) façade. The building has been restored and is in excellent condition.



Photo 1: Harvey-Baker House

Associated Cook's House: The one-story building is generally rectangular in plan. The cross gabled roof is clad in composition shingles. The exterior walls are clad in horizontal wood shiplap siding. The multi-light casement windows appear to be original. At least one window appears to have been replaced with a sash unit which appears to be aluminum with a modern rough-finish wood surround. The primary entrance is accessed via a covered porch. The roof flares to cover the entry porch, and is supported by wood with lattice cross bracing posts. The primary entry door appears to be modern. A secondary entrance was added to the left bay, and a scar from the removal of a wood surround is visible. A small projecting bay on the northern end of the building appears to be a small side addition. The Harvey-Baker House was constructed in 1873 on Gabilan Street, added onto in 1900 (Baker 2011), and was moved concurrently with the Harvey-Baker House. The building has been altered, and is in fair condition.



Photo 2: Associated Cook's House

The following descriptions are excerpted and adapted from the Historical Resources Evaluation Report for the Salinas Intermodal Transportation Center Project, Salinas, Monterey County, California (LSA Associates Inc. [LSA] 2006).

3.2 SOUTHERN PACIFIC DEPOT

The Southern Pacific Depot (SP Depot) is a 1.5-story building constructed in 1942 of reinforced dashed concrete on a rectangular plan. The main section of the building is cross gabled while wing extensions at either end of the building are one story and flat at the roofline. A large metal awning protrudes across a main portion of the structure. The gabled sections are tiled. A large, multipaned window sits above the entrance. Colorful murals depicting early California, painted in 1942 by artist J.M. McQuarrie, decorate the interior of the building. The waiting room has cement and quarry tile floor, decorative tile wainscot, stucco walls, and a decorated open truss ceiling. There is a mezzanine above the ticket office.

Mr. Kent Seavey conducted an initial historic evaluation of the SP Depot in 1998. A subsequent study by LSA in 2006 identified no significant modification of the building, and found that the SP Depot's tenant, Amtrak, has maintained the building which is in good condition. Both Seavey's evaluation and the LSA study confirmed the SP Depot is virtually unaltered in its exterior and public interior appearance. In 2006, Mr. Alan Stumpf, City of Salinas Redevelopment Director, confirmed that no modifications to the building were made since Seavey's initial historical evaluation in 1998 (LSA 2006). The SP Depot was re-surveyed in December 2010 by Carrie Chasteen, Parsons' Senior Architectural Historian, and appears to be unaltered since the 2006 survey.



Photo 3: Southern Pacific Depot

3.3 SOUTHERN PACIFIC FREIGHT DEPOT

The Southern Pacific Freight Depot (SP Freight Depot) is a one-story, wood framed building on a rectangular plan, approximately 38 feet by 158 feet, resting on a high, open foundation of post and pier construction. The building, which is estimated to have been constructed between 1875 and 1891, is sited in a mixed commercial/industrial area with scattered buildings adjacent to the railroad tracks. The exterior wall cladding is a combination of asbestos shingle and horizontal wood “V” siding over an older vertical board surface with evidence of former battens. The horizontal wood siding is found along the south side and west end elevations of the structure. Asbestos siding is along the north side and east end elevations. There is a ramped concrete loading dock (constructed circa 1966) extending 32 feet from the west end of the building. The medium-pitched, wide overhanging gable roof is covered with a diamond patterned composition shingle. The deep roof eaves are supported on the north side elevation by chamfered “scissors” trusses. Chamfered brackets support the roof in both the east and west end gables. Straight 2 inch by 6 inch wood braces replaced the “scissors” trusses along the south side elevation when the roof on that side was widened in 1960. A tar and gravel covered flat roof, supported on steel “I” beams, covers the 1966 raised concrete loading dock. There is a large opening in the east gable end of the building, with a fixed small paned, wood framed window above. Most of the opening is currently boarded up. A smaller freight door is located on the north side elevation, with six doors along the south side elevation. Three of those on the south were added circa 1966. While Southern Pacific records show 1891 as the date of construction, physical, lithographic, and photographic evidence suggests that part of the building may date from the 1870s.

Mr. Kent Seavey conducted an initial historic evaluation of the SP Freight Depot in 1998. A subsequent study by LSA in 2006 identified no significant modification of the building, and found that the building has been maintained and is in good condition. Both Seavey’s evaluation and the LSA study confirmed the SP Freight Depot is virtually unaltered in its exterior and interior appearance. In 2006, Mr. Alan Stumpf, City of Salinas Redevelopment Director, confirmed that no modifications to the building were made since Seavey’s initial historical evaluation in 1998 (LSA 2006). The SP Freight Depot was re-surveyed in December 2010 by Carrie Chasteen, Parsons’ Senior Architectural Historian, and appears to be unaltered since the 2006 survey.



Photo 4: Southern Pacific Freight Depot

3.4 RAILWAY EXPRESS AGENCY (REA) BUILDING

The REA Building is a one-story, wood framed commercial building on a rectangular plan, approximately 36 feet by 66 feet, resting on a concrete slab foundation. The building, which was constructed in 1919, is sited in a mixed commercial/industrial area between West Market Street and the Southern Pacific tracks. The Harvey-Baker House is adjacent to the southeast. The exterior wall cladding is a horizontal wood siding characterized by rabbeted top and bottom edges with the upper part of the board face having a pronounced concave curve. This form is sometimes called German siding. The siding is framed by simple vertical corner boards with a molded belt course above, capping the principal window and door openings. A narrow vertical tongue and groove siding appears above this belt course up to the roof/wall junction. The wide overhanging hipped roof, with its exposed rafters tails, is covered in wood shingles. A hipped roof dormer with paired 1/1 double hung wood sash is centered in the north side elevation. Fenestration is irregular with rectangular, multi-paned wood sash hopper windows high in the walls on the north, east, and south elevations. Freight doors appear on the north, south, and west elevations. The west elevation has a large, unfilled rectangular delivery opening on the north side. The single freight door on the north side elevation has been enlarged by the addition of an exterior barn track rail.

Mr. Kent Seavey conducted an initial historic evaluation of the REA Building in 1998. A subsequent study by LSA in 2006 identified no significant modification of the building, and found that the building has been maintained and is in good condition. Both Seavey's evaluation and the LSA study confirmed the REA Building is virtually unaltered in its exterior and interior appearance. In 2006, Mr. Alan Stumpf, City of Salinas Redevelopment Director, confirmed that no modifications to the building were made since Seavey's initial historical evaluation in 1998 (LSA 2006). The REA Building was re-surveyed in December 2010, by Carrie Chasteen, Parsons' Senior Architectural Historian, and appears to be unaltered since the 2006 survey.



Photo 5: Railway Express Agency Building

3.5 10 NEW STREET, SALINAS, CALIFORNIA

The one-story vernacular style building is rectangular in plan. The front gabled roof, with barge board, is clad in composition shingles. The exterior walls are clad in horizontal shiplap wood siding, with corner boards. The one-over-one wood sash windows appear to be original, and are accented with wood surrounds. The primary entrance is raised, and is accessed via a cast concrete porch. The front-gabled porch roof is accented with notched vertical wood siding and is supported by square wood posts. A decorative wood railing partially encloses the primary entry porch area. The primary entry door with wood with glazing, and is accented with denticulated molding. A secondary entrance is located on the southern façade, and is sheltered by a simple shed roof with brackets.

The building was constructed in 1900 (RealQuest.com 2011). Research was conducted at the Monterey County Historical Society, the Salinas public library, and the internet. Research does not indicate any historically important events are known to have occurred at this site. No persons who made specific contributions to history known to be associated with this building were identified. The building is an excellent intact example of early 20th century vernacular worker housing, which is an increasingly rare building type. Therefore the building appears eligible for listing in the National Register of Historic Places under Criterion C with a local level of significance. The period of significance is 1900, the year it was constructed.



Photo 6: 10 New Street, Salinas, California

Chapter 4 – Findings and Conclusions

4.1 APPLICATION OF THE CRITERIA OF ADVERSE EFFECT

4.1.1 Historic Architectural Resources

The LPA proposes to extend commuter rail service from the city of Gilroy in Santa Clara County south to the city of Salinas, Monterey County. The commuter rail service would operate on existing UP ROW as an extension of existing Caltrain service between San Francisco and Gilroy to Salinas, or as an extension of existing Capitol Corridor service between Auburn or Sacramento and San Jose to Salinas. The project would require track work along portions of the UP Coast Mainline and within the station areas. It would also include the construction of two new stations including associated parking at Pajaro/Watsonville and Castroville. Within the city of Salinas, a new Layover Yard (to serve train crews and overnight storage of trains) would be built and improvements to the existing ITC would be implemented to accommodate the commuter rail service.

The LPA would not result in the destruction, alteration, or removal of historic properties. The historic properties, with the exception of the Harvey-Baker House, were constructed adjacent to an existing active rail line. The LPA would restore the setting of the historic properties by increasing passenger service, and therefore would not result in a change of character. The Harvey-Baker House and associated Cook's House were moved to 20 Station Place in 1999, and do not retain integrity of setting. Because the Harvey-Baker House and associated Cook's House do not retain integrity of setting as a result of being moved and the buildings have been located adjacent to an existing active freight rail line since 1999, the LPA would not introduce a change in setting by adding commuter rail service.

The LPA would construct a new commuter rail platform, landscaping, and surface parking lots improvements in the immediate vicinity of the SP Freight Building, SP Station, the REA Building, and the Harvey-Baker House and associated Cook's House. However, these improvements are minimal in nature and are in keeping with the current rail-related activities associated with these buildings.

The proposed train Layover Yard would be constructed approximately 90 feet north northeast of 10 New Street, Salinas, which exceeds the distance in which vibration impacts could occur per FTA guidance (FTA 2006). Therefore, the proposed project would not introduce visual, atmospheric, or vibration elements that could diminish the integrity of this historic property.

The LPA would not result in the neglect of historic properties because no historic properties would be acquired, and the rail-related buildings would continue to be utilized and maintained by others. Further, because no properties would be acquired or leased from the federal government for this project, criterion vii would not apply. Therefore, the LPA would not result in an adverse effect on historic architectural properties as defined by 36 CFR Part 800.5.

A memorandum for the Conditional No Adverse Effect Assessment for the Salinas Freight Depot Rehabilitation Project, Salinas, Monterey County, California (LSA Associates Inc. 2010) determined the proposed project was in compliance with the Secretary of the Interior's *Standards for the Treatment of Historic Buildings*, and therefore, would not result in an adverse effect on the historic property (see Appendix B).

4.1.2 Archaeological Resources

Construction activities for the LPA would occur within previously disturbed areas (i.e., the UP ROW). No archaeological resources are known to be located within the APE, although there are recorded resources within close proximity.

The archaeological survey of the proposed Pajaro/Watsonville and Castroville Stations and the Salinas Layover Yard and ITC indicates a possibility of discovering subsurface unidentified cultural resources. The potential for encountering such resources within the APE is based up the proposed action's proximity to the historic town of Watsonville, the historic trash scatter discovered during construction of a parking lot in Salinas (P-27-2764), and the prehistoric shell midden (CA-Mnt-1154 and CA-Mnt-1149) within close proximity of the Castroville station location.

The proposed project could physically destroy or damage all or part of archaeological resources located within the APE which would result in an adverse effect to a historic property.

4.2 CONCLUSIONS

The LPA would not result in an adverse effect to historic architectural properties.

The archaeological survey of the proposed Pajaro/Watsonville and Castroville Stations and the Salinas Layover Yard and ITC indicates a possibility of discovering subsurface unidentified cultural resources. The potential for encountering such resources within the APE is based up the proposed action's proximity to the historic town of Watsonville, the historic trash scatter discovered during construction of a parking lot in Salinas (P-27-2764), and the prehistoric shell midden (CA-Mnt-1154 and CA-Mnt-1149) within close proximity of the Castroville station location which suggest that a qualified archaeological monitor must be present during initial phases of ground disturbing activities at these locations. 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 for listing in the NRHP.

Construction personnel shall be made aware of indicators of cultural resources and shall report any encounters. If buried cultural resources are discovered during the course of project activities, construction operations shall immediately stop in the vicinity of the find and TAMC or its Contractor shall consult with the appropriate local, state, or federal entities and a qualified archaeologist to determine whether the resource requires further study. The archaeologist will consult with the State Historic Preservation Officer (SHPO) and, if the resource is prehistoric, the Native American Most Likely Descendent (MLD) would be consulted with to determine the nature of the resource, its integrity, and potential for NRHP eligibility.

If previously undiscovered significant (NRHP-eligible) archaeological resources are unearthed during construction, they shall be avoided if possible. If avoidance is not possible, TAMC or its Contractor shall pursue data retrieval through excavation. All archaeological work on NRHP eligible and potentially eligible properties shall be conducted in accordance with Treatment of Archaeological Properties: A Handbook (ACHP, 1990) and Archaeology and Historic Preservation: the Secretary of the Interior's Standards and Guidelines (48 CFR 44716-44742). Mitigation programs for addressing potential impacts shall be prepared within that context, based on specific finds, circumstances, and potentials for NRHP eligibility. Specific field methodologies shall be developed for specific resources within the context of a research design/treatment plan. Investigations shall be performed under the supervision of experienced

professionals whose education and experience meet or exceed the Secretary of the Interior's Professional Qualifications Standards (48 CFR 44738-44739).

In dealing with prehistoric sites, TAMC or its Contractor and consulting archaeologist shall ensure that all federal and state laws and regulations regarding Native American concerns are strictly adhered to. A Native American consultant (i.e., MLD) shall monitor prehistoric archaeological excavation programs.

Upon completion of field investigations for both prehistoric and historic archaeological resources, comprehensive technical reports shall be prepared that describe the archaeological project's goals and methods, and present its findings and interpretations. The report shall integrate the important archaeological data recovered through excavation with the information gathered through archival research, and address relevant research considerations. The final report(s) shall include the following elements: executive summary; statement of scope; project location and setting; previous research summary; research goals and the strategies that guided research, testing and data recovery; field and lab methods; archival research; archaeological context; artifact descriptions; consideration of research problems and questions; conclusions and additional recommendations; references cited; and appendices (reports of technical analyses). Copies of preliminary and final report(s) shall be provided to the SHPO, and the California Historical Resources Inventory System, Northwest Information Center at Sonoma State University. Avoidance and/or data recovery would mitigate any potential adverse impacts to archaeological resources.

If human burials are encountered, all work in the area shall stop immediately, and the county coroner's office shall be notified immediately. If the remains are determined to be Native American in origin, both the Native American Heritage Commission (NAHC) and any identified descendants must be notified by the coroner and recommendations for treatment solicited (Health and Safety Code Section 7050.5; Public Resources Code (PRC) Section 5097.94 and 5097.98). The NAHC shall immediately notify those persons it believes to be the MLD of the deceased Native American. Treatment of the remains will be dependent on the views of the MLD. Treatment of remains according to the mitigation described above would reduce adverse effects.

Through the implementation of the above recommended mitigation measures, the proposed project would result in a **Finding of No Adverse Effect** to a historic property.

Chapter 5 – References

Advisory Council on Historic Preservation (ACHP)

1990 Treatment of Archaeological Properties: A Handbook available at <http://www.achp.gov/archguide.html>

Baker, David

2011 Personal communication June 29

Federal Transit Administration

2006 Transit Noise and Vibration Impact Assessment FTA-VA-90-1003-06, May

Historic Pioneer Garden

2011 “The First Mayor’s House of Salinas City: Harvey House” accessed at <http://www.firstmayorshouse.org/firstmayorshouse/construction.html> on March 10

LSA Associates, Inc.

2006 Supplemental Historic Property Survey Report for the Salinas Intermodal Transportation Center Project, Salinas, Monterey County, California. October 16.

2010 Conditional No Adverse Effects Assessment for the Salinas Freight Depot Rehabilitation Project, Salinas, Monterey California. December 14

Monterey County Historical Society

2011 “The Harvey-Baker House” accessed at <http://www.mchsmuseum.com/harveybaker.html> on March 10

Seavy, Kent L. 1998. *Historic Architecture Survey Report, Historic Property Survey Report, Salinas Intermodal Transportation Center, Salinas, California*. Kent L. Seavy, Historical Consultant. Prepared for the City of Salinas, California.

Chapter 6 – Preparer Qualifications

Carrie Chasteen, MS, Historic Preservation, School of the Art Institute of Chicago, Chicago, IL. Ms. Chasteen has more than 9 years of experience preparing Section 106 compliance reports, including research, field survey, preparing evaluation analyses, and document production.

Appendix A

Regional Location Map, Project Location Map, and Area of Potential Effects Maps

Figure 1-1: Regional Location Map



Figure 1-2A: Project Location Map

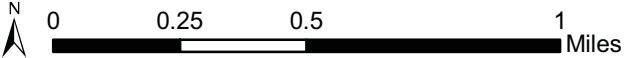
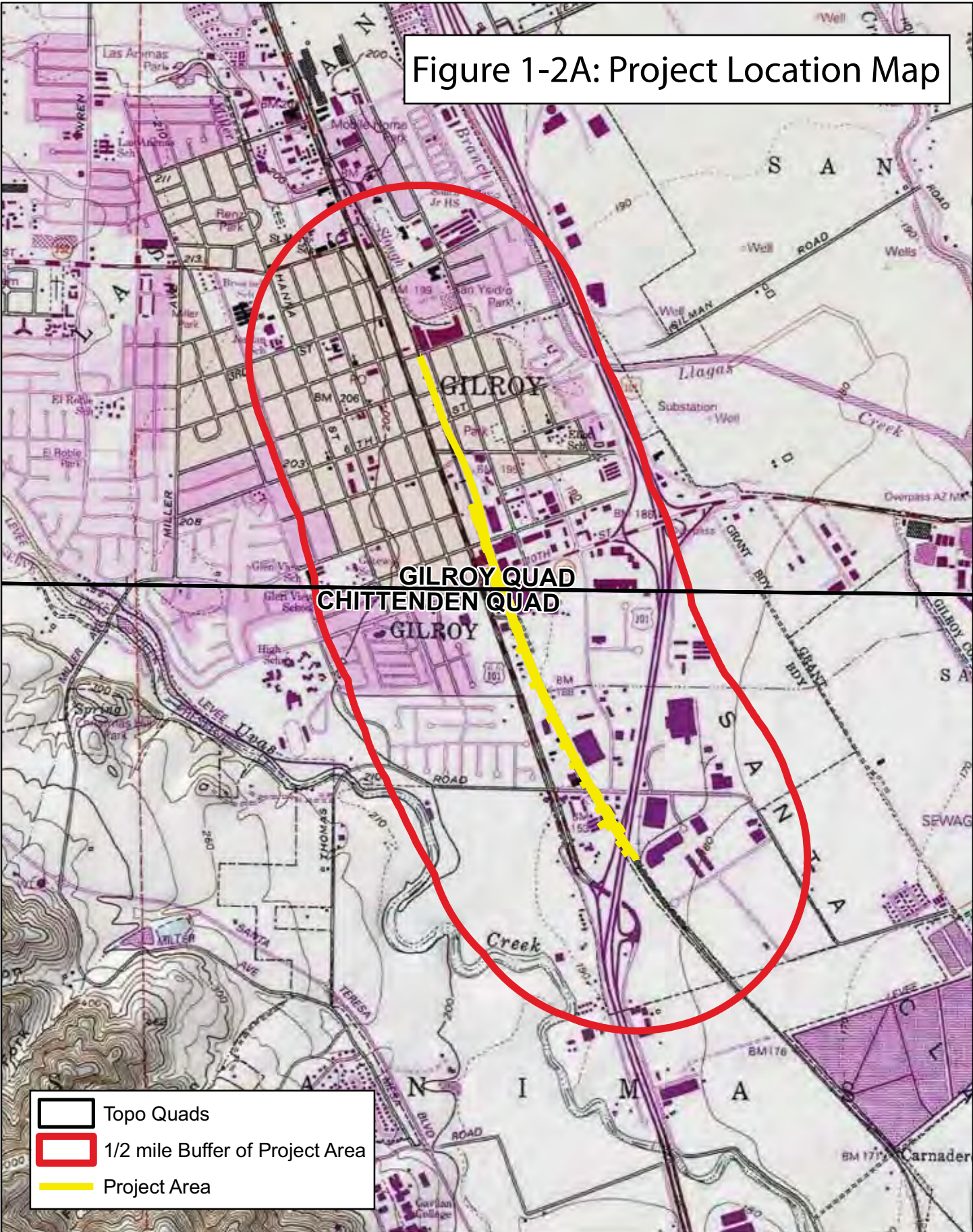


Figure 1-2B: Project Location Map

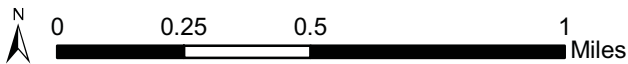
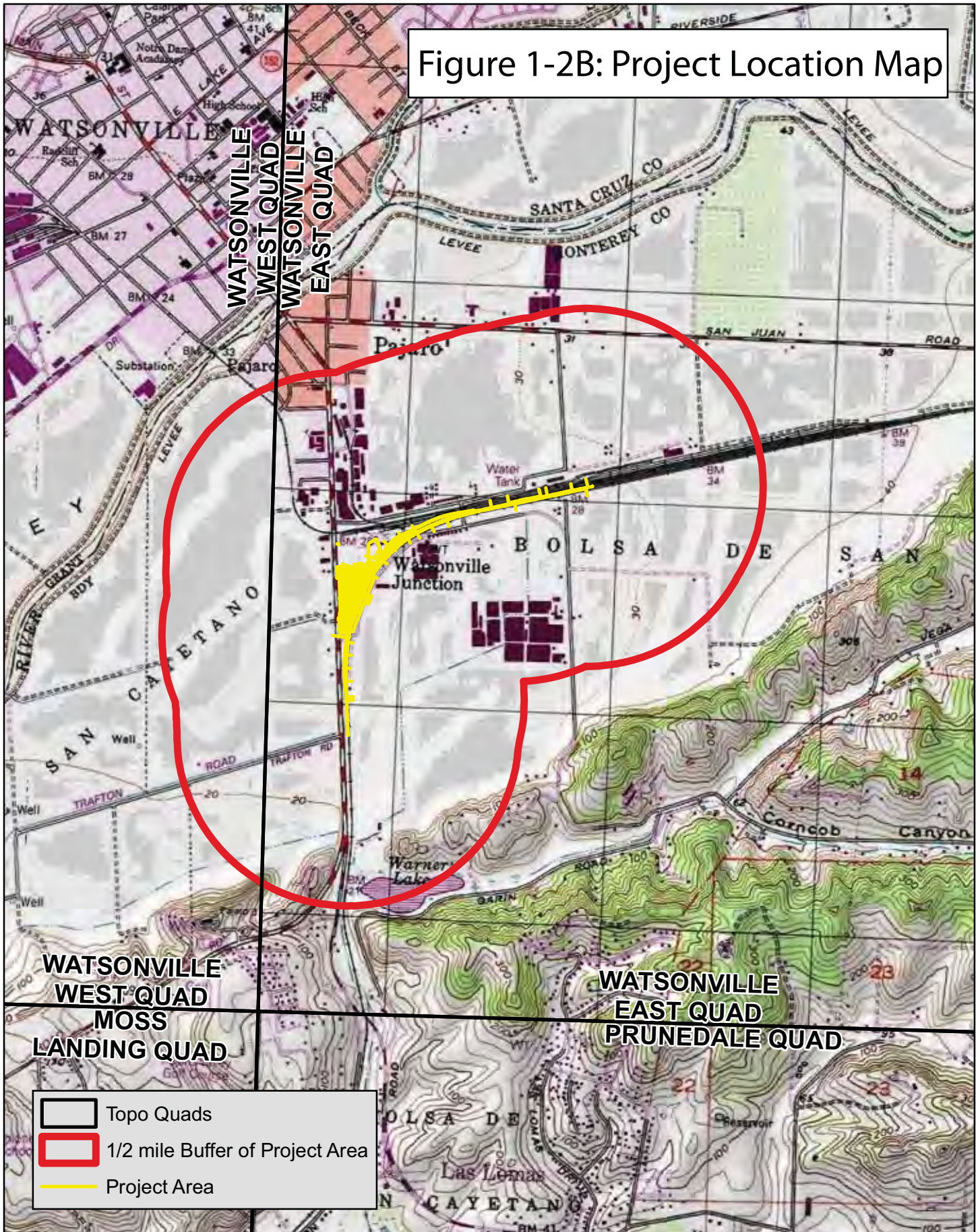


Figure 1-2C: Project Location Map

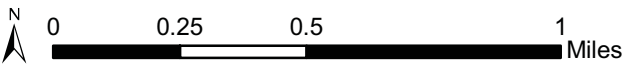
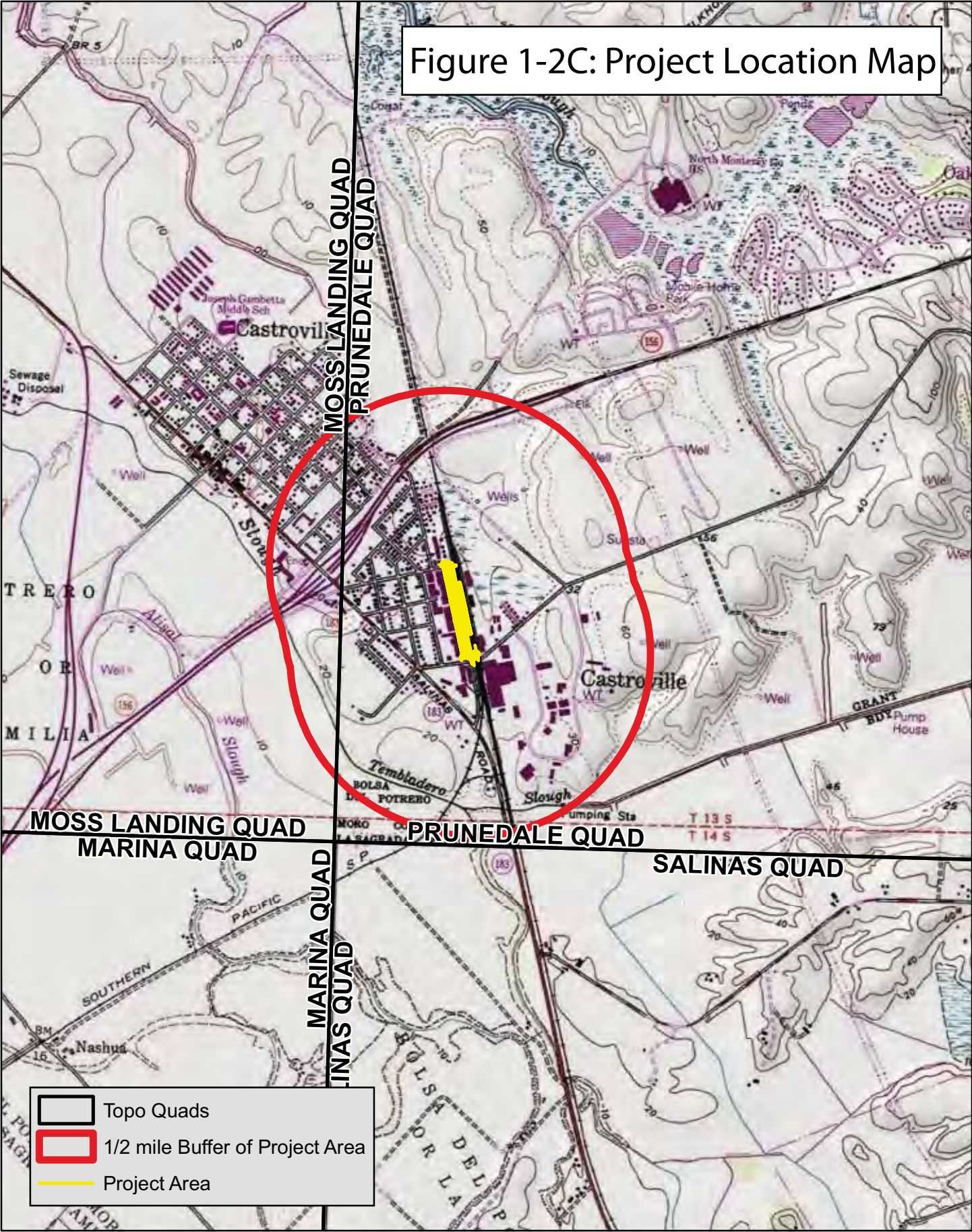


Figure 1-2D: Project Location Map

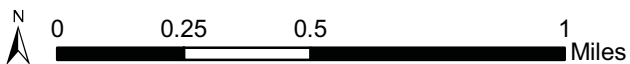
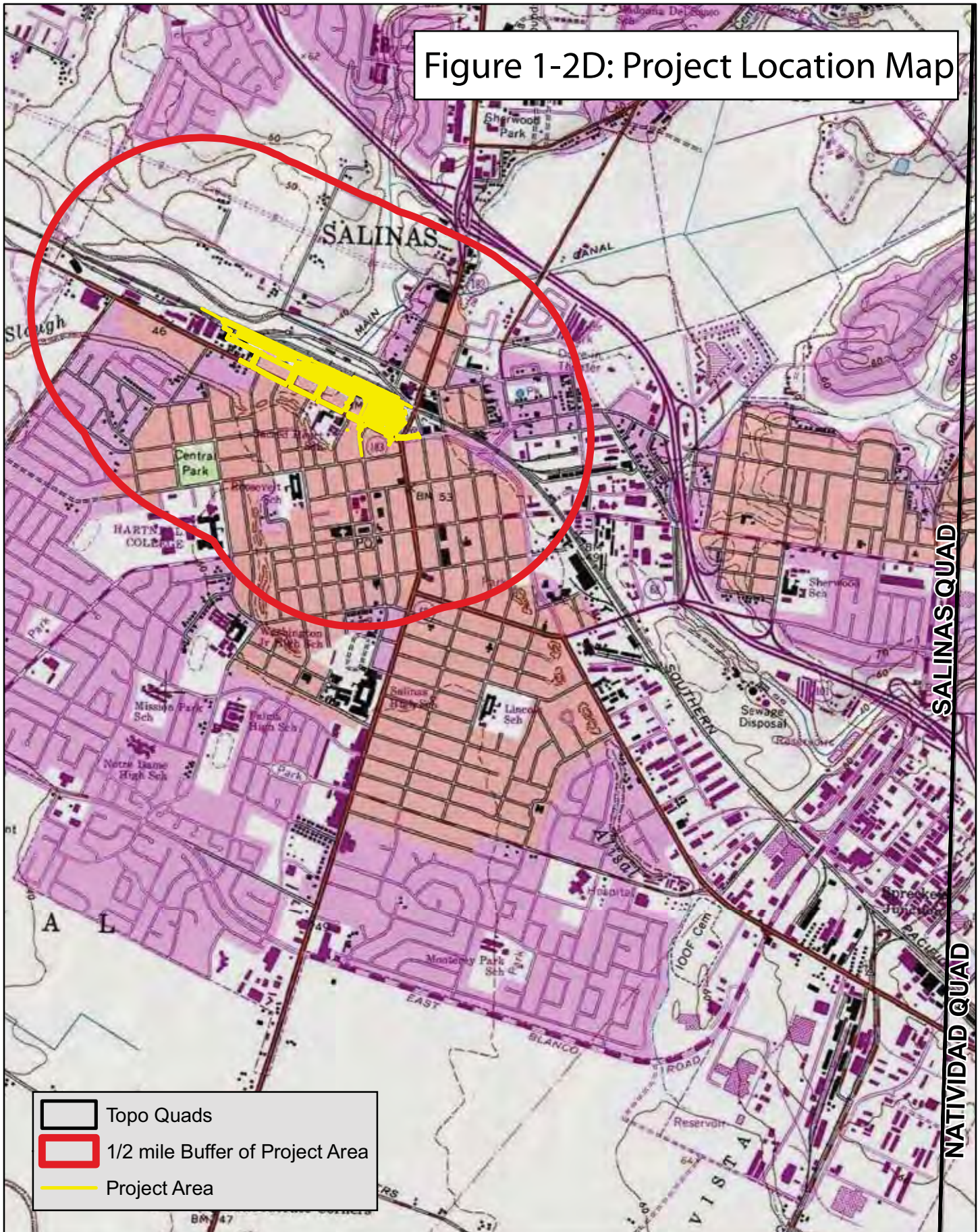


Figure 3A-1: Area of Potential Effects Map

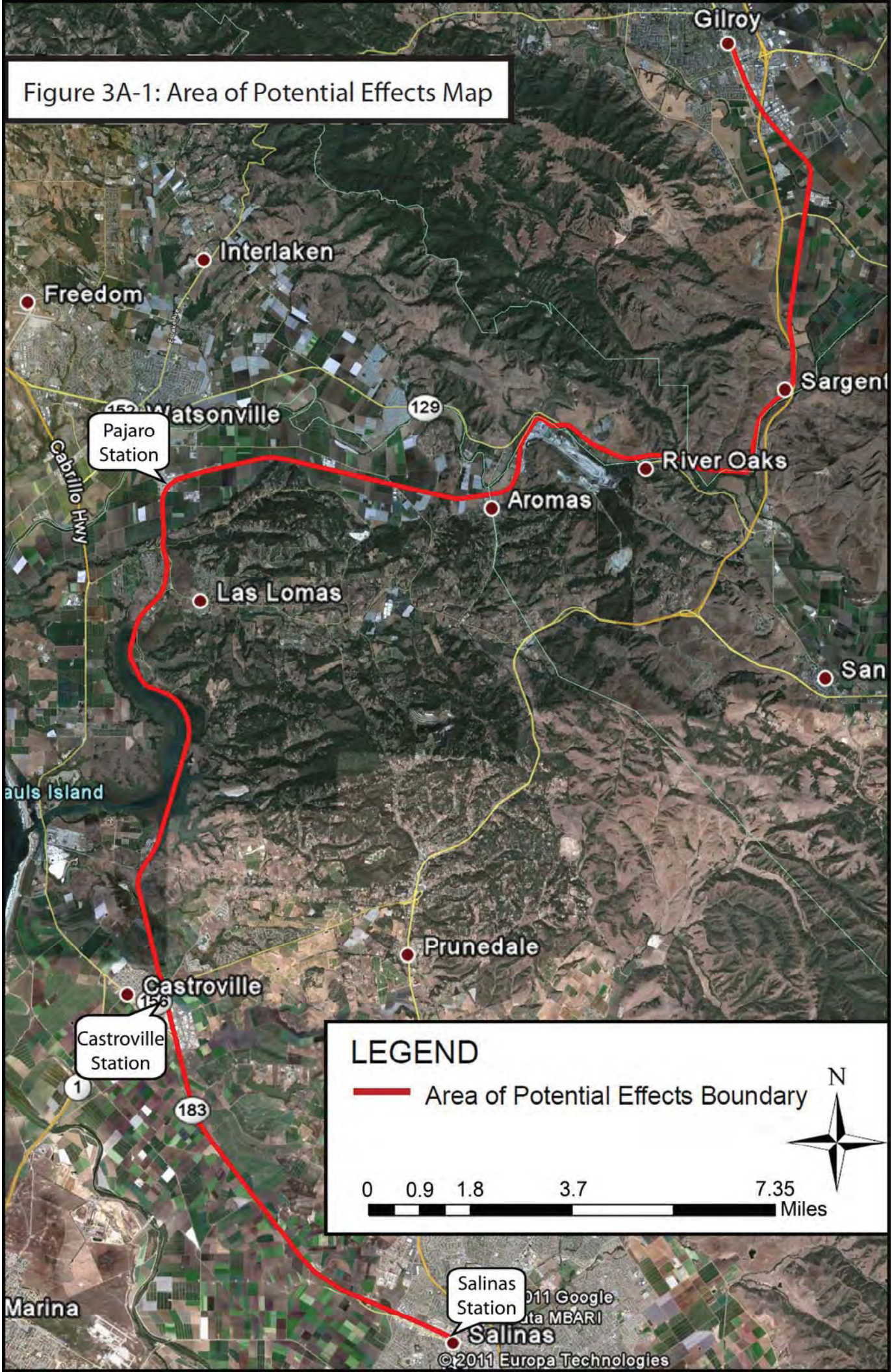


Figure 3B: Area of Potential Effects Map
Proposed Pajaro Station



LEGEND

- Project Boundary
- Area of Potential Effects Boundary

0 37.5 75 150 225 300
Feet



Figure 3C-1: Area of Potential Effects Map
Proposed Castroville Station



Source: ESRI, accessed January 11, 2011

Figure 3C-2: Area of Potential Effects Map
Proposed Castroville Station



LEGEND

- Project Boundary
- Area of Potential Effects Boundary

0 50 100 200 300 400 Feet


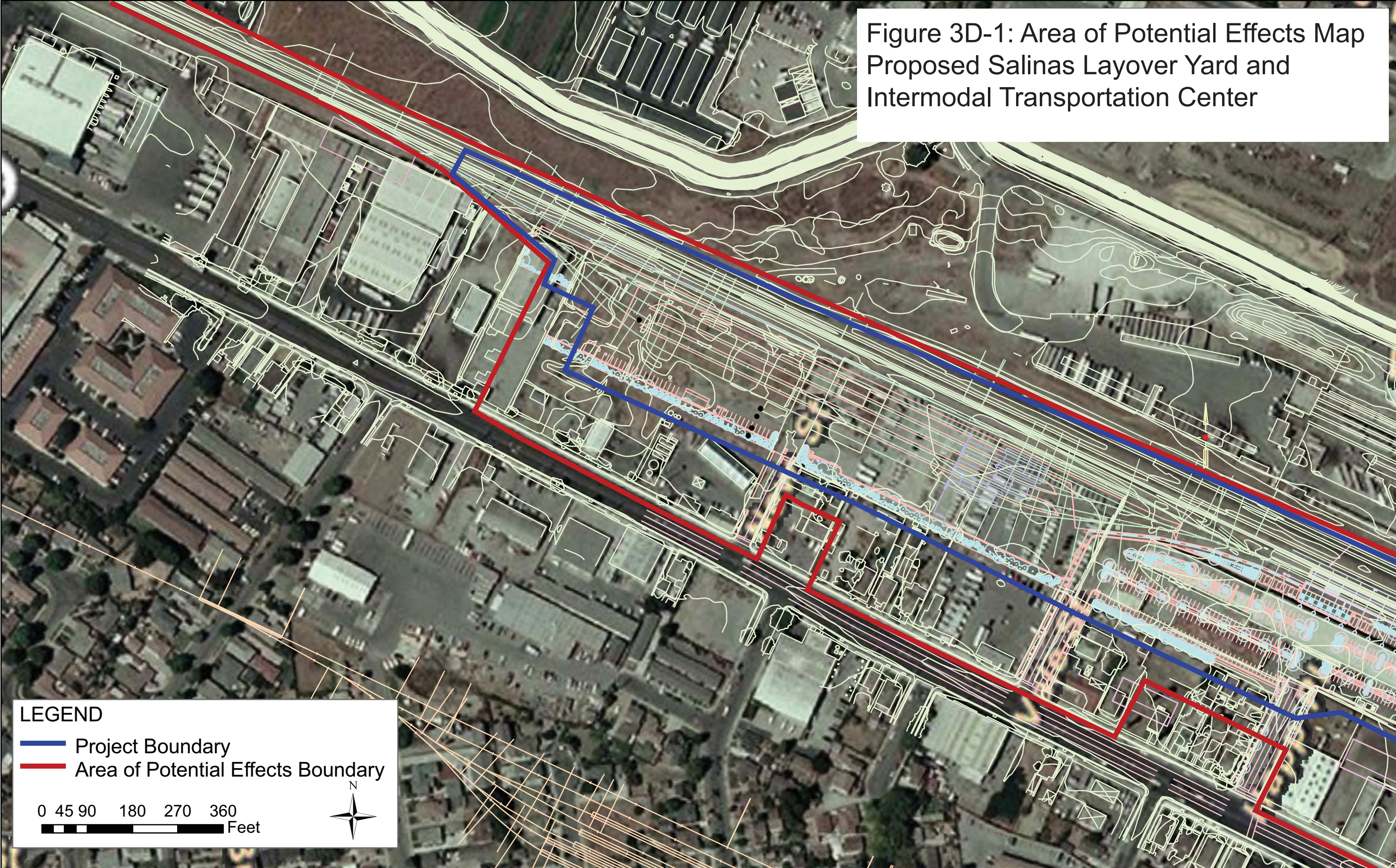
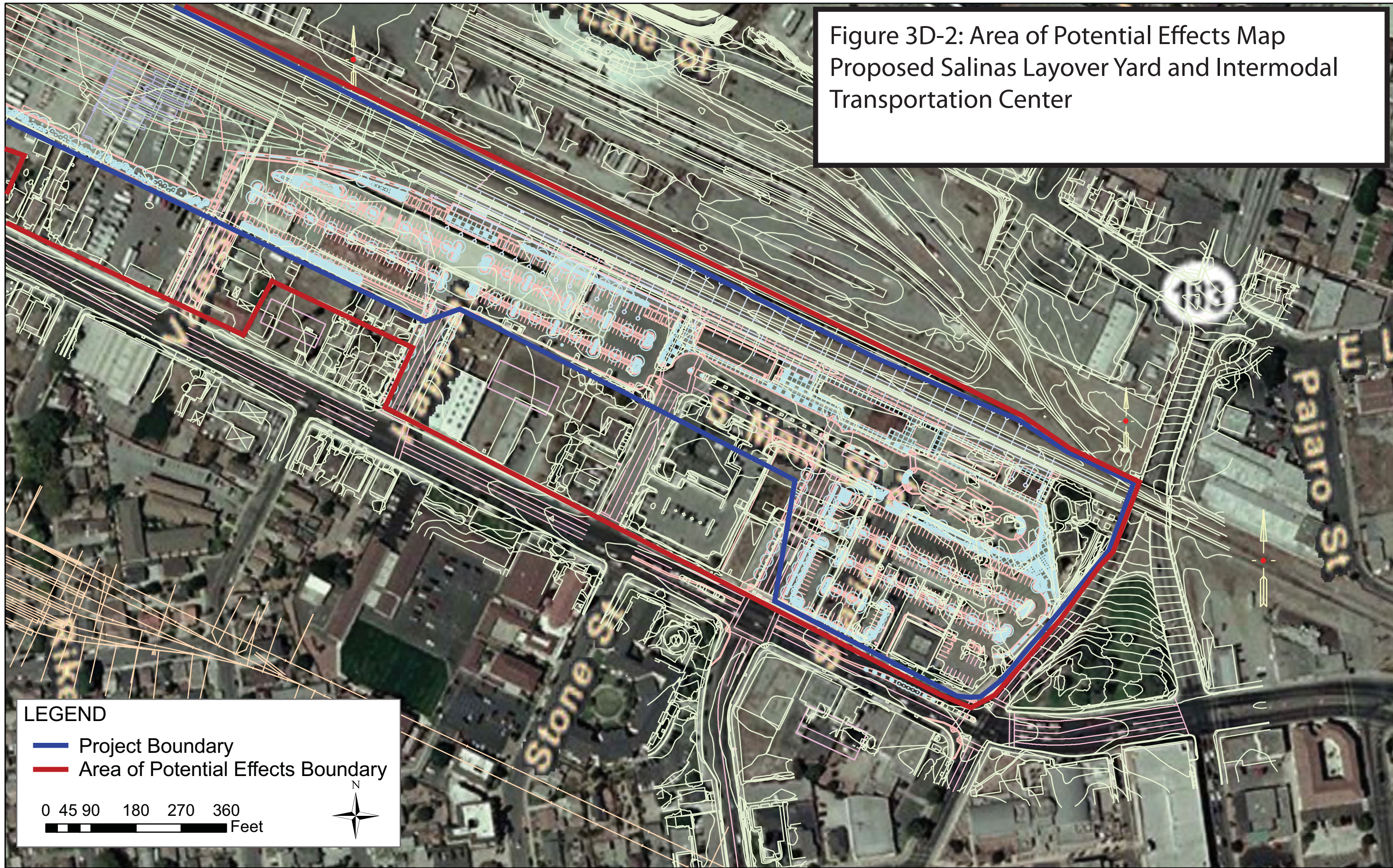


Figure 3D-1: Area of Potential Effects Map
Proposed Salinas Layover Yard and
Intermodal Transportation Center



Source: ESRI, accessed January 11, 2011

Figure 3D-2: Area of Potential Effects Map
Proposed Salinas Layover Yard and Intermodal
Transportation Center



Appendix B

Conditional No Adverse Effects Assessment for the Salinas Freight Depot Rehabilitation Project, Salinas, Monterey County, California (LSA Associates Inc., 2010)

M E M O R A N D U M

DATE: December 14, 2010

TO: Kelda Wilson, Associate Environmental Planner (Archaeology), California Department of Transportation, District 5

FROM: Michael Hibma, M.A., RPH #603, Architectural Historian, LSA Associates, Inc.

SUBJECT: Conditional No Adverse Effects Assessment for the Salinas Freight Depot Rehabilitation Project, Salinas, Monterey County, California (LSA #CSL1001)

This memorandum discusses potential effects to the Southern Pacific Freight Depot (Depot) that may result from implementation of the Salinas Freight Depot Rehabilitation Project (project). This memo is intended to address the requirements of Section 106 of the National Historic Preservation Act (Section 106); the *Programmatic Agreement Among The Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance With Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal Highway program in California* (2004); the National Environmental Policy Act; and the California Environmental Quality Act. In particular, this analysis was done to determine if the project as proposed will be consistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Rehabilitating Historic Buildings* (36 CFR 68.3) (Secretary's Standards), and, therefore, will not result in an adverse effect to the Depot, a historic property.

This memorandum begins with a brief description of the project and the Depot, followed by an assessment of the project's consistency with the Secretary's Standards.

PROJECT BACKGROUND

In 1998, the City of Salinas Redevelopment Agency adopted a Master Plan for the Salinas Intermodal Transportation Center (ITC) at the Salinas Train Station as part of an overall regional planning effort to bring commuter rail service to Monterey County. During the environmental review process, Seavey (1998a and 1998b) concluded that three buildings (i.e., the Southern Pacific Passenger Station, the Depot, and the Railway Express Agency Building) appear eligible for inclusion in the National Register of Historic Places (NRHP) as contributors to the Salinas Southern Pacific Railroad Historic District (District). In 2006, LSA Associates, Inc. (LSA) prepared a Supplemental Historic Property Survey Report to address Section 106 requirements and concurred with Seavey that the District is NRHP eligible.

Southern Pacific Freight Depot Building Description

The Depot, located at 40 Railroad Avenue, Salinas, Monterey County, California (APN 002-171-033), is a one-story, 5,125 ft², wood-framed building on a rectangular plan located adjacent to the railroad tracks. The Depot measures approximately 32.5 feet by 157.5 feet and rests on a raised, open foundation of post and pier construction. The building is a simple warehouse/office design estimated to have been constructed between 1875 and 1891, and is sited adjacent to the railroad tracks in a

mixed commercial/industrial area. The current exterior wall cladding is a combination of asbestos shingle and horizontal wood “V” siding installed circa 1941 over an older vertical redwood board surface with evidence of former battens. The horizontal wood siding is on the southeast, southwest, and northeast façades, and asbestos shingle siding is on the northeast and southeast façades. The medium-pitched, overhanging end-gable roof is clad with diamond patterned composition asphalt shingles. The deep roof eaves are supported on the northeast façade by the original chamfered “scissors” trusses. Knee brackets support the roof in both the southeast and southwest end gables. Straight 2 inch by 6 inch wood braces replaced the original “scissors” trusses along the southwest façade when the roof was widened in 1960 to accommodate use by the Pacific Motor Trucking Company. A tar and gravel-covered flat steel roof, supported on steel “I” beams, covers the circa 1969 raised concrete loading dock on the northwest façade. There is a large opening in the southeast gable end of the building, with a small-paned, fixed-wood, framed double-hung sash window above. Most of the exterior access points are boarded up with plywood sheets. A smaller freight door is on the northwest façade; six doors are along the southwest façade, three of which were added circa 1969. While Southern Pacific records show 1891 as the date of construction, physical, lithographic, and photographic evidence suggests that part of the building may date from the 1870s.

As described above, changes to the historic fabric of the Depot between 1941 and 1969 have affected its integrity of design, materials, and workmanship. In 2006, Mr. Alan Stumpf, City of Salinas Redevelopment Director, confirmed that no modifications to the building were made since Seavey’s initial historical evaluation in 1998. As of 2010, the Depot is gradually deteriorating due to a lack of maintenance and weathering, but appears to be structurally sound. Please see Attachment A for current photographs of the Depot.

Freight Building Rehabilitation Project Description

The City of Salinas, in conjunction with the Federal Highway Administration, proposes to rehabilitate the Depot, a contributor to the District. Because the District is eligible for inclusion in the NRHP, the Depot is also so eligible and meets the definition of a historic property at 36 CFR §800.16(l)(1).

The City of Salinas, with funding from the Federal Highway Administration (FHWA), proposes to rehabilitate the Depot, located in Salinas, Monterey County, California. The project description is contained in a document entitled *Salinas Freight Building, Project No. 9399* (no date) provided to LSA by Ms. Josie Lantaca, Assistant Engineer with the City of Salinas Engineering and Transportation Department, on November 4, 2010. Information pertaining to project implementation was provided to LSA by Mr. Wisam Nader, Structural Engineer with the firm G.A. Graebe & Associates (Wisam Nader 2010, pers. comm.). The project description was subsequently modified to divide the proposed work into two phases.

Phase 1 work includes demolition work; construction of new concrete perimeter foundations around the building (to reinforce the structure and maintain the building at its current elevation); installation of exterior accessible ramps to comply with Americans with Disabilities Act (ADA) requirements; replacement/restoration of deteriorated portion of the south wood framed deck and south canopy; installation of new roofing; installation of new doors (to match original doors); removal/replacement of deteriorated board and batten wood siding (to match existing); installation of new interior shear ply and new studs in walls to structurally reinforce the building; installation of fire-sprinkler system, installation of new electrical wiring for security lighting, and new exterior paint finish.

The demolition work includes removal and disposal of non-original building structures including the concrete loading dock and steel canopy at its west end; wood framed loading dock at its north end; removal of approximately 32 inches extension of the south wood framed loading dock including the elevated canopy framing and bracing; removal of existing mezzanine framing, interior first floor partitions, wall siding, and doors, and removal of exterior cementitious (asbestos-containing materials) shingles wall finish, including proper disposal of all removed materials.

Phase 2 work will be done in the near future and will include layout and installation of underground sanitary sewer piping and plumbing to serve the building's future sewer and domestic water supply needs; installation of new electrical and communications conduit and wirings; construction of new ADA-compliant restrooms; and all other interior improvements.

SECRETARY'S STANDARDS

Of the four treatments established by the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (preservation, rehabilitation, restoration, and reconstruction), rehabilitation is the appropriate approach for the Depot given the nature of the proposed improvements, its character-defining features, and anticipated future uses. Because the building is part of the Salinas ITC, the rehabilitation approach addresses the City's current and future transportation infrastructure needs, while protecting the Depot's character-defining features.

The selection of rehabilitation as a treatment is usually based on a determination that a property's existing historic fabric has been damaged or has deteriorated over time, which would require limited repair and replacement. As presented in the Secretary's Standards, rehabilitation is an approach that combines preservation of a resource's character-defining features and materials with reasonable flexibility for adaptive change to accommodate contemporary usage (National Park Service 1995:63-66). The Standards are presented below, along with an assessment of the proposed project's consistency with each:

Secretary of the Interior's Standards for Rehabilitation

1. *A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.*

The Depot is thematically associated with the history of railroad transportation and agricultural development (Seavey 1998a:6; Pulcheon 2006:18). The Depot will remain in its original footprint and will incorporate minimal changes to its exterior, such as access ramps for ADA compliance and asbestos abatement. Restrooms will be added to its interior. Particular care was taken in formulating the rehabilitation plans to avoid radical changes that would obscure or damage character-defining features during the course of making mandatory improvements to address code requirements.

2. *The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.*

Due to age, neglect, and lack of maintenance, the project calls for the removal of deteriorated historical structural elements and materials of the Depot. These elements include the wooden south deck, wood siding, and doors, which will be removed and replaced with appropriate replacement materials while incorporating modern building technology to reinforce the

Depot's structural integrity. Project plans also call for the removal of non-character-defining features such as the concrete loading dock and steel canopy on the northwest façade, a 32 inch-extension of the wood framed loading dock and corresponding elevated and extended canopy on the south façade; and the removal of existing mezzanine framing of the loading doors installed by the Pacific Motor Trucking Company.

- 3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.*

The Depot is a representative example of a Railroad Vernacular style developed by the Southern Pacific Contract and Finance Company. It is a relatively simple, unadorned wood-framed building on a raised foundation commonly found at California railroad stations. The raised foundation is an important design requirement for moving goods and materials to and from the building, over the platform, and into freight cars. Historically, the Depot was used simultaneously as office space for the station agent and storage space for warehousing goods. The project will (1) retain the Depot's character-defining features as well as remove non-historic materials and structural elements; (2) retain the Depot's location adjacent to the railroad tracks; and (3) provide space for public areas, resource interpretation and display space, offices, and materials storage for ITC operations. Project plans do not call for additions, architectural embellishments, or the incorporation of portions of other buildings or structures salvaged elsewhere.

ADA-accessible ramps will be added to the building. To minimize changes to the general historical character of the Depot, the project architect will design and construct the ramps in a manner that compliments the exterior decks and general size, scale, and features of the building.

- 4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.*

As with many historical buildings, the Depot was adaptively reused over time. The Depot represents the transition from a standard Southern Pacific design to its final commercial use as a shipping and storage facility for the Pacific Motor Trucking Company from circa 1954 to 1981. Despite the change in ownership and use, the building was associated with transportation uses, particularly as a transshipment point (i.e., trains to wagons, and later from trains to trucks) throughout its history. The continued use of the Depot as part of a regional hub for commuter rail service and public transit maintains the building's integrity of association.

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

The Depot was designed as a single-story, wood-framed, board and batten-clad building on a rectangular plan with a low-pitched roof. Its wide, overhanging eaves on the northeast and southwest façades are supported by large knee-brackets and large chamfered "scissors" trusses on the northeast and southwest façades. Project plans call for the repair or replacement of damaged or deteriorated original character-defining features, such as the vertical board and

batten siding; custom reconstruction or replacement of the original horizontal sliding doors; and reconstruction of the southwest wood-framed deck and canopy.

Project plans also call for the removal of non-contributing structural elements added between 1941 and 1970. Asbestos siding added circa 1914 and V-rustic added circa 1960 will be removed and the original, underlying board and batten siding will be inspected, cleaned, or replaced if damaged. Portions of the Depot still retain the original yellow with brown trim color scheme typically used on Southern Pacific stations and facilities in California. New paint will be applied to the entire exterior of the building to recreate the original Southern Pacific color scheme from the building's period of significance.

6. *Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.*

Project plans call for the removal of severely deteriorated wood siding and freight doors and replacement with like-kind materials that will be painted with a color and finish reminiscent of the original Southern Pacific paints and finishes. A Historic Structure Report prepared by Kent L. Seavey used documentary and photographic evidence to identify areas of severe deterioration, non-contributing elements, and an appropriate treatment strategy. Seavey's report identified the building's character-defining features, which include: (1) board and batten redwood siding; (2) wood chamfered "scissors" trusses supporting the roof covering the loading/unloading areas; and (3) the original horizontal freight doors on the southwest and northeast façades.

The interior of the Depot was designed to reflect a general industrial use and will sympathetically relate to those former interior features that contributed to the eligibility of the building. The character defining features of the building's interior include: (1) a generally open floor plan – as was initially designed by the Southern Pacific – to provide space for the storage of goods and materials ready for shipment or delivery; (2) the original freight doors along with the enclosure of freight doors added by the Pacific Motor Trucking Company; (3) the open-trussed roof design, in keeping with the overall industrial character of the building; (4) exposed redwood wall framing; and (5) exposed roughed in plumbing and electrical systems.

7. *Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.*

Project plans do not call for the use of abrasive, damaging treatments in the cleaning and preparation process.

8. *Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.*

No archaeological deposits were identified in the ADI as the result of background research and field survey done for the Archaeological Survey Report (ASR). The ASR did identify

historical archaeological sensitivity in the vicinity of the project area; however, due to previous ground disturbance from the construction of the Depot and the use of existing lateral alignments for utilities excavation, the ADI is not sensitive for intact archaeological deposits.

9. *New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.*

Project plans call for the restoration of a platform on the southeast façade of the Depot that matches a similar existing platform on the northwest façade as depicted in historic photographs of the building. Interior reconfigurations will be necessary for the installation of an additional restroom, areas for interpretive uses, and office space. The interior space was designed to reflect a general industrial use and will sympathetically relate to those former interior features that contributed to the eligibility of the building. The character-defining features of this industrial design were identified by Seavey (2010) and include exposed redwood wall framing, an open-trussed roof, and exposed roughed-in plumbing and electrical systems. With the exception of a single restroom and the former Southern Pacific Station Agent's office located at the southeast corner of the building, the majority of the space was designed as an open area. Design alterations by the Pacific Motor Trucking Company to the interior include a two-story records storage room on the southeast corner, a two-story room in the northeast corner used to store damaged freight, and two circa 1960 freight doors on the southwest façade.

10. *New additions and adjacent or related new construction shall be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Project plans do not call for the construction of new buildings or structures adjacent to the Depot. Installation of objects such as lamp posts, benches, and other street furniture may be necessary to accommodate passenger comfort and safety, and these installations will be consistent with the nature, scale, and design of existing street furniture at the ITC.

CONCLUSION

The project proposes to rehabilitate the Depot, a contributor to the District and a historic property. Project plans call for the rehabilitation to be consistent with the Secretary's Standards. Based on LSA's analysis, the project will not result in an adverse effect to the Depot or the District. As described previously, the proposed rehabilitation actions will be sympathetic with the appearance of the building during its period of significance, as depicted in historical photographs. In particular, this will be achieved through the use of redwood board and batten siding, installation of the unique "scissors" trusses on the southwest façade to mirror the remaining original scissor trusses on the northeast façade, the restoration of the horizontal sliding freight doors, and the reconstruction of deteriorating wooden flooring and deck platforms. The installation of a full perimeter foundation for the building with bracing to meet modern building code requirements is necessary to accommodate future uses and for public safety and will be largely concealed.

Treatment recommendations proposed by Seavey, with which LSA concurs, are consistent with the Secretary's Standards. The City Historic Review Board will be charged with monitoring and guiding contractor activities to insure conformity with the design specifications. The general rehabilitation approach will repair elements in poor condition using in-kind materials and techniques, and replaces features that are missing. This approach will avoid or minimize changes to character-defining features, and, in some cases, will reintroduce structural elements of the Depot that existed during its period of significance (e.g., repair and limited replacement of the board and batten redwood siding).

Based on the preceding analysis, LSA concludes that this project will not alter, directly or indirectly, any of the characteristics of the Depot that qualify it for inclusion in the National Register in a manner that will significantly diminish the integrity of the building's location, setting, design, materials, workmanship, feeling, or association. Several actions, in fact, will maintain and, in some cases, reestablish the visual appearance of the Depot during the District's period of significance, including the removal of a non-contributing loading dock, maintaining the current height of the building, the use of board and batten siding, and repainting the building to match the historical color scheme. In conversations with LSA regarding the consistency of the proposed project with the Secretary's Standards, project design team member Wisam Nader noted that "The design team is confident that the recommendations listed [in] the historic structure report by Kent Seavey (2010), particularly the items listed in Section 5, pages 30-32 will be adhered to during our proposed rehabilitation work . . ." (Nader 2010:2).

For these reasons, and in concordance with the guidance contained in the Caltrans *Standard Environmental Reference Volume 2: Cultural Resources*, it is LSA's opinion that nature and scope of the proposed project justifies a determination of No Adverse Effect with Standard Conditions – Rehabilitation, according to Section 106 PA Stipulation X.B(2) and 36 CFR 800.5(b), for this undertaking.

Please give me a call at (510) 236-6810 or email me at <michael.hibma@lsa-assoc.com> if you have any questions about this memorandum, or if you require additional information.

Sincerely,

LSA ASSOCIATES, INC.



Michael Hibma, M.A., RPH #603, Architectural Historian.
LSA Associates, Inc.

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ATTACHMENT A

Present Conditions



Depot Building, southwest and southeast façades, view to north.
Photograph taken October 16, 2010.



Depot Building, south façade, view to northwest.
Photograph taken October 16, 2010.



Depot, south and northeast façades, view to west.
Photograph taken October 16, 2010.