State Route 183 Castroville Improvement

On State Route 183/Merritt Street in Castroville in Monterey County
05-MON-183-PM R8.3-9.98
EA 05-1H650 and Project Number 0516000118
State Clearinghouse Number 2021050148

Initial Study with Mitigated Negative Declaration/ Environmental Assessment with Finding of No Significant Impact

Prepared by the
State of California Department of Transportation

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S. Code 327 and the Memorandum of Understanding dated December 23, 2016, and executed by the Federal Highway Administration and Caltrans.

June 2021

Caltrans

General Information About This Document

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration, has prepared this Initial Study with Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact, which examines the potential environmental impacts of alternatives being considered for the project in Monterey County in California. The document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures.

The draft Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment was circulated to the public for 36 days between May 7, 2021, and June 11, 2021. No comments were received during this period. Language has been added throughout the document to indicate where a change has been made since the circulation of the draft environmental document. Minor editorial changes and clarifications have not been so indicated.

Additional copies of the document can be downloaded at the following website: https://dot.ca.gov/caltrans-near-me/district-5.

Related technical studies are available upon request. If you would like a printed or compact disc version of this document or its related technical studies, then please contact Matt Fowler at 805-779-0793 or by email at matt.c.fowler@dot.ca.gov.

To save paper, this document has been set up for two-sided printing (to print the front and back of a page). Blank pages occur where needed throughout the document to maintain proper layout of the chapters and appendices.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Matt Fowler, Central Region Environmental, 50 Higuera Street, San Luis Obispo, California, 93401; 805-779-0793 (Voice), or use the California Relay Service 1-800-735-2929 (Teletype), 1-800-735-2922 (Voice to Teletype), 1-800-855-3000 (Spanish Teletype to Voice and Voice to Teletype), 1-800-854-7784 (Spanish and English Speech-to-Speech), or 711.

State Clearinghouse Number 2021050148
05-MON-183-PM R8.3-9.98
EA 05-1H650 and Project Number 0516000118

Rehabilitate and improve State Route 183 from post mile R8.3 through post mile 9.98 in Monterey County

INITIAL STUDY
with Mitigated Negative Declaration/
ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 U.S. Code 4332(2)(C) and 49 U.S. Code 303

THE STATE OF CALIFORNIA
Department of Transportation
and
Responsible Agencies: California Transportation Commission

John Luchetta
Office Chief
Central Coast Environmental Office
California Department of Transportation
NEPA and CEQA Lead Agency

June 28, 2021
Date

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CALIFORNIA DEPARTMENT OF TRANSPORTATION
FINDING OF NO SIGNIFICANT IMPACT (FONSI)

FOR

State Route 183 Castroville Improvement

The California Department of Transportation (Caltrans) has determined that the Build Alternative (Build Alternative-Replace Existing Bridges) will have no significant impact on the human environment. This Finding of No Significant Impact is based on the attached Environmental Assessment, which has been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached Environmental Assessment.

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S. Code 327 and the Memorandum of Understanding dated December 23, 2016, and executed by the Federal Highway Administration and Caltrans.

John Luchetta
Office Chief
Central Coast Environmental Office
California Department of Transportation
NEPA Lead Agency

June 28, 2021
Date

Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: 2021050148

District-County-Route-Post Mile: 05-MON-183-PM R8.3 to 9.98

EA/Project Identification: EA 05-1H650 and Project ID 0516000118

Project Description

The California Department of Transportation (known as Caltrans) proposes to address structural deficiencies and improve multimodal travel along State Route 183 (locally known as Merritt Street) through the census-designated town of Castroville in Monterey County from post miles R8.3 to 9.98. The project will rehabilitate the pavement, address essential bridge maintenance needs, and improve multimodal features, including transit stops, sidewalks, driveways, and curb ramps. The project will also install new Intelligent Transportation System features and improve aesthetics, bicycle network continuity, and pedestrian safety. More specifically, the project will:

- Rehabilitate, through cold planing and asphalt overlay, the pavement to improve the ride quality and prevent further deterioration.
- Address the maintenance needs of the State Route 183/State Route 156 Separation Bridge (Bridge Number: 44-0185) through concrete spall repair and deck and crack sealing to prevent water intrusion into existing cracks.
- Improve accessibility under the Americans with Disabilities Act to address deficiencies within the project limits where feasible.
- Reconstruct existing and construct new sidewalks, driveway tie-ins, curb ramps, extended curbs, crosswalks, and pedestrian crossing aids to improve access and connectivity for pedestrian users.
- Construct bus bays and landing areas, reconstruct existing transit stops, and relocate and combine some transit stops to improve access and connectivity for transit users.
- Delineate Class 2 Bike Lanes at select locations to improve access and connectivity for bicycle users.
- Extend the queuing and maneuvering area at the existing shared through lane and right-turn lane at northbound State Route 183 (Merritt Street) and the eastbound State Route 156 on-ramp, construct striped side street splitter islands in the Merritt Street median at Salinas Street and Haro Street, and construct curb tapers on both sides of Merritt Street between Crane Street and Preston Street to improve vehicular operation and movement through the project corridor.
- Replace existing traffic census stations with upgraded systems and install a closed-circuit television camera system on the traffic signals at the State Route

183 (Merritt Street) interchange with State Route 156 to improve collection and reliability of real-time traffic data for traffic management purposes.

- Widen the existing State highway right-of-way and acquire new right-of-way to construct roadway and multimodal access improvements along State Route 183 (Merritt Street).

State Route 183 (Merritt Street) is a conventional highway that serves as the “Main Street” through Castroville. The narrow right-of-way in this older, suburban setting makes it necessary to acquire permanent (or fee) right-of-way to complete sidewalk, curb ramp, and minor operational improvements; and to obtain Temporary Construction Easements for transitions or tie-ins on nearby property. Approximately 81 parcels will be impacted.

Determination

An Initial Study has been prepared by the California Department of Transportation (Caltrans), District 5.

On the basis of this study, it is determined that the proposed action with the incorporation of the identified mitigation measures will not have a significant effect on the environment for the following reasons:

Incorporation of the following mitigation measures will ensure that the project will have less than significant impacts on aesthetics:

- Provisions for prescriptive clearing and grubbing and grading techniques will preserve existing vegetation in the State Route 183 (Merritt Street) visual environment.
- The type of metal fencing that will replace existing metal beam guardrails to serve as a pedestrian barrier on the eastbound and westbound State Route 156 ramps will be determined and approved by the Caltrans District 5 Landscape Architecture Branch in consultation with the Caltrans District 5 Traffic Safety Branch in consideration of safety, spatial limitations, project budget, and maintenance requirements. Aesthetic style and details such as color and finish will be selected in consultation with Castroville community representatives. This will ensure that overurbanization of the State Route 183 (Merritt Street) visual environment and State Route 156 scenic views do not occur.
- The type and style of all street furniture, including but not limited to benches, bus shelters, trash cans, light fixtures, tree grates, and bicycle racks, built for the project will be determined and approved by the Caltrans District 5 Landscape Architecture Branch in consideration of safety, spatial limitations, project budget, and maintenance requirements. This will ensure that overurbanization of the State Route 183 (Merritt Street) visual environment does not occur.
- Aesthetic treatment of curb extensions, or bulb-outs, will be determined and approved by the Caltrans District 5 Landscape Architecture Branch in consultation with the Caltrans District 5 Traffic Safety Branch in consideration of safety, spatial limitations, project budget, and maintenance requirements. Specific forms, treatments, materials, textures, colors, and finishes will be selected in consultation with the property owner and for consistency with the

Castroville Community Plan and Caltrans Complete Streets Program policy concepts and design guidance. This will ensure that overurbanization of the State Route 183 (Merritt Street) visual environment does not occur.

- Aesthetic treatment of all retaining walls built for the project will be determined and approved by the Caltrans District 5 Landscape Architecture Branch in consultation with the project's Structures Engineer in consideration of safety, spatial limitations, project budget, and maintenance requirements. Specific forms, treatments, materials, textures, colors, and finishes will be selected in consultation with the property owner and for consistency with the Castroville Community Plan and Caltrans Complete Streets Program policy concepts and design guidance. This will ensure that overurbanization of the State Route 183 (Merritt Street) visual environment does not occur.
- Requirements for the regrading and recontouring of all new construction staging areas and other temporary use areas for construction activities to match the surrounding pre-project topography, as much as feasible following construction, will preserve the State Route 183 (Merritt Street) visual environment.
- The replacement of street trees removed by the Build Alternative at a 1 to 1 ratio will preserve the visual experience of pedestrians along Merritt Street and the small-town character of Castroville. Consultation with Castroville community representatives regarding street tree locations and species and any associated hardscape materials will ensure that these features would be consistent with the State Route 183 (Merritt Street) visual environment and the small-town character of Castroville. Determination and approval by the Caltrans District 5 Landscape Architecture Branch will ensure consistency with the Caltrans Complete Streets Program.

Incorporation of the following mitigation measures will ensure that the project will have less than significant impacts on cultural resources:

- Consultation with the property owners and documentation of the pre-construction and post-construction condition of 10701-10709 Merritt Street and 10685 Merritt Street will allow Caltrans to comply with National Park Service Technical Note Number 3 – Protecting a Historic Structure during Adjacent Construction. Comparing pre-construction and post-construction documentation will allow Caltrans to determine if construction-related activities resulted in any unintended or unforeseen damage and to perform any needed repairs according to the Secretary of the Interior's Standards for Rehabilitation.
- To protect historic resources, the curb, gutter, and sidewalk next to 10701-10709 Merritt Street and 10685 Merritt Street will be saw cut and removed without the use of jackhammers. No vibratory rollers will be used within 25 feet of 10701-10709 Merritt Street and 10685 Merritt Street. The construction contractor will use static rollers at these locations with geogrid to assist with lower compaction rates.

Incorporation of the following mitigation measures will ensure that the project will have less than significant impacts on sensitive noise receptors:

- Equipment noise control requirements for equipment shielding, equipment location, the placement of heavy traffic areas, equipment noise abatement, and

nighttime construction will reduce temporary construction noise and vibration outside designated work areas.

- Administrative measures for the notification of surrounding residents and the public in advance of the construction schedule when construction noise and upcoming construction activities would be likely to produce an adverse noise environment will allow the public to make appropriate plans during construction. Taking appropriate steps to alleviate noise-related concerns if complaints are received during the construction process will eliminate or reduce individual noise impacts as they arise.

John Luchetta
Office Chief, Central Region
Central Coast Environmental Office
California Department of Transportation
CEQA Lead Agency

June 28, 2021
Date

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Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (known as Caltrans), as assigned by the Federal Highway Administration, is the lead agency under the National Environmental Policy Act (known as NEPA). Caltrans is also the lead agency under the California Environmental Quality Act (known as CEQA).

National Environmental Policy Act Assignment

California participated in the "Surface Transportation Project Delivery Pilot Program" (known as the Pilot Program) pursuant to 23 U.S. Code 327 for more than five years, beginning July 1, 2007, and ending September 30, 2012. MAP-21 (Public Law 112-141), signed by President Barack Obama on July 6, 2012, amended 23 U.S. Code 327 to establish a permanent Surface Transportation Project Delivery Program. As a result, Caltrans entered into a Memorandum of Understanding pursuant to 23 U.S. Code 327 with the Federal Highway Administration. The National Environmental Policy Act Assignment Memorandum of Understanding became effective October 1, 2012, and was renewed on December 23, 2016, for a term of five years. In summary, Caltrans continues to assume Federal Highway Administration responsibilities under National Environmental Policy Act; and other federal environmental laws in the same manner as was assigned under the Pilot Program, with minor changes.

With National Environmental Policy Act Assignment, Federal Highway Administration assigned, and Caltrans assumed all of the U.S. Department of Transportation Secretary's responsibilities under the National Environmental Policy Act. This assignment includes projects on the State Highway System and Local Assistance Projects off of the State Highway System within the State of California, except for certain categorical exclusions that the Federal Highway Administration assigned to Caltrans under the 23 U.S. Code 326 Categorical Exclusion Assignment Memorandum of Understanding, projects excluded by definition, and specific project exclusions.

The project is in Monterey County on State Route 183 (locally known as Merritt Street) from just south of Del Monte Avenue (post mile R8.3), southeast of the census-designated town of Castroville, to the intersection with State Route 1 (post mile 9.98), northwest of Castroville. Figure 1-1 shows the project vicinity map, and Figure 1-2 shows the project location map. The project will rehabilitate the pavement, address essential bridge maintenance needs, improve the multimodal features (including public transit stops, sidewalks, driveways, and curb ramps), and install Intelligent

Transportation System features within the project limits. The project will also improve aesthetics, the bicycle network, and pedestrian safety.

The project is included in the adopted federal fiscal year 2020-21 to federal fiscal year 2023-24 Monterey Bay Region Metropolitan Transportation Improvement Program, which the Association of Monterey Bay Area Governments adopted on February 10, 2021. The project is proposed for funding from the Asset Management Pilot Program in the 2020 State Highway Operation and Protection Program. The current estimated cost of the project, not escalated, is $20,600,000. This includes $2,195,200 for right-of-way costs and utility relocations. The expected start of construction is federal fiscal year 2023-2024. Construction is expected to occur in several stages over two years.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of this project is to address structural deficiencies and improve multimodal travel along State Route 183 (locally known as Merritt Street) through the census-designated town of Castroville. More specifically, the following goals have been identified within the project limits:

- Improve the ride quality and prevent further deterioration of the pavement.
- Address bridge maintenance needs.
- Improve accessibility under the Americans with Disabilities Act to address deficiencies within the project limits.
- Increase and improve access and connectivity for public transit, bicycle, and pedestrian users along and across Merritt Street.
- Improve highway user awareness of public transit, bicycle, and pedestrian users along and across Merritt Street.
- Improve collection and reliability of real-time traffic data for traffic management purposes.

1.2.2 Need

The pavement within the project limits is showing signs of distress and unacceptable ride quality. Poor ride quality results from uneven road surfaces such as swells, bumps, sags, or depressions. The asphalt concrete pavement south of State Route 156 was rebuilt in 1978 and has provided more than 40 years of useful life; however, it needs to be rehabilitated. The asphalt concrete pavement from State Route 156 to State Route 1 was rebuilt in 1999 and needs a new surface wear course. If pavement improvements do not

occur, the pavement will continue to deteriorate, leading to more costly repairs in the future.

The Bridge Inspection Report for the State Route 183/State Route 156 Separation Bridge (Bridge Number: 44-0185), dated August 2016, lists deck cracking as a deficiency, which, if unaddressed, would lead to water intrusion and rapid aging. Portions of the existing concrete deck and vertical bridge rail are deteriorating into small fragments or chips, which is also known as spalling. The area of the existing bridge deck that is damaged by spall is 35 square feet, and the area of the existing bridge rail vertical surface that is damaged is 104 square feet. These sections should be repaired, and protection from water intrusion is needed to prolong the service life of the bridge.

Per the Caltrans Complete Streets Program, a complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists appropriate to the function and context of the facility. Every complete street looks different because it is based on context, community preferences, the types of road users, and their needs. Merritt Street lacks the necessary infrastructure to make it a complete street.

Pedestrian facilities in the project limits are inconsistent and nonstandard in design with narrow sidewalks, steep driveways, missing or nonstandard curb ramps, and an absence of walkways at the back of driveways. These conditions create barriers for people with disabilities and discourage walking along Merritt Street. Pedestrians must walk over uneven pavement and navigate around street trees, light posts, newspaper stands, fire hydrants, and other items on the sidewalk. Most street trees do not have adequately sized planting wells, and tree roots have cracked and upended sidewalk pavement. Steep driveways and the absence of sidewalks along the back of driveways are one of many barriers to a pedestrian-friendly community, particularly for people with disabilities. The existing curb ramps are typically too steep, potentially causing wheelchairs to snag their footrests on the gutter.

Some of the signalized intersections within the project limits lack the newer, enhanced audible Accessible Pedestrian Signals and Countdown Pedestrian Signal head systems. An Accessible Pedestrian Signal and pedestrian push-button is an integrated device that communicates information about the “Walk/Don’t Walk” intervals at signalized intersections in nonvisual formats, like tones and vibrations. It provides a signal to the push-button that assists visually impaired persons when navigating the crossing movement. Countdown Pedestrian Signal head systems and the “Walk/Don’t Walk” and “Upraised Hand” signals display a numerical countdown of the seconds remaining for the pedestrian crossing interval.

The existing public transit stops within the project limits lack passenger loading and unloading areas that are compliant with Americans with Disabilities Act requirements. There is a makeshift transit stop in the narrow landscape buffer between Merritt Street and Merritt Way that requires people to walk in the dirt. Buses must often use the shoulder and encroach into the travel lane for the loading and unloading of passengers. Some of the existing public transit stops have constraints that limit opportunities to construct standard-sized loading and unloading areas and to improve access due to their location.

Bicycles are allowed on the entirety of Merritt Street, which is designated as a Class 3 Bikeway (bike route) through the State Route 156 interchange between Haro Street and Salinas Street. No bicycle features exist within the project limits, and without specific lane striping or other markers, there is nothing to alert motorists to a designated travel way for bicyclists. Bicycles share the road, use the shoulder, or travel in unmarked areas between parked cars and the through lane. Defined bicycle pathways along Merritt Street through the community could enhance driver awareness of bicycles in the flow stream. Furthermore, the project corridor lacks bicycle racks and dedicated bicycle parking to help bicyclists feel secure about their property. Some of the existing drainage grates in the road shoulder are nonstandard and have openings in the direction of travel, which can impede bicycle travel when a wheel gets caught in the drainage grates. This may result in sudden swerving or lane changes by bicyclists' attempts to avoid these obstacles. The Federal Highway Administration recommends the use of drainage grates designed to minimize risks for bicyclists.

The existing State highway right-of-way width for Merritt Street within the project limits varies considerably, ranging from 66 feet to 123 feet. This results in a variety of roadway cross sections of the roadway with inconsistent dimensions for shoulders, sidewalks, driveways, and bicycle lanes. The outcome of this inconsistency is an intermittent and sporadic pattern of facilities along this segment of the highway corridor. Merritt Street is too narrow to accommodate the sidewalks, driveways, curb ramps, completion of a Class 2 bike lane, and the northbound right-turn lane at the eastbound on-ramp to State Route 156. Permanent (or fee) acquisitions of right-of-way and Temporary Construction Easements are necessary to make the needed improvements.

On-street parking is available within the project corridor. However, in some areas, on-street parking is restricted or prohibited because it conflicts with other uses and features in the project corridor due to limited space. In many of these places, the curb has not been painted red, or the paint has faded, leaving drivers misinformed about on-street parking options. Additionally, some areas with existing, permitted on-street parking interfere with roadway uses and features, which increases the potential for conflicts within the roadway. There are limited curbs and sidewalks along the northbound (east

side) lane between Rico Street and Crane Street. Wide driveway approaches provide access to off-street parking for nearby businesses and residences. This results in poor visibility for vehicle parking maneuvers and potential conflicts with all users of the project corridor.

Traffic data collection is essential for traffic management decision-making and public awareness. The traffic census stations at Walsh Street, Pajaro Street, and Washington Street need replacement because they use outdated technology and require state workers to enter and cross the traveled lanes to set up and teardown the counting equipment. Traffic management frequently relies on closed-circuit television camera systems to monitor route efficiency and real-time traffic conditions. Traffic monitoring is limited for the area since there are no closed-circuit television camera systems at the State Route 183 and State Route 156 interchange.

A virtual town hall meeting that presented this project and requested input occurred on August 26, 2020. The public expressed concern about excessive speed and congestion in the downtown area. They also expressed concerns with traffic coming from State Route 1 and not slowing when entering the downtown area. Traffic calming measures like curb extensions (also known as bulb-outs) at select locations in the downtown area will help reduce vehicle travel speeds and raise driver awareness of pedestrians entering the roadway.

Figure 1-1 Project Vicinity Map

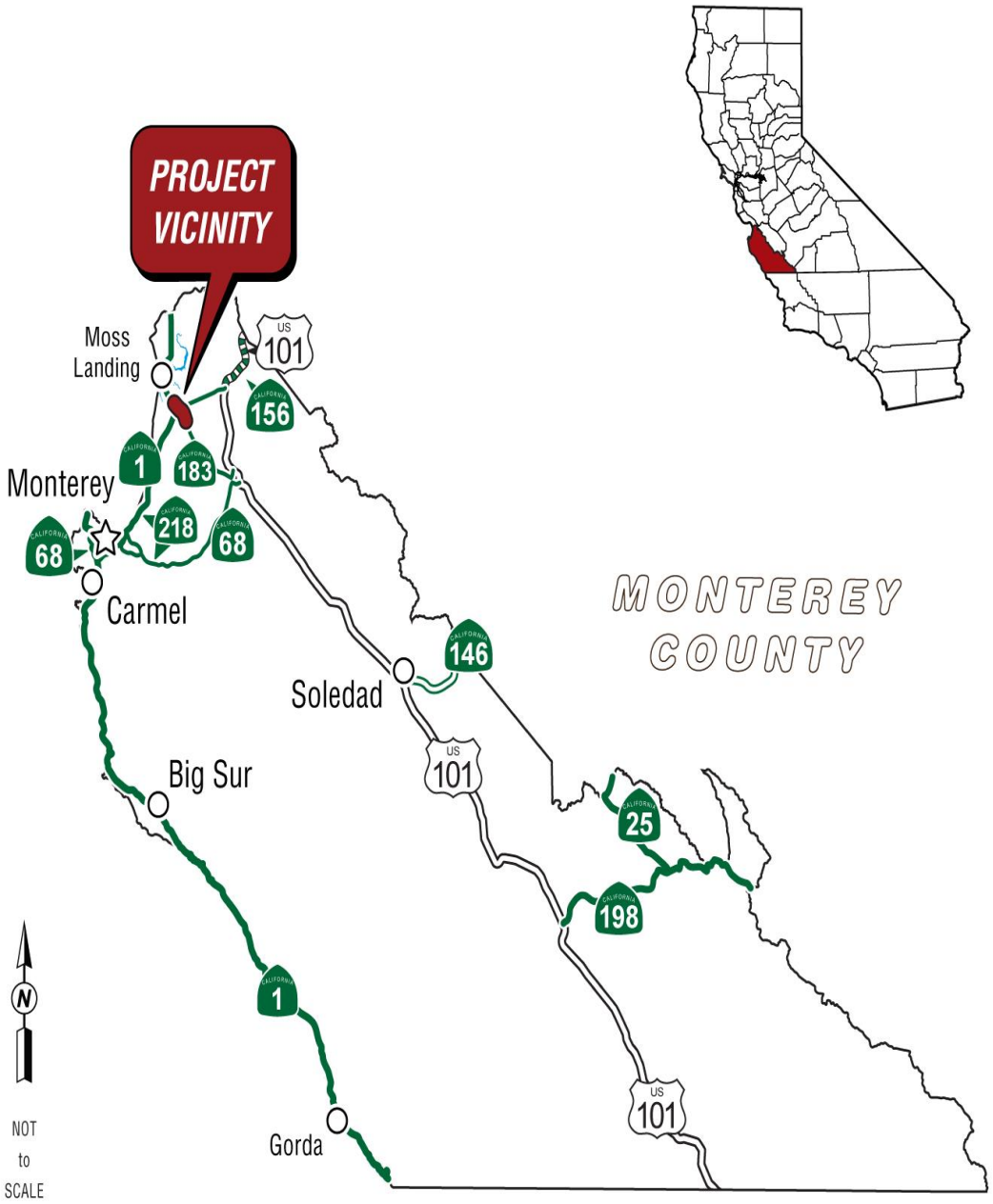
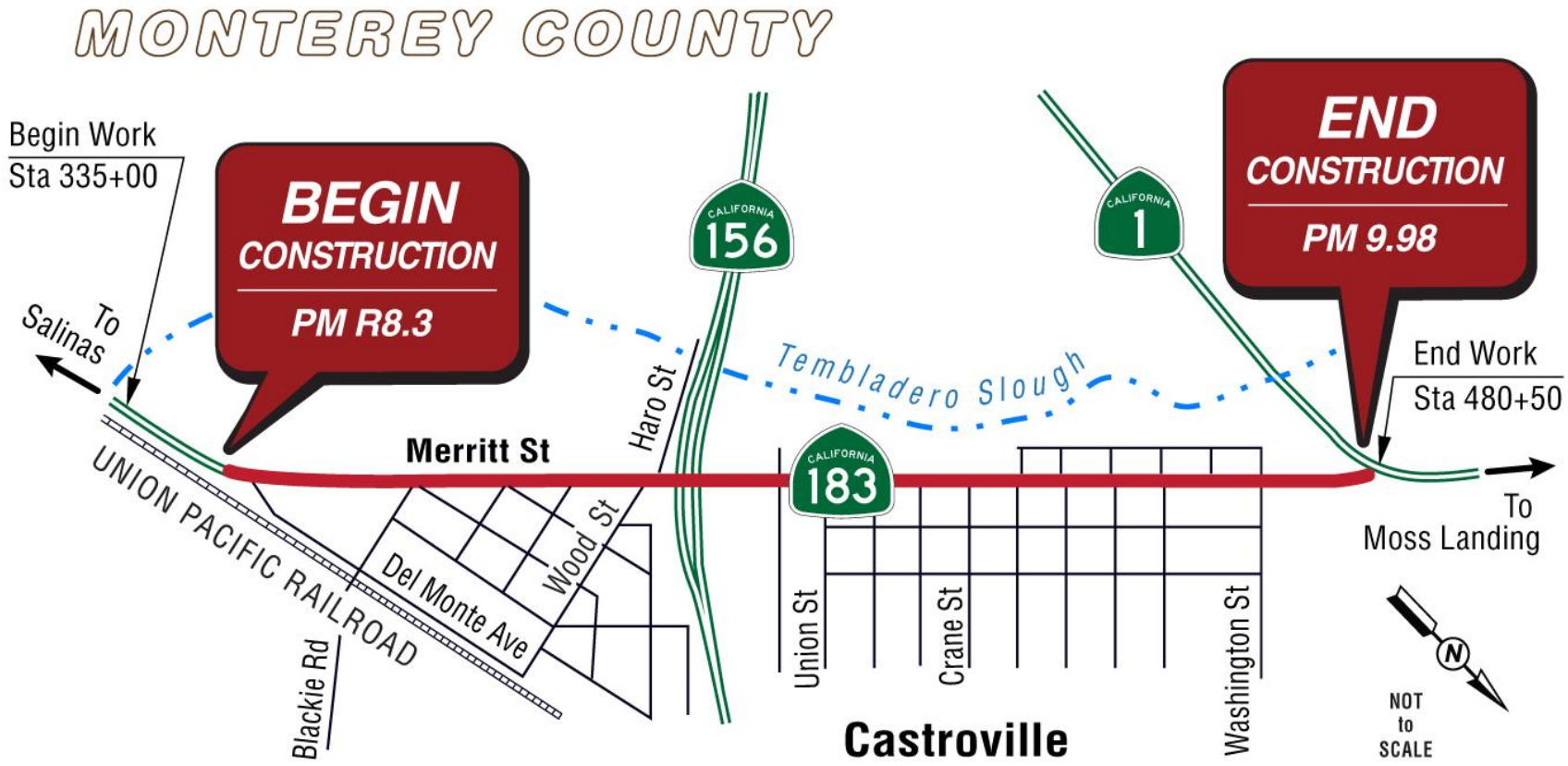


Figure 1-2 Project Location Map



1.3 Project Description

This section describes the proposed action and the project alternatives developed to meet the purpose and need of the project while avoiding or minimizing environmental impacts. The alternatives are the Build Alternative and the No-Build Alternative. The Build Alternative includes the following proposed items:

- Rehabilitate the pavement through cold planing and asphalt overlay to improve the ride quality and prevent further deterioration.
- Address the maintenance needs of the State Route 183/State Route 156 Separation Bridge (Bridge Number: 44-0185) through concrete spall repair of the deck and vertical bridge rails and application of methacrylate sealant to prevent water intrusion into existing cracks.
- Improve accessibility under the Americans with Disabilities Act to address deficiencies within the project limits where feasible.
- Reconstruct existing sidewalks and construct new sidewalks, driveway tie-ins, curb ramps, curb extensions, crosswalks, and pedestrian crossing aids to improve access and connectivity for pedestrian users.
- Construct bus bays and landing areas, reconstruct existing transit stops, and relocate and combine some transit stops to improve access and connectivity for transit users.
- Delineate Class 2 Bikeways (bike lanes) at select locations to improve access and connectivity for bicycle users.
- Extend the queuing and maneuvering area at the existing shared through lane and right-turn lane at northbound Merritt Street and the eastbound State Route 156 on-ramp. Construct striped side street splitter islands in the Merritt Street median at Salinas Street and Haro Street, and construct curb tapers on both sides of Merritt Street between Crane Street and Preston Street to improve vehicular operation and movement through the project corridor.
- Replace existing traffic census stations with upgraded systems and install a closed-circuit television camera system on the traffic signals at the Merritt Street and State Route 156 interchange to improve collection and reliability of real-time traffic data for traffic management purposes.
- Widen the existing Merritt Street right-of-way and acquire new right-of-way to construct roadway and multimodal access improvements.

Existing Facilities

Within the project limits, State Route 183 is a fairly straight and flat, two-lane conventional highway with intermittent curbs, gutters, and sidewalks. The route functions as the main street in the community and is locally known as

Merritt Street. The route is part of the California Freeway and Expressway System. There are four lanes for a short stretch between Wood Street and Pajaro Street, which is near the State Route 156 interchange. A two-way continuous left-turn lane provides driveway access through a large portion of the community.

As noted in Section 1.2.2 (Need), walkability in the community, especially for people with disabilities, is impaired by steep or missing sidewalks, absent or nonstandard curb ramps, absent or nonstandard walkways behind the driveways, and physical barriers. The concrete sidewalk contains cracks and is uneven due to settlement or heaving, and curbs have also deteriorated, especially in driveway areas. The majority of the existing transit stops along Merritt Street lack passenger loading and unloading areas that are compliant with the requirements of the Americans with Disabilities Act. The road pavement needs to be rehabilitated due in part to heavy truck traffic.

The Merritt Street travel lanes are 12 feet wide in both directions. The roadway shoulder width varies from 1 foot to 8 feet. The pavement cross slope is typically from 1 percent to 3 percent in both directions of travel with a crown point along the centerline of travel but exceeds 3 percent in many locations. The posted speed limit is 40 miles per hour south of Walsh Street and 30 miles per hour north of Walsh Street, except for the school zone between Pajaro Street and Union Street.

Land use through the Castroville area is a mix of retail, hospitality, and other commercial land uses, agriculture, and residential. The older downtown area is north of State Route 156. The existing narrow State highway right-of-way width of 66 feet in this segment of Merritt Street allows for limited opportunities to enhance bicycle and pedestrian pathways.

Parallel parking is permitted along portions of the roadway. Businesses are typically close to the State highway right-of-way, and, in some instances, vehicles back into the through lane from off-street parking stalls.

As an older suburban arterial, Merritt Street is unique because there are no overhead utilities. All the utilities are underground within the project limits.

1.4 Project Alternatives

Two alternatives were under consideration; a Build Alternative and a No-Build Alternative. An interdisciplinary team developed the alternatives that were under consideration. Several criteria were taken into consideration when evaluating the various alternatives for the project, including the purpose and need, cost, and environmental impacts.

1.4.1 Build Alternative

The Build Alternative is a refinement and expansion of Alternative 1, as proposed in the Project Initiation Document for this project. The Build Alternative proposes the appropriate repairs for pavement preservation based on the most recent pavement data for the project limits. Also, based on recommendations from the Caltrans District 5 Traffic Maintenance and Operations Division, the necessary solutions to reduce traffic queuing and speed concerns raised by the public have been included.

Proposed Improvements and Project Features

Pavement Rehabilitation

The Build Alternative will extend the life of the Merritt Street pavement for long-term durability through the project limits from Del Monte Avenue to State Route 1. Figure 1-3 shows the limits of the proposed pavement rehabilitation.

- From the project limits south of Del Monte Avenue to the eastbound State Route 156 on-ramp and off-ramp, the Build Alternative will cold plane 0.6 foot (7.2 inches) and place 0.4 foot (4.8 inches) of Hot Mix Asphalt and 0.2 foot (2.4 inches) of Rubberized Hot Mix Asphalt. The existing cross slope will be corrected where feasible.
- From the westbound State Route 156 on-ramp and off-ramp to the project limits at State Route 1, the Build Alternative will cold plane 0.2 foot (2.4 inches) and place 0.2 foot (2.4 inches) of Rubberized Hot Mix Asphalt overlay.

Also referred to as asphalt milling, cold planing is the controlled removal of the surface of the existing pavement to the desired depth, with specially designed equipment to restore the pavement surface to a specified grade and cross slope. The pavement cross slope is an important design element of roadways. The pavement cross slope drains water from the roadway to the sides and helps minimize the pounding of water on the pavement, preventing maintenance problems on poorly drained pavements. On roadways with curbed cross sections, the pavement cross slope moves water to a narrower channel next to the curb, away from the travel lanes, where it can be removed. Cross slopes that are too steep can cause vehicles to drift, skid laterally when braking, and become unstable when crossing over the crown to change lanes. These conditions are worsened by extreme weather.

State Route 183/State Route 156 Separation Bridge Preservation

The Build Alternative will conduct concrete spall repair on the affected portions of the deck and vertical bridge rail through saw cutting, removal, and replacement of the damaged areas with rapid setting concrete. Then an epoxy injection and a methacrylate deck seal will be applied to protect the structural integrity of the bridge. Caltrans has historically used concrete overlays on bridge decks to restore the concrete deck surface and lengthen the service life of bridge decks. The concrete overlays block chloride and

water intrusion into the bridge deck and have proven effective as a maintenance treatment on bridges. Bridge deck concrete overlays typically last 15 to 20 years before delamination at the bond interface requires repairs to or replacement of the overlay. The delamination of the overlay is often repaired by Caltrans through the injection of epoxy into the deck overlay cracks and voids. See Figure 1-3 for the limits of the proposed bridge deck preservation work. The bridge deck surface will be treated with a methacrylate seal to protect against water intrusion.

Vehicle and Traffic Management Improvements

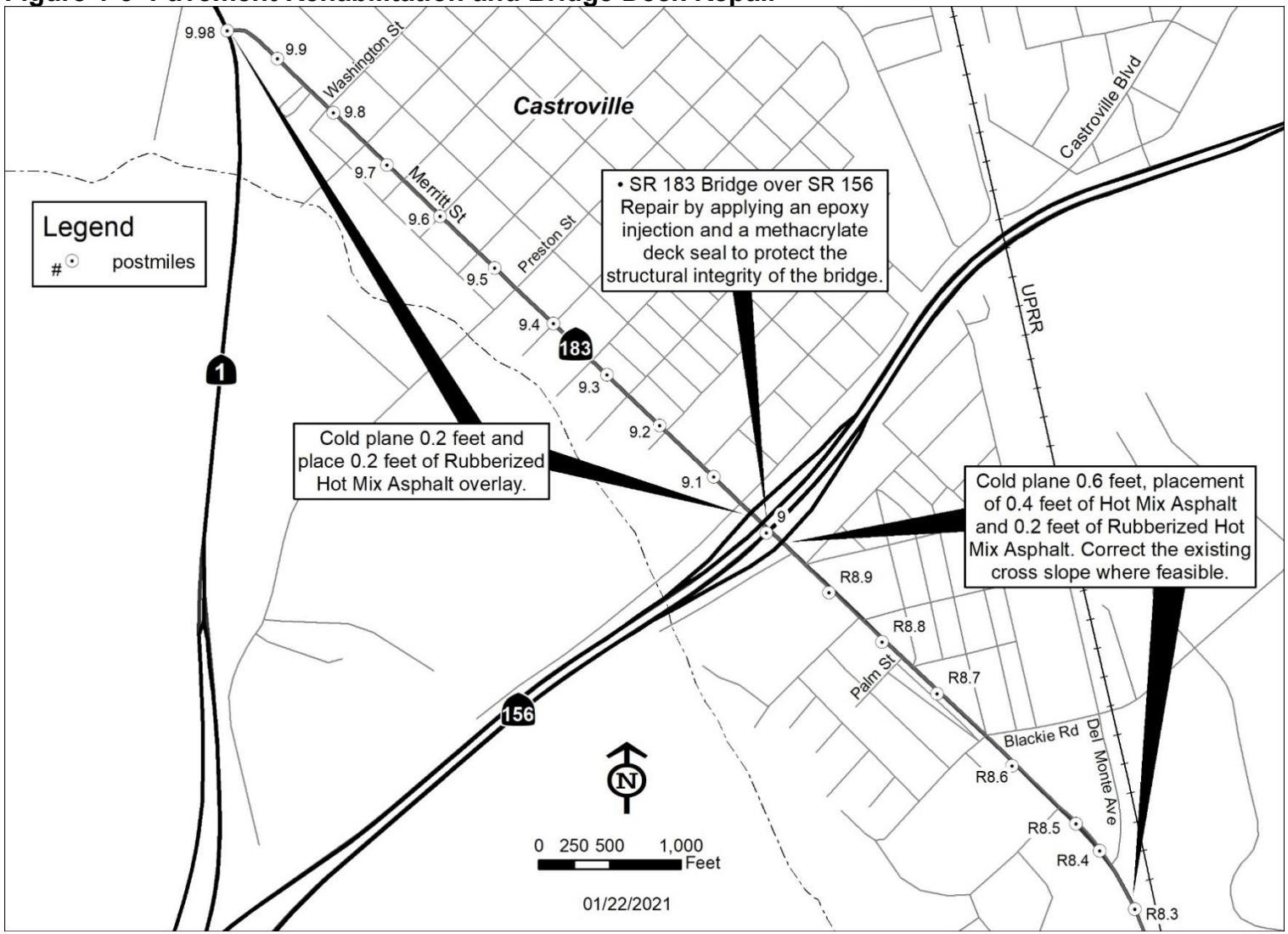
The Build Alternative will extend the shared queuing area at the signalized interchange of northbound Merritt Street and the eastbound State Route 156 on-ramp. This will involve widening the existing shared through lane and right-turn lane for a length of approximately 60 feet.

A striped side street splitter island will be placed in the median at the Merritt Street and Salinas Street intersection. It will consist of traffic striping intended to channelize vehicle flow by discouraging left-turn movements from southbound Merritt Street onto Salinas Street and from Salinas Road onto southbound Merritt Street. Left-turn movements from Haro Street onto northbound Merritt Street will also be discouraged through the addition of a striped side street splitter island on the median.

The Build Alternative will construct tapered curb extensions on both sides of Merritt Street just north of Crane Street. This will separate the beginning of parking from travel lanes as the existing travel way narrows at this location with the ending of the middle turn lane. Curb extensions, also known as bulb-outs, are localized road narrowings for short sections where the pavement width is reduced by extending the curb into the roadway. Curb extensions may be built at intersection corners or mid-block. Curb extensions impact vehicle speed, pedestrian crossing distance, visibility, pedestrian storage, street furniture, on-street parking, and dedicated parking lanes.

The Build Alternative will replace three existing traffic census stations with upgraded systems (between Walsh Street and Wood Street, between Salinas Street and Pajaro Street, and north of Washington Street). Traffic census stations are permanent vehicle counting stations designed to provide usage data. The Build Alternative will also install a closed-circuit television camera system on the traffic signals at the Merritt Street and State Route 156 interchange. This will allow for remote and recorded monitoring of traffic conditions for continuous live traffic data collection for efficient regional route management.

Figure 1-3 Pavement Rehabilitation and Bridge Deck Repair



Wherever practical, to minimize right-of-way acquisition, the two-way left-turn lane widths will be reduced from 14 feet to 12 feet, but the vehicle lanes will be maintained at 12 feet. Shoulder widths will vary from 5 feet to 8 feet. New curb extensions (bulb-outs), discussed under Pedestrian Facility Improvements, will increase driver awareness and separate the beginning of parking from intersections at Washington Street, Mead Street, Cooper Street, Sanchez Street, and Preston Street. A proposed curb extension at the Wood Street intersection will discourage queue-jumping at the eastbound State Route 156 on-ramp and off-ramp traffic signal and increase pedestrian safety and driver awareness.

Pedestrian Facility Improvements

Sidewalks, Curbs, and Gutters

The Build Alternative will reconstruct approximately 8,000 linear feet (1.52 miles) of broken and uneven sidewalks, curbs, and gutters. Approximately 500 linear feet (0.094 mile) of new sidewalks will be built to close gaps in the pedestrian network between Rico Street and Crane Street, between Mead Street and Washington Street, and from Washington Street to the entrance to the mobile home park at the northern end of the project limits. New sidewalk widths will range from a minimum of 4.5 feet to a maximum of 8 feet, depending on nearby property constraints. New sidewalk sections will also be built along the back of driveways. Figure 1-4 shows proposed sidewalk improvements.

New and replaced sidewalk facilities will be designed to comply with the requirements of the Americans with Disabilities Act, where practicable. There may be some exceptions where other public or private property owners along Merritt Street would construct new infrastructural features such as sidewalks, landscaping, or other similar improvements outside the State right-of-way. In those areas, Caltrans would coordinate with those entities and landowners during the design of any infrastructural improvements within the State right-of-way or transitions (also known as tie-ins) to their facilities. A maintenance agreement between Caltrans, Monterey County, and the Castroville Community Services District will be developed in which maintenance of the sidewalks, special paint and signs, street furniture, lighting, and landscaping within a State right-of-way, will be determined. Formal agreements have not yet been drafted.

Driveways

The Build Alternative will reconstruct all driveway tie-ins and associated aprons connecting to Merritt Street to current Caltrans standards to provide for continuity of the pedestrian pathways and to meet the requirements of the Americans with Disabilities Act, where practicable (see Figure 1-4). The Build Alternative will construct a new driveway tie-in and an associated apron at the entrance to the mobile home park just north of Washington Street, where a gravel driveway exists. Additionally, the Build Alternative will construct new

driveway tie-ins and aprons on the northbound side of the project route between Rico Street and Crane Street to allow access to off-highway parking for the businesses located there. These improvements will require a 3-foot reduction in the northbound road shoulder width from 8 feet to 5 feet and will also require the removal of parallel parking along this section of the project route.

Curb Ramps, Curb Extensions, and Crosswalks

Nonstandard curb ramps will be rebuilt to meet the requirements of the Americans with Disabilities Act, where practicable. In general, the Build Alternative will paint existing crosswalks with high-visibility markings for enhanced visibility at strategic locations. The Build Alternative will construct five new curb ramps—one at Blackie Road, Mead Street, and Washington Street, and two at Poole Street. New curb extensions will be built to widen the sidewalk and reduce the crossing distance of Merritt Street at the southernmost and easternmost corners of the intersections with Washington Street, Mead Street, Cooper Street, Sanchez Street, and Preston Street. Figure 1-5 shows proposed curb ramp improvements.

The Build Alternative will repaint the existing crosswalks at Palm Street and Wood Street with high-visibility markings. A curb extension will be built at the easternmost corner of the intersection with Wood Street at the Wood Street crosswalk to reduce the pedestrian crossing distance and increase driver awareness. See Figure 1-5 for proposed crosswalk improvement locations.

The Build Alternative will install a Rectangular Rapid Flashing Beacon at the Wood Street crosswalk to further increase driver awareness of pedestrians in the roadway. A Rectangular Rapid Flashing Beacon is a pedestrian-activated warning device that consists of yellow light-emitting diode rectangular flashing lights that draw attention to the crossing and provide information to approaching traffic that a bicyclist or pedestrian is trying to cross the street. The device includes two rectangular-shaped yellow indications, each with a light-emitting diode array light source that flashes with high frequency when activated. This design differs from the standard flashing beacon by using a different shape, a much faster rapid-pulsing flash rate, and brighter light intensity. Figure 1-5 shows the location of the proposed Rectangular Rapid Flashing Beacon.

Rectangular Rapid Flashing Beacons are a treatment option used at many types of established pedestrian crossings. They are known to be particularly effective at multilane crossings with speed limits less than 40 miles per hour. Rectangular Rapid Flashing Beacons are typically placed on both sides of a crosswalk below the pedestrian crossing sign and above the arrow indication pointing at the crossing. The flashing pattern can be activated with push-buttons or automated (for example, video or infrared) pedestrian detection and is unlit when not activated.

Figure 1-4 Sidewalk and Driveway Apron Improvements

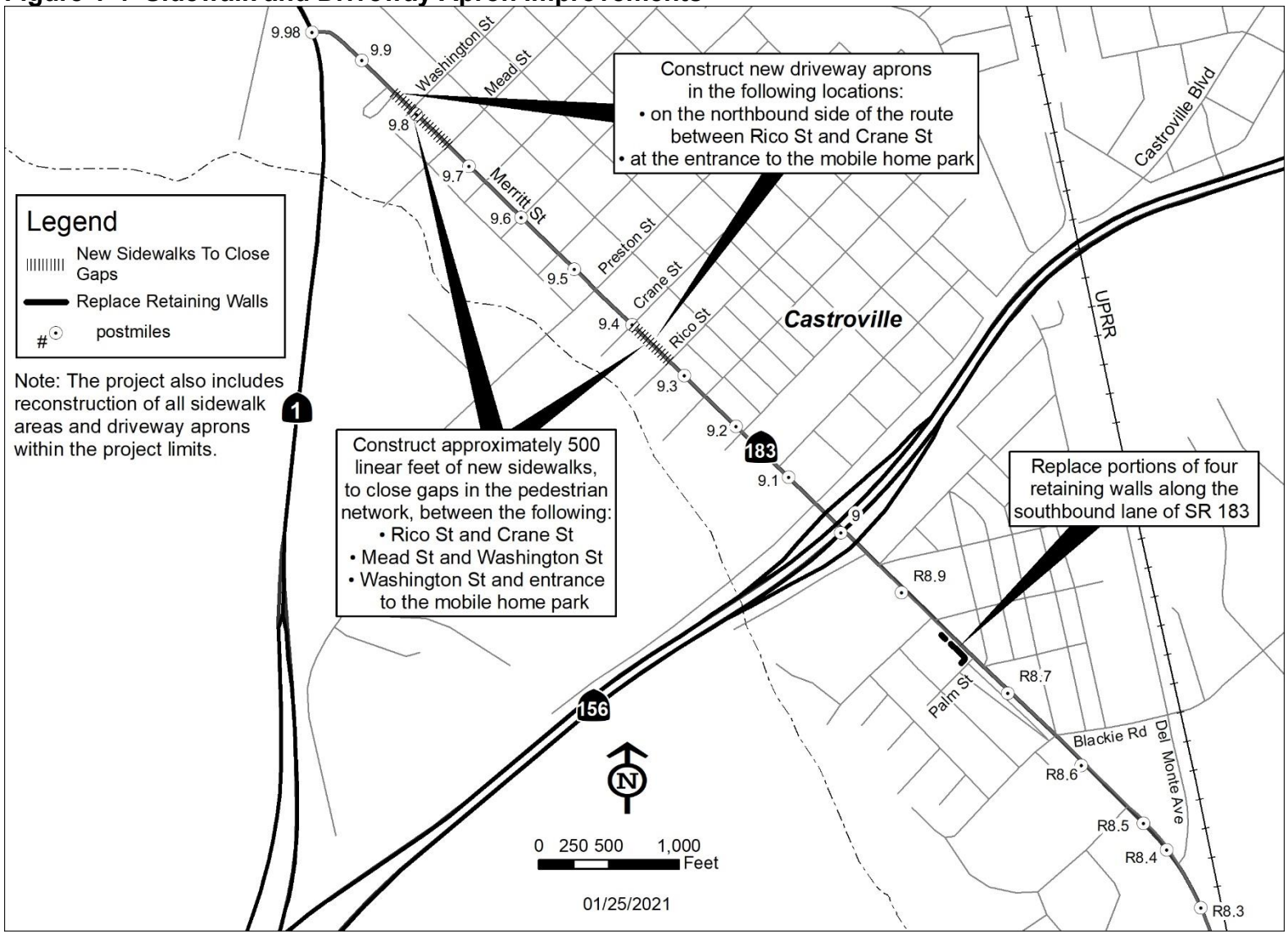
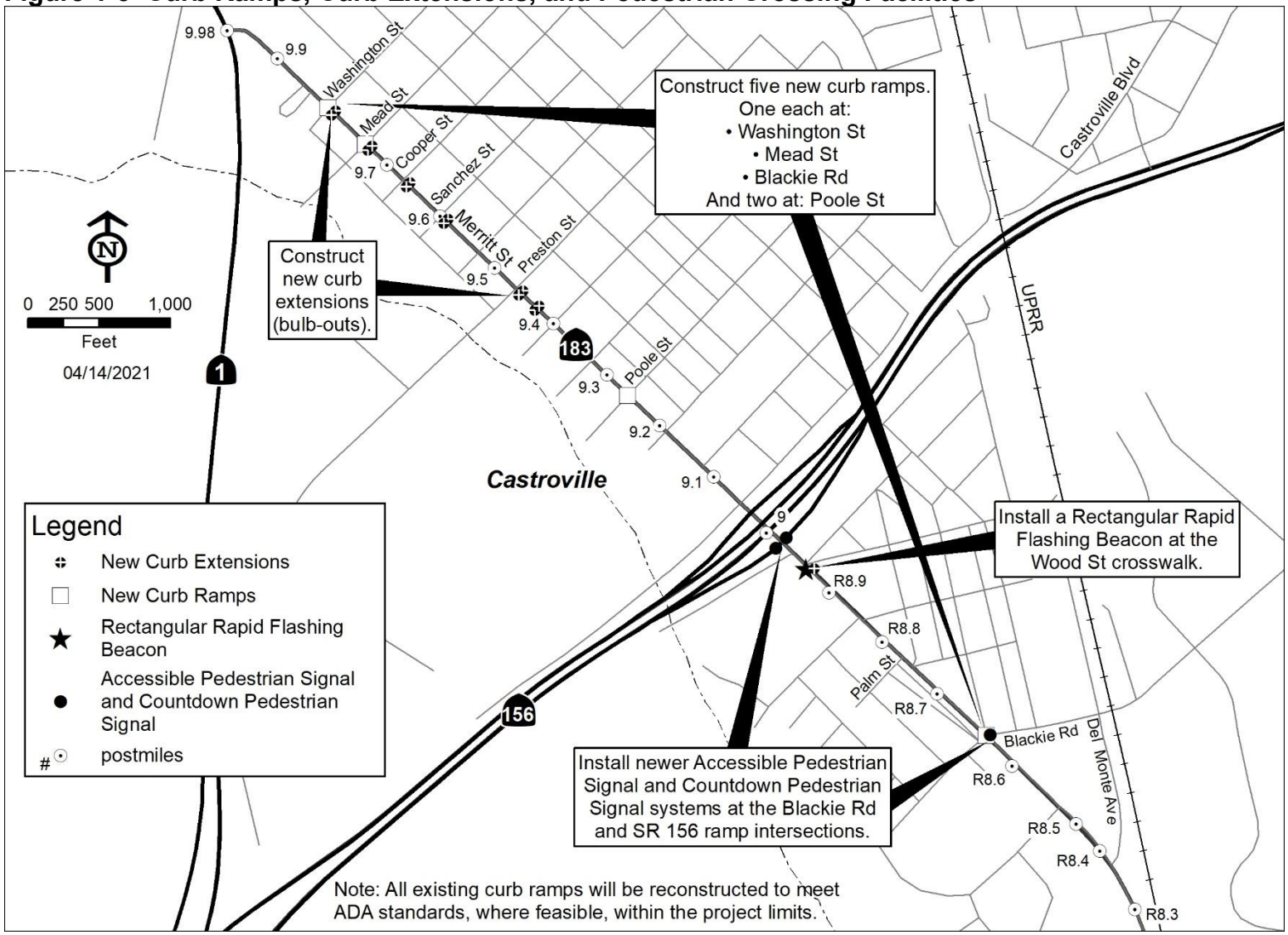


Figure 1-5 Curb Ramps, Curb Extensions, and Pedestrian Crossing Facilities



Newer Accessible Pedestrian Signal and Countdown Pedestrian Signal systems will be installed to replace inaudible push-buttons and the existing "Upraised Hand" signal heads at the Blackie Road and eastbound State Route 156 ramp intersections. An Accessible Pedestrian Signal and pedestrian push-button is an integrated device that communicates information about the "Walk/Don't Walk" intervals at signalized intersections in nonvisual formats, like tones and vibrations. It provides a signal to the push-button that assists visually impaired persons when navigating the crossing movement. A Countdown Pedestrian Signal head adds to the "Walk/Don't Walk" and "Upraised Hand" signals and displays a numerical countdown of the seconds remaining for the pedestrian crossing interval. See Figure 1-5 for proposed Accessible Pedestrian Signal and Countdown Pedestrian Signal head system improvement locations.

Other Pedestrian-Related Improvements

Decorative, low-maintenance hardscaping, shade trees, tree grates, guards and root barriers, and water-wise landscaped areas will be installed throughout the pedestrian areas. Decorative paving elements will be installed on the new sidewalk. These features will improve the visual appeal of the project corridor and enhance the pedestrian experience. Street trees will also cool the pavement and provide shelter from the heat and sun.

The Build Alternative will replace the existing bridge approach metal beam guardrails on the eastbound and westbound State Route 156 on-ramps with a metal fence to provide a barrier for pedestrians.

Sidewalk and curb ramp improvements will require the replacement of three 2.2-foot-tall retaining walls at the property line of the Castroville Motel north of Palm Street and portions of a 4.8-foot-tall retaining wall at the property line of a home at the westernmost corner of the intersection with Palm Street. These four retaining walls along the southbound lane of Merritt Street show signs of failure and have the potential to fall during sidewalk and driveway reconstruction. See Figure 1-4 Sidewalk and Driveway Apron Improvements.

Public Transit Stop Improvements

The Build Alternative proposes to relocate and/or combine several existing public transit stops within the project limits to make improvements for passenger loading and unloading and better public transit movement through the Merritt Street Corridor. Proposed changes to public transit stops are listed below and shown in Figures 1-6, 1-7, and 1-8.

- Relocate and combine the northbound transit stops at Palm Street and Wood Street into one new stop approximately 100 feet north of Walsh Street.

- Relocate the northbound transit stop at the easternmost corner of the intersection with Crane Street to the north of Rico Street and include a bus bay to keep the bus out of the travel way.
- Relocate the northbound transit stop at the easternmost corner of the intersection with Mead Street to the northernmost corner to provide a loading platform that is compliant with the requirements of the Americans with Disabilities Act.
- Combine the southbound transit stops at Palm Street and Wood Street into one stop at an existing location just south of Wood Street.
- Relocate the southbound transit stop at the southernmost corner of the intersection with Crane Street to the south of Rico Street to keep the bus out of the travel way.

All other public transit stops within the project limits will be rebuilt to provide landing areas that are compliant with the requirements of the Americans with Disabilities Act. Existing shelters and benches belonging to Monterey-Salinas Transit at the transit stops will be replaced only with an approved cost-sharing agreement. Improvements to the northbound Blackie Road transit stop include a bus bay to keep the bus out of the travel way. Transit signage will be provided as needed. An agreement with the Transportation Agency for Monterey County will be developed. The agreement will allow Caltrans to remove, relocate, or replace existing bus stop features and consolidate and relocate existing bus stops. An agreement to maintain new bus stop features will also be developed. Formal agreements have not yet been drafted. Caltrans received early and full support for the project from the Transportation Agency for Monterey County and has coordinated with the agency throughout project development. A more detailed discussion of outreach and coordination with the Transportation Agency for Monterey County is in the Community and Public Agency Outreach section in Chapter 4 of this document.

Bicycle Facility Improvements

A Class 2 Bikeway (bike lane) will be provided within the highway shoulder throughout the project, except between Walsh Street and the State Route 156 westbound ramps, where a Class 3 Bikeway (bike route) will be provided. In the northbound direction, the pavement will be striped to delineate a Class 2 Bikeway (bike lane) from south of Monterey Street to Wood Street and from north of Crane Street to Washington Street. In the southbound direction, the pavement will be striped to delineate a Class 2 Bikeway (bike lane) from Palm Street to Walsh Street, from south of Union Street to south of Rico Street, and from north of Crane Street to north of Washington Street. Proposed changes to bicycle facilities are shown in Figures 1-9 and 1-10.

Figure 1-6 Proposed Public Transit Stop Improvements (Southern Project Limits)

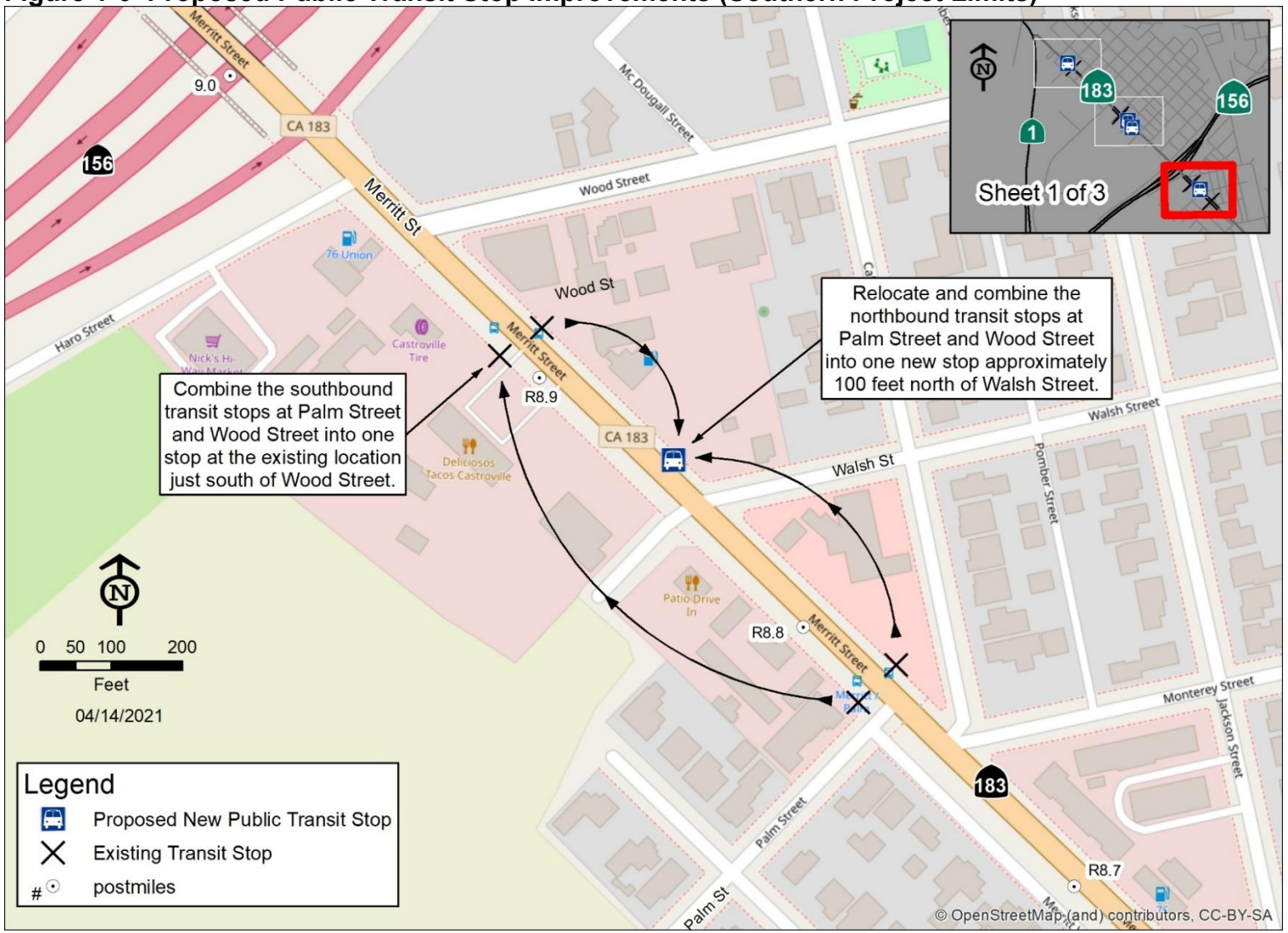


Figure 1-7 Public Transit Stop Improvements (Central Project Limits)

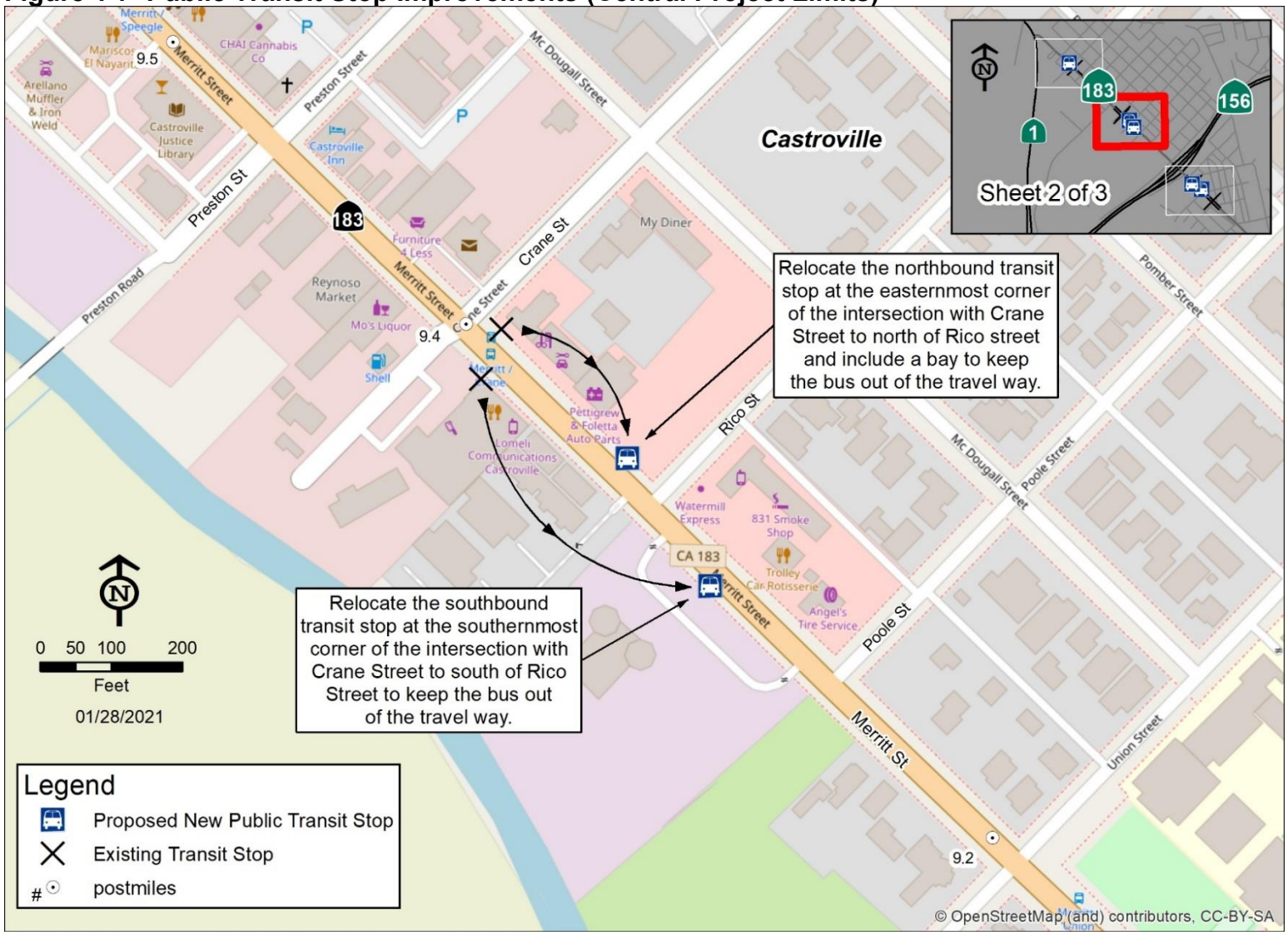


Figure 1-8 Proposed Public Transit Stop Improvements (Northern Project Limits)

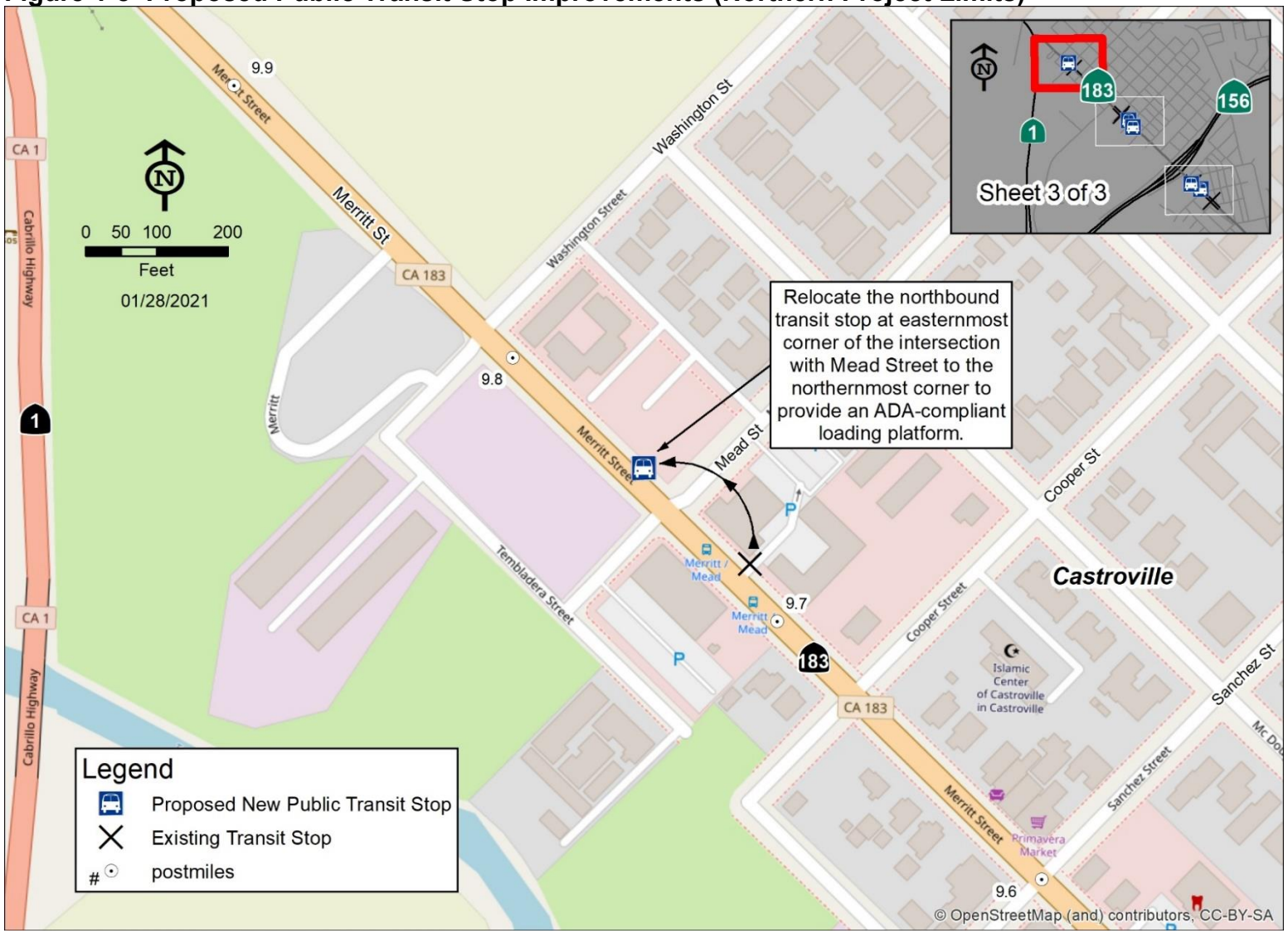


Figure 1-9 Bicycle Facility Improvements (Northern Project Limits)

Figure 1-10 Bicycle Facility Improvements (Southern Project Limits)

Additionally, bike racks and bike parking will be provided as feasible throughout the project limits. As needed, nonstandard drainage grates will be replaced with newer drainage grates with bicycle-friendly accommodations. These newer drainage grates will follow the recommendations of the Federal Highway Administration and have openings that are not in the direction of travel. Bicycle-friendly designs typically incorporate bars that are perpendicular to the direction of travel or have crossbars up to 6 inches apart to keep wheels from getting caught. There are also designs with small shapes like a hexagon that achieve the same effect.

Shoulder Widening and Right-of-Way/Property Acquisition

Since the existing State highway right-of-way is too narrow to accommodate the proposed roadway, pedestrian, public transit, and bicycle improvements, permanent right-of-way acquisitions and Temporary Construction Easements are needed. There are 81 properties (parcels) that will be affected by a Temporary Construction Easement or a Permit to Enter and Construct. The Build Alternative will require the permanent acquisition of minor portions, typically sliver and/or corner sections, of 34 properties out of the 112 properties next to the project limits.

At Jackson Street, the new bus bay for the Blackie Road transit stop will move the sidewalk into the existing right-of-way for Monterey County. Any work within the Monterey County rights-of-way to construct transitions or tie-ins with new pavement and sidewalk improvements will require the approval of an encroachment permit from the Monterey County Resource Management Agency. Figures 1-11 and 1-12 show the location of proposed property acquisitions.

In particular, to provide a 5-foot-wide shoulder, the project will require 2.5 feet of additional right-of-way width on the east side of Merritt Street between Salinas Street and Pajaro Street. This will reduce the available off-street parking area for the nearby commercial properties, and the affected parking lots will need to be restriped. The restriped parking lots will have 19-foot-deep parking stalls with 24 feet of maneuvering area. There will be no reduction in the number of available parking stalls. Shoulder widening will also occur along the northbound lane between Wood Street and the eastbound State Route 156 on-ramp.

Other Improvements

At the beginning of the project limits, just south of Del Monte Avenue, the existing nonoperational railroad arms on the spur line owned by the Transportation Agency for Monterey County will be removed. Per the Transportation Agency for Monterey County’s request, the existing tracks and the rail will be left buried under the Merritt Street pavement for future use.

Figure 1-11 Partial Property Acquisitions (Southern Project Limits)

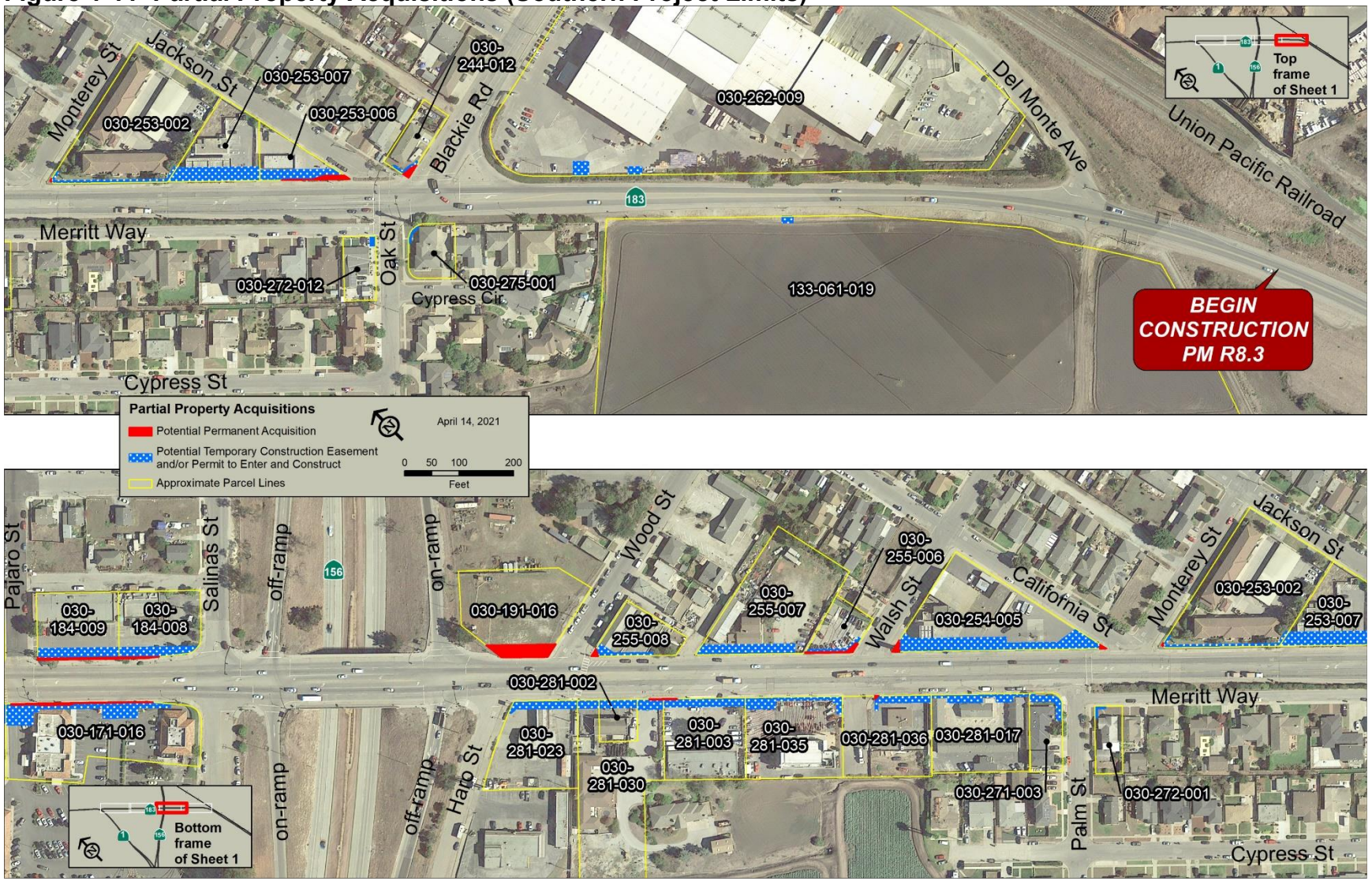


Figure 1-12 Partial Property Acquisitions (Northern Project Limits)

Some trees will need to be removed along the project route to remedy sight distance concerns and construct improvements. Existing street trees in tree wells will be removed unless it can be determined that they can be saved. Trees will be replanted, and vegetation will be replaced where feasible and appropriate. A portion of the vegetation between Merritt Street and Merritt Way, beginning from Palm Street to Blackie Road, will be removed to improve driver sight distance.

Additional improvements typically associated with roadway construction, including drainage repair, utility relocations, and minor landscaping changes, will occur as needed. Minor corrections of the roadway slope will occur during the reconstruction of the curb and gutter, where feasible, to address drainage concerns. As needed, the project will also replace pipe-down drains and adjust and relocate existing drainage inlets at Rico Street for the proposed roadway and sidewalk improvements near that street. Pipe-down drains collect water from a swale, gutter, or ditch located above a steep slope and safely deliver it to a designated drainage facility.

Caltrans Standardized Project Measures

This project contains standardized project measures (Caltrans Standard Specifications, Standard Special Provisions, and Construction Site Best Management Practices) that are used on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the project. These measures are included as project features and addressed in more detail in the Environmental Consequences sections found in Chapter 2 when appropriate.

- 7-1.01 (Legal Relations and Responsibility to the Public—General)
- 7-1.01G (Water Pollution)
- 7-1.02A and 7-1.02C (Emissions Reduction)
- 7-1.02K(6)(j)(ii) (Lead Compliance Plan)
- 7-1.02K(6)(j)(iii) (Earth Material Containing Lead)
- 7-1.02M(2) (Fire Protection)
- 7-1.03 (Public Convenience)
- 10-5 (Dust Control)
- 12-1 through 12-7 (Temporary Traffic Control)
- 14-1.02 (Environmentally Sensitive Area)
- 14-2.03A (Archaeological Resources—General)
- 14-6.04 (Wetland Protection)
- 14-8.02 (Noise Control)
- 14-9.02 (Air Pollution Control)

- 14-10.01 (Solid Waste Disposal and Recycling—General)
- 14-10.02 (Solid Waste Disposal and Recycling Report)
- 14-11 (Hazardous Waste and Contamination)
- 14-11.13B(2) (Debris Containment and Collection Plan)
- 36-4 (Residue Containing Lead from Paint and Thermoplastic)
- 41-3 (Crack Treatment)
- 41-4 (Spall Repair)
- 84-9.03B (Remove Traffic Stripes and Pavement Markings Containing Lead)
- Caltrans Construction Site Best Management Practices for the proper management of construction emissions and energy waste, stormwater discharge, surface water quality, water pollution, chemical and concrete finishing runoff, spill prevention and control, solid waste management, hazardous waste management, liquid waste management, and soil retention and shoring.
- A Transportation Management Plan will be prepared for the project.
- Public Awareness and Notification

Operational Effects

The operational effects of the project will be beneficial to all users of the project corridor. Rehabilitated pavement and improved ride quality will reduce the need for vehicle maintenance for users of the project route. The service life of the State Route 183/State Route 156 Separation Bridge will be extended. Limiting left-turn movements at Salinas Street and Haro Street will reduce potential traffic conflicts and potential vehicle collisions at these two intersections.

Additional State highway right-of-way will allow for the construction of roadway and multimodal access improvements discussed below.

The gain in queuing and vehicle movement area through the extension and widening of the shared through lane and right-turn at the northbound interchange with eastbound State Route 156 will reduce the stack of vehicles waiting to move through the signal. This will help reduce congestion at the partially controlled intersection with Wood Street, which is 140 feet south of the signal.

Access and connectivity for pedestrians, bicyclists, and transit users will be increased and improved with the following proposed actions:

- Reconstruct existing and construct new sidewalks, driveway tie-ins, curb ramps, curb extensions, crosswalks, and pedestrian crossing aids.

- Add bus bays and landing areas (at select locations), reconstruct existing transit stops, and relocate and combine some transit stops.
- Delineate Class 2 Bikeway (bike lanes) and widen road shoulders at select locations.

Improved multimodal access will allow for more user choice in trip planning. Furthermore, the incorporation of design elements for new and rebuilt facilities to meet the requirements of the Americans with Disabilities Act, where feasible, will improve and increase access for disabled users.

The replacement of existing traffic census stations with upgraded systems and installation of a closed-circuit television camera system on the traffic signals at the Merritt Street and State Route 156 interchange will improve the collection and reliability of real-time traffic data for traffic management purposes. These improvements will allow for real-time management of changing route conditions and more user choice for highway trip planning.

Some areas with existing on-street parking will be removed to accommodate the proposed improvements to the sidewalk, road shoulder, and other amenities per the Complete Streets Program, as previously described. In the northbound direction, street parking will be removed from Blackie Road to midway to Monterey Street and from Poole Street to the north of Crane Street. On-street parking will be removed in the southbound direction from just north of Crane Street to Rico Street and from Union Street to Pajaro Street. On-street parking will be retained in the remaining portions of the project limits. The Build Alternative will have a net effect of reducing available on-street parking on Merritt Street from Del Monte Avenue to State Route 1 by approximately 39 percent, with a reduction of an estimated 73 spaces out of an existing capacity of approximately 188 spaces.

Temporary Construction Effects

Construction and Demolition Equipment

The following equipment will likely be used during construction:

- Asphalt paver for asphalt delivery and placement.
- Backhoe for various soil manipulation activities.
- Roller paver for roadway construction.
- Bobcat for pavement, earthwork, and clearing and grubbing.
- Bulldozer and front loader for earthwork and clearing and grubbing.
- Cold planer for pavement rehabilitation.
- Compressor for bridge repair.
- Concrete pump for pavement and sidewalk construction.
- Concrete roller screed for pavement construction.

- Concrete truck mixer for pavement, structure, and flatwork construction.
- Concrete saw for pavement construction.
- Dump truck for earthwork and hauling.
- Demolition equipment to remove existing facilities.
- Excavator for soil manipulation.
- Flatbed truck for various construction activities.
- Forklift for various construction activities.
- Grader for ground leveling.
- Haul truck for earthwork, clearing and grubbing, and materials.
- Paint and striping truck for pavement striping and delineation.
- Pump truck for bridge repair.
- Ready-mix concrete truck for concrete delivery.
- Roller and compactor for earthwork.
- Scraper for earthwork and clearing and grubbing.
- Shoulder paver for pavement construction.
- Vacuum sweeper or power broom to clean the roadway.
- Truck with seed sprayer for landscaping and erosion control.
- Water truck for earthwork, dust control, and landscaping.

Utility Relocation

Where utilities would conflict with construction activities and planned improvements, Caltrans will provide for any state share of utility relocation and will work closely with the utility providers to facilitate relocation in stages during construction. The project limits contain several hundred private and municipal service utility boxes, vaults, and lids that may require relocation. Additionally, existing fire hydrants and streetlights, which may need to be relocated, connect to some of these utilities. Asphalt concrete pavement will be used to cover the relocated utilities in anticipation that modification of the utilities by the owner would occur in the future. Utility surveys will be conducted during the Plans, Specifications, and Estimates phase of this project to identify the exact location of any conflicting utilities.

Project Construction Staging

The fully developed suburban setting and the narrow roadbed will require stage construction. Stage construction will attempt to minimize motorist delays, maximize public access to businesses and homes, and provide contractors with the basis of the bid.

Construction activities for the Build Alternative will take 280 days over a staged two-year schedule to complete. A public outreach campaign will occur during construction, informing motorists of delays and encouraging traffic to avoid the area. Construction will look to avoid or minimize impacts to key community events such as the Artichoke Festival. Alternative bicycle and pedestrian pathways will be developed where possible. Preliminary stage construction plans will be developed and evaluated in detail during the Plans, Specifications, and Estimates phase of the project. Typical construction staging uses small work areas that are proportionately sized to minimize motorist delays and maximize public access to businesses and residences. Staging will not remain in one location for long but will incrementally progress through the project limits to meet construction needs.

Work areas will be limited to half of the roadway area at a time to allow room for two-way traffic flow. Work areas will be limited to only the necessary space needed to complete the proposed activities, which may also include an area for access and staging. As discussed further in this section, traffic control measures will be implemented to temporarily divert traffic out of the work area. When possible, activities will be coordinated to complete all proposed construction within the work area simultaneously or shortly thereafter before moving on to another location.

In general, demolition of curbs, gutters, and sidewalks will be followed by the construction of curbs, gutters, curb ramps, driveways, and sidewalks. Pavement reconstruction will occur last. Utility and underground work will be sequenced and will depend on location and impacts. Night work will be required in some areas to reduce traffic concerns and complete the project within the proposed two-year schedule. Multiple work areas may be established at the same time through the project limits, as needed, as long as two-way traffic flow is maintained through the work areas.

Equipment and Material Access and Staging

The staging and maneuvering of equipment and materials will require areas that are adequately separated from traffic. This will be accomplished by closing the lane immediately leading to and from the work area. For most of the construction, lane closures and/or modifications will be relatively close to the actual workplace.

All staging areas, equipment areas, and material storage areas will occur in existing pullouts or at disturbed locations to avoid impacts to nearby vegetation and wildlife. No vegetation clearing on public or private land will be allowed for the creation of storage sites without first being cleared through Caltrans Environmental.

Traffic Control During Construction

During phased construction of the Build Alternative, a temporary closure of lanes and on-street parking along affected portions on Merritt Street and

cross streets will result. However, the two-way (bidirectional) flow will remain open throughout construction with the implementation of Caltrans Standard Specifications (12-1 through 12-7) and Standard Special Provisions pertaining to traffic management and control and through the implementation of a Transportation Management Plan prepared specifically for the project route and setting conditions.

Traffic management will include the effective application of traditional traffic handling practices and an innovative combination of various strategies implemented during project construction to maintain traffic access within the project area while keeping the traveling public separated from construction activities. These strategies typically include actions such as reduction and modification of travel lanes to allow for construction to occur and traffic to continue at the same time, reduction of the speed limit to reduce the potential for traffic incidents, and installation of construction warning signs to inform the public.

Lane modification is a practice that is commonly done by Caltrans for a variety of needs. When including center medians, shoulders, turn lanes, and on-street parking areas, Merritt Street has sufficient width to allow for construction activities to occur on one side of the highway centerline while the bidirectional flow of traffic occurs in the remaining roadway space. The scope of lane modification will vary with each phase of construction based on the ongoing activities and their needs.

Temporary detours will not be necessary because all traffic will remain on the existing alignment during construction. Temporary pedestrian and bicycle pathways will be provided through or around work areas as needed during construction. Community and agency input will be sought on maintaining pedestrian, bicycle, and transit bus stop access during the project construction phase.

The Resident Engineer for the project will notify and coordinate with regional emergency service providers regarding construction-related activities to ensure that project activities will not restrict or prevent access within the project area. Access for fire/paramedic and other emergency service vehicles through the project limits will be enabled through controlled work zones by the project's construction contractor. The construction contractor will also ensure that emergency service access to all interconnecting roadways and routes in the project area will not be blocked by construction activities. Coordination with the local transit provider will occur to temporarily relocate bus stops as needed and provide information in advance to allow for route rescheduling.

Businesses and homes with single driveway access may have access reduced for a short time while the highway shoulder, sidewalk, and walkway areas are under construction. Temporary driveway closure, for no more than three continuous days, will occur at each driveway as approaches are rebuilt

for roadway paving activities and sidewalk improvements. Caltrans will coordinate with affected business and residential property owners during construction. Any effects will be localized and temporary for as short a period as feasible. Public awareness will be provided during construction activities using various methods, such as public media outlets, social media, the project website, and electronic message signage on the project route.

The Caltrans Construction Manual requires, whether permanent or temporary, restoration of access as soon as possible without waiting for the work to be completed past all the nearby access points. In accordance with the Caltrans Construction Manual (2019, Section 3-702A), the project's construction contractor will provide for the convenience of the public and public traffic. Section 7-1.03, "Public Convenience," of the Standard Specifications requires that operations present the least possible obstruction and inconvenience to the public. The "least possible obstruction and inconvenience" will always depend on a judgment. Ultimately, the construction contractor for the project will use good construction industry practice, comply with specifications, and not materially diminish the degree of convenience and free passage through the area that existed before construction.

Pavement Rehabilitation

After lane closures and/or modifications and traffic rerouting, a self-propelled front loading cold planer will grind and remove the existing pavement to the desired depth and will recontour the roadway to adjust for the correct grade and cross slope. Cold planing will generate recyclable asphalt pavement, which can be reused as new hot mix asphalt, cold-mix asphalt, stabilized aggregate base, or aggregate base.

Hot mix asphalt will be produced by heating the asphalt binder to make it more fluid and mixing it with dried aggregate at high temperatures. A layer of hot mix asphalt will then be placed on the new ground surface. Paving and compacting will need to occur while the asphalt is sufficiently hot. In many areas, it is seasonally limited due to cold weather because the compacted base could cool the asphalt too much before it can be packed to the required density. Weather temperatures will determine the pace and schedule of pavement rehabilitation. Asphalt containing crumb rubber to make it thicker will then be placed and compacted. The addition of rubber and resulting thickening will improve properties that resist cracking and rutting and prolong pavement life.

Shoulder widening will require the excavation and removal of material to correct for grade and cross slope. The roadway base will be formed and compacted. Hot mix asphalt and rubberized hot mix asphalt will then be placed on the new shoulder area and compacted as previously described for existing pavement rehabilitation.

Upgraded traffic census stations will be installed as needed. Once all of the roadway and shoulder pavement surfaces are completed for the closed section of the lane that is being rehabilitated, then any signage and reflective markers will be installed as needed. Traffic stripes for crosswalks and vehicle and bicycle lanes will be painted to channel traffic flow. The closed section of the lane that is being rehabilitated will then be ready for reopening for traffic.

Intersection improvements will require work on local county streets to correct grade and cross slope for smooth transitions onto and from Merritt Street. This work will require approval and be subject to the conditions of an encroachment permit from the Monterey County Resource Management Agency.

Bridge Preservation

Temporary lane closures and/or modifications and traffic channeling will need to occur, but vehicular traffic will be maintained across the State Route 183/State Route 156 Separation Bridge. Staged work will be required, and night work will also be necessary. After temporary lane closures and/or modifications and traffic rerouting, portions of the existing concrete deck and vertical bridge rail that are deteriorating into small fragments or chips, which is also known as spalling, will be repaired. This typically occurs through a process where the damaged areas are marked, saw cut, and excavated. Next, the voided areas are cleaned, and a joint compound is used. The surface of the voided areas is coated with epoxy to bond with new concrete. New concrete is then placed in the voided areas and allowed to cure. Caltrans' Standard Special Provisions Section 41-4 (Spall Repair) will be included.

After concrete spall repair is completed in the closed section of the lane being repaired, a liquid methacrylate sealant will be spread (typically with hand brooms) across the concrete bridge deck surface to fill cracks and pores. The liquid methacrylate sealant will then be allowed to dry and cure. Once the sealant has fully set, the bridge lane will be ready to reopen to vehicle traffic. Caltrans' Standard Special Provisions Section 41-3 (Crack Treatment) will be included.

Pedestrian Facility Demolition and Construction

The replacement of existing and construction of new curbs, gutters, sidewalks, driveway tie-ins, curb ramps, and curb extensions will require potential relocation of utilities and closure of the work area for construction and staging, as previously described in this section. Demolition and excavation will occur to clear the work area for new construction. Forms for molds will then be constructed, and concrete poured. Once the concrete is fully cured and dried, the forms will be removed. Associated infrastructure like street furniture, curb markings, signage, and curb warning pads (also called truncated domes) will then be installed.

The installation of a metal fence in place of the existing bridge approach metal beam guardrails on the State Route 156 on-ramps will require the demolition and excavation of the existing guardrails. The new metal fence will be installed according to the needs of the fence design.

The three 2.2-foot-tall retaining walls and their foundations at the property line of the Castroville Motel north of Palm Street will be demolished and excavated. Portions of a 4.8-foot-tall retaining wall at the property line of a home at the westernmost corner of the intersection with Palm Street will also be demolished and excavated. New foundations and retaining walls will then be built in the same locations.

Public Transit Stop Improvements

The replacement of existing and construction of new public transit stops will first require the demolition and excavation of existing material (like soil, concrete, and asphalt) in the work area; this will occur after relocating conflicting utilities. Forms for molds will then be constructed, and concrete poured. Once the concrete is fully cured and dried, the forms will be removed. Signs will be installed as needed. Existing shelters and benches belonging to Monterey-Salinas Transit at the transit stops will be replaced with an approved cost-sharing agreement.

Relocated and combined public transit stops will be built like rebuilt transit stops, except the vacated locations will be returned to curb, gutter, and sidewalk, where feasible and appropriate.

Street Tree Planting and Landscaping

The Build Alternative will remove existing street trees and landscaping in conflict with the project. To the extent feasible, landscaping will be replaced. Street trees will be replaced in new tree wells built for the project. All landscape vegetation will be watered and maintained until established. In cases where a permanent water supply for landscape vegetation and street trees is necessary, new connections to existing local utilities may need to be installed for the water supply.

Design Standards and Deviations from Boldface and Underline Standards

The Caltrans Headquarters Division of Design establishes and supports the consistent application of highway design standards (in accordance with the Caltrans Highway Design Manual) to ensure optimal safety for the traveling public and those who work to construct, operate, and maintain the State Highway System. The Design Standard Decision Document is used to document engineering decisions made regarding a proposed design that deviates from the design standards in the Caltrans Highway Design Manual. Documentation of the engineering decisions that support the safe operation of the highway is necessary for Caltrans to maintain design immunity. Adequate

records must be prepared and preserved to document decisions and approvals. A Design Standard Decision Document for the following design standards was approved on August 4, 2020. The contents of the document and the nature of the approvals are summarized in Table 1.1.

Table 1.1 Design Standard Decision Document Approvals

Design Standard From Caltrans Highway Design Manual Tables 82.1A and 82.1B	Proposed Nonstandard Feature	Reasons for Not Meeting Standard
Index 302.1 8/10-Feet Right Shoulder Width	Varies from 1 foot to 8 feet.	The excessive cost associated with utility relocations, community impacts, and excessive cost for minimal benefit.
Index 309.1(c) Conventional Highways with Curbs.	Existing 0.6 foot between the face of curb and the support column for the historic sign.	To avoid historical issues associated with the sign, community impacts, and right-of-way and utility relocation costs.
Index 208.4 Minimum Bridge Sidewalk Width	Maintain existing 4.5 feet of the bridge sidewalk width.	Excessive cost to meet the standard. No major bridge work in this project.
Index 105.2 Minimum Sidewalk Width	Maintain existing 4.5 feet to 7 feet.	To avoid excessive costs, community impacts, and nonavailability of right-of-way.
Index 301.3(2)b Algebraic Cross Slope Differences at Various Locations	To maintain the existing nonstandard cross slope.	Excessive cost that would be created by structural section reconstruction, as opposed to partial depth rehabilitation.

Transportation System Management and Transportation Demand Management Alternatives

Although Transportation System Management measures alone could not satisfy the purpose and need of the project, they have been incorporated where feasible into the Build Alternative for this project. Pedestrian facility improvements include new and replaced sidewalks, curb ramps, and curb extensions, wider walkways, improved crosswalks and crossing aids, and gap closures. Transit stops will be upgraded with improved passenger loading and unloading areas. Where necessary, select transit stops will be relocated and/or combined to make improvements for passengers and route efficiency. Bicycle facilities will be improved by delineating Class 2 Bikeways (bike lanes), where feasible. These components are intended to promote local and regional multimodal access through the Merritt Street Corridor.

Reversible Lanes

Reversible lanes are most applicable on multilane roadways with a directional imbalance above a 65 percent to 35 percent ratio with mostly through traffic and predictable congestion patterns. The Merritt Street Corridor does not meet the qualifications for consideration of the use of reversible lanes. The Build Alternative will not increase capacity or involve any street or highway realignment. Furthermore, the presence of multiple travel lanes is inconsistent throughout the project limits, and the project corridor does not experience predictable directional imbalance.

1.4.2 No-Build (No-Action) Alternative

Under the No-Build Alternative, the improvements proposed under the Build Alternative would not occur. No other improvements would be built within the project limits for this project. However, routine maintenance would continue.

The ride quality of Merritt Street would not be improved, and the pavement would continue to worsen with time. The maintenance needs of the State Route 183/State Route 156 Separation Bridge would not be addressed, leaving it vulnerable to water intrusion, which could affect the structural integrity of the facility.

Accessibility under the Americans with Disabilities Act would not be improved, so deficiencies within the project limits would remain unaddressed. Access and connectivity for public transit, bicycle, and pedestrian users along and across Merritt Street would not be increased and improved. Highway user awareness of public transit, bicycle, and pedestrian users along and across Merritt Street would not be improved.

The collection and reliability of real-time traffic data for traffic management purposes would not be upgraded and improved. Highway workers would continue to enter the lanes to place pneumatic hoses, exposing them to the risk of injury. The use of pneumatic hoses would continue to provide inconsistent results.

1.5 Comparison of Alternatives

When alternatives are evaluated, the purpose and need of the project, as well as the locations where environmental impacts could occur, need to be considered.

The Build Alternative will satisfy the purpose and need of the project because it will address structural deficiencies and improve multimodal access along Merritt Street through Castroville and meet the identified project goals. The ride quality of the pavement will be improved, and further deterioration will be prevented. Bridge maintenance needs will also be addressed. Accessibility

under the Americans with Disabilities Act will be improved to address deficiencies within the project limits. Additionally, access and connectivity for public transit, bicycle, and pedestrian users along and across Merritt Street will be increased and improved.

Highway user awareness of public transit, bicycle, and pedestrian users along and across Merritt Street will be improved as well. The collection and reliability of real-time traffic data for traffic management purposes will improve. A detailed discussion of the project's purpose is included in Section 1.2.1 (Purpose) of this document. The Build Alternative will also satisfy the pavement, bridge, multimodal access, and real-time data collection needs of the project, as discussed in Section 1.2.2 (Need) of this document.

The No-Build Alternative would not satisfy the identified purpose or needs of the project because it would not address structural deficiencies and improve multimodal access along Merritt Street through Castroville. The conditions of the existing facilities within the project limits would either remain the same or continue to degrade over time. Since the No-Build Alternative would not result in any construction or changes to existing conditions, it would not result in any temporary or permanent impacts on environmental resources.

1.6 Identification of a Preferred Alternative

[The following text has been added since the draft environmental document was circulated.] A Build Alternative and a No-Build Alternative were the only alternatives considered for this Initial Study with Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact. After public circulation of the draft Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment, the two alternatives were further evaluated. Caltrans identified the Build Alternative as the preferred alternative after consideration of the project's purpose and need, funding, schedule, construction methods, and its potential to impact environmental resources. Under CEQA, no unmitigable significant adverse impacts were identified for the Preferred Alternative, so Caltrans has prepared a Mitigated Negative Declaration. Similarly, Caltrans, as assigned by the Federal Highway Administration, has determined that the NEPA action does not significantly impact the environment, so Caltrans has issued a Finding of No Significant Impact.

The Preferred Alternative meets the purpose and need of the project because it will address structural deficiencies and improve multimodal access along Merritt Street through Castroville and meet the identified project goals. It will result in temporary and permanent impacts on environmental resources. Temporary impacts due to construction disturbance will be offset by construction restrictions and monitoring and post-construction restoration. The Preferred Alternative will result in minor permanent impacts from the

construction of public transit, bicycle, and pedestrian improvements; widening of the existing Merritt Street right-of-way; and acquisition of new right-of-way. However, the construction of multimodal transportation facilities will also provide environmental benefits by encouraging alternative transportation, which reduces vehicle emissions and promotes health. The Preferred Alternative will include Caltrans' standard plans and measures that apply to the project to address any temporary and permanent impacts associated with the project.

Caltrans has determined that the No-Build Alternative does not satisfy the project's purpose and need because it does not address structural deficiencies and improve multimodal access along Merritt Street through Castroville and meet the identified project goals. The No-Build Alternative would not be able to ensure the reliability and functionality of the route to serve as a component of the State's highway system.

1.7 Alternatives Considered but Eliminated from Further Discussion

Two construction alternatives (Alternatives 1 and 2) were proposed during the Project Initiation Document phase for this project. Alternative 2 was considered but eliminated before the preparation of the draft environmental document. The proposed Build Alternative for the project was developed based on engineering design refinements of Alternative 1 and in response to public comments received during the August 26, 2020, virtual town hall meeting. A description of the eliminated alternatives and the reason for elimination from consideration by a Caltrans Project Development Team are provided below.

Alternative 2 (and Features Common to Alternative 1)

The features listed below were originally proposed for construction by both Alternative 1 and Alternative 2 during the Project Initiation Document phase for this project.

Del Monte Avenue (Post Mile R8.4) to Wood Street (Post Mile 8.94)

The existing nonstandard curb ramps would have been rebuilt to meet the requirement of the Americans with Disabilities Act, where practicable. Two new curb ramps would have been added at the Blackie Road intersection. A portion of the existing vegetation between Merritt Street and Merritt Way, beginning at Blackie Road, would have been removed to improve corner sight distance. Existing crosswalks at strategic locations would have been delineated with high-visibility markings. This alternative would have installed three Accessible Pedestrian Signal and Countdown Pedestrian Signal head systems at the Blackie Road intersection.

Wood Street (Post Mile 8.94) to Washington Street (Post Mile 9.8)

Pavement and Sidewalk Rehabilitation

Pavement rehabilitation would have consisted of reconstructing the existing roadway from Wood Street to Mead Street. From Mead Street to Washington Street, pavement rehabilitation would have consisted of 2.5 inches of cold plane and an asphalt overlay. Rubberized hot mix asphalt, hot mix asphalt, and hot mix asphalt-rich base would have been used for roadway paving. Rubberized hot mix asphalt would have been used as the wearing course.

The existing nonstandard curb ramps, sidewalks, curbs and gutters, and driveways would have been reconstructed to be compliant with the requirements of the Americans with Disabilities Act, where practicable. The existing bus stop shelters and bus benches at the transit stops that belong to Monterey-Salinas Transit would not have been replaced without a cost-sharing agreement.

Class 2 Bikeway (Bike Lane) and Road Widening

The existing roadbed would have been striped to delineate a Class 2 Bikeway (bike lane) from Wood Street to the eastbound State Route 156 on-ramp (northbound direction), from Union Street to just north of Poole Street (northbound direction), and from just north of Crane Street to Washington Street. Approximately 2.5 feet of additional width of right-of-way would have been acquired for widening on the east side of Merritt Street between Salinas Street and Pajaro Street for the Class 2 Bikeway (bike lane). The nearby parking lot would have been impacted and would have needed to be restriped. The redesigned parking lot would have been sufficiently wide enough to accommodate standard 19-foot-deep parking stalls with a 24-foot-wide two-way turn lane in the middle.

Sidewalk Construction

There is no sidewalk on the east side in the State right-of-way between Rico Street and Crane Street, which forces pedestrians to walk along the storefronts on private property or along the back of cars. The present pathway is not accessible to people with disabilities. Public outreach would have allowed for community input on a proposal to remove on-street parking, to construct a sidewalk, and to replace the loss of parking by constructing a small parking lot on a nearby vacant lot on the northeast corner of Rico Street and Merritt Street.

Bridge Deck Repair

The State Route 183/State Route 156 Separation Bridge would have received an epoxy injection and methacrylate deck seal to protect the structural integrity of the bridge. The existing bridge approach metal beam guardrails

would have been upgraded to the Midwest Guardrail System, and vegetation control would have been added to minimize maintenance efforts and maintenance worker exposure.

Operational Improvements

Operational improvements would have included the addition of a right-turn lane to northbound Merritt Street at the eastbound on-ramp to State Route 156. Bicycles would have been channelized left of the right-turn lane. The turn movements at Salinas Street and Haro Street would have been limited with the addition of a raised curb median or by side street splitter islands. In general, the side street movements would have been limited to right in, right out only.

Pedestrian Crossings

Up to seven Accessible Pedestrian Signal and Countdown Pedestrian Signal system components would have been installed at three locations. Existing crosswalks at strategic locations would have been delineated with high-visibility markings for enhanced visibility. Two existing traffic census stations—one between the Haro Street and State Route 156 eastbound ramps and the second one just north of Washington Street—would have been upgraded. A closed-circuit television camera system would have been added to the traffic signal at the Merritt Street and State Route 156 interchange. A changeable message sign would also have been added to the Merritt Street and State Route 156 interchange area to provide travel time information for the Monterey area and traveler information for Merritt Street.

Proposed Features Requiring Highway Design Exceptions

Wherever practical, a lane diet would have been used to minimize right-of-way acquisition. In a lane diet, the width of the lane is decreased to reduce vehicle speeds and yield space for other use. Traveled ways would have been reduced from 12 feet to 11 feet, and the two-way, left-turn lane would have been reduced from 14 feet to 12 feet. The shoulder widths would have varied from 4 feet to 8 feet. The Caltrans Highway Design Manual shows that the minimum shoulder width for conventional highways designated as multilane undivided to be 8 feet. Alternative 2 would have made the shoulders standard except between Salinas Street and Pajaro Street in the southbound direction. At this location, the existing shoulder is 2 feet wide. There is a restaurant, a fast-food drive-through, and a shopping center marquee sign next to the right-of-way, making acquisition overly impactful and cost-prohibitive to meet the 8-foot standard. This project would have constructed a 5-foot-wide shoulder by narrowing the lanes to 11 feet and reducing the landscape area behind the sidewalk. Preparation and approval of a Design Exception for this mandatory design standard would have been required.

There is an existing potentially historic Castroville bridge sign across Merritt Street at the corner of Preston Street. The support columns are less than 18 inches (1.5 feet) from the curb face. The Caltrans Highway Design Manual shows that on conventional highways with curbs, the minimum horizontal clearance of 18 inches (1.5 feet) should be provided beyond the face of curbs to any obstruction. The right-of-way where the sign is located does not permit moving the curb face toward the center of the roadbed. The option of lengthening the sign bridge could have been a historical issue, and it is likely the sign structure would not have met current wind loading requirements. The narrow right-of-way and nearby buildings suggest that lengthening the bridge sign would have been overly impactful and cost-prohibitive. As such, every effort would have been made to avoid impacting the bridge sign structure. Preparation and approval of a Design Exception for this mandatory design standard would have been required.

The existing bridge sidewalk is 5 feet wide. No major bridgework is proposed in the project. The Caltrans Highway Design Manual states the minimum width of the bridge sidewalk shall be 6 feet. The cost to meet the mandatory design standard would have been excessive, so preparation and approval of a Design Exception would have been required.

Impacts to nearby properties along the project route and modifications to the storm drainage system would significantly add to the project cost. The Caltrans Highway Design Manual shows the minimum grade to be 0.3 percent. Preparation and approval of a Design Exception for this mandatory design standard would be required.

The existing sidewalk width along Merritt Street varies between 7 feet to 8 feet. The Caltrans Highway Design Manual shows that the minimum width of a sidewalk should be 8 feet between a curb and a building when in urban and rural main street place types. The 66 feet of existing right-of-way and the building footprints at the right-of-way line prohibit widening to the outside. The narrow roadbed practically restricts inside widening. Acquiring buildings along the project route would be overly impactful to the community and cost-prohibitive. Preparation and approval of a Design Exception for this mandatory design standard would be required.

Alternative 1 (from the Preliminary Initiation Document)

Alternative 1 would have included all the same work as Alternative 2 but also would have included additional features if local funding became available.

Del Monte Avenue (Post Mile R8.4) to Wood Street (Post Mile 8.94)

Within the limits of Del Monte Avenue (post mile R8.4) and Wood Street (post mile 8.94), Alternative 2 proposed to reconstruct the existing pavement and relocate the remaining features, such as sidewalks, driveways, and transit

stops, that relate to the needs of pedestrians and those with disabilities. The existing curb ramp at the northeast corner of California Street would have been relocated to the north of California Street. The existing transit stop at the northwest corner of Blackie Road would have been relocated to the southwest corner of Blackie Road. A retaining wall would have been added at the back of the transit stop. The existing retaining walls along the sidewalk at the Castroville Motel, north of Palm Street, would have been rebuilt as necessary because the walls are failing and would likely collapse when the sidewalk is rebuilt to be compliant with the requirements of the Americans with Disabilities Act.

A Class 2 Bikeway (bike lane) would have been delineated between the existing curbside parking and through lane from Walsh Street to Wood Street. The existing bus stop at the southeast corner of Wood Street would have been relocated to the northeast corner of Walsh Street.

Wood Street (Post Mile 8.94) to Washington Street (Post Mile 9.8)

Within the limits of Wood Street (post mile 8.94) to Washington Street (post mile 9.8), Alternative 1 would have included the same features proposed under Alternative 2.

Reasons for Elimination

Alternative 2 in the Project Initiation Document only represented the reconstruction of existing handicap ramps and a partial reconstruction of existing driveways and sidewalks. Alternative 2 was rejected because it did not fully meet the project's purpose and need; it left multimodal access deficiencies unaddressed from Del Monte Avenue to Wood Street. The need for Design Exceptions was not considered as a reason for rejecting Alternative 2. Since Alternative 1 would have addressed multimodal deficiencies and proposed more sidewalk and driveway improvements than Alternative 2, it would have better met the project's purpose and need.

There were two noteworthy changes to Alternative 1 after the approval of the Project Initiation Document and the start of preliminary design work. The pavement north of State Route 156 that was proposed for reconstruction in the Project Initiation Document was found to be in much better condition than the pavement south of State Route 156. As such, partial depth reconstruction of the pavement south of State Route 156 and a new pavement wear course north of State Route 156 were proposed. Also, a right-turn lane would not have been added to northbound Merritt Street at the eastbound on-ramp to State Route 156. Instead, the shared right-turn and through lane would have been extended. Bicycles would not have been channelized but would have continued to merge with traffic through the interchange.

A virtual town hall meeting for this project occurred on August 26, 2020. The public expressed concerns about excessive speed and congestion in the downtown area. They also expressed concerns with traffic coming from State Route 1 and not slowing down when entering the downtown area. The need for traffic calming in the downtown area was included in the project. It was also determined that Alternative 1, at that time, did not meet the project's new need and was rejected.

The Build Alternative, as described in Section 1.4.1 (Build Alternative), was developed to meet the project's purpose and needs. The Build Alternative is a refinement of Alternative 1 in the Project Initiation Document but includes project components to address traffic calming concerns. Caltrans developed plans and sought funding for curb extensions that would be strategically placed throughout the downtown area and a roundabout at Washington Street to address traffic calming concerns. Funding for construction was secured for the curb extensions, so they were included in the Build Alternative. However, funding for constructing a roundabout could not be secured, so it was not included.

1.8 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications are required for project construction:

Table 1.2 Permits and Approvals Needed

Agency	Permit/Approval	Status
Monterey County Resource Management Agency - Planning	Coastal Exemption (no Coastal Permit for development required)	Issued: March 25, 2020
Monterey County Resource Management Agency - Encroachments	Permit to Encroach (to construct within the County right-of-way)	To be requested during the Plans, Specifications, and Estimates phase.
Caltrans, Monterey County, and Castroville Community Services District	Maintenance Agreement (for sidewalks, special paint and signs, street furniture, lighting, and landscaping within the State right-of-way).	Formal agreements to be drafted during the Plans, Specifications, and Estimates phase.
Monterey-Salinas Transit	Agreement (to allow removal, relocation, or replacement of existing bus stop features and consolidation/relocation of existing bus stops).	Formal agreements to be drafted during the Plans, Specifications, and Estimates phase.
Monterey-Salinas Transit	Maintenance Agreement (for new bus stop features within the State right-of-way).	Formal agreements to be drafted during the Plans, Specifications, and Estimates phase.
Monterey-Salinas Transit	Agreement (to allow removal of the existing nonfunctional railroad arms south of Del Monte Avenue).	Formal agreements to be drafted during the Plans, Specifications, and Estimates phase.
Monterey and Salinas Valley Railroad Museum	Agreement (to take possession of the removed railroad arms south of Del Monte Avenue).	Formal agreements to be drafted during the Plans, Specifications, and Estimates phase.
Local Landowners	Agreement (to allow demolition and reconstruction of retaining walls).	Formal agreements to be drafted during the Plans, Specifications, and Estimates phase.
[The following text has been added since the draft environmental document was circulated.] State Historic Preservation Officer	[The following text has been added since the draft environmental document was circulated.] Finding of Effect	[The following text has been added since the draft environmental document was circulated.] On May 12, 2021, the State Historic Preservation Officer provided concurrence with the Finding of No Adverse Effect for the project.

Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

As part of the scoping and environmental analysis done for the project, the following environmental issues were considered, but no adverse impacts were identified. So, there is no further discussion of these issues in this document.

- **Coastal Zone**—Although the northernmost project limits extend 950 feet into the designated Coastal Zone of Monterey County (see Figure 2-1), only minor pavement rehabilitation would occur within the coastal limits. The Monterey County Resource Management Agency-Planning concurs with Caltrans that the pavement rehabilitation and Complete Streets multimodal improvements on Merritt Street in the Coastal Zone, as proposed, is exempt from the requirement for a Coastal Development Permit pursuant to Title 20, Section 20.70.120.R, as well as the applicable California Coastal Commission 1978 exclusion letter section(s). (Sources: Monterey County North County Land Use Plan Local Coastal Program; and "Permit Determination re Caltrans SR 183 Castroville Improvement Project 1H650" March 25, 2020, email from Monterey County Resource Management Agency-Planning to Caltrans)
- **Existing and Future Land Use**—The land uses around the project site are identified as a mix of retail, hospitality, and other commercial land uses, agriculture, and residential. The project will improve the existing roadway and multimodal accessibility. The project is not expected to change or affect any existing or future land uses in the area. (Sources: Castroville Community Plan; 2010 Monterey County General Plan; and the project's March 2021 Community Impact Assessment)
- **Consistency with State, Regional, and Local Plans and Programs**—The project route is identified as a vital transportation corridor on the state, regional, and local plans. The project is included in the 2018 Federal Statewide Transportation Improvement Program and is proposed for funding from the 2020 State Highway Operation and Protection Program. It is also included in the Association of Monterey Bay Area Governments 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy and the cost-constrained 2018 Metropolitan Transportation Improvement Program and is listed under the State Highway Operation and Protection Program Grouped Project Listing—Bridge Rehabilitation and Reconstruction. (Sources: 2020 State Highway Operation and Protection

Program; Castroville Community Plan; 2010 Monterey County General Plan; 2018 Federal Statewide Transportation Improvement Program; Association of Monterey Bay Area Governments 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy; 2018 Metropolitan Transportation Improvement Program; and the project's February 2021 Draft Project Report)

- **Parks and Recreational Facilities**—Although Castroville hosts a few types of recreational resources and spaces, including several small neighborhood parks and community parks, the Castroville Elementary School property is the only property with recreational space near the project limits. The Build Alternative will not require any property acquisition from the school. As such, there will be no foreseeable impacts to parks and recreational facilities from the project improvements. (Sources: publicly available mapping; Castroville Community Plan; 2010 Monterey County General Plan; and the project's March 2021 Community Impact Assessment)
- **Farmland**—Farmland is next to the project corridor along the southwest side of Merritt Street from Del Monte Avenue to Oak Street in the southern portion of the project limits and in the northern portion from Washington Street to State Route 1. None of the farmlands immediately next to the project limits are under Williamson Act Land Use contracts. The nearest properties to the project site that are under Williamson Act Land Use contracts are about 0.5 mile southwest of Tembladero Slough and State Route 156. However, the Build Alternative's pavement rehabilitation and Complete Streets multimodal improvements, which are discussed in detail in Section 1.4.1 (Build Alternative), will not cause any impacts that will result in the loss or conversion of farmland to non-farmland uses. Temporary construction access will be required for minor drainage repair at the farmed edge of agricultural property at the southern project limits. No permanent acquisition of agricultural parcels will be required. The project will not result in unplanned growth or development that might convert farmland to non-farm uses. The project will not add vehicular capacity to Merritt Street, and it will not affect existing properties along the project limits to the degree that types of land use would be converted to nonagricultural uses. (Sources: California Department of Conservation's Farmland Mapping and Monitoring Program; Farmland Map of Northern Monterey County; Monterey County Williamson Act Lands Map; Castroville Community Plan; 2010 Monterey County General Plan; and the project's February 2021 Draft Project Report)
- **Timberland**—While Monterey County historically had timberland production, there are currently no parcels of real property zoned for timberland production pursuant to the California Timberland Productivity Act of 1982 (Chapter 6.7 (commencing with Government Code Section 51100) of Part 1 of Division 1 of Title 5) within Monterey County. (Source:

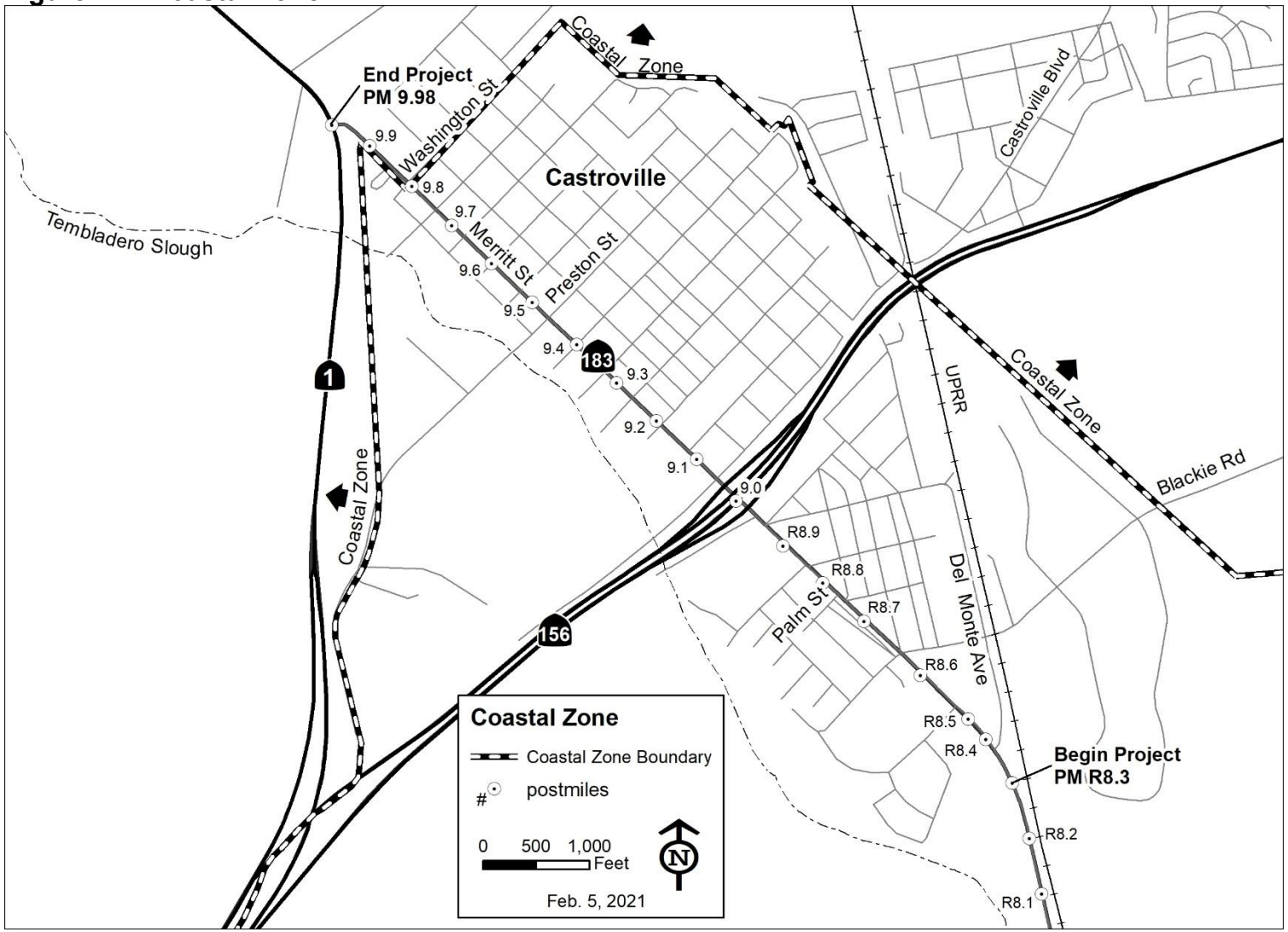
Castroville Community Plan; and 2010 Monterey County General Plan-Chapter 1.0 Land Use Element)

- **Growth**—According to the project's March 2021 Community Impact Assessment, the proposed improvements will not adversely affect the community through growth-inducing effects. The Build Alternative will not construct any new roadways or roadway extensions, and it will not increase the capacity of the existing Merritt Street travel lanes. The Build Alternative will repair and improve the travel lane pavement, pedestrian and bicycle facilities, transit stops, and install upgraded pedestrian crossing countdown signals and other roadway amenities along Merritt Street and the interchange with State Route 156 for overall benefits to the community. (Sources: Castroville Community Plan; 2010 Monterey County General Plan, and the project's March 2021 Community Impact Assessment)
- **Environmental Justice**—The Build Alternative will not have any negative effects regarding environmental justice. The draft Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment was circulated and made available to the public for review and comment. The proposed pavement rehabilitation, bridge preservation, multimodal access, operational improvements, and traffic data collection features will benefit all people regardless of race, color, national origin, or income by providing continued access to the communities along the project route. No minority or low-income populations that will be adversely affected by the project have been identified as determined above. Therefore, this project is not subject to the provisions of Executive Order 12898. (Source: Castroville Community Plan; 2010 Monterey County General Plan; and the project's March 2021 Community Impact Assessment)
- **Wild and Scenic Rivers**—The project site is not near any waterways that have been officially designated and listed in the National Wild and Scenic Rivers System or the California Wild and Scenic Rivers System. No impacts to this resource will occur. (Sources: National Wild and Scenic Rivers System, accessed January 3, 2020. Available at https://www.rivers.gov/map.php; California Public Resources Code Section 5093.53; and the project's March 2021 Community Impact Assessment)
- **Paleontology**—The potential of encountering paleontological resources within the project limits during proposed work activities is remote since all work will require minimal excavation and take place on the roadway and along nearby areas that have been previously disturbed. Therefore, no direct or indirect effects on paleontological resources are expected to occur. (Source: the project's January 2017 Paleontology Scoping Review)
- **Energy**—Caltrans incorporates into every construction contract standard specifications and Best Management Practices that require contractors to use low-emission, more fuel-efficient construction vehicles and to limit

equipment idling in compliance with mandated California Air Resources Board regulations. Consequently, the project will not involve wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Temporary construction-related usage will be outweighed by the additional transportation energy usage from the continued need for vehicle trips due to the lack of multimodal access and connectivity through the project corridor. Furthermore, worn pavement requires more energy for travel and wears down vehicles faster, which increases maintenance. No direct or indirect effects related to wasteful, inefficient, or unnecessary energy consumption will occur. The Build Alternative will not obstruct any state or local plan for renewable energy or energy efficiency. (Source: the project's December 2020 Air Quality, Greenhouse Gas, Noise, and Water Quality Assessment Memorandum)

- **Natural Communities**—Communities within the project's Biological Study Area are considered ruderal or disturbed. There are no sensitive natural communities in the urbanized highway corridor. No direct or indirect effects on natural communities are expected to occur. (Source: the project's February 2021 Natural Environment Study (Minimal Impacts))
- **Wetlands and Other Waters**—There are no wetlands or water bodies within the project site or that the project will affect. No direct or indirect effects to wetlands and other waters are expected to occur. (Source: the project's February 2021 Natural Environment Study (Minimal Impacts))
- **Invasive Species**—Plants growing in the project's Biological Study Area are dominated by non-native and/or invasive species that are tolerant of the disturbed conditions. The project will not introduce non-native and/or invasive species to the Merritt Street Corridor. No direct or indirect effects related to invasive species are expected to occur. (Source: the project's February 2021 Natural Environment Study (Minimal Impacts))

Figure 2-1 Coastal Zone



2.1 Human Environment

2.1.1 Community Character and Cohesion

Regulatory Setting

The National Environmental Policy Act of 1969, as amended, established that the federal government use all practicable means to ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings. (42 U.S. Code 4331[b][2]) The Federal Highway Administration, in its implementation of the National Environmental Policy Act (23 U.S. Code 109[h]), directs that final decisions on projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

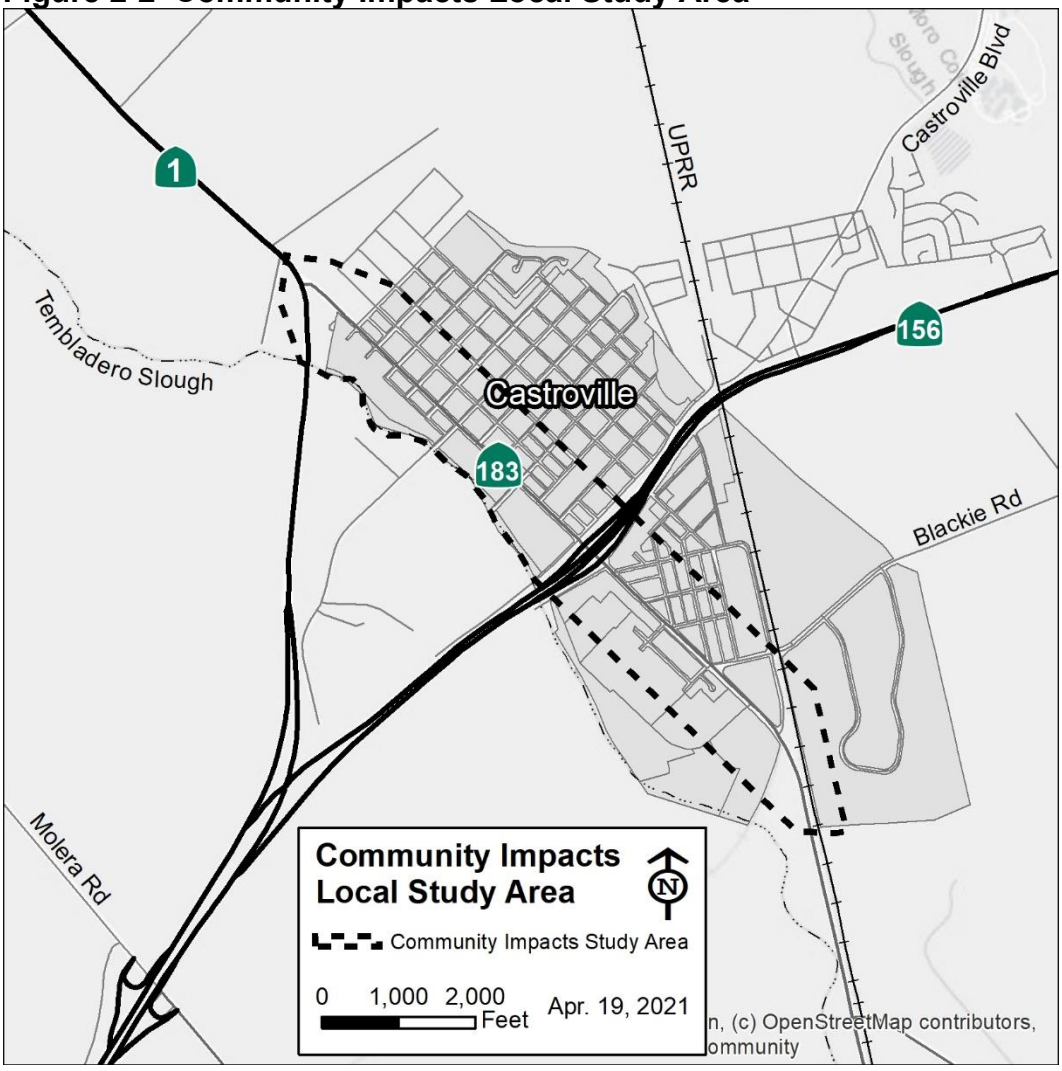
Under the California Environmental Quality Act, an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project will result in a physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

Affected Environment

Land use planning for Castroville and the region is guided by Monterey County as the local jurisdiction. Several approved land use plans and policy documents regulate the northern portion of the county and the local Castroville community. These planning documents include Monterey County's General Plan Land Use Element, the Castroville Community Plan, the North County Land Use Plan (Coastal), the North County Area Plan and the North County Coastal Implementation Plan (Local Coastal Plan) and Supplemental Policies, the Monterey County Regional Transportation Plan, and the Transportation Agency for Monterey County's Bicycle and Pedestrian Master Plan (December 2011). The Castroville Community Plan land use designations (adopted by Monterey County in 2007) represent the zoning for the census-designated town. The plan established development standards for commercial-office and residential land uses, and it identified needed infrastructural improvements. Information for this section is sourced from the project's Community Impact Assessment technical study (March 2021), Monterey County's planning documents, and other sources referenced therein.

The Project Study Area for community character and cohesion includes the Merritt Street project corridor from south of Del Monte Avenue to State Route 1 and the distance of two local street blocks on either side of the project route right-of-way. This buffer area on either side of the state highway includes properties and the residential and commercial community occupants and employees along the project route that may be directly affected. Those properties, or portions thereof, behind the nearby parcels that may be secondarily/indirectly affected by the project activities are also included. Figure 2-2 shows the Community Impacts Local Study Area boundaries.

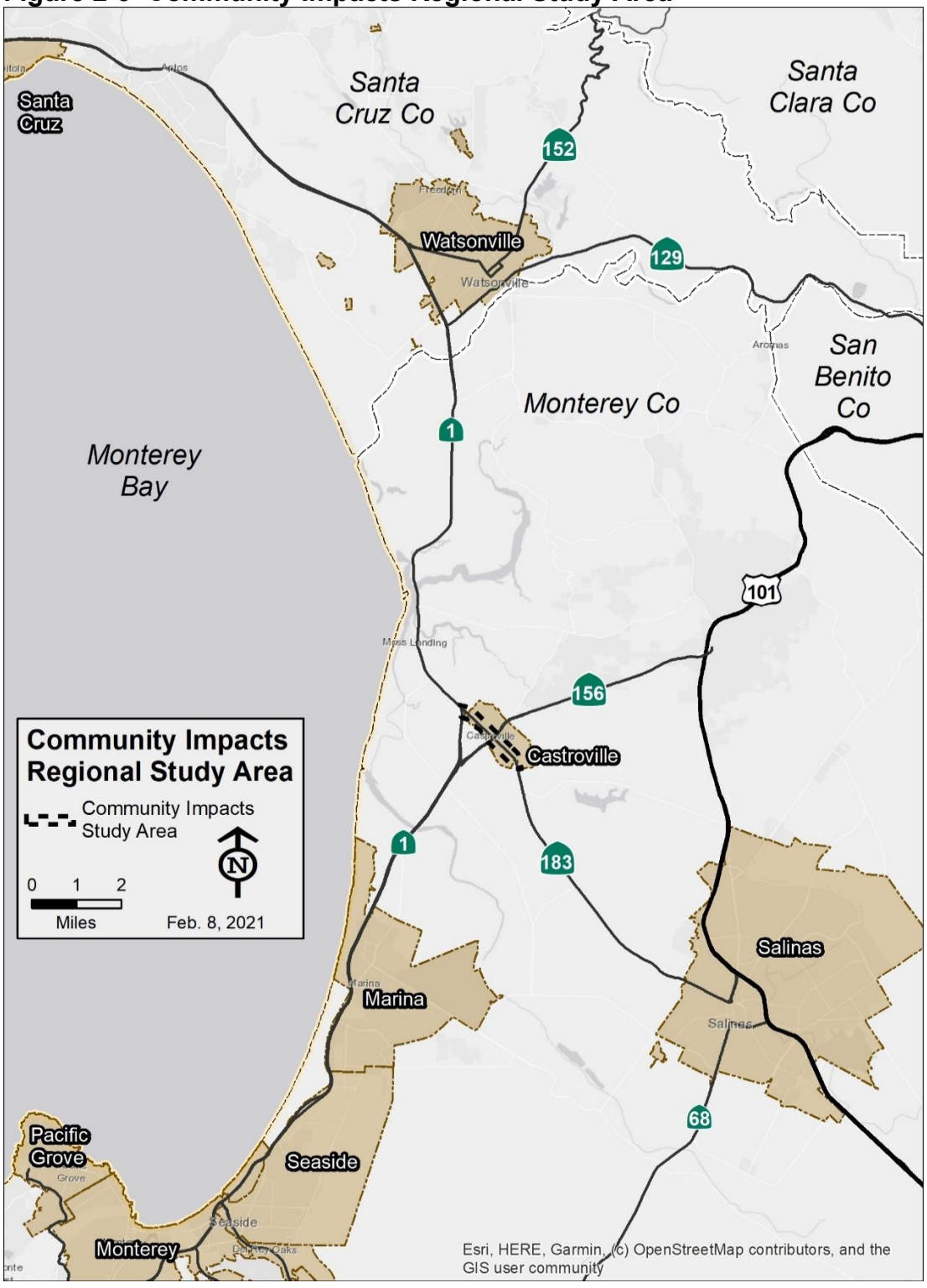
Figure 2-2 Community Impacts Local Study Area



A Regional Study Area was also determined for comparative assessment of the project improvements in the regional setting. The community impact region includes the regions of Monterey, Salinas, Santa Cruz, Prunedale, and Castroville since the majority of residents in Castroville work outside the census-designated town in these urban, suburban, and agricultural areas of the greater region. Additionally, the project portion of Merritt Street through

Castroville is heavily used by regional commercial truck traffic between U.S. Route 101 in Salinas to the east and State Route 1 to the west. Figure 2-3 shows the Regional Study Area for the project.

Figure 2-3 Community Impacts Regional Study Area



Comparative analysis of the potential effects of the project on various elements of the community uses data from Monterey County and Castroville where available. For certain population and housing components, data from the broader tri-county region of Monterey County, Santa Cruz County, and San Benito County are also evaluated.

The existing land uses next to Merritt Street on both the north and south sides of the project corridor through downtown Castroville are a mix of commercial, residential, office, and light industrial. Residential uses predominate north of Mc Dougall Street and are interspersed with some public uses—schools, parks, worship facilities, and civic facilities—and agricultural facilities. Restaurants are concentrated on the east and west sides of the Merritt Street and State Route 156 freeway interchange and at the east end of the Community Impact Project Study Area. An industrial cooling plant is on the northeast side of Merritt Street between Del Monte Avenue and Blackie Road.

According to data from the U.S. Census Bureau, the population of Monterey County in 2018 was estimated at 433,212 residents with a median age of 34.1 years of age. Over 55 percent of Monterey County's residents identified as Hispanic or Latino in 2010, increasing to 59 percent by 2018. The existing population of Castroville as of the 2010 U.S. Census is 6,481 with a median age of 26.7 years, and the gender ratio is nearly even, with 50.4 percent male and 49.6 percent female. Post-2010 census data estimates for Castroville (2018 five-year estimates) indicate a 3.2-percent increase in residents (1.2-percent less than in Monterey County). The median age changed from 26.7 years in 2010 to 28.6 years in 2018, which is 5.5 years younger than the median age in Monterey County overall.

The majority of Castroville's population (90 percent) identified as Hispanic or Latino ethnicity, compared with 55 percent of Monterey County's residents. This data corresponds with a higher percentage of reported foreign-born residents (46.6 percent) in Castroville, compared with the total county residents (30 percent).

Along with the substantially higher portion of the population of Hispanic or Latino origin in Castroville, 86 percent of the residents claim to speak a language (most often identified as Spanish) other than English in the home compared to 55 percent in Monterey County. The average self-reported level of education is higher in Monterey County than in Castroville, with 71 percent attaining a high school diploma, compared to under half of the population in Castroville (49 percent). Nearly 25 percent of Monterey County's population claims to have a college degree, compared to only 7.3 percent in Castroville. The census date for Castroville also reports notably lower income and higher poverty level than in Monterey County overall.

Castroville is the second oldest community in unincorporated Monterey County, having been founded by Juan Bautista Castro in 1863. Castro was

the son of an early Monterey area alcalde (magistrate) and brother-in-law to the governor of California before statehood. He established Castroville as a trading center for ranchers and farmers who settled the land grant he owned, which stretched from Moss Landing to Prunedale. Still surrounded by agriculture today, Castroville's history is tied directly to the agricultural industry, being distinguished as the largest artichoke-growing region in the U.S.

Castroville has an identifiable downtown of historical character on Merritt Street. The three major regional highways—State Route 1, State Route 183, and State Route 156—intersecting at and around Castroville greatly influenced the census-designated town's layout of land uses. Commercial uses concentrated along Merritt Street because of the highway locations, and industrial land uses became concentrated in the southeastern portion of town around the rail line and State Route 156.

Castroville has retained its small-town agricultural character since its inception, supporting the high level of social cohesiveness and connectivity of the community. Castroville is home to many long-established families and family-owned businesses that provide social and economic continuity. Key social focal points within the community include the Recreation Center (North County Recreation and Park District), the elementary, middle, and high schools, Our Lady of Refuge Catholic Church, and the North County Christian Center. Castroville also has several established community organizations, including the Rotary Club, the Castroville Land Use Advisory Committee, Castroville Neighborhood Watch, the North Monterey County Chamber of Commerce, the annual Artichoke Festival, youth school clubs, and farmers markets. Senior members of the community are highly active in various social organizations as well.

Castroville's cohesiveness is tempered, however, in part by economics as well as physical infrastructure. The census-designated town has a large amount of rental housing, particularly apartments, which see more frequent turnover compared to owner-occupied residences. Castroville has a higher percentage of renters at nearly 60 percent compared with Monterey County as a whole, at just under 50 percent of renter-occupied housing as of 2010. Owner-occupied housing correspondingly differed by 10 percent, with Castroville at nearly 41 percent and Monterey County overall at nearly 51 percent. Estimates for 2018 show a reduction of homeownership by 6 percent in Castroville, while Monterey County overall registered a slight increase in ownership.

In 2010, Castroville had 1,539 housing units, over 95 percent of which were occupied. Castroville maintains a higher occupancy of available housing units by about 5 percent compared with Monterey County as a whole. Castroville also holds a higher percentage of family households compared to nonfamily

households, as well as persons per household, indicating a family-oriented community.

Housing market forecasts are low (approximately 3 percent) for Castroville and other portions of Monterey County outside of incorporated cities and government institutions. In comparison, projected growth in Monterey County and the greater region is estimated to increase by at least 16 percent by 2040.

The locations of the three regional highways through and around Castroville, particularly State Route 156 and State Route 183 (locally known as Merritt Street), lead to some separation of portions of the census-designated town. For example, State Route 156 separates the north and south sides of Castroville, and Merritt Street separates the western part of Castroville from the eastern part. The high school and the Moro Cojo subdivision are separated from the main part of the census-designated town by State Route 156. These infrastructural types of separators create a slightly differentiated sense of place and a perception of a divided community. For example, they create some challenges for pedestrians to walk between sections of the census-designated town. However, the mixed-use layout of residential, commercial, and industrial uses and the combination of old and new buildings and residences do not diminish the elements of overall cohesiveness supported by the social and historical aspects that contribute to the census-designated town's character.

The most commonly reported occupations in Castroville during 2018 fall in the categories of Agriculture/Forestry/Fisheries, Retail, Professional/Scientific, and Education. By comparison, Monterey County's top occupations are Education, Agriculture/Forestry/Fisheries, Arts and Entertainment, and Professional/Scientific. Monthly employment data (average annual) for Monterey County for 2018 indicate a labor force of 224,100, with 210,000 employed and 14,000 unemployed persons, for an unemployment rate of 6.3 percent. The median household income in Castroville was about $52,846 in 2018, compared to $66,676 in Monterey County and $60,293 in the U.S. The portion of the population in Castroville living at or below the poverty level in 2018 was 17.8 percent compared to 14.1 percent in Monterey County.

Environmental Consequences

Permanent Effects

The Build Alternative will not construct any new roadways or extensions, and it will not increase the capacity of the existing travel lanes. The Build Alternative will repair and improve the travel lane pavement, pedestrian and bicycle facilities, and transit stops, and install upgraded pedestrian crossing countdown signals and other roadway amenities on Merritt Street and the interchange with State Route 156 for overall circulation benefits to the community. Therefore, no existing neighborhoods in Castroville will be

physically divided, separated from community facilities, or otherwise isolated. Public access to businesses and residences along Merritt Street will be improved to the degree that multiple modes of travel—vehicular, transit, pedestrian, and bicycle—will be upgraded and designed to comply with the requirements of the Americans with Disabilities Act, where feasible. For the local community, the Build Alternative will increase the potential for walkability and bicycle usage through downtown Castroville, as well as the segments north and south of the downtown blocks. The Build Alternative will not reduce the commutability of the project route but will improve the infrastructural components of the roadway and thus the user experience for motorized and nonmotorized travelers.

The Build Alternative components are not expected to induce any substantial additional unplanned growth or facilitate new development beyond what is planned by Monterey County and the applicable planning documents for Castroville. As such, the Build Alternative will not increase urbanization or substantially affect the existing or forecasted regional population and housing supply or conditions.

As discussed in Section 2.1.2 (Relocations and Real Property Acquisition) of this document, no full property acquisition along the project route will be required by the implementation of the Build Alternative, and therefore, no homes or businesses will be required to be relocated. There will be no reduction in housing supply or any necessity for the relocation of members of Castroville's population or businesses. For the above reasons, the Build Alternative will not alter Castroville's community character or level of cohesion in the long term. Therefore, the Build Alternative will have no impact on regional or local community population, housing, or community character.

The Build Alternative will have a net effect of reducing available on-street parking within the project limits from Del Monte Avenue to State Route 1 by about one-third, with a reduction of an estimated 73 spaces (passenger vehicles) out of about 188 spaces of estimated existing capacity, or about 115 spaces available with the project improvements. In a few locations, red curb marking will be removed, allowing parking where there is none currently (about 10 spaces). The project will reconstruct bus stops, driveways, and sidewalk features using standard design parameters where feasible, which will cause some parking areas to be removed as a result. Additionally, in locations where both a bicycle lane (5 feet wide) and sidewalks will need to be widened, there are right-of-way constraints in some areas that will not accommodate an 8-foot-wide parking space as well. Although the Build Alternative will remove some on-street parking areas along Merritt Street, two-thirds of the parking on the highway shoulder will remain, as well as along cross streets and in off-street parking lots for businesses and multifamily residential complexes. The effects on the community from the loss of an estimated one-third of the existing on-street parking areas on Merritt Street will be moderated in light of the overall amount and types of Complete Streets

multimodal improvements proposed as part of the Build Alternative and, therefore, will not substantially affect the Castroville community and the community's cohesion.

Given the proposed containment of the project improvements within the existing Merritt Street alignment and acquisition of minor amounts of new right-of-way, the Build Alternative will not have any permanent effects on the number or type of jobs in the project area or affect jobs performed by Castroville residents outside of Castroville. Construction of the Build Alternative may also have a beneficial impact on the local economy in terms of a temporary increase in demand for goods and services from the project area. There are fiscal savings that the region may realize from the improvement of the operating function, upgraded transportation systems, and improved durability and functionality of the project route. Benefits will also include operating efficiency and the mobility and safety of vehicular, pedestrian, and bicycle travel modes. Improvements in operational efficiency yield benefits to users, including savings on fuel and oil consumption, tire and vehicle repair, overall maintenance, and depreciation.

Temporary Construction Effects

During phased construction of the Build Alternative project, temporary closure of lanes and on-street parking along Merritt Street and cross streets will result, but the two-way (bidirectional) flow will remain open throughout construction with the implementation of Caltrans' Standard Specifications (12-1 through 12-7) and Standard Special Provisions pertaining to traffic management and control and through the implementation of a Transportation Management Plan prepared specifically for the project route and setting conditions. More information regarding traffic staging during construction and its effects is provided in Section 1.4.1 (Build Alternative) and Section 2.1.4 (Traffic and Transportation/Pedestrian and Bicycle Facilities) of this document. Traffic management will include the effective application of traditional traffic handling practices and an innovative combination of various strategies implemented during project construction to maintain traffic access within the project area while keeping the traveling public separated from construction activities. These strategies typically include actions such as reduction and modification of travel lanes to allow for construction to occur and traffic to continue at the same time, reduction of the speed limit to reduce the potential for traffic incidents, and installation of construction warning signs to inform the public.

Businesses and residences with single driveway access may have access reduced for a short time while the highway shoulder, sidewalk, and walkway areas are under construction. Temporary driveway closure, for no more than three continuous days, will occur at each driveway as approaches are rebuilt for roadway paving activities and sidewalk improvements. Caltrans will coordinate with affected business and residential property owners during construction. Any such effects will be localized and temporary for as short a

period as feasible. Public awareness will be provided during construction activities using various methods, such as public media outlets, social media, the project website, and electronic message signage on the project route. Pedestrian and bicycle access will be maintained through the project limits.

The Caltrans Construction Manual requires, whether permanent or temporary, restoration of access as soon as possible without waiting for the work to be completed past all the nearby access points. In accordance with the Caltrans Construction Manual (2019, Section 3-702A), the project's construction contractor will provide for the convenience of the public and public traffic. Caltrans' Standard Specifications Section 7-1.03, "Public Convenience," requires that operations present the least possible obstruction and inconvenience to the public. The "least possible obstruction and inconvenience" will always depend on a judgment. Ultimately, the construction contractor for the project will use good construction industry practice, comply with specifications, and not materially diminish the degree of convenience and free passage through the area that existed before construction. The Build Alternative's temporary effects on Castroville's community character and cohesion will be short-lived and minimal.

Avoidance, Minimization, and/or Mitigation Measures

No permanent adverse effects will occur from the Build Alternative on Castroville's population, housing supply, or community character. Therefore, no specific avoidance, minimization, and/or mitigation measures will be required.

2.1.2 Relocations and Real Property Acquisition

Regulatory Setting

The Caltrans Relocation Assistance Program is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), and Title 49 Code of Federal Regulations Part 24. The purpose of the Relocation Assistance Program is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. Appendix D of this document contains a summary of the Relocation Assistance Program.

All relocation services and benefits are administered without regard to race, color, national origin, persons with disabilities, religion, age, or sex. Appendix B of this document contains a copy of the Caltrans Title 6 Policy Statement.

Affected Environment

Information for this section is from the project's Community Impact Assessment technical report (March 2021) and the source documents referenced therein.

There are 112 properties (parcels) immediately next to the State highway right-of-way, including the northbound and southbound sides of Merritt Street in the project limits. Nearly all of the nearby properties are developed with commercial (business), residential, and some light service industrial uses. The North Monterey County Middle School property with a sports field abuts Merritt Street. There are also a few undeveloped parcels next to the project limits on the northbound (east) side of Merritt Street, including a vacant parcel just south of the northbound on-ramp to State Route 156 and one north of Rico Street. Farmland abuts the east side of Merritt Street between Washington Street and State Route 1. The property on the southbound (west) side of Merritt Street between Washington Street and Mead Street is undeveloped but planned for near-term development (2021) of a satellite campus of Hartnell College. At the south end of the project limits, farmland abuts Merritt Street from south of the residential development south of Oak Street to Del Monte Avenue.

Environmental Consequences

Permanent Right-of-Way Acquisitions

The Build Alternative will not require the full acquisition of any properties in the project corridor. However, the Build Alternative will require the permanent acquisition of minor portions, typically sliver and/or corner sections, of 34 properties out of the 112 properties next to the project limits. Affected properties total 17 (out of 51 parcels) and are on the west (southbound) side of Merritt Street, and 17 affected properties (out of 61 parcels) are on the east (northbound) side of the project route. The acquisition amounts from the permanently affected parcels will be relatively minor, ranging from 0.02 percent to 8.53 percent of individual parcels. The majority (two-thirds) of the 34 affected parcels will be affected by less than 1 percent of permanent acquisition. The partial acquisitions will not impact the properties to the extent that the existing uses will be lessened or compromised, such that relocations of businesses or residences will be required.

Partial property acquisitions are necessary to enable the widening of the road shoulders and sidewalks to meet highway design standards and ensure compliance with the Americans with Disabilities Act, where feasible. Property acquisition is also necessary to construct sidewalks, curb ramps, and standard driveways with continuous walkways behind. Table C.1 in Appendix D (Summary of Relocation Benefits and Right-of-Way Acquisition) lists parcels for permanent partial property acquisition identified for right-of-way needs during the preliminary design of the Build Alternative. Figures 1-11 and

1-12 in Section 1.4.1 (Build Alternative) show the locations of the proposed permanent partial property acquisitions.

The proposed Build Alternative has been designed to minimize to the degree feasible the acquisition of private property and to avoid potential loss or relocation of existing residential and commercial uses. There are locations within the project limits where existing conditions limit the opportunity to provide upgraded roadway features to standard dimensions. For these areas, exceptions to standard design parameters will be used in the project plans. Examples include the section north of the State Route 156 interchange where the State right-of-way for Merritt Street is narrower than the right-of-way south of State Route 156, and where structures are situated with a minimal setback from the property line next to the roadway, and where the entrance doors to structures swing out onto the sidewalk area. Where practicable, the two-way left-turn lane in the center median of Merritt Street will be reduced from 14 feet to 12 feet to minimize property impacts in sections where the existing highway right-of-way is constrained.

The permanent partial property acquisitions for the proposed Build Alternative are not expected to change the function or usability of the affected properties within the project route limits. Due to the minor amounts of the acquisition areas next to Merritt Street, the financial impact on the affected properties is expected to be negligible.

Caltrans Standard Procedures in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 will be implemented to compensate property owners with fair market value for the portion of their property that will be permanently acquired for construction of the Build Alternative improvements. Owners of affected properties where the permanent partial acquisition will be necessary for the construction of the Build Alternative will receive assistance as prescribed by the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 in accordance with Caltrans Standard Procedures. The Uniform Relocation Assistance and Real Property Acquisition Act of 1970 mandates that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced from their homes, businesses, or farms by federally assisted programs.

For the Build Alternative, no displacements and relocations are expected; however, the Uniform Act also establishes uniform and equitable procedures for land acquisition. Owners of private property have federal and state constitutional guarantees that their property will not be taken or damaged for public use unless they first receive just compensation. Where property acquisitions are proposed, or portions of properties in the case of the Build Alternative, Caltrans will follow provisions of the Uniform Act, as amended and in conformance with all applicable regulations. All real property to be acquired will be appraised to determine its fair market value. An offer of just

compensation, not less than the approved appraisal, will be made to each affected property owner.

Temporary Construction Easements and Permits to Enter and Construct

In addition to the permanent acquisition of minor portions of properties, construction of the proposed improvements will require Temporary Construction Easements and Permits to Enter and Construct at certain properties next to the project limits. Temporary Construction Easements and Permits to Enter and Construct will be required to allow Caltrans and its contractors to work within non-state properties to construct or reconstruct elements of the Build Alternative such as driveways, sidewalks, curbs, gutters, curb returns, and other infrastructural improvements.

It is expected that Temporary Construction Easements and/or Permits to Enter and Construct will be required for 81 parcels, or about 72 percent of the 112 properties next to the project route, during the construction phases for Build Alternative improvements. Exactly 44 of these properties are on the west side of Merritt Street, with the remaining 37 properties on the east side. Only 33 of the 81 properties where Temporary Construction Easements and/or Permits to Enter and Construct are needed will also be impacted by permanent partial property acquisition as discussed above. The remaining 48 properties will not require any permanent partial acquisitions.

The majority of the 81 parcels (about 86 percent) will have less than 10 percent of the property affected by the Temporary Construction Easement and/or Permits to Enter and Construct. Table C.2 in Appendix D (Summary of Relocation Benefits and Right-of-Way Acquisition) lists parcels that will require temporary partial property acquisition for construction. They were identified during the preliminary design of the Build Alternative. Figures 1-11 and 1-12 in Section 1.4.1 (Build Alternative) show the locations of the proposed partial property acquisitions.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance or minimization measures or compensatory mitigation measures that go above and beyond what is required by the Uniform Act and/or the Caltrans Relocation Assistance Program are necessary.

2.1.3 Utilities and Emergency Services

Affected Environment

The project's February 2021 05-1H650 Draft Project Report was the source for information used in this analysis. Utilities for the following services exist within the project limits by encroachment permits: water, sewer, storm drainage (Castroville Community Services District), electricity (Pacific Gas and Electric Company), and communications (American Telephone and Telegraph and Charter Spectrum cable television). Fire hydrants, streetlights,

and private and municipal service utility boxes, vaults, and lids exist within the project limits. Merritt Street is an unusual older suburban route since it has no overhead utilities. All utilities are underground, except for a single overhead electric power line that crosses Merritt Street, and their exact locations are not fully known at this time. The overhead power line crosses the project corridor 350 feet north of Del Monte Avenue (post mile 8.44) to provide power to nearby agricultural pumps, and it is outside the project's work area. Surveys to confirm the location of underground utilities for the identification of construction conflicts and the extent of utilities are scheduled to occur during the Plans, Specifications, and Estimates phase.

The Monterey County Sheriff's Office provides police services for the project area. The nearest county sheriff substation is in the City of Salinas, 7 miles southeast of the southernmost project limits. The North County Fire Protection District provides public services and responds to vehicle accidents, medical aid requests, hazardous material incidents, vehicle fires, wildland fires, and structure fires within the project area. The nearest fire station to the project site is 750 feet to the northeast, at the corner of Speegle Street and Pomber Street.

Environmental Consequences

Utilities

The Build Alternative will require approximately 185 private and 130 municipal service utility boxes, vaults, or lids of various sizes to be adjusted to grade. Lateral relocations of public and private utility boxes and vaults for seven fire hydrants, 13 streetlights, 17 water meters and valve boxes, 19 electric service connections, seven gas service connections, and 12 telephone and communication service connections are expected. Surveying and location of utilities (a process known as potholing) within the project's Area of Potential Impacts have not been completed; therefore, not all of the construction conflicts that require utility relocation are known at this time. Potholing will be completed before the close of the project's Plans, Specifications, and Estimates phase.

During each stage of construction, utility relocation will be required to avoid conflict with construction operations. Caltrans will coordinate with utility operators to ensure that all utilities within the roadway right-of-way will be relocated before and during construction. Caltrans has included funds, where necessary, to provide for the state share of utility relocation and will work closely with the utility providers to facilitate relocation. Once construction is complete, utilities will be relocated to the appropriate areas as needed in coordination with the utility providers and Caltrans. No permanent or long-term effects to utilities will occur.

Construction of the project will generate a minimal amount of wastewater. The main source of wastewater will be associated with sanitary waste generated

by construction workers. Portable waste facilities will be provided for use by all workers, and sanitary waste generated from the use of these facilities will be disposed of by an approved contractor at an approved disposal site. No long-term generation of wastewater will occur since the proposed improvements are for roadway infrastructure.

Because the project will involve minor roadway and facility construction and repair, the amount of water required during construction and operation of the project will not require new or expanded water entitlements. Any water required for construction work will be brought to the project site as needed by the project's construction contractor. The installation of landscaping will require watering until it is fully established. This will either be done through water trucks or a utility agreement with the local water provider.

Emergency Services

The Build Alternative will repair and improve the travel lane pavement, pedestrian and bicycle facilities, transit stops, and install upgraded pedestrian crossing countdown signals and other roadway amenities along Merritt Street and the interchange with State Route 156. The Build Alternative will not permanently alter planned routes for emergency responses or evacuations. Therefore, the project will not permanently affect emergency service plans or activities in the region.

Temporary construction impacts on emergency services are expected to be minor because emergency services will still be allowed to access the project area during construction. The Resident Engineer for the project will notify and coordinate with regional emergency service providers regarding construction-related activities to ensure that project activities will not restrict or prevent access within the project area. Access for fire/paramedic and other emergency service vehicles through the project limits will be enabled through controlled work zones by the project's construction contractor. The construction contractor will also ensure that emergency service access to all interconnecting roadways and routes in the project area will not be blocked by construction activities. The project will include Caltrans Standard Specifications and Standard Special Provisions pertaining to actions and strategies that will help maintain a safe environment for construction workers and the traveling public. Emergency access to all interconnecting roadways and routes within the project area will be maintained during construction.

Avoidance, Minimization, and/or Mitigation Measures

Utilities

The project will not permanently affect utilities. Temporary effects on utilities are expected to be minor because utility facilities will be relocated out of the work area and quickly reconnected for continued service during construction. Since it is unlikely that utilities will be adversely affected, no measures are proposed.

Emergency Services

The project will not permanently affect emergency services. Temporary effects on emergency services are expected to be minor because emergency services will still be allowed to access the project area and connecting routes during construction. Since adverse effects to emergency services will be minimal, no avoidance, minimization, and/or mitigation measures are required.

2.1.4 Traffic and Transportation/Pedestrian and Bicycle Facilities

Regulatory Setting

Caltrans, as assigned by the Federal Highway Administration, directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of Federal-aid highway projects (see 23 Code of Federal Regulations 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

In July 1999, the U.S. Department of Transportation issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in federally assisted programs is governed by the U.S. Department of Transportation regulations (49 Code of Federal Regulations 27) implementing Section 504 of the Rehabilitation Act. (29 U.S. Code 794) The Federal Highway Administration has enacted regulations for the implementation of the 1990 Americans with Disabilities Act, including a commitment to construct transportation facilities that provide equal access for all persons. These regulations require application of the Americans with Disabilities Act requirements to federal-aid projects, including Transportation Enhancement Activities.

Affected Environment

The project's February 2021 Draft Project Report and March 2021 Community Impact Assessment are the main sources for the evaluation of project impacts on transportation. State Route 183 (locally known as Merritt Street within the project limits) is a rural two-lane conventional highway that connects the City of Salinas and the U.S. Route 101 corridor to the Monterey Bay coastal communities and the project route corridor.

Within the project limits, Merritt Street is a north-south highway that is classified as a minor arterial. It serves as the Main Street for Castroville because it passes through the downtown core. Merritt Street is the only roadway in Castroville that crosses State Route 156. It has four lanes near the interchange with State Route 156 and two lanes elsewhere with a two-

way left-turn lane that terminates at Crane Street. Curbside parking is allowed in some areas. In Castroville, the project route serves local and regional traffic for businesses, recreational tourism, agricultural goods movement, and commuters. Merritt Street, within the project limits, has 18 intersections with local streets that provide access to Castroville's commercial and residential side streets. Four of these intersections are signalized.

The Salinas Valley is considered the "Salad Bowl of the World." In 2019, agricultural crops in Monterey County were valued at $4.4 billion, with lettuce and strawberries representing the highest valued crops. The Blackie Road area in Castroville is a major employment center in north Monterey County; it is home to numerous agricultural processing, manufacturing, and warehousing facilities. Commercial trucks represent 16 percent of the daily traffic along Merritt Street. The entire length of State Route 183 is designated as a Terminal Access Route in the Surface Transportation Assistance Act with truck restrictions over 7 tons for southbound travel between State Route 1 to State Route 156. State Route 183 is not on the National Highway System, the Interregional Road System, or the Strategic Highway Network.

The Association of Monterey Bay Area Governments is a joint powers authority that serves the tri-county (Monterey, San Benito, and Santa Cruz) Monterey Bay region. The Transportation Agency for Monterey County is the regional transportation planning agency. Caltrans works closely with these agencies to manage regional transportation concerns and to develop and fund transportation solutions for the region.

Pedestrian Facilities

Pedestrian walkways along Merritt Street are intermittent within the project limits. In some locations, sidewalks are nonstandard with narrow and uneven pathways, steep driveways, missing or substandard curb ramps, and an absence of walkways around the back of driveway tie-ins and aprons. There are also a variety of obstacles in the walkway areas, including street trees, light posts, newspaper stands, fire hydrants, and other items. The majority of street trees do not have adequately sized planting wells, and tree roots have cracked and upended sidewalk pavement. Street trees are largely lacking through the project corridor. These landscaping amenities often help cool the pavement and provide shelter from the heat and sun. The existing conditions in the project limits discourage pedestrian use of Merritt Street and create barriers to people with disabilities.

Additionally, the signalized intersections within the project limits lack the newer enhanced audible pedestrian push-button signal and Countdown Pedestrian Signal head systems. The audible pedestrian push-button signal device provides an audible locator tone to the push-button that assists visually impaired persons when navigating the crossing movement. The proposed Countdown Pedestrian Signal head system and the "Walk/Don't

Walk" and "Upraised Hand" display a numerical countdown of the seconds remaining in the pedestrian interval.

Bicycle Facilities

Bicycles are allowed on Merritt Street. Between Haro Street and Salinas Street, Merritt Street is designated as a Class 3 Bikeway (bike route). Most of Merritt Street does not have striped bicycle lanes. A bicycle lane is striped on the southbound side of Merritt Street in the block of Cooper Street to Sanchez Street. Within the project limits on Merritt Street, bicyclists travel between the motor vehicle lane and parked cars in sections where on-street parking is permitted or next to the curb where parking is not allowed. The existing State highway right-of-way width for Merritt Street within the project limits varies substantially, from 66 feet to 123 feet. The right-of-way is too narrow in some areas to accommodate the continuous provision of or consistent standard dimensions for separate striped bicycle lanes in the road shoulder. This inconsistency results in an intermittent, sporadic pattern of bikeway facilities along Merritt Street.

Furthermore, the project corridor lacks bike racks and dedicated bike parking to help riders feel secure about their property. Some of the existing drainage grates in the road shoulder are nonstandard and have openings in the direction of travel, which can impede bicycle travel when a wheel gets caught in the grates. This may result in sudden swerving or lane changes by bicyclists' attempts to avoid these obstacles. The Federal Highway Administration recommends the use of drainage grates designed to minimize risks for bicyclists.

Existing regional bicycle and pedestrian facilities in the project area and vicinity include Class 1 Bikeways (bike paths) along State Route 156 north of Castroville Boulevard to Valley Road and south of Merritt Street to Nashua Road/State Route 1. Local plans include future bike lanes along Merritt Street, south of Castroville, and parallel to Merritt Street in the downtown section, as well as on Espinosa Road, Blackie Road from Merritt Street to just west of U.S. Route 101 and State Route 156 to just west of U.S. Route 101. Future bike routes are planned for Castroville on Mead Street, Pajaro Street, Castro Street, Geil Street, and Seymour Street.

Public Transit Facilities

The project area is served by Monterey-Salinas Transit and Greyhound Lines, Inc. for transit service. Monterey-Salinas Transit provides bus transit service to the greater Monterey and Salinas areas and extends north to Santa Cruz and San Jose and south to Big Sur and Templeton. About 50 bus routes are available, and students ride free of charge.

Castroville is served by the following three Monterey-Salinas Transit routes:

- Route 27: Watsonville—Marina, connecting the Marina Transit Exchange, Marina Library, Moro Cojo, Castroville, Moss Landing, and the Watsonville Transit Center.
- Route 28: Watsonville—Salinas, connecting Salinas Transit Center, West Market, Castroville, Moss Landing, Pajaro, and the Watsonville Transit Center.
- Route 78: Presidio—Santa Cruz Express, connecting the Presidio of Monterey, Tyler and Franklin in downtown Monterey, Monterey Transit Plaza, Naval Postgraduate School, Sand City Station, Castroville, Moss Landing, Salinas Road Park and Ride; Cabrillo College, Dominican Hospital, and Santa Cruz Metro Center.

There are 12 existing bus stops within the project limits. Table 2.1 provides the stop locations and Monterey-Salinas Transit routes. Greyhound has a bus stop in Castroville at 2873 Merritt Street, which is a curbside stop only, on the north side of the Merritt Street and State Route 156 interchange.

Table 2.1 Existing Monterey-Salinas Transit Stops on Merritt Street

Bus Stop Locations (Nearest Cross Street at Merritt)	Northbound or Southbound Side of Merritt Street	Monterey-Salinas Transit Route Number
Del Monte Avenue	Northbound	28
Del Monte Avenue	Southbound	28
Oak Street	Southbound	28
Walsh Street	Northbound	28
Palm Street	Southbound	28
Wood Street	Northbound	28
Pajaro Street	Southbound	27, 28, 78
Union Street	Northbound	27, 28, 78
Crane Street	Northbound	27, 28
Speegle Street	Northbound	27, 28
Speegle Street	Southbound	27, 28
Mead Street	Southbound	27, 28, 78

On-Street Parking

On-street parking is available intermittently along both sides of Merritt Street within the project limits. On-street parking is allowed on northbound Merritt Street between Blackie Road and Wood Street and Poole Street to mid-block between Preston Street and Washington Street. On the southbound side of Merritt Street, on-street parking is available from Washington Street to Rico Street, from Rico Street to Pajaro Street, and from Walsh Street to Palm Street. There are no public municipal parking lots along Merritt Street or in the township. Off-street parking lots and spaces are available at various businesses and other public facilities; and multifamily residence complexes along the project corridor.

Current and Forecasted Traffic

The Design Hourly Volume and the Average Daily Traffic for the project are split into two segments and are shown below in Table 2.2 and Table 2.3.

Table 2.2 Design Designation and Traffic Volumes From Espinosa Road (Post Mile R7.65) to the State Route 183/State Route 156 Separation Bridge (Post Mile 9.01)

Traffic Modeling	Year 2016	Year 2024	Year 2034	Year 2044	Year 2054
Design Hourly Volume	2,100 trips per hour	2,157 trips per hour	2,157 trips per hour	2,207 trips per hour	2,263 trips per hour
Average Daily Traffic	22,200 trips per day	22,703 trips per day	23,019 trips per day	23,556 trips per day	24,118 trips per day

Trucks make up 15.5 percent of the trips through this segment from Espinosa Road (Post Mile R7.65) to the State Route 183/State Route 156 Separation Bridge (Post Mile 9.01). The amount of northbound and southbound travel is essentially evenly split in both directions. The design speed for this segment is 40 miles per hour.

Table 2.3 Design Designation and Traffic Volumes From the State Route 183/State Route 156 Separation Bridge (Post Mile 9.01) to State Route 183/State Route 1 Intersection (Post Mile 9.98)

Traffic Modeling	Year 2016	Year 2024	Year 2034	Year 2044	Year 2054
Design Hourly Volume	1,350 trips per hour	1,400 trips per hour	1,415 trips per hour	1,464 trips per hour	1,517 trips per hour
Average Daily Traffic	12,708 trips per day	12,895 trips per day	12,895 trips per day	13,267 trips per day	13,658 trips per day

Trucks make up 16.0 percent of the trips through this segment from the State Route 183/State Route 156 Separation Bridge (Post Mile 9.01) to State Route 183/State Route 1 Intersection (Post Mile 9.98). The amount of northbound and southbound travel is essentially evenly split in both directions. This segment's design speed is 30 miles per hour.

Collision Data

As discussed in the project's February 2021 Draft Project Report, the summary of the collision data from the Traffic Accident Surveillance and Analysis System for the three years from January 1, 2017, to December 31, 2019, shows that there were 195 collisions reported within the project limits. Exactly 53 of those were injury collisions, and 142 were property damage collisions. Exactly 58 accidents out of 195 occurred in the dark, and 14 out of 195 occurred when the pavement was wet. The type of collisions includes 89 broadsides, 56 rear-ends, 35 sideswipes, five involving hitting objects, five

head-on, and five auto-pedestrian collisions. There were no fatalities from these collisions, but the rate of 5.86 collisions per million vehicle miles exceeds the statewide average of 1.59 per million vehicle miles. Based on the record of collisions in the studied three-year period, the fatality-plus-injury rate within the project limits is 1.59 per million miles, which exceeds the statewide average fatality-plus-injury rate of 0.63 per million miles by more than double.

Environmental Consequences

The Build Alternative will rehabilitate the pavement, address essential bridge maintenance needs, improve the multimodal features (including public transit stops, sidewalks, driveways, and curb ramps), and install Intelligent Transportation System features within the project limits. The Build Alternative will also improve aesthetics, the bicycle network, and pedestrian safety. It will not conflict with any program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Operational Effects

The operational effects of the Build Alternative's roadway, bridge, public transit, pedestrian, bicycle, data collection, and traffic management improvements discussed in detail below will be beneficial to all users of the project corridor.

Roadway

Rehabilitated pavement and improved ride quality will reduce the need for vehicle maintenance for users of the project route. The service life of the State Route 183/State Route 156 Separation Bridge will be extended. The limiting of left-turn movements at Salinas Street and Haro Street will reduce potential traffic conflicts and potential vehicle collisions at these two intersections.

The gain in queuing and vehicle movement area through the extension and widening of the shared through lane, and right-turn lane at the northbound interchange with eastbound State Route 156 will reduce the stack of vehicles waiting to move through the signal. This will help reduce congestion at the partially controlled intersection with Wood Street, which is 140 feet south of the signal.

Tree removal in select locations will help remedy sight distance concerns and construct improvements. A portion of the vegetation between Merritt Street and Merritt Way, beginning from Palm Street to Blackie Road, will be removed to improve driver sight distance.

Public Transit Facilities

The long-term impacts of the project on public transit service to the project area will generally be beneficial under the Build Alternative because existing

bus stops along Merritt Street will be upgraded by reconfiguring the passenger loading and unloading areas to be compliant with the requirements of the Americans with Disabilities Act. The majority of the public transit stops on Merritt Street generally lack an adequate landing area and turnaround space for wheelchairs. Bus bays for transit buses are proposed to be built at two locations on the northbound side of Merritt Street, north of Rico Street, and north of Jackson Street. Caltrans also proposes to consolidate several bus stop locations to improve multimodal access. Improved multimodal access will allow for more user choice in trip planning.

Pedestrian Facilities

Existing pedestrian pathways are located intermittently within the project limits on Merritt Street. Where present, they are mostly less than standard design and not in compliance with the requirements of the Americans with Disabilities Act. The Build Alternative will improve pedestrian walkability within the project corridor into and through Castroville's downtown area by replacing damaged, uneven, and settled sidewalk sections from Del Monte Avenue to the mobile home park on the south side of Merritt Street north of Washington Street.

New sidewalk widths will range from a minimum of 6 feet to a maximum of 8 feet, depending upon available right-of-way and nearby property constraints. The project will construct new sidewalk sections in areas where they are currently missing, construct sidewalks along the back of driveways, and reconstruct curb ramps. Pedestrian facilities will be designed and built to comply with the requirements of the Americans with Disabilities Act where feasible. There may be some exception areas where other public or private property owners along Merritt Street may implement infrastructural amenities such as new sidewalks, landscaping, or other improvements within their right-of-way, in which case Caltrans will coordinate with those entities during the design of any infrastructural improvements. Improved multimodal access will allow for more user choice in trip planning.

The Build Alternative will rebuild all driveway tie-ins and associated aprons that connect to Merritt Street to current Caltrans standards to provide for continuity of the pedestrian pathways and to meet the requirements of the Americans with Disabilities Act, where practicable (see Figure 1-4 in Section 1.4.1 Build Alternative). Additionally, the Build Alternative will construct a new driveway tie-in and an associated apron at the entrance to the mobile home park, just north of Washington Street, where a gravel driveway exists. The Build Alternative will also construct new driveway tie-ins and aprons on the northbound side of the project route between Rico Street and Crane Street to allow access to off-highway parking for the businesses located there. These improvements will require a 3-foot reduction in the northbound road shoulder width from 8 feet to 5 feet and will also require the removal of parallel parking along this section of the project route.

Nonstandard curb ramps will be reconstructed to meet the requirements of the Americans with Disabilities Act, where practicable. In general, the Build Alternative will paint existing crosswalks with high-visibility markings for enhanced visibility at strategic locations. The Build Alternative will construct five new curb ramps, one each at Blackie Road, Mead Street, and Washington Street, and two at Poole Street. New curb extensions will be built to widen the sidewalk and reduce the crossing distance of Merritt Street at the southernmost and easternmost corners of the intersections with Washington Street, Mead Street, Cooper Street, Sanchez Street, and Preston Street. Figure 1-5 shows proposed curb ramp improvements.

The Build Alternative will repaint the existing crosswalks at Palm Street and Wood Street with high-visibility markings. A curb extension will be constructed at the easternmost corner of the intersection at the Wood Street crosswalk to reduce the pedestrian crossing distance and increase driver awareness. See Figure 1-5 for proposed crosswalk improvement locations.

The Build Alternative will install a Rectangular Rapid Flashing Beacon at the Wood Street crosswalk to further increase driver awareness of pedestrians in the roadway. A Rectangular Rapid Flashing Beacon is a pedestrian-activated warning device that consists of yellow light-emitting diode rectangular flashing lights that draw attention to the crossing and provide information to approaching traffic that a bicyclist or pedestrian is trying to cross the street. The device includes two rectangular-shaped yellow indications, each with a light-emitting diode array light source that flashes with high frequency when activated. This design differs from the standard flashing beacon by using a different shape, a much faster rapid-pulsing flash rate, and brighter light intensity. Figure 1-5 shows the location of the proposed Rectangular Rapid Flashing Beacon.

Rectangular Rapid Flashing Beacons are a treatment option used at many types of established pedestrian crossings. They are known to be particularly effective at multilane crossings with speed limits less than 40 miles per hour. Rectangular Rapid Flashing Beacons are typically placed on both sides of a crosswalk below the pedestrian crossing sign and above the arrow indication pointing at the crossing. The flashing pattern can be activated with push-buttons or automated (for example, video or infrared) pedestrian detection and is unlit when not activated.

Newer Accessible Pedestrian Signal and Countdown Pedestrian Signal head systems will be installed to replace inaudible push-buttons and the existing “Upraised Hand” signal heads at the Blackie Road and eastbound State Route 156 ramp intersections. An Accessible Pedestrian Signal and pedestrian push-button is an integrated device that communicates information about the “Walk/Don’t Walk” intervals at signalized intersections in nonvisual formats, like tones and vibrations. It provides a signal to the push-button that assists visually impaired persons when navigating the crossing movement. A

Countdown Pedestrian Signal head adds to the “Walk/Don’t Walk” and “Upraised Hand” signals and displays a numerical countdown of the seconds remaining for the pedestrian crossing interval.

The installation of adequately sized street tree wells will protect the pavement from root damage. Street trees help cool the pavement and provide shelter from the heat and sun. Decorative pavement elements will enhance the walking experience. The Build Alternative will encourage pedestrian use of Merritt Street and remove barriers for people with disabilities.

As part of the preliminary design and environmental analysis of the project, Caltrans coordinated with the Monterey County Public Works and Planning divisions, the Monterey County District 2 Supervisor’s Office representing Castroville, the Castroville Community Services District, the Transportation Agency for Monterey County, and the Association of Monterey Bay Area Governments, which are all public advocates for pedestrians in Monterey County. Coordination with public agency stakeholders is ongoing throughout the design and construction phases of the proposed project. See Chapter 4 (Comments and Coordination) of this document for more information.

Bicycle Facilities

The Build Alternative will include striped bicycle lanes in select locations within the project limits on Merritt Street. The striped bicycle lanes will occur where they do not currently exist in sections where the State highway right-of-way permits additional shoulder widths. Therefore, the project will improve existing bicycle facility conditions by alerting vehicle drivers to a travel way for bicyclists. As shown in Figures 1-9 and 1-10 in Section 1.4.1 (Build Alternative), several segments of Merritt Street in both the northbound and southbound roadway shoulders will have 5-foot-wide lanes designated for bicyclists within the roadway shoulder, which will facilitate bicycle travel along Merritt Street. The Build Alternative will not change connections or access to regional bicycle facilities, or connections and access thereto will result from the Build Alternative.

Additionally, bike racks and bike parking will be provided as feasible throughout the project limits. As needed, nonstandard drainage grates will be replaced with newer drainage grates with bike-friendly accommodations. These new drainage grates will follow the recommendations of the Federal Highway Administration and have openings that are not in the direction of travel. Typical bike-friendly designs typically incorporate bars that are perpendicular to the direction of travel or have crossbars up to 6 inches apart to keep wheels from getting caught. There are also designs with small shapes like a hexagon that achieve the same effect.

As part of the preliminary design and environmental analysis for the project, Caltrans coordinated with the Monterey County Public Works and Planning divisions, the Monterey County District 2 Supervisor’s Office representing

Castroville, the Castroville Community Services District, the Transportation Agency for Monterey County, and the Association of Monterey Bay Area Governments, which are all public advocates for bicycling in Monterey County. Coordination with public agency stakeholders is ongoing throughout the design and construction phases of the proposed project. See Chapter 4 (Comments and Coordination) of this document for more information.

Data Collection and Traffic Management

The replacement of existing traffic census stations with upgraded systems and installation of a closed-circuit television camera system on the traffic signals at the Merritt Street and State Route 156 interchange will improve the collection and reliability of real-time traffic data for traffic management purposes. This will allow for real-time management of changing route conditions and more user choice for highway trip planning.

On-Street Parking

Some areas with existing on-street parking will be removed to accommodate the proposed improvements to sidewalks, road shoulders, and other Complete Streets amenities as described above. In the northbound direction, on-street parking will be removed from Blackie Road to midway to Monterey Street and from Poole Street to the north of Crane Street. On-street parking will be removed in the southbound direction from just north of Crane Street to Rico Street and from Union Street to Pajaro Street. In the remaining portions of the project limits, on-street parking will be retained. The Build Alternative will have a net effect of reducing available on-street parking on Merritt Street from Del Monte Avenue to State Route 1 by about 39 percent, with a reduction of approximately 73 spaces out of about 188 of existing capacity.

The available on-street parking areas will be reduced overall on both the east and west sides of Merritt Street for several reasons. There are locations along the project route where the curb is not marked/painted red, indicating No Parking, which should otherwise be marked, per the Manual on Uniform Traffic Control Devices/Monterey-Salinas Transit standards. Because the project will rebuild bus stops, driveway tie-ins, and sidewalk features, Manual on Uniform Traffic Control Devices/Monterey-Salinas Transit standards will be implemented in the design, and some existing parking areas will be removed as a result. In locations where both a bicycle lane (5 feet wide) and sidewalks will need to be widened, there are right-of-way constraints in some areas that will not accommodate an 8-foot-wide parking space as well. While the Build Alternative will require some partial property acquisitions, which are discussed in Section 2.1.2 (Relocations and Real Property Acquisition), those are proposed to be minimized to the degree feasible. Additionally, as a multimodal access project, the Build Alternative emphasizes bicycle and pedestrian facilities and vehicular access improvements. Therefore, where the shoulder will be less than 8 feet wide to accommodate a bicycle lane and

standard sidewalks, parking will need to be restricted and denoted with a red curb and/or a No Parking sign.

Temporary Construction Effects

As noted in Section 1.4.1 (Build Alternative), construction of the Build Alternative will require about 280 days over a staged two-year schedule. A public outreach campaign will occur during construction to inform motorists of delays and encourage traffic to avoid the project area. Construction will seek to avoid or minimize impacts to key community events such as the Artichoke Festival. Alternative bicycle and pedestrian pathways will be developed where possible. Preliminary stage construction plans will be developed and evaluated in detail during the Plans, Specifications, and Estimates phase of the project. However, staging will use small work areas, which will be proportionally sized, to minimize motorist delays, maximize public access to businesses and residences, and incrementally progress through the project limits.

Work areas will be limited to half of the roadway area at a time to allow room for two-way traffic flow. Work areas will be limited to only the necessary space needed to complete the proposed activities, which may also include an area for access and staging. As discussed further in this section, traffic control measures will be implemented to temporarily divert traffic out of the work area. When possible, activities will be coordinated to complete all proposed construction within the work area simultaneously or shortly thereafter before moving to another location.

Near the work areas, temporary closure of lanes and on-street parking along affected portions of Merritt Street and cross streets will result. However, the two-way (bidirectional) flow will remain open throughout construction with the implementation of Caltrans Standard Specifications (Sections 12-1 through 12-7), Standard Special Provisions pertaining to traffic management and control, and a Transportation Management Plan prepared specifically for the project route and setting conditions. Traffic management will include the effective application of traditional traffic handling practices and an innovative combination of various strategies implemented during project construction to maintain traffic access within the project area while keeping the traveling public separated from construction activities. These strategies typically include actions such as reducing and modifying travel lanes to allow for construction to occur and traffic to continue at the same time, reducing the speed limit to reduce the potential for traffic incidents, installing construction warning signs to inform the public, and scheduling construction delivery truck trips outside peak morning and evening commute hours.

Lane modification is a practice that is commonly done by Caltrans for a variety of needs. When including center medians, shoulders, turn lanes, and on-street parking areas, Merritt Street has sufficient width to allow for construction activities to occur on one side of the highway centerline while the

bidirectional flow of traffic occurs in the remaining roadway space. The scope of lane modification will vary with each phase of construction based on the ongoing activities and their needs.

Temporary detours will not be necessary because all traffic will remain on the existing alignment during construction. Temporary pedestrian and bicycle pathways through or around work areas will be provided as needed during construction. Community and agency input will be sought on maintaining pedestrian, bicycle, and transit bus stop access during the project construction phase.

The project's Resident Engineer will notify and coordinate with regional emergency service providers regarding construction-related activities to ensure that project activities will not restrict or prevent access within the project area. Access for fire/paramedic and other emergency service vehicles through the project limits will be enabled through controlled work zones by the project's construction contractor. The construction contractor will also ensure that construction activities will not block emergency service access to all interconnecting roadways and routes in the project area. Additionally, the Resident Engineer will coordinate with the local transit provider to temporarily relocate bus stops as needed and provide information in advance of construction-related activities to allow for route rescheduling.

Businesses and residences with single driveway access may have access reduced for a short time while the highway shoulder, sidewalk, and walkway areas are under construction. Temporary driveway closure, for no more than three continuous days, will occur at each driveway as approaches are rebuilt for roadway paving activities and sidewalk improvements. Caltrans will coordinate with affected business and residential property owners during construction. Any such effects will be localized and temporary for as short a period as feasible. Public awareness will be provided during construction activities using various methods, such as public media outlets, social media, the project website, and electronic message signage on the project route.

The Caltrans Construction Manual requires, whether permanent or temporary, restoration of access as soon as possible without waiting for the work to be completed past all the nearby access points. Per the Caltrans Construction Manual (2019, Section 3-702A), the project's construction contractor will provide for the convenience of the public and public traffic. Caltrans Standard Specifications Section 7-1.03, "Public Convenience," requires that operations present the least possible obstruction and inconvenience to the public. The "least possible obstruction and inconvenience" will always depend on a judgment. Ultimately, the construction contractor for the project will use good construction industry practice, comply with specifications, and not materially diminish the degree of convenience and free passage through the area that existed before construction.

The Build Alternative will not cause any permanent long-term impacts to pedestrian or bicycle facilities in the project impact area or the regional system; rather, the effects of the Build Alternative will be beneficial to the community. The project will not alter any circulation patterns of pedestrian or bicycle movement or access to facilities through the project limits on Merritt Street. Temporary construction effects to traffic and transportation/pedestrian and bicycle facilities will be minimal and short-lived.

Avoidance, Minimization, and/or Mitigation Measures

Since effects to traffic and transportation/pedestrian and bicycle facilities will be temporary and minimal, no avoidance, minimization, and/or mitigation measures are necessary.

2.1.5 Visual/Aesthetics

Regulatory Setting

The National Environmental Policy Act of 1969, as amended, establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and aesthetically (emphasis added) and culturally pleasing surroundings. (42 U.S. Code 4331[b][2]) To further emphasize this point, the Federal Highway Administration, in its implementation of the National Environmental Policy Act (23 U.S. Code 109[h]), directs that final decisions on projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

The California Environmental Quality Act establishes that it is the policy of the state to take all action necessary to provide the people of the state "with…enjoyment of aesthetic, natural, scenic and historic environmental qualities." (California Public Resources Code Section 21001[b])

California Streets and Highways Code Section 92.3 directs Caltrans to use drought-resistant landscaping and recycled water when feasible and incorporate native wildflowers and native and climate-appropriate vegetation into the planting design when appropriate.

Affected Environment

Existing Visual Environment

This evaluation is based on the project's February 2021 Visual Impact Assessment. The project's visual setting is within the small, census-designated town of Castroville (founded in 1863), which is a small agricultural-based community. Merritt Street serves as the Main Street for Castroville because it crosses the downtown area. The project extends between Castroville's southern and northern edges.

The early downtown core is at the intersection of Merritt and Preston Streets. The downtown Merritt Street Corridor features the landmark “Castroville” overhead arch sign, which is flanked by buildings in a variety of architectural styles ranging from the 1860s to the 1970s. These styles include Victorian, Italianate, and Monterey two-story. The buildings have clapboard wood structures, stucco and tile-roofed Spanish eclectic architecture, and more modern constructs with modest stone or brick facades. Many storefronts have colorful awnings and signage mounted perpendicular to their face.

South of State Route 156 development is primarily service commercial, and north of State Route 156 is a mix of retail-commercial and residential neighborhoods. Commercial buildings outside the downtown core are more typical of franchise development, with ubiquitous architectural styles and tall, stand-alone, illuminated signs. Vegetation within the project limits includes infrequent ornamental street trees in conditions ranging from poor health to stable and scattered residential and commercial landscaping, including some decorative or screening shrubs and scattered tall mature palm trees.

Merritt Street has two travel lanes between Del Monte Avenue and State Route 1 and four lanes between Wood Street and Pajaro Street near the State Route 156 interchange. Merritt Street has sidewalks, curbs, gutters, and a two-way left-turn median through most of the project limits, including the downtown section. However, there are sections of the highway where sidewalks, curbs, and curb ramps are broken/cracked, nonstandard, missing, or have barriers. The project route has transit stops on both sides of the highway. A few stops have transit shelters with terra-cotta tile roofs and built-in benches, and others are undeveloped bus sign stops. On-street (parallel) parking is permitted along portions of Merritt Street.

Many commercial business buildings and some residential homes and multifamily units are very close to, or on the State highway right-of-way line, particularly in the downtown section north of State Route 156, where the edge of the sidewalk along building faces is also the right-of-way line. It is of special note that there are no overhead utility lines along Merritt Street; all utilities are underground. Merritt Street does have tall, overhead cobra head streetlights with cool temperature light-emitting diode bulbs within the project limits. Some light poles have banner arms. A variety of fencing types are present, including chainlink, ornamental iron, metal pipe rail, wood (board and batten or picket), and painted or stuccoed concrete masonry unit block.

Viewer Sensitivity

A high degree of viewer sensitivity to changes on Merritt Street is codified in the goals and policies of the 2007 Castroville Community Plan, which includes the Merritt Street Corridor Revitalization Strategy, the Merritt Street Opportunity Area, and adopted 2010 Design Guidelines and Development Standards. The plan values the preservation and enhancement of the community’s identifiable, historical, agricultural, small-town character. The

plan specifically tries to create a more pedestrian and bicycle-friendly environment on Merritt Street, symbolized by a unifying design theme consistent with the architectural context of existing historic resources and including traffic calming measures, new sidewalks, curbs, gutters, street trees, street furniture, pedestrian-scale lighting, increased landscaping, and opportunities for public art. The plan also seeks to create more attractive community gateways at key entrances to Castroville, with special attention given to landscaping and the design of walls and fences. A future Streetscape Master Plan for Merritt Street is planned. Specific goals and supporting policies within the Castroville Community Plan applicable to the project include the following:

- **Goal 1**—Maintain the community's existing small-town agricultural character while enhancing its sense of place and safety through appropriate design programs.
- Policy 1.1—The Merritt Street Corridor Opportunity Area shall be improved through the implementation of the Castroville Community Plan, as well as other adopted plans and redevelopment efforts, to create a walkable and vibrant downtown area with businesses that serve the residents of Castroville and is attractive to visitors.
- Policy 1.2—New development and redevelopment proposals shall be consistent with the Community Plan Design Guidelines and Development Standards to ensure that the design of new development enhances the vision for Castroville.
- Policy 1.3—Design features in new development and redevelopment projects such as banners, entrance signs, and advertising shall be created to incorporate themes that reflect the community's agricultural and cultural history.
- Policy 1.4—Streetscape and entry features at the entrances to Castroville shall be designed to enhance the community's sense of place and attract the attention of visitors so they know they have arrived in Castroville.
- Policy 1.5—New development and redevelopment projects shall incorporate the Community Plan Design Guidelines and Development Standards to ensure that the scale and design enhance the safe, attractive small-town character desired.
- Policy 1.6—Implement a streetscape program in the Merritt Street Corridor Opportunity Area to provide a unifying design theme and improve the visual appearance of the community.
- **Goal 2**—Ensure that new development and redevelopment are compatible with existing development and enhances the character of the community.
- Policy 2.2—New development and redevelopment proposals, including infill development, shall be reviewed with the appropriate Community Plan

Architectural Design Guidelines and Development Standards to ensure the quality of design and compatibility.

- **Goal 3**—Promote the redevelopment of the downtown area to create pedestrian-friendly, mixed-use areas that positively contribute to the community's character and sense of place.
- Policy 3.3—Pedestrian and bicycle connections shall be created between the downtown, Castro Plaza, slough enhancement areas, the Commuter Train Station Area, the high school, and other portions of the community to promote linkages and improve the pedestrian and bicycle accessibility of the community.
- **Goal 9**—Create a safe and convenient pedestrian and bicycle system that connects local and regional destinations.
- Policy 9.1—Safe pedestrian and bicycle crossings shall be provided at major roadways and railroad facilities.
- Policy 9.2—Traffic calming measures shall be implemented to create a safe, pedestrian-friendly downtown area.
- Policy 9.3—Adequate signage shall be provided to direct regional bicycle travelers through the community to connect with the various regional bicycle trails.

The northern portion of the project limits is within the Coastal Zone. The interchange of Merritt Street and State Route 156 is within the southern half of the project limits. State Route 156 is an Officially Designated Scenic Highway. Both the California Coastal Act and the State Scenic Highway Program place a high degree of importance on visual character as seen from roadways and other public places. Viewer sensitivity to the aesthetics (visual effects on the study area environment) of the proposed Build Alternative is increased due to the Scenic Highway designation of State Route 156 and the project's location partly within the Coastal Zone.

Monterey County planning policy and state legislative action indicate a high degree of interest regarding the State Route 156 corridor. Scenic vistas in the vicinity of the project include the distant views of the low hills to the east and the flat agricultural fields to the west. They are visible where Merritt Street rises in elevation to cross over State Route 156. These scenic vistas are mostly hidden from view along the project route by the buildings along both sides of Merritt Street.

The Build Alternative will be subject to regulatory policies and directives within the California Coastal Act of 1976. The Monterey County Land Use Plan, Local Coastal Program provides regulatory guidance for development proposals within the Coastal Zone jurisdiction.

Section 2.2, Visual Resources, of the Local Coastal Program specifies: Requirements of the Coastal Act of 1976 focus on the protection of scenic

resources, particularly those along the coastline. It stresses that any development permitted in scenic ocean areas should be sited and designed to be visually compatible and subordinate to the natural setting. Alteration of natural landforms and degradation of the special communities which serve as popular recreation areas should be minimized.

Specific visual policies within the Local Coastal Program applicable to the proposed Build Alternative include:

- Section 2.2.2, Item 5: Landscape screening and restoration should consist of plant and tree species complementing the native growth of the area.
- Section 2.2.3, Item 4: Roadways shall be designated to conform to the natural topography to minimize grading, erosion, and the scarring of hillsides.
- Section 2.2.3, Item 6: Existing native trees and other significant vegetation shall be retained to the maximum extent possible as an essential element of the scenic beauty and character of the North County Coastal area.

Environmental Consequences

The Build Alternative's project components, such as pavement reconstruction, widening of highway shoulder, and completion of missing sidewalk sections, will not add new vertical or raised elements in the visual landscape that would obstruct, to any degree, scenic vistas in the project area. Therefore, the distant hills and fields will remain visible, and the proposed improvements on Merritt Street will cause minimal, if any, effect on near and distant views of scenic vistas in the project area.

Implementation of the Build Alternative will result in visual changes as seen from public viewpoints along Merritt Street and intersecting local streets. The introduction of additional paved surfaces for new sidewalks and shoulder paving and removal of street trees and landscaping will contribute to an increased visual scale of the highway facility. Although some of these visual changes will be noticeable, they will not be unexpected elements in this mostly suburban roadway environment. At several locations, widening the shoulders will make them visually consistent with the nearby paved areas, and sidewalks are common components of street thoroughfares. Although most of the Build Alternative elements will not be uncharacteristic for the visual setting, viewer sensitivity may be heightened because of the frequent pedestrian use of the project area and the proximity of the project route to residences and retail businesses.

The Build Alternative's proposed alterations to the pedestrian environment, including modified and removed bus stops, benches, walking surfaces, increased paving, and other elements, could have a substantial effect on the visual character of Castroville. The Build Alternative will incorporate decorative, low-maintenance hardscaping, shade trees, tree grates, guards

and root barriers, and Waterwise landscaped areas. Decorative paving elements will also be incorporated into the project. Street furniture will be installed consistent with Caltrans policy and local planning documents and in consideration of safety, spatial limitations, and maintenance requirements.

Removal of street trees and other vegetation along Merritt Street, which is Castroville's main gateway and thoroughfare, will be part of the proposed improvements to improve connectivity and multimodal access and achieve compliance with the Americans with Disabilities Act. The Build Alternative will preserve existing vegetation to the degree feasible. Mitigation will require the replacement of street trees that will be removed to build the proposed highway shoulder and sidewalk improvements, along with any other removed landscaping. New landscaping will be added in select locations.

Avoidance and minimization measures will include aesthetic treatment of all retaining walls built for the project, the selection of aesthetically appropriate metal fencing to replace the metal beam guardrails at the State Route 156 eastbound and westbound ramps, and restoration of any construction staging and storage areas. These measures and design elements will minimize the potential effects of visual changes from the project and its potential contribution to increasing the visual scale of the highway.

Depending on the specific design details and layouts, the Build Alternative could have the potential to result in an overengineered appearance inconsistent with a pedestrian-friendly environment, the goals and policies of the Castroville Community Plan, Caltrans-adopted Complete Streets Program and Active Transportation Program guidelines, and applicable visual resources policies of the California Coastal Act and Officially Designated Scenic Highways. Community input is included as part of the environmental review and consideration of the proposed project, including the development of the specific aesthetic treatments of the project elements.

A Caltrans District 5 Landscape Architect will coordinate with a Caltrans Design Engineer to further develop aesthetic features and treatments of the project to be consistent with the Castroville Community Plan, Caltrans Complete Streets Program policy concepts and design guidance, and Section 2.2 of the California Coastal Act. Street tree locations and species, as well as other hardscape materials, will be determined and approved by a Caltrans District 5 Landscape Architect in consultation with Castroville community representatives and in consideration of safety, cultivation, spatial limitations, water availability, and maintenance requirements.

As discussed in the project's February 2021 Visual Impact Assessment and Section 2.1.5 (Visual/Aesthetics) of this document, the Build Alternative does not propose new sources of substantial light or glare. Some existing streetlight fixtures may require minor relocation or replacement, along with other utilities, to accommodate the widening of the highway shoulder and

completion of sidewalks, curb returns, curb ramps, and other proposed street improvements. Some existing tall, cobra head streetlights in the downtown core will be replaced with shorter, decorative, pedestrian-scale fixtures. Low-level lighted bollards may also be added at key intersections if needed for increased nighttime visibility. All replacement streetlights, and new bollards, will be shielded, cutoff types, in compliance with all current energy regulations. The widening of highway right-of-way will not be substantial since no additional travel lanes will be provided. As such, relocated streetlights will be within a similar alignment location as the existing fixtures and will not adversely affect day or nighttime views within the project limits on Merritt Street.

Avoidance, Minimization, and/or Mitigation Measures

The following context-sensitive measures will be implemented to avoid and minimize project impacts to visual resources.

- Vegetation Preservation—Existing vegetation within the project limits will be preserved as much as feasible. Prescriptive clearing and grubbing, and grading techniques that save the most existing vegetation will be used by the project's construction contractor.
- Fencing—The type of metal fencing that will replace the existing metal beam guardrails to serve as a pedestrian barrier on the eastbound and westbound State Route 156 ramps will be determined and approved by the Caltrans District 5 Landscape Architecture Branch in consultation with the Caltrans District 5 Traffic Safety Branch in consideration of safety, spatial limitations, project budget, and maintenance requirements. Aesthetic style and details such as color and finish will be selected in consultation with Castroville community representatives.
- Street Furniture—The type and style of all street furniture (including but not limited to benches, bus shelters, trash cans, light fixtures, tree grates, and bicycle racks) built for the project will be determined and approved by the Caltrans District 5 Landscape Architecture Branch in consideration of safety, spatial limitations, project budget, and maintenance requirements.
- Curb Extensions—Aesthetic treatment of curb extensions, or bulb-outs, will be determined and approved by the Caltrans District 5 Landscape Architecture Branch in consultation with the Caltrans District 5 Traffic Safety Branch in consideration of safety, spatial limitations, project budget, and maintenance requirements. Specific forms, treatments, materials, textures, colors, and finishes will be selected in consultation with the property owner and for consistency with the Castroville Community Plan and Caltrans Complete Streets Program policy concepts and design guidance.
- Retaining Walls—Aesthetic treatment of all retaining walls built for the project will be determined and approved by the Caltrans District 5 Landscape Architecture Branch in consultation with the project's

Structures Engineer in consideration of safety, spatial limitations, project budget, and maintenance requirements. Specific forms, treatments, materials, textures, colors, and finishes will be selected in consultation with the property owner and for consistency with the Castroville Community Plan and Caltrans Complete Streets Program policy concepts and design guidance.

- Restoration—Following construction, all new construction staging areas and other temporary use areas for construction activities will be regraded and recontoured to match the surrounding pre-project topography as much as feasible.
- Light Fixtures—All streetlight fixtures installed or relocated for the project will be shielded to avoid and minimize substantial light or glare, which could adversely affect day or nighttime views in the area, and will be selected by the Caltrans District 5 Landscape Architecture Branch.

Mitigation for replacing street trees and landscaping will reduce any adverse effects to the pedestrian environment and visual character of Castroville to temporary and minimal.

- Street Trees and Landscaping Replacement—Street trees removed for construction of highway shoulder and sidewalk improvements will be replaced at a 1 to 1 ratio consistent with scenic and aesthetic policies and design guidelines prescribed in the Castroville Community Plan for the Merritt Street Corridor and the Caltrans Complete Streets Program. Street tree locations and species and any associated hardscape materials will be determined and approved by a Caltrans District 5 Landscape Architect in consultation with Castroville community representatives and in consideration of safety, cultivation, spatial limitations, water availability, and maintenance requirements. Caltrans will establish street trees and landscaping either by automatic or manual irrigation for a minimum period of 1 year. Agreements for long-term maintenance of landscaping within the project limits will be prescribed and negotiated between Caltrans and the appropriate local community entity before the final project design.

2.1.6 Cultural Resources

Regulatory Setting

The term “cultural resources,” as used in this document, refers to the “built environment” (for example: structures, bridges, railroads, water conveyance systems), places of traditional or cultural importance, and archaeological sites (both prehistoric and historic), regardless of significance. Under federal and state laws, cultural resources that meet certain criteria of significance are referred to by various terms, including “historic properties,” “historic sites,” “historical resources,” and “tribal cultural resources.” Laws and regulations dealing with cultural resources include the following:

The National Historic Preservation Act of 1966, as amended, sets forth national policy and procedures for historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for listing in the National Register of Historic Places. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation. (36 Code of Federal Regulations 800) On January 1, 2014, the First Amended Section 106 Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and Caltrans went into effect for Caltrans projects, both state and local, with Federal Highway Administration involvement. The Programmatic Agreement implements the Advisory Council on Historic Preservation's regulations called out in 36 Code of Federal Regulations 800, streamlines the Section 106 process, and delegates certain responsibilities to Caltrans. The Federal Highway Administration's responsibilities under the Programmatic Agreement have been assigned to Caltrans as part of the Surface Transportation Project Delivery Program. (23 U.S. Code 327)

The California Environmental Quality Act requires the consideration of cultural resources that are historical resources and tribal cultural resources, as well as "unique" archaeological resources. California Public Resources Code, Section 5024.1 established the California Register of Historical Resources and outlined the necessary criteria for a cultural resource to be considered eligible for listing in the California Register of Historical Resources and, therefore, a historical resource. Historical resources are defined in Public Resources Code, Section 5020.1(j). In 2014, Assembly Bill 52 added the term "tribal cultural resources" to the California Environmental Quality Act, and Assembly Bill 52 is commonly referenced instead of the California Environmental Quality Act when discussing the process to identify tribal cultural resources (as well as identifying measures to avoid, preserve, or mitigate effects to them). Defined in Public Resources Code, Section 21074(a), a tribal cultural resource is a California Register of Historical Resources or local register eligible site, feature, place, cultural landscape, or object which has a cultural value to a California Native American tribe. Tribal cultural resources must also meet the definition of a historical resource. Unique archaeological resources are referenced in Public Resources Code, Section 21083.2.

Public Resources Code, Section 5024 requires state agencies to identify and protect state-owned historical resources that meet the National Register of Historic Places listing criteria. It further requires Caltrans to inventory state-owned structures in its rights-of-way. Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the State Historic Preservation Officer before altering, transferring, relocating, or demolishing state-owned historical resources that are listed on or are eligible for inclusion

in the National Register of Historic Places or are registered or eligible for registration as California Historical Landmarks. Procedures for compliance with Public Resources Code, Section 5024 are outlined in a Memorandum of Understanding between Caltrans and State Historic Preservation Officer, effective January 1, 2015. For most Federal-aid projects on the State Highway System, compliance with the Section 106 Programmatic Agreement will satisfy the requirements of Public Resources Code, Section 5024.

Affected Environment

The following discussion is based on information contained in the following documentation prepared by Caltrans District 5 Cultural Resources Branch: Historic Property Survey Report (June 2020) for this project and the attachments thereto, including the Historical Resources Evaluation Report (May 2020), the Archaeological Study Report (June 2020), Figures, and Bridge Inventory documents, and the memorandum dated January 21, 2021, "Planned Cultural Avoidance and Minimization Measures to be Included in the Project Description for the Castroville Improvement Project (1H650)."

The Area of Potential Effects for the project was identified by Caltrans and JRP Historical Consulting, LLC, and includes project areas that may be directly and indirectly affected by the proposed Build Alternative along Merritt Street. Areas of direct effects will include potential construction staging areas as well as areas of the proposed improvements. For example, pavement reconstruction and widened and completed sidewalk areas, road shoulders, and other features within and on nearby properties. Indirect effect areas will include parcels directly next to the Merritt Street Corridor through the project limits except for areas where physical buffers such as frontage roads separate nearby parcels from the project area.

The proposed project's identified Area of Potential Effects includes multiple cultural resources that were previously determined to be not eligible for inclusion in the National Register of Historic Places, including the out-of-service Southern Pacific Monterey Branch Line Railroad (at post mile R8.34), the State Route 183/State Route 156 Separation Bridge, 11551 and 11575 Merritt Street (Assessor's Parcel Number 030-255-007), 11501 and 11503 Merritt Street (Assessor's Parcel Number 030-255-008), and 11500 Merritt Street (Assessor's Parcel Number 030-281-002).

Archaeological Resources

Historic and prehistoric archaeological properties within the identified Area of Potential Effects that were previously determined to be eligible for inclusion in the National Register of Historic Places, as confirmed by the State Historic Preservation Officer, remain valid. These properties include CA-MNT-1382/H, which is a multicomponent archaeological site consisting of a redeposited shell midden, and reburial site (Reburial-1). Both properties overlie a portion of the old Castroville dump. The site is beneath several privately and publicly

owned parcels and portions of the State highway rights-of-way for State Route 1 and State Route 183.

The site, which is about 3.5 acres, was used periodically from as early as 600 B.C. (before Christ) to as recent as A.D. (anno Domini) 1908. It includes at least two privy pits from the 1880s. The site was originally inhabited by Native Americans and later by the Haggarty family in the 19th century. The specific location of this site shall remain confidential in public documentation for protection from disturbances, including vandalism.

The site was part of Phase 2 of an archaeological study of the area in 1996 and determined to be eligible for the National Register of Historic Places. The site has two components—a prehistoric and a historic component. Portions of the existing Merritt Street travel way and paved shoulders within the project limits overlie the site. An unpaved maintenance vehicle pullout in the shoulder of Merritt Street extends over a small section of the site's outer boundary and onto state-owned land. The site has been subjected to large-scale mechanical disturbance over time, and only the portions of the historic component below 20 inches from the surface were determined to have the potential to yield important information to productively address historical research topics. The State Historic Preservation Officer determined in 1998 that the prehistoric component of the property did not contribute to the eligibility due to a loss of integrity from the accumulated mechanical disturbance.

Two additional archaeological resources—CA-MNT-1154/H and CA-MNT-1149—are in the vicinity of the project limits but are outside of the project's identified Area of Potential Effects, and therefore, will not be affected by the project. No new prehistoric or early historic-period resources were discovered within the Area of Potential Effects as part of the archaeological and historical property surveys conducted for the project.

A request for a search of the California Native American Heritage Commission's sacred lands files was conducted on September 24, 2019. The results from the search were negative. Letters to contacts for Native American tribes, individuals, or organizations describing the proposed project on Merritt Street were mailed out on September 27, 2019. As further discussed in the Cultural Resources and Native American Consultation section in Chapter 4 (Comments and Coordination), Native American representatives of the Esselen Tribe of Monterey County and Ohlone Tribe responded to the letters and expressed concerns about potential impacts to CA-MNT-1382/H and Reburial-1.

Built Historic Resources

The early downtown core of Castroville is at the intersection of Merritt Street and Preston Street. Built environment resources include one- and two-story commercial buildings, which were built starting from the 1860s to the 1970s.

Single-family residences are north and south of the downtown core and were also built in the same time frame. Near the downtown core, the buildings are set closer to Merritt Street than the buildings north and south of the downtown. Merritt Street is also wider and lacks sidewalks in some areas outside of the early downtown core. The freeway-style interchange of Merritt Street and State Route 156 is south of the downtown.

Sixty-two properties were surveyed and evaluated for potential listing in the National Register of Historic Places and the California Register of Historical Resources. Two of those properties meet the criteria for eligibility in both resource registers and are historic properties under Section 106 of the National Historic Preservation Act and the California Environmental Quality Act. These two properties are also listed in the Monterey County Register of Historic Resources. Caltrans has requested the State Historic Preservation Office's concurrence for this determination. The properties include:

- 10701-10709 Merritt Street (Assessor's Parcel Number 030-162-009). This structure is a two-story Italianate commercial building built in 1890.
- 10685 Merritt Street (Assessor's Parcel Number 030-161-012). This structure is a two-story Spanish Colonial Revival-style commercial building built in 1931 as a bank. The roofline is clad in Spanish tiles, tall, arch-top windows with multipaned metal sash lights, lancet windows, and elaborate decorative elements, including attached crests and a double-headed eagle and crest emblem.

The following three properties in the Area of Potential Effects are listed in the Monterey County Register of Historic Resources and are considered to be historical resources under the California Environmental Quality Act. However, they do not meet the historical integrity requirements for eligibility under the National Register of Historic Places or the California Register of Historical Resources. The properties include:

- 10599 Merritt Street (Assessor's Parcel Number 030-125-003)
- 10700 Merritt Street (Assessor's Parcel Number 030-167-002)
- 10801 Merritt Street (Assessor's Parcel Number 030-163-013)

The project's identified Area of Potential Effects for cultural resources was determined not to contain any groupings of historical resources that will be considered potential historic districts, that is, groupings that are united historically and/or aesthetically that also retain historic integrity.

The Caltrans Historic Bridge Inventory was researched for any historical bridge resources in or near the project vicinity. The State Route 183/State Route 156 Separation Bridge (Bridge Number 440185) is the only bridge in the project's identified Area of Potential Effects and is listed as a Category 5 bridge. Category 5 bridges are structures that have been previously determined to be not eligible for listing in the National Register of Historic

Places. Therefore, there are no historical bridges within the project's identified Area of Potential Effects.

Additionally, during research and fieldwork for this project, consideration was given to the potential presence of a historic district in the study area. Examination of the results of the Northwest Information Center records search and other documentary evidence, combined with field survey observation, has revealed no groupings of resources united historically or aesthetically that also retained historic integrity were present in the project's Area of Potential Effects. So, there is no existing or potential historic district property type in the Area of Potential Effects.

Environmental Consequences

Archaeological Resources

Resource CA-MNT-1382/H and Reburial-1 are the only archaeological resource properties within the proposed project's Area of Potential Effects, specifically on property owned by Caltrans. During the project's preliminary development phase, the state-owned property had been considered for use as a construction equipment staging area. However, because CA-MNT-1382/H is considered a historic eligible archaeological site under criterion (d) of the National Historic Preservation Act, and because reburial site (Reburial-1) is a reburial of combined artifactual remains partially from CA-MNT-1382/H, the use of this property as a construction staging area could potentially disturb and adversely affect these sensitive resources. Therefore, this property was removed from consideration for use during project construction.

The Build Alternative will excavate 0.6 foot (7.2 inches) into the existing roadway and shoulder pavement in the portions that overlie the known boundaries of CA-MNT-1382/H. The existing maintenance vehicle pullout will be used for equipment staging and maintenance. Project work will occur in areas of accumulated mechanical disturbance from roadway travel and maintenance. The known depth for the potential discovery of cultural resources is 20 inches below the surface; therefore, project activities are not expected to disturb cultural resources.

Standardized measures that apply to most or all Caltrans projects are proposed. Per Caltrans' Standard Special Provisions Section 14-2.03B (Archaeological Monitoring Area), the entire known boundary of CA-MNT-1382/H will be identified as an Environmentally Sensitive Area and marked on design plans as such. Standard procedures for Environmentally Sensitive Area fencing will be implemented before construction. Under the direction and monitoring of a Caltrans District 5 Archaeologist, visible temporary fencing will be installed along the southern edge of State Route 183 from post mile 9.85 to post mile 9.98 at the intersection with State Route 1. The fencing will follow the existing disturbed edge of the highway shoulder and will function to

prevent accidental entry into Environmentally Sensitive Areas within the existing State highway right-of-way during construction.

Monitoring will also take place when ground-disturbing activities are conducted next to the Environmentally Sensitive Area. Monitoring will require a Caltrans Resident Engineer and an Environmental Compliance Liaison to check on the Environmentally Sensitive Area fencing periodically to ensure that no disturbance occurs in the Environmentally Sensitive Area or that the fencing is not moved. No additional prehistoric or historic archaeological resources were found within the project's identified Area of Potential Effects. As such, the Build Alternative, as proposed, does not have the potential to affect archaeological resources.

Native American Tribal Consultation Results

At the request of several interested Native American tribal representatives, a meeting was held on February 11, 2021, to discuss the overall project and address any concerns. Concern about CA-MNT-1382/H and Reburial-1 within the project's Area of Potential Effects was raised by tribal representatives. They requested that a Native American monitor be present during the installation of Environmentally Sensitive Area fencing. At the meeting, Caltrans noted that, as part of the process, Caltrans Archaeologists will monitor the placement of Environmentally Sensitive Area fencing and that Caltrans will welcome a Native American monitor.

Built Historical Resources

The proposed Build Alternative will not have any direct permanent effects on the historical resource sites at 10701-10709 Merritt Street and 10685 Merritt Street, which meet the criteria for eligibility in both the National Register of Historic Places and the California Register of Historical Resources and are historic properties under Section 106 of the National Historic Preservation Act and the California Environmental Quality Act. No property acquisition will be necessary at either of these two properties for the proposed street improvements based on the preliminary design. Additionally, Temporary Construction Easements and Permits to Enter and Construct will not be necessary at these properties.

The historical properties at 10801 Merritt Street and 10599 Merritt Street will require a Temporary Construction Easement and/or Permit to Enter and Construct during project construction activities, and the property at 10599 Merritt Street will be impacted by the acquisition of a minor amount of the property (0.08 percent of the property based on preliminary design). The property at 10700 Merritt Street will not be affected by property acquisition, Temporary Construction Easements, or Permits to Enter and Construct. However, construction activities on the nearby project route could potentially cause damage to the historic buildings in the project's Area of Potential Effects, such as vibration from equipment, including jackhammers and

vibratory rollers. Avoidance and minimization measures that will specifically address these potential adverse effects are included in the proposed project as described below.

Measures to document pre-construction and post-construction conditions of historical resources in the project's identified Area of Potential Effects will be incorporated in the project per the National Park Service Technical Note Number 3 – Protecting a Historic Structure during Adjacent Construction. After comparing pre-construction and post-construction documentation, if it is determined that construction-related activities resulted in any unintended or unforeseen damage to 10701-10709 Merritt Street and/or 10685 Merritt Street, Caltrans will notify the State Historic Preservation Officer and proceed with any needed repairs according to the Secretary of the Interior's Standards for Rehabilitation. To avoid and minimize effects to the historical resources in the built environment, a Caltrans Resident Engineer assigned to oversee the project's construction will ensure that restrictions for jackhammering and vibratory rollers near 10701-10709 Merritt Street and 10685 Merritt Street are enforced. These steps will reduce the potential for peak particle velocity levels above recommended thresholds.

Section 4(f) of the Department of Transportation Act of 1966 protects historic properties. However, it has been determined that the properties at 10801 Merritt Street, 10700 Merritt Street, and 10599 Merritt Street do not meet the definition of a Section 4(f) resource. Please see Appendix A under the heading "Resources Evaluated Relative to the Requirements of Section 4(f): No Use" for additional details.

Caltrans, pursuant to the National Historic Preservation Act, Section 106 Programmatic Agreement, Stipulation IX.B., has determined that there are historic properties within the Area of Potential Effects that may be affected by the undertaking (the Build Alternative). With the inclusion of the avoidance and minimization measures described below, Caltrans finds that the Build Alternative will have No Adverse Effect on the historic properties at 10701-10709 Merritt Street and 10685 Merritt Street. Consultation is ongoing between Caltrans District staff, the Cultural Studies Office staff, and the State Historic Preservation Officer pursuant to Programmatic Agreement Stipulation X.B.2(s) regarding concurrence on a Finding of No Adverse Effect. Concurrence on the subject will be achieved before the adoption of a final environmental document for this project, should that phase be reached.

There are historic properties protected by Section 4(f) of the Department of Transportation Act of 1966 within the project vicinity. The proposed project will result in a "use" of those properties as defined by Section 4(f). Please see additional details in Appendix A. The public will be afforded an opportunity for public review and comment on the Section 4(f) determination during the circulation of the draft environmental document.

A Programmatic Agreement for Section 106 is in place between Caltrans, the State Historic Preservation Officer, and the Federal Highway Administration. The National Historic Preservation Act Section 106 regulations state that if there are historic properties in the project's Area of Potential Effects which may be affected by a federal undertaking, the agency official shall assess adverse effects, if any, in accordance with the Criteria of Adverse Effect defined in 36 Code Federal Regulations 800.5. Per the provisions of Section 106, the State Historic Preservation Officer must be informed in writing that a non-response for a "no adverse effect" or a "no historic properties affected" determination will be treated as the written concurrence for the de minimis determination. A Finding of No Adverse Effect for the proposed project was submitted to the State Historic Preservation Officer on February 11, 2021.

[The following text has been added since the draft environmental document.] On May 12, 2021, the State Historic Preservation Officer replied with a letter concurring with the Finding of No Adverse Effect for the project. See Appendix H for the complete text of the letter.

If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find, per Caltrans' Standard Special Provisions Section 14-2.03A (General).

If human remains are discovered, California Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the county coroner contacted. If the remains are thought by the coroner to be Native American, the coroner would notify the Native American Heritage Commission, who, pursuant to Public Resources Code Section 5097.98, would then notify the Most Likely Descendant. At this time, the person who discovered the remains would contact Terry Joslin of the Caltrans District 5 Environmental Branch so that they may work with the Most Likely Descendant on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code Section 5097.98 would be followed as applicable.

Avoidance, Minimization, and/or Mitigation Measures

Measures will be implemented to avoid and minimize project impacts to cultural resources and ensure that the project will be consistent with regulatory requirements.

- Documentation and Repair—Per the National Park Service Technical Note Number 3 – Protecting a Historic Structure during Adjacent Construction, Caltrans will consult with the property owners of 10701-10709 Merritt Street and 10685 Merritt Street and document the pre-construction and post-construction condition of all properties. After comparing pre-construction and post-construction documentation, if it is determined that construction-related activities resulted in any unintended or unforeseen

damage to 10701-10709 Merritt Street and/or 10685 Merritt Street, Caltrans will notify the State Historic Preservation Officer and proceed with any needed repairs according to the Secretary of the Interior's Standards for Rehabilitation.

- Jackhammer Restriction—The curb, gutter, and sidewalk next to 10701-10709 Merritt Street and 10685 Merritt Street will be saw cut and removed without the use of jackhammers.
- Vibratory Rollers Restriction—No vibratory rollers will be used within 25 feet of 10701-10709 Merritt Street and 10685 Merritt Street. The project's construction contractor will use static rollers at these locations with geogrid to assist with lower compaction rates.

2.2 Physical Environment

2.2.1 Hydrology and Floodplain

Regulatory Setting

Executive Order 11988 (Floodplain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative. The Federal Highway Administration requirements for compliance are outlined in 23 Code of Federal Regulations 650 Subpart A.

To comply, the following must be analyzed:

- The practicability of alternatives to any longitudinal encroachments.
- Risks of the action.
- Impacts on natural and beneficial floodplain values.
- Support of incompatible floodplain development.
- Measures to minimize floodplain impacts and to preserve/restore any beneficial floodplain values affected by the project.

The base floodplain is defined as "the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year." An encroachment is defined as "an action within the limits of the base floodplain."

Affected Environment

Development in flood-prone river valleys in Monterey County has resulted in flooding conditions and hazards, particularly in the Salinas River Valley, which primarily influences the Castroville project area. The June 2017 Project Initiation Report for this project and the Federal Emergency Management Agency's publicly available Flood Insurance Rate Maps are the main sources for evaluating project impacts on hydrology and floodplains.

Flood Hazard Zones and Waterways

Merritt Street, as is most of the developed parts of Castroville, is mostly within a Zone X (shaded) area of moderate flood hazard according to the Federal Emergency Management Agency's Digital Flood Insurance Rate Maps. Zone X (shaded) shows a 0.2-percent-annual-chance, or 500-year, flood inundation and is not considered a Special Flood Hazard Area. Zone X (shaded) are areas that experience 100-year floods with average depths of less than 1 foot or are within drainage areas that are less than 1 square mile. Flood water drainage occurs mostly through sheet flow in various directions throughout the project limits and is managed by existing drainage facilities. Areas directly beneath the State Route 183/State Route 156 Separation Bridge are designated as Zone AE Flood Hazard, which is described as having a 1-percent-annual-chance of flood inundation or 100-year flood. Zone AE Flood Hazard is a Special Flood Hazard Area where depths or base flood elevations are provided. Flood Hazard Zones within the project area are shown in Figure 2-4.

Areas to the southwest, between Merritt Street and Tembladero Slough, are designated Flood Hazard Zone A. Zone A is described as an area with a 1-percent-annual-chance of flooding and where depths or base flood elevations are not provided. Southeast of the southern limits of the project site is another area designated as Flood Hazard Zone A. Both of these areas drain into Tembladero Slough, which is the project's nearest receiving surface waterway. This waterway is designated as a Zone AE Flood Hazard and a Regulatory Floodway, where any increase in water surface elevation is restricted to a designated height.

In addition to the Tembladero Slough, other waterways in the vicinity include Moro Cojo Slough, Reclamation Ditch Number 1665, Elkhorn Slough, Gabilan Creek, and the Lower Pajaro River, which divides Monterey County and Santa Cruz County. Local and regional waterways, including the Salinas River, generally flow south to north. Reclamation Ditch Number 1665, south of the project area, flows into Tembladero Slough, which drains Merritt Lake and flows past Castroville into the Old Salinas River, ultimately emptying into Monterey Bay and the Pacific Ocean through the Elkhorn Slough at Moss Landing Harbor. Local and regional waterways and watersheds are shown in Figure 2-5.

Dam and Levees

Factors that contribute the most to potential flooding risks in addition to development within 100-year flood zones are structural failures of levees, drainage facilities, and dams. According to the Safety Element of the 2010 Monterey County General Plan, the Salinas River Valley is subject to a risk of dam failure. The project area is in the northwesternmost portion of the dam inundation area from the Salinas River Valley floodplain. The project area is potentially subject to floodwater inundation in the event of failure of an

upstream dam or dams, specifically the San Antonio Dam and the Nacimiento Dam. Both dams are about 83 miles and 85 miles, respectively, south of the project area. These dams are at the southern border of Monterey County and the northern border of San Luis Obispo County. The Monterey County Water Resources Agency is responsible for monitoring hydrologic data and implementing land use regulations to reduce the risk of flooding.

Emergency Evacuation Routes

State Route 183 (including the proposed project limits) and other connecting highways and roads are listed as potential evacuation routes according to the Safety Element of the 2010 Monterey County General Plan. Tsunami evacuation routes are identified by Monterey County in the Safety Element as any routes in an unincorporated or incorporated area leading inland away from the coastline to elevations 20 feet or higher.

Figure 2-4 Flood Hazard Zones

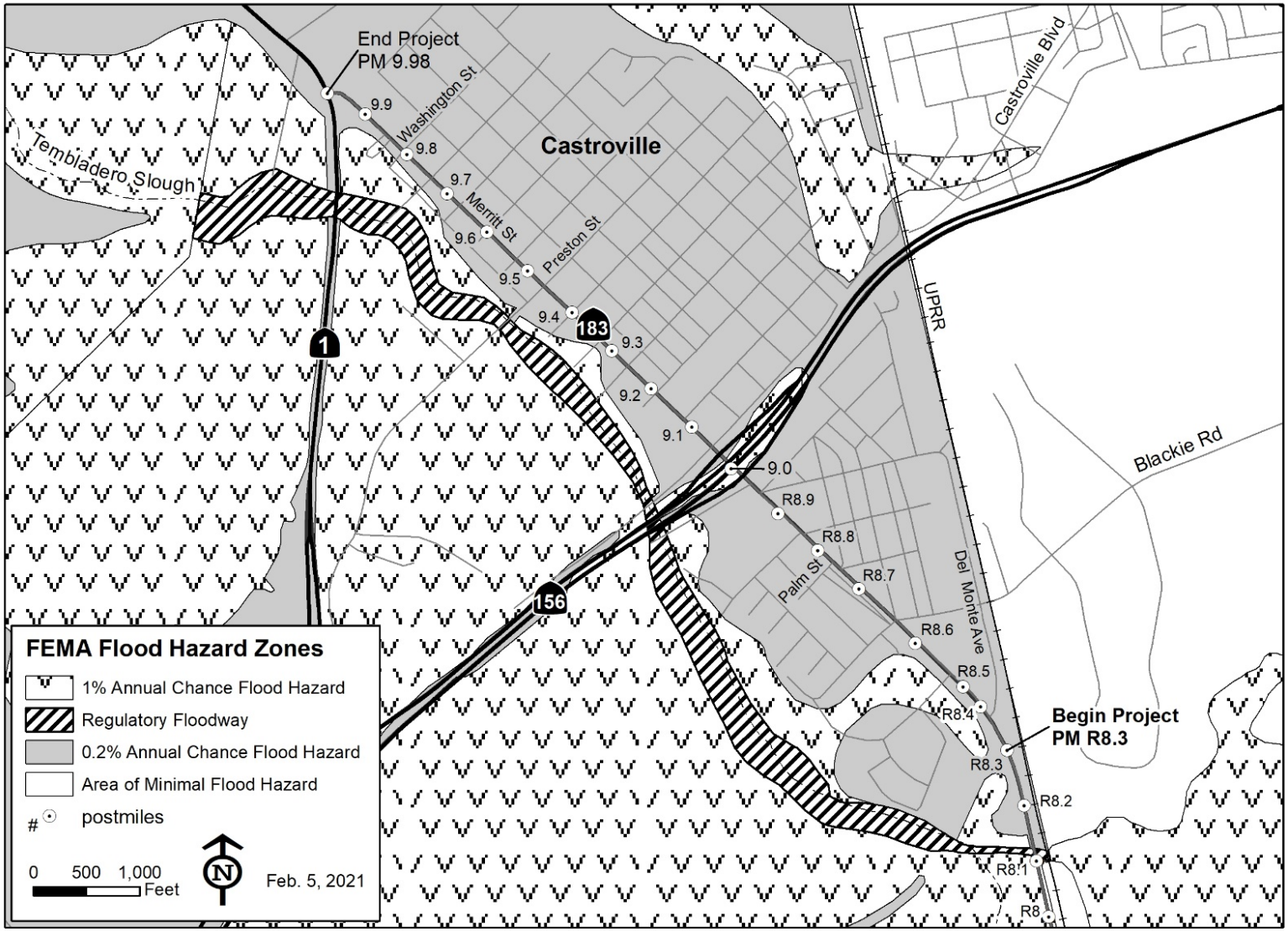
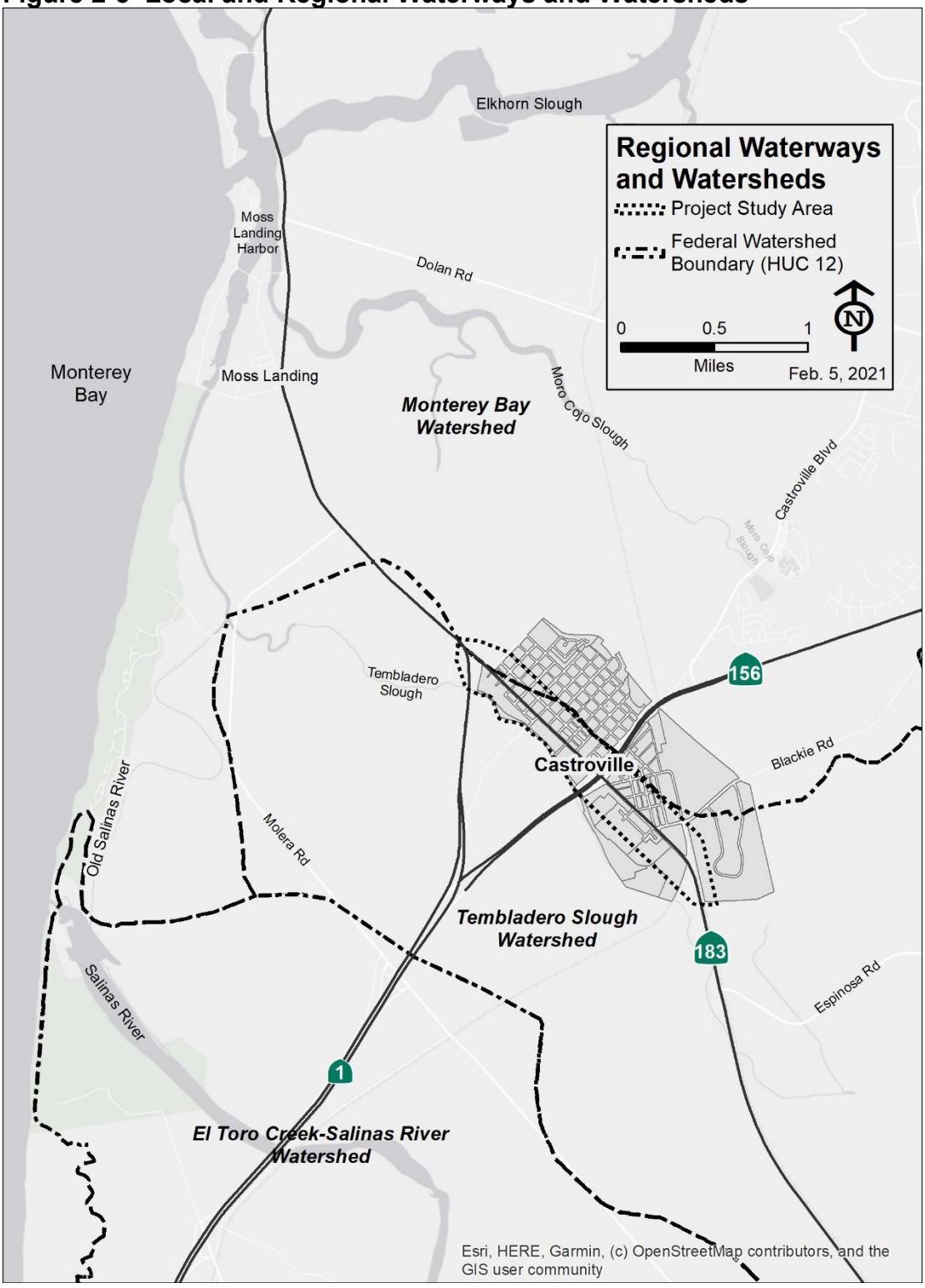


Figure 2-5 Local and Regional Waterways and Watersheds



Environmental Consequences

The Build Alternative will not increase the base floodplain elevation; therefore, a hydraulic computer model was not used for this project. The project area

along State Route 183 through Castroville is essentially topographically flat, and therefore stormwater sheet flows off the highway into receiving drainage infrastructure. The proposed Complete Streets multimodal improvements will not substantially increase stormwater quantities that flow off the project route structure. Therefore, no increase in the size or quantity of drainage infrastructure will be required. The proposed project will increase impervious surface area by about 1 acre (see the following Section 2.2.2, Water Quality and Stormwater Runoff for an additional discussion), which will not substantially increase the amount of flooding potential onto nearby properties along the project route.

As stated above in the Affected Environment section, the only portion of the project along Merritt Street that is in a 100-year flood zone is the portion under the State Route 183/State Route 156 Separation Bridge (Zone AE Flood Hazard). The proposed Complete Streets multimodal improvements will not raise or otherwise alter the elevation of the project route or the State Route 183/State Route 156 Separation Bridge. The additional proposed curb and gutter hardscape will be built per Caltrans' standard design criteria for required control and direction of sheet flow runoff through existing stormwater conveyance infrastructure. As such, the proposed highway, pedestrian, and bicycle facilities will not have a substantial effect on potential flooding risks, and, therefore, the Build Alternative will not result in a significant floodplain encroachment as defined in 23 Code of Federal Regulations 650.105.

The Build Alternative will not cause permanent changes to the existing highway alignment or connections to other highways and local streets that Merritt Street provides. The potential for the use of State Route 183 (Merritt Street), State Route 1, State Route 156, or any other designated evacuation routes during an emergency will not be significantly altered or otherwise impacted by the implementation of the proposed Complete Streets multimodal improvements on Merritt Street in the long-term operation of the highway. The proposed improvements to roadway pavement condition, additional and more standardized shoulder widths, sidewalk sections, bicycle lanes, and traffic monitoring equipment, among other proposed infrastructural improvements, will improve vehicular travel along the project route and connection to other state highways and local roadways during emergency evacuation conditions.

During project construction, two-way traffic flow will be provided as part of a Transportation Management Plan that will be implemented to ensure continued access along Merritt Street for community and emergency vehicle travel as discussed in Section 1.4.1 (Build Alternative), Section 2.1.3 (Utilities and Emergency Services), and Section 2.1.4 (Traffic and Transportation/Pedestrian and Bicycle Facilities) of this document. Therefore, the Build Alternative will not have a significant potential for interruption or termination of a transportation facility that is needed for emergency vehicles or provides a community's only evacuation route away from flood-related disaster areas.

The Build Alternative will not result in a significant encroachment into the floodplain or increase the base floodplain elevation. It will include design criteria required for control and direction of sheet flow runoff from the highway (Merritt Street) as part of the proposed Complete Streets multimodal improvements. Based on this information, the Build Alternative will not result in a significant risk to life or property.

The Build Alternative's proposed infrastructural components will not worsen the potential dam inundation risk level and the potential damage due to flooding if dam failure were to occur. The project site is over 80 miles downstream from the two influencing dams at the southern county border, and the project site is not within a Special Flood Hazard Area. Therefore, any additional floodwaters received at the project limits from extraordinary flood water levels in the Salinas River Valley due to dam failure would not cause substantial effects.

The Build Alternative will not result in a significant adverse impact on natural and beneficial floodplain values because the project will not cause a significant encroachment into the floodplain, generate any substantial increases in stormwater runoff, or raise the floodplain elevation. The Build Alternative will include standard design requirements for highway stormwater runoff control and direction into existing drainage infrastructure, and it will implement standard water quality control measures as discussed in Section 2.2.2 (Water Quality and Stormwater Runoff).

Avoidance, Minimization, and/or Mitigation Measures

The Build Alternative will not cause potential adverse effects related to hydrology and floodplains as discussed herein; therefore, no measures are proposed.

2.2.2 Water Quality and Stormwater Runoff

Regulatory Setting

Federal Requirements—Clean Water Act

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the U.S. from any discernable, confined, and discrete conveyance (known as a point source), such as pipes, ditches, and other constructed drainage systems, unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System permit. This act and its amendments are known today as the Clean Water Act. Congress has amended the act several times. In the 1987 amendments, Congress directed discharges of stormwater from municipal and industrial/construction point sources to comply with the National Pollutant Discharge Elimination System permit scheme. The following are important Clean Water Act sections:

- Sections 303 and 304 require states to issue water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to waters of the U.S. to obtain certification from the state that the discharge will comply with other provisions of the act. This is most frequently required in tandem with a Section 404 permit request.
- Section 402 establishes the National Pollutant Discharge Elimination System, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. Regional Water Quality Control Boards administer this permitting program in California. Section 402(p) requires permits for discharges of stormwater from industrial/construction and municipal separate storm sewer systems.
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the U.S. This permit program is administered by the U.S. Army Corps of Engineers.

The goal of the Clean Water Act is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters."

The U.S. Army Corps of Engineers issues two types of 404 permits: General and Individual. There are two types of General permits: Regional and Nationwide. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effects. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Regional or Nationwide Permit may be permitted under one of the U.S. Army Corps of Engineers' Individual permits. There are two types of Individual permits: Standard permits and Letters of Permission. For Individual permits, the U.S. Army Corps of Engineers' decision to approve is based on compliance with the U.S. Environmental Protection Agency's Section 404(b)(1) Guidelines (40 Code of Federal Regulations Part 230) and whether the permit approval is in the public interest. The Section 404(b)(1) Guidelines were developed by the U.S. Environmental Protection Agency in conjunction with the U.S. Army Corps of Engineers and allow the discharge of dredged or fill material into the waters of the U.S. only if there is no practicable alternative which would have less adverse effects. The Section 404(b)(1) Guidelines state that the U.S. Army Corps of Engineers may not issue a permit if there is a least environmentally damaging practicable alternative to the proposed discharge that would have lesser effects on waters of the U.S. and not have any other significant adverse environmental consequences. According to the Section 404(b)(1) Guidelines, documentation is needed that a sequence of avoidance, minimization, and compensation measures has been followed, in that order. The Section 404(b)(1) Guidelines also restrict permitting activities that violate

water quality or toxic effluent standards, jeopardize the continued existence of listed species, violate marine sanctuary protections, or cause "significant degradation" to waters of the U.S. In addition, every permit from the U.S. Army Corps of Engineers, even if not subject to the Section 404(b)(1) Guidelines, must meet general requirements. See 33 Code of Federal Regulations 320.4. A discussion of the least environmentally damaging practicable alternative determination, if any, for the document is included in the Wetlands and Other Waters section.

State Requirements—Porter-Cologne Water Quality Control Act

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state. It predates the Clean Water Act and regulates discharges to waters of the state. Waters of the State include more than just waters of the U.S., like groundwater and surface waters which are not considered waters of the U.S. Additionally, it prohibits discharges of "waste" as defined, and this definition is broader than the Clean Water Act definition of "pollutant." Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements and may be required even when the discharge is already permitted or exempt under the Clean Water Act.

The State Water Resources Control Board and Regional Water Quality Control Boards are responsible for establishing the water quality standards (objectives and beneficial uses) required by the Clean Water Act and regulating discharges to ensure compliance with the water quality standards. Details about water quality standards in a project area are included in the applicable Regional Water Quality Control Board's Basin Plan. The Castroville Improvement Project Area is covered within the Central Coastal Basin Plan. In California, Regional Water Quality Control Boards designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary to protect those uses. As a result, the water quality standards developed for particular water segments are based on the designated use and vary depending on that use. In addition, the State Water Resources Control Board identifies waters failing to meet standards for specific pollutants. These waters are then state-listed in accordance with Clean Water Act Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-point source controls (National Pollutant Discharge Elimination System or Waste Discharge Requirements), the Clean Water Act requires the establishment of Total Maximum Daily Loads. Total Maximum Daily Loads specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

State Water Resources Control Board and Regional Water Quality Control Boards

The State Water Resources Control Board administers water rights, sets water pollution control policy, and issues water board orders on matters of statewide application, and oversees water quality functions throughout the state by approving Basin Plans, Total Maximum Daily Loads, and National Pollutant Discharge Elimination System permits. Regional Water Quality Control Boards are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

National Pollutant Discharge Elimination System Program

Municipal Separate Storm Sewer Systems

Section 402(p) of the Clean Water Act requires the issuance of National Pollutant Discharge Elimination System permits for five categories of stormwater discharges, including Municipal Separate Storm Sewer Systems. A Municipal Separate Storm Sewer System is defined as “any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over stormwater, that is designed or used for collecting or conveying stormwater.” The State Water Resources Control Board has identified Caltrans as an owner/operator of a Municipal Separate Storm Sewer System under federal regulations. Caltrans Municipal Separate Storm Sewer System permits cover all Caltrans rights-of-way, properties, facilities, and activities in the state. The State Water Resources Control Board or the Regional Water Quality Control Board issues National Pollutant Discharge Elimination System permits for 5 years, and permit requirements remain active until a new permit has been adopted.

Caltrans Municipal Separate Storm Sewer System Permit, Order Number 2012-0011-DWQ (adopted on September 19, 2012, and effective on July 1, 2013), as amended by Order Number 2014-0006-EXEC (effective January 17, 2014), Order Number 2014-0077-DWQ (effective May 20, 2014) and Order Number 2015-0036-EXEC (conformed and effective April 7, 2015) has three basic requirements:

1. Caltrans must comply with the requirements of the Construction General Permit ;
2. Caltrans must implement a year-round program in all parts of the State to effectively control stormwater and non-stormwater discharges; and
3. Caltrans stormwater discharges must meet water quality standards through implementation of permanent and temporary (construction) Best Management Practices, to the maximum extent practicable, and other

measures as the State Water Resources Control Board determines to be necessary to meet the water quality standards.

To comply with the permit, Caltrans developed the Statewide Stormwater Management Plan to address stormwater pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The Statewide Stormwater Management Plan assigns responsibilities within Caltrans for implementing stormwater management procedures and practices as well as training, public education and participation, monitoring and research, program evaluation, and reporting activities. The Statewide Stormwater Management Plan describes the minimum procedures and practices Caltrans uses to reduce pollutants in stormwater and non-stormwater discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of Best Management Practices. The proposed project will be programmed to follow the guidelines and procedures outlined in the latest Statewide Stormwater Management Plan to address stormwater runoff.

Construction General Permit

Construction General Permit, Order Number 2009-0009-DWQ (adopted on September 2, 2009, and effective on July 1, 2010), as amended by Order Number 2010-0014-DWQ (effective February 14, 2011) and Order Number 2012-0006-DWQ (effective on July 17, 2012). The permit regulates stormwater discharges from construction sites that result in a Disturbed Soil Area of 1 acre or greater and/or smaller sites that are part of a larger common plan of development. By law, all stormwater discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least 1 acre must comply with the provisions of the Construction General Permit. Construction activity that results in soil disturbances of less than 1 acre is subject to this Construction General Permit if there is potential for significant water quality impairment resulting from the activity as determined by the Regional Water Quality Control Board. Operators of regulated construction sites are required to develop Stormwater Pollution Prevention Plans to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the Construction General Permit.

The Construction General Permit separates projects into Risk Level 1, 2, or 3. Risk levels are determined during the planning and design phases and are based on potential erosion and transport to receiving waters. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project will require compulsory stormwater runoff potential of hydrogen and turbidity monitoring, and before construction and after construction aquatic biological assessments during specified seasonal windows. For all projects subject to the permit, applicants are required to develop and implement an effective Stormwater Pollution Prevention Plan. In accordance with the Caltrans Stormwater Management Plan and Standard

Specifications, a Water Pollution Control Program is necessary for projects with a Disturbed Soil Area of less than 1 acre.

Section 401 Permitting

Under Section 401 of the Clean Water Act, any project requiring a federal license or permit that may result in a discharge to a water of the U.S. must obtain a 401 Certification, which certifies that the project will comply with state water quality standards. The most common federal permits triggering 401 Certification are Clean Water Act Section 404 permits issued by the U.S. Army Corps of Engineers. The 401 permit certifications are obtained from the appropriate Regional Water Quality Control Board, dependent on the project location, and are required before the U.S. Army Corps of Engineers issues a 404 permit.

In some cases, the Regional Water Quality Control Board may have specific concerns with discharges associated with a project. As a result, the Regional Water Quality Control Board may issue a set of requirements known as Waste Discharge Requirements under the State Water Code (Porter-Cologne Act) that define activities, such as the inclusion of specific features, effluent limitations, monitoring, and plan submittals that are to be implemented for protecting or benefitting water quality. Waste Discharge Requirements can be issued to address both permanent and temporary discharges of a project. The project region is regulated by the Central Coast Regional Water Quality Control Board and the Central Coastal Basin Plan.

Affected Environment

The following technical reports prepared for the project, along with other publicly available reference sources, were used in the preparation of this section.

- Air Quality, Noise, Greenhouse Gas, and Water Quality Assessment report (December 30, 2020)
- Natural Environment Study-Minimal Impacts (June 2020)
- Storm Water Data Report (August 2020)

No field reviews were conducted for the project, but existing records and preliminary project plans were reviewed.

Regional and Local Hydrology

The approximately 1.5-mile-long project site is within a collective of watersheds referred to as the North County Watersheds. According to the Resource Conservation District of Monterey County, the North County watersheds are at the northern coastal end of Monterey County and include lower Pajaro River, Elkhorn Slough, Moro Cojo Slough, Tembladero Slough, Gabilan Creek, and the Reclamation Ditch. The sloughs and the Reclamation Ditch all drain into Monterey Bay and the Pacific Ocean at the Moss Landing

mouth of Elkhorn Slough. Tidal action that draws water up into Elkhorn Slough means that the water quality of all those waterways also directly affects Elkhorn Slough. The Moro Cojo Slough and Tembladero Slough are nearest to the project site. Local and regional waterways generally flow south to north, including Reclamation Ditch Number 1665. Reclamation Ditch Number 1665, which is south of the project area, flows into the Tembladero Slough, which drains Merritt Lake and flows past Castroville into the Old Salinas River, ultimately discharging into Moss Landing Harbor and finally Monterey Bay.

As noted in the project's December 2020 Air Quality, Noise, Greenhouse Gas, and Water Quality Assessment Memorandum, the receiving water bodies for the project site are the Moro Cojo Slough and Tembladero Slough. The project site is divided into the Moro Cojo Hydrologic Sub-Area (Number 309.12) and Neponset Hydrologic Sub-Area (Number 309.11), which is within the Lower Salinas Valley Hydrologic Area and the Salinas Hydrologic Unit. Both sloughs have been identified on the Central Coast Regional Water Quality Control Board's 303(d) list for Total Maximum Daily Loads priority schedule of impaired waters. Under the U.S. Clean Water Act, Total Maximum Daily Loads is a regulatory plan for restoring impaired waters; it identifies the maximum amount of a pollutant that a body of water can receive while still meeting water quality standards. Tembladero Slough is a 2014/2016 303(d) listed water body impaired by enterococcus, malathion, nickel, potential of hydrogen, toxicity, turbidity, chlorophyll-a, chlorpyrifos, diazinon, Escherichia coli, fecal coliform, nitrate, dissolved oxygen, and total coliform. The Moro Cojo Slough is a 2014/2016 303(d) listed water body impaired by ammonia, Escherichia coli, nitrate, dissolved oxygen, pesticides, potential of hydrogen, sedimentation/siltation, total coliform, toxicity, and turbidity.

The project area is not in a moderate or high Significant Trash Generating Area, and there are no Drinking Water Reservoirs or recharge facilities within the project limits. Additionally, there are no Regional Water Quality Control Board special requirements or concerns, including Total Maximum Daily Loads or effluent (pollutant discharge) limits and no other local agency concerns or requirements. Additionally, there are no existing treatment Best Management Practices or permanent maintenance facilities (for stockpile and decanting) within the project limits, and none are proposed for this project. Best Management Practices, as defined by the Clean Water Act, are schedules of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce the pollution of waters of the U.S. They also include treatment requirements, operating procedures, and practices to control plant site runoff, spillage or leaks, sludge or waste disposal, or drainage from raw material storage.

Groundwater Hydrology—Municipal Supply

The project site is within the Salinas Valley (3-004.01) Groundwater Basin. The Salinas Valley Basin Groundwater Sustainability Agency is tasked to develop a comprehensive groundwater sustainability plan and implement the plan to achieve basin sustainability by 2040. Currently, the Monterey County Groundwater Management Plan (2006) regulates the basin.

Municipal water supply in Castroville is provided through the Castroville Community Services District. According to its website, the Castroville Community Services District provides water connections to 1,984 Castroville residential, commercial, industrial, and government customers for a combined estimate of 800 acre-feet of water supply annually through groundwater wells. The Castroville Community Services District operates three production wells with a combined estimated capacity of 4.4 million gallons per day. The water is sourced from groundwater from a 400-foot aquifer. A new well has been drilled for a second aquifer. Local and regional groundwater resources are shown in Figure 2-6.

Irrigation water to the project area's surrounding agricultural uses is sourced from recycled seawater through the Monterey County Water Recycling Projects—Castroville Seawater Intrusion Project and the Salinas Valley Reclamation Project. As provided by the Monterey County Water Resources Agency, these recycling projects have been able to deliver recycled seawater to irrigate fields near Castroville since 1998, reducing the amount of groundwater tainted by seawater that is extracted directly from the local aquifers. The Salinas River Diversion Facility near the City of Marina southwest of Castroville stores water seasonally from the Salinas River, which is pumped into the Castroville Seawater Intrusion Project's pipelines for irrigation delivery, reducing the need to pump groundwater directly.

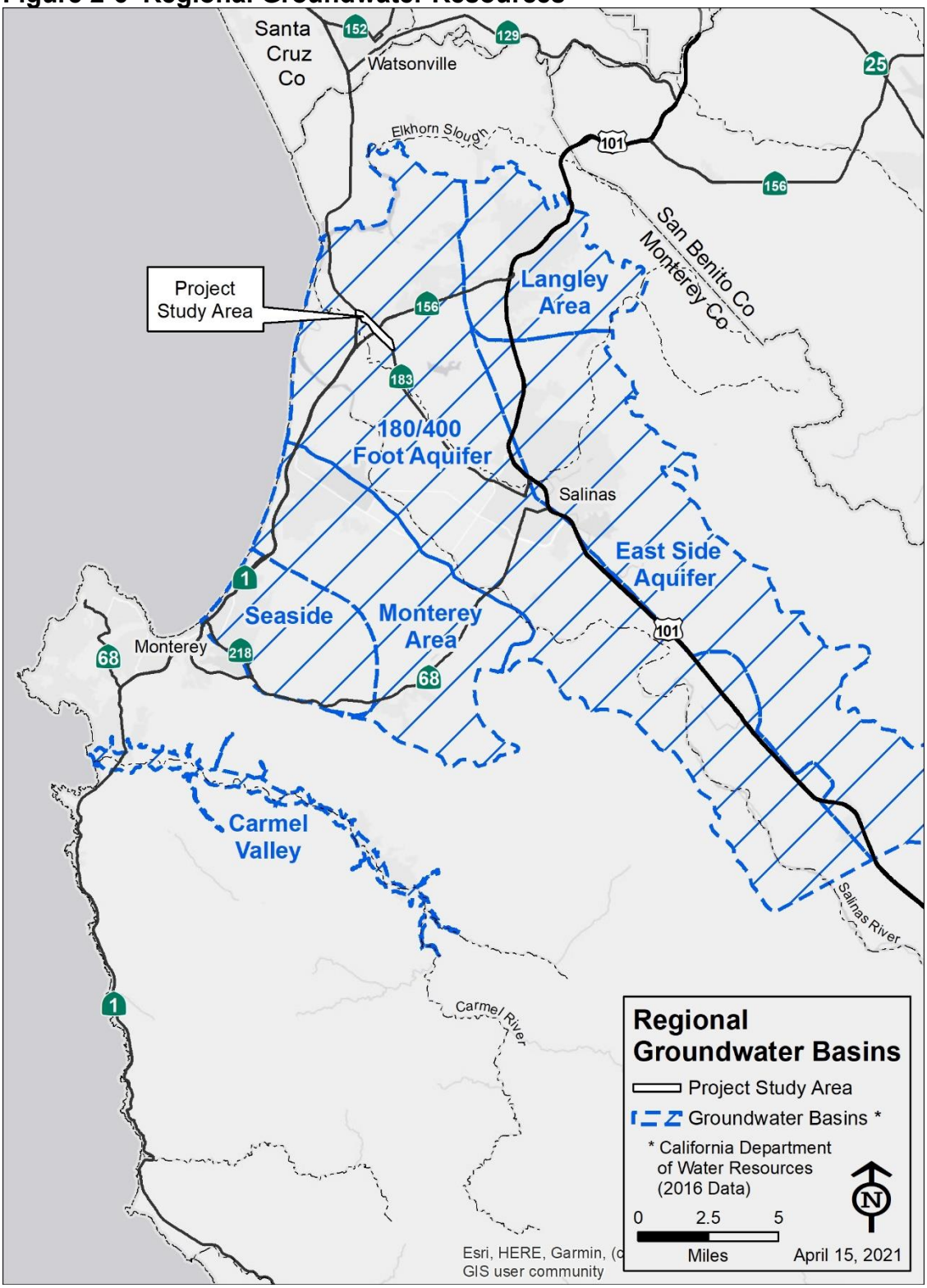
Environmental Consequences

Permanent Impacts

Surface Water

According to the Storm Water Data Report prepared for the proposed project, the Build Alternative will have a Risk Level 2 for risk of erosion and transport of soils and sediment to receiving waters. The risk level for the proposed project was calculated using several factors generated through the Caltrans Water Quality Planning Tool Geographic Information Systems Map. The combined factors result in a value of 2.42 tons per acre, which is less than the threshold of 15 tons per acre, thereby classifying the Build Alternative as having a low-sediment risk. The receiving water risk is considered high, however, because the Moro Cojo Slough is 303(d) listed as being impaired by sediment. Therefore, the combined low-sediment risk and high-receiving water risk results in the Build Alternative being classified as Risk Level 2.

Figure 2-6 Regional Groundwater Resources



The Build Alternative will create 0.50 acre of new impervious surface area inside the State right-of-way and another 0.50 acre of new impervious surface

area outside of the State right-of-way. The new impervious surface areas will be along the existing State highway right-of-way, both inside and immediately near, within the project limits from Del Monte Avenue to State Route 1. Compared with the overall watershed of the waterways (Figure 2-5), the slight increase in flow due to the 1 acre of new impervious surface area created by the proposed project will be negligible. Therefore, the operation of the proposed project will not substantially alter the existing drainage pattern of the area.

The project will not require a 401 Certification for water quality; it will also not require permits pertaining to aquatic environment habitats, including jurisdictional waters of the U.S. or State of California, wetlands or riparian habitats, and affiliated aquatic species or critical habitat, such as Clean Water Act permits (Sections 401 and 404), or Section 1602 of the California Fish and Game Code.

Groundwater

As stated above, the Build Alternative will increase the total amount of impervious surface area by 1 acre. This will decrease the amount of area available for infiltration. Although a change will occur, the impact will be negligible because of the small size of the added impervious surface area compared with the size of the overall groundwater sources, as well as the highly variable nature of existing groundwater flow paths. The project's December 2020 Air Quality, Noise, Greenhouse Gas, and Water Quality Assessment Memorandum concludes that no groundwater impacts are expected with the Build Alternative.

Temporary Impacts

During construction, the project will have the potential for temporary water quality impacts due to the relatively minor grading activity associated with the widening of highway shoulder sections and construction of new sidewalk areas, driveway cuts, curb ramps, and the reconstruction of broken and uplifted sidewalk sections within the project limits. Minor excavation activities associated with reconstruction of four failing retaining walls along the southbound side of Merritt Street near Palm Street, potential relocation of underground utilities, and removal of some existing trees and shrubs for driver sight distance requirements have the potential to increase soil erosion and sedimentation into receiving waterways. Soil erosion and sedimentation effects are further discussed in Section 2.2.3. Geology, Soils, Seismicity, and Topography.

Construction activities associated with the proposed project are estimated to create about 4.58 acres of disturbed soil area, 0.96 acre of which is outside of the State highway right-of-way. This estimate includes the proposed highway shoulder and sidewalk improvements, pavement rehabilitation, reconstruction

of four retaining walls, utility relocations, and potential contractor stockpiling and staging areas.

There is potential for excavated soils to be reused in other locations of the project construction area or disposed of offsite. In those situations, disturbed soils may contain aerially deposited lead, which is considered a hazardous material as discussed further in Section 2.2.4, Hazardous Waste and Materials. Soil sampling will be conducted to determine if there are any lead concentrations in the soils to be excavated so that the material can be properly handled, reused, or disposed of per the terms of the Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils issued by the Department of Toxic Substances Control. The implementation of the applicable procedures for handling, reusing, and/or disposing of contaminated soils will minimize potential water quality impacts related to the disturbance of soils that are contaminated with aerially deposited lead. Reusing soils that are contaminated with aerially deposited lead is not expected for this project.

Surface Water

Construction of the proposed Build Alternative improvements to Merritt Street is not expected to substantially alter the existing drainage pattern of the area because the construction work areas and expected staging areas will be either within the State highway right-of-way or immediately next to it in a predominantly developed environment. Construction activities will not generate a substantial amount of surface runoff such that the existing drainage patterns in the surface waterways, including the Tembladero Slough and Moro Cojo Slough, will be changed.

Degradation of surface water quality during construction activities will be minimized through proper engineering controls and implementation of Best Management Practices, including but not limited to implementation of a list of preventative measures in Sections 7 and 8 of the Caltrans Construction Site Best Management Practices Manual.

Temporary and permanent erosion and sediment controls will be used during construction activities. Oil, grease, and other pollutants, including metals and pesticides, are not expected to enter Tembladero Slough when Best Management Practices are implemented during construction activities. Therefore, the construction of the proposed project is not expected to violate any water quality standards or Waste Discharge Requirements or substantially degrade water quality.

Groundwater

The project will require excavation for several of the proposed highway improvements, including relocating some of the existing utility boxes/vaults, streetlights and their underground foundations, and fire hydrants, rebuilding four retaining walls, rebuilding several bus stop pads, widening the Merritt

Street shoulder, and extending the shared through lane and right-turn lane onto the eastbound State Route 156 on-ramp. Excavation depths for construction of the proposed Complete Streets multimodal improvements are estimated to be in the range of 2 feet to 6 feet (maximum of 8 feet) below the existing surface grade. The project's December 2020 Air Quality, Noise, Greenhouse Gas, and Water Quality Assessment Memorandum concludes that no groundwater impacts are expected with the Build Alternative.

Stormwater Management and Pollution Control

Stormwater management for the project site will be coordinated through the project's construction contractor with Caltrans construction personnel to effectively manage erosion from the Disturbed Soil Areas by implementing a Stormwater Pollution Prevention Plan for the project construction activities.

The Build Alternative will include the implementation of Caltrans' Best Management Practices and Standard Specifications. Caltrans' Standard Specifications Section 7-1.01G (Water Pollution) requires the construction contractor to exercise every reasonable precaution to eliminate potential effects on water quality. A Water Pollution Control Plan will be prepared and implemented during construction to the satisfaction of a Caltrans Resident Engineer.

Concrete curing is used in the construction of structures such as sidewalks, curbs, gutters, curb ramps, and retaining walls. Concrete curing includes the use of both chemical and water methods. All concrete elements of a structure are subject to curing requirements. Implementation of Caltrans Stormwater Best Management Practice NS-12 (Concrete Curing) will require the project's construction contractor to conduct the proper procedures to minimize any potential for chemical runoff during concrete curing.

Concrete finishing methods are used for bridge deck rehabilitation, paint removal, curing compound removal, and final surface finish appearances. Methods include sandblasting, shot blasting, grinding, or high-pressure water blasting. Caltrans Stormwater Best Management Practice NS-14 (Concrete Finishing) will require the project's construction contractor to implement proper procedures to minimize the impact that concrete finishing methods may have on runoff.

The project's construction contractor will implement Caltrans Stormwater Best Management Practice WM-4 (Spill Prevention and Control) to prevent and control spills in a manner that minimizes or prevents the discharge of spilled material to the drainage system or watercourses.

Solid waste management procedures and practices are implemented on all construction projects that generate solid wastes. Solid wastes include but are not limited to:

- Construction wastes including brick, mortar, timber, steel and metal scraps, sawdust, pipe and electrical cuttings, nonhazardous equipment parts, and Styrofoam and other materials used to transport and package construction materials;
- Highway planting wastes, including vegetative material, plant containers, and packaging materials; and
- Litter, including food containers, beverage cans, coffee cups, paper bags, plastic wrappers, and smoking materials, including litter generated by the public.

Caltrans Stormwater Best Management Practice WM-5 (Solid Waste Management) will require solid waste management procedures and practices designed to minimize or eliminate the discharge of pollutants to the drainage system or to water bodies as a result of the creation, stockpiling, or removal of construction site wastes.

Caltrans Stormwater Best Management Practice WM-6 (Hazardous Waste Management) is implemented on construction projects that generate waste from the use of petroleum products, asphalt products, concrete curing compounds, pesticides, palliatives, acids, paints, stains, solvents, septic wastes, wood preservatives, roofing tar, or any materials deemed a hazardous waste in California, Title 22 Division 4.5, or listed in 40 Code of Federal Regulations Parts 110, 117, 261, or 302. It will require the project's construction contractor to use procedures and practices to minimize or eliminate the discharge of pollutants from construction site hazardous waste to the storm drain systems or to watercourses.

Liquid waste management is applicable to construction projects that generate any of the following nonhazardous byproducts, residuals, or wastes:

- Drilling slurries and drilling fluids
- Grease-free and oil-free wastewater and rinse water
- Dredgings
- Other non-stormwater liquid discharges not permitted by separate permits.

Caltrans' Stormwater Best Management Practice WM-10 (Liquid Waste Management) requires procedures and practices to prevent the discharge of pollutants to the storm drain system or to receiving waters as a result of the creation, collection, and disposal of nonhazardous liquid wastes.

Avoidance, Minimization, and/or Mitigation Measures

The Build Alternative will not cause potential adverse effects related to water quality and stormwater runoff as discussed herein; therefore, no measures are proposed.

2.2.3 Geology, Soils, Seismicity, and Topography

Regulatory Setting

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects "outstanding examples of major geological features." Topographic and geologic features are also protected under the California Environmental Quality Act.

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Structures are designed using Caltrans Seismic Design Criteria. Caltrans' Seismic Design Criteria provide the minimum seismic requirements for highway bridges designed in California. A bridge's category and classification will determine its seismic performance level and which methods are used for estimating the seismic demands and structural capabilities. For more information, please see the Caltrans Division of Engineering Services, Office of Earthquake Engineering's Seismic Design Criteria.

Affected Environment

A subsurface investigation was conducted for the preliminary geotechnical report being prepared for the proposed replacement of retaining walls. This preliminary geotechnical report will be completed during the Plans, Specifications, and Estimates phase for this project. Publicly available soil surveys by the U.S. Geological Survey, the Monterey County General Plan, and information collected in preparation for this project's forthcoming preliminary geotechnical report (for proposed replacement of retaining walls) were the main sources of information for the evaluation of project impacts on geology, soils, seismicity, and topography.

The project limits along Merritt Street are within a previously disturbed and developed suburban landscape, and the proposed Complete Streets multimodal improvements will be built within and immediately next to the existing State highway right-of-way.

The project area is in the Coast Range Geomorphic Province in Monterey County along the northeastern margin of the Salinas Valley, a north-trending valley that opens into Monterey Bay. Within the Coast Range, the project area is situated on the west side of the Zayante-Vergeles fault zone where the Tertiary formations, including the Monterey Formation, underlie the Purisima Formation and subsequent Aromas Sands and thicken westward out under the Monterey Bay. Locally, alluvial fan, terrace, and basin deposits overlie the Aromas Sands, according to the U.S. Geological Survey's Water Resources Investigations Report 83-4023.

The project site lies northwest of the Tembladero Slough, where Castroville was developed at the margin of the Salinas Valley on fan deposits generally 10 feet to 20 feet higher than the Salinas Valley floodplain. The technical geologic name for the mapped geologic unit underlying the site is Qfa, which is a courser alluvium soil. Qfa units consist of Pleistocene fan deposits of Antioch.

A subsurface investigation was conducted for the preliminary geotechnical report being prepared for the proposed replacement of retaining walls. The materials encountered in the subsurface investigation were consistent with the mapped geologic data. Three borings were advanced on January 12, 2021, to depths of 10 feet or 20 feet near the intersection of Merritt Street and Palm Street. As seen in the three borings (A-21-001, A-21-002, and A-21-003), the subsurface consists of 3 feet to 4 feet of fat or lean clay that is interpreted to be near-source fill or plowed soils. Below the fill, materials are medium-stiff to stiff fat and lean clays that coarsen to soft to very stiff clayey silt to depths of 13 feet to 18 feet. Below the silt is a layer of hard, poorly graded sands down to the boring depth of 20 feet and possibly beyond.

Soil units within the project limits are listed and described, as follows, by the U.S. Department of Agriculture's Natural Resources Conservation Service Web Soil Survey maps and records.

- Elkhorn fine sandy loam, 2 to 5 percent slopes
- Elkhorn fine sandy loam, 9 to 15 percent slopes
- Santa Ynez fine sandy loam, 2 to 9 percent slopes
- Santa Ynez fine sandy loam, 9 to 15 percent slopes
- Diablo clay, 5 to 25 percent slopes, Major Land Resource Area 15 (Central California Coast Range)

These soil types are not considered unstable since they have low potential for soil plasticity and/or compression. Plasticity is the ability of certain solids to flow or to change shape permanently when subjected to stresses of intermediate magnitude between those producing temporary deformation or elastic behavior and those causing failure of the material or rupture. Soil compressibility is the capability of soil to decrease in volume when subjected to a mechanical load. The process that describes the decrease in soil volume (soil densification) under an externally applied load is called compression.

According to Monterey County's North County Area Plan Map and the Conservation and Open Space Element of the Monterey County 2007 General Plan Environmental Impact Report (2008), no locally important mineral resource recovery sites are within the project area. Therefore, the Build Alternative will not result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state.

Two earthquake faults and a fault zone in Northern Monterey County are within 10 miles of Castroville. The Vergeles Fault is about 10 miles northeast of Castroville and is part of the Zayante-Vergeles Fault Zone. This fault zone is a major northwest striking element of the Santa Cruz Mountains and a restraining bend of the larger San Andreas Fault Zone to the east-northeast. A second fault, the Reliz Fault, is about 6 miles to the south.

The topography of the project area is generally flat, as is typical of coastal plains. The project site is not within an area subject to landslides or erosion hazards, according to the 2010 Monterey County General Plan. As noted in the project's February 2021 Visual Impact Assessment, there are no natural landmarks and landforms in the project area.

Environmental Consequences

Soil Disturbance

According to research gathered for the forthcoming preliminary geotechnical report being prepared for the project, retaining walls and site soils are not considered expansive since they consist mostly of sandy loam, clay, and clay loam. The risk of encountering expansive soil at the project sites is minimal.

Grading activities and minor excavation work will disturb and expose soils in selected locations within the project limits on Merritt Street during project construction. As a result, ground-disturbing earthwork associated with construction could increase rates of existing soil erosion and sedimentation, as well as loss of topsoil. The majority of the proposed multimodal improvements to the highway facilities will be surficial, and minor right-of-way expansions along the project limits will be necessary. However, as discussed in Section 1.4.1, Build Alternative, some of the proposed improvements will require soil excavation, including potential utility relocations (locations to be specified during the project's Plans, Specifications, and Estimates phase), revised connections to drainage infrastructure, and reconstruction of four existing retaining walls. Preliminary design information shows that potential excavations will be relatively shallow, ranging from estimates of 2 feet to 6 feet deep and primarily within or just outside of the existing highway footprint and right-of-way. Excavation work will be short-term during project construction.

Typical Construction Best Management Practices for soil retention and shoring systems will be implemented during earthwork to minimize erosion and sedimentation, loss of topsoil, and impacts from unstable soils, if present. Stormwater pollution control requirements will be implemented on a year-round basis. The requirements must be implemented proactively during all seasons while construction is ongoing. Appropriate water pollution control includes the implementation of a combination of both soil stabilization and sediment controls, implementation of wind erosion, tracking controls, non-stormwater and waste management, and Material Pollution Best Management

Practices. As identified in Section 2.2.2, Water Quality and Stormwater Runoff, stormwater pollution control requirements will be included during the Plans, Specifications, and Estimates phase of the project and will minimize any effects to soils from erosion. Potential effects resulting from soil disturbance will be temporary and minimal.

Seismic Hazards

A risk-free seismic environment does not exist anywhere in California. Generally, shaking is less severe on rock than on alluvium or fill, although other local geologic conditions in a project area may override this generalization. Although the project area would experience strong shaking in the event of an earthquake, the proposed improvements to the highway infrastructure and addition of Complete Streets components for multimodal travel will not add any new structural elements to the project limits of the route that might otherwise increase the potential for seismic hazards to the traveling public in the long-term use of the highway within the project limits. Seismic design standards in Caltrans' Highway Design Manual are implemented to the extent needed for each project's specific geologic and soil setting and to address the specific elements of design. These design standards will minimize the susceptibility of the project route, the travelers that use the highway, and the nearby buildings and utilities to damage from earthquakes and other seismically induced hazards over the long term. Additionally, the contractor is responsible per the requirements of the U.S. Department of Labor and the U.S. Department of Occupational Safety and Health administrations to provide employees with a workplace free from recognized hazards likely to cause death or serious physical harm, including during seismic events.

There is a low risk of landslides occurring on and around the project limits due to the relatively flat topography of the project area, the soil characteristics, and because the project will not involve large quantities of cut and fill or steep excavation work. Additionally, the potential for hazards caused by liquefaction is low in the soils under and next to the project route. The proposed highway improvements will not involve the construction of new or relocated travel structures such as a bridge or any capacity-expanding facilities such as additional travel lanes that will require extensive cut and fill and associated excavation. The proposed project will not have the potential to substantially increase or present new adverse seismic hazard-related effects within the project limits.

Avoidance, Minimization, and/or Mitigation Measures

Since there will be no potential for adverse effects related to geology, soils, seismicity, and topography, no measures are proposed.

2.2.4 Hazardous Waste and Materials

Regulatory Setting

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage, and disposal of hazardous materials, substances, and waste, as well as the investigation and mitigation of issues pertaining to waste releases, air and water quality, human health, and land use.

The primary federal laws that primarily regulate hazardous wastes/materials are the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 and the Resource Conservation and Recovery Act of 1976. The purpose of the Comprehensive Environmental Response, Compensation, and Liability Act, often referred to as "Superfund," is to identify and cleanup abandoned contaminated sites so that public health and welfare are not compromised. The Resource Conservation and Recovery Act provides for "cradle to grave" regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act
- Atomic Energy Act
- Toxic Substances Control Act
- Federal Insecticide, Fungicide, and Rodenticide Act

In addition to the acts listed above, Executive Order 12088, Federal Compliance with Pollution Control Standards, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

California regulates hazardous materials, waste, and substances under the authority of the California Health and Safety Code and is authorized by the federal government to implement the Resource Conservation and Recovery Act in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning issues pertaining to hazardous waste. The Porter-Cologne Act restricts the disposal of wastes and requires cleanup for wastes that are below hazardous waste concentrations but capable of affecting groundwater and surface water quality. California regulations that address waste management issues, as well as the prevention and cleanup of contamination, include Title 22, Division 4.5, Environmental Health Standards for the

Management of Hazardous Waste; Title 23, Waters; and Title 27, Environmental Protection.

Worker and public health and safety are key issues when hazardous materials that may affect human health and the environment are encountered. Proper management and disposal are vital if hazardous materials are found, disturbed, or generated during project construction.

Affected Environment

The information in this section is based on an analysis contained in the project's December 2020 Initial Site Assessment. Reviews were conducted of the databases GeoTracker, EnviroStor, Solid Waste Information System, Cortese, and California Environmental Protection Agency for properties containing hazardous waste and material on or around the vicinity of the project site. Additional information reviewed for the analysis includes preliminary project design mapping, aerial photographs, and historical records. A field review of the project limits and properties next to the project route was not conducted.

The following discussion describes existing conditions in the project study area and issues with typical hazardous waste or materials that could be associated with this project.

Petroleum Hydrocarbons

Closed petroleum hydrocarbon leaking underground tank service station cases are next to Merritt Street within the project limits and the area of potential effects of the proposed project improvements. Table 2.4 lists the properties with Leaking Underground Storage Tank cleanup sites that the project may encounter. The oversight agencies for the cases are the Central Coast Regional Water Quality Control Board, Region 3 (lead agency), and Monterey County.

Table 2.4 Leaking Underground Storage Tank Properties Next to the Project Limits

Facility Name	Address (Castroville)	Regional Water Quality Control Board Case Number
Beacon Station Number 479	10899 Merritt Street	806
Exxon Station (former)	11399 Merritt Street	2523
Tosco Facility Number 6024	11400 Merritt Street	2906
Foss, Ida	11500 Merritt Street	25
Dave's Garage (former)	11502 Merritt Street	23
Beacon Station Number 728	11775 Merritt Street	672
Beacon Station Number 3728	11775 Merritt Street	3342
Boggiatto Packing Company	11000 Blackie Road	660

Database information shows that petroleum hydrocarbon-impacted soils are in the subsurface from approximately 5 feet to 30 feet below existing grade.

Aerially Deposited Lead

Aerially deposited lead may be present in roadside soils within the project limits. Until the mid-1980s, gasoline and petroleum refiners added lead to reduce engine noise. As motor vehicles traveled the highways, tiny particles of lead were emitted in the exhaust and settled on the soils next to the freeways and roads. Over the years, lead built up in the soils alongside the highways and roads. This contaminated soil is referred to as aerially deposited lead soils.

Lead occurs naturally in soils, but because of the widespread use of leaded paint before the mid-1970s, leaded gasoline before the mid-1980s, and contamination from various industrial sources, roadside soils often have lead concentrations much greater than normal background levels. Lead does not biodegrade or disappear over time, but it remains in the soil for thousands of years. Serious human health risks are associated with lead poisoning. There is the potential for aerially deposited lead to be present in soils within the project limits.

Naturally Occurring Asbestos

Naturally Occurring Asbestos will not be an issue for the proposed project since it does not occur in the project area, according to the hazardous waste study conducted for the project.

Asbestos-Containing Materials and Lead-Containing Paint

The project components do not involve demolition of any structures that might have paint that contains lead or naturally occurring asbestos.

Treated Wood Waste

Treated wood was likely used in the posts for metal beam guardrails, thrie-beam barriers, piles, and roadside signs that are proposed for demolition and removal. Treated wood waste is wood that was used in ground or water contact applications that has been removed from service. This wood is typically treated with preserving chemicals that protect the wood from insect attack and fungal decay during its use. Examples include fence posts, sill plates, landscape timbers, pilings, guardrails, and decking. Treated wood waste contains hazardous chemicals that pose a risk to human health and the environment. Arsenic, chromium, copper, creosote, and pentachlorophenol are among the chemicals added to preserve wood. These chemicals are known to be toxic and can cause cancer. Harmful exposure to these chemicals may result from skin contact with treated wood waste or inhalation or ingestion of treated wood waste particles in sawdust and smoke. It is presumed to be a hazardous waste and must be managed per the Alternative Management Standards for Treated Wood Waste, which, among other things, permits the disposal of presumed hazardous treated wood waste at specific nonhazardous waste landfills.

Yellow Thermoplastic Stripe

Older yellow traffic stripes and thermoplastic typically contain lead, which can be considered a hazardous material in certain concentrations. The yellow thermoplastic traffic stripes in the project limits are newer yellow stripe material (overlain in 2003 and 2007) that does not contain hazardous lead. Recent projects that replaced yellow thermoplastic traffic stripes on the project portion of the highway would have adhered to Caltrans' Standard Special Provisions Section 84-9.03C, which requires preparation of a Lead Compliance Plan but does not require the disposal of yellow thermoplastic traffic stripe debris as a hazardous waste.

Environmental Consequences

Petroleum Hydrocarbons

The potential for encountering underground petroleum hydrocarbon during project construction activities depends on the depth of excavation work needed for a project's highway improvement work. As noted above, soils impacted by petroleum hydrocarbon are in the soil depths between 5 feet and

30 feet belowground. The likelihood of encountering hazardous petroleum hydrocarbon below grade for the proposed highway improvements is considered to be low because the proposed improvements would not likely involve soil excavation to that depth range.

The proposed operational design improvements, highway pavement rehabilitation, and Complete Streets multimodal improvements will occur mostly near the surface and will not require subsurface excavation. Exceptions would be made when rebuilding the four retaining walls, potentially relocating underground utilities, and reconfiguring connections to storm drain facilities. Rebuilding the four retaining walls will require a minor amount of subsurface excavation based on preliminary design information. Excavation depths for the retaining walls will be further specified during the project's Plans, Specifications, and Estimates phase; however, excavation is not expected to exceed 5 feet below the surface.

The potential need to relocate specific underground utilities to enable the construction of the proposed highway improvements will be determined during the project's Plans, Specifications, and Estimates phase. However, most utilities under a state highway roadbed are typically between 2 feet and 6 feet below surface grade, with a maximum likely to be 8 feet. Therefore, the potential for encountering contaminated soils is low.

If petroleum hydrocarbon-impacted soils are encountered during construction activities, work would stop in the affected area, and Caltrans would implement the Emergency Construction Contract and independently hire a Class A contractor with a hazardous substance removal and remedial actions certification from the California State License Board to remove the contaminated soil material before resuming construction work. This would be done per the provisions of the Caltrans Construction Manual.

Aerially Deposited Lead

Aerially deposited lead from the historical use of leaded gasoline exists along roadways throughout California. There is the likely presence of soils with elevated concentrations of lead as a result of aerially deposited lead on the state highway system right-of-way within the limits of the project alternatives. Soil determined to contain lead concentrations exceeding stipulated thresholds must be managed under the July 1, 2016, Aerially Deposited Lead Agreement between Caltrans and the California Department of Toxic Substances Control. This Aerially Deposited Lead Agreement allows such soils to be safely reused within the project limits as long as all requirements of the Aerially Deposited Lead Agreement are met.

Aerially deposited lead may be an issue for the proposed project regarding soil excavation requirements for any of the proposed Complete Streets multimodal improvements. If soil is excavated and placed elsewhere within the project limits or disposed of outside of the project route right-of-way, then

soil sampling will be required. The sampling would document any concentrations of lead in the soil to prescribe the appropriate handling, reuse, and/or disposal methods. If soil sampling confirms that soils contain lead in amounts above regulatory limits, excess soil shall be disposed of as a hazardous waste unless it can be determined the soil can be reused within the project limits per the terms of the July 2016 Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils issued by the Department of Toxic Substances Control. Per Caltrans' requirement, the project's construction contractor will prepare a project-specific Lead Compliance Plan to minimize worker exposure to lead-containing soil. The plan will include protocols for environmental and personnel monitoring, requirements for personal protective equipment, and other health and safety protocols and procedures for the handling of lead-containing soil.

Naturally Occurring Asbestos

According to the hazardous waste database records, naturally occurring asbestos does not occur in the project area. Therefore, the project will not experience any environmental impacts related to naturally occurring asbestos.

Asbestos-Containing Materials and Lead-Containing Paint

The proposed Complete Streets multimodal improvements and other project improvements will not require demolition of any structures that may contain materials that contain asbestos or lead-containing paint. Therefore, there will be no potential adverse effects resulting from the proposed project regarding asbestos-containing materials or lead-containing paint.

Treated Wood Waste

Treated wood waste includes posts for metal beam guardrails, thrie-beam barriers, piles, and roadside signs. The Build Alternative includes the replacement of existing metal beam guardrails on the highway approach to the State Route 183/State Route 156 Separation Bridge with metal fencing for the protection of pedestrians. Removal and disposal of metal beam guardrails will require the implementation of Caltrans' Standard Specifications Section 14-11.14 for proper management and disposal of hazardous treated wood waste.

Yellow Thermoplastic Traffic Stripe

The proposed Build Alternative will include cold plane operations as part of the pavement rehabilitation through the project limits. Yellow traffic stripes and thermoplastic proposed for removal are expected to contain lead. However, standardized measures that apply to most or all Caltrans projects are proposed. Where the yellow thermoplastic traffic stripes are to be removed with the asphalt concrete, Caltrans' Standard Special Provisions Section 36-4 will be used, and a Lead Compliance Plan will be prepared that

will include all relevant hazardous lead waste and materials handling and disposal.

It is unlikely that the Build Alternative will create significant environmental effects related to hazardous waste and materials. The Build Alternative's effects will be routine construction issues that are handled in the construction contract through regulatory requirements and the inclusion of Caltrans' Standard Specifications and Standard Special Provisions.

Avoidance, Minimization, and/or Mitigation Measures

The Build Alternative will not cause adverse effects related to hazardous waste and materials as discussed herein; therefore, no measures are proposed.

2.2.5 Air Quality

Regulatory Setting

The Federal Clean Air Act, as amended, is the primary federal law that governs air quality, while the California Clean Air Act is its companion state law. These laws, and related regulations by the U.S. Environmental Protection Agency and the California Air Resources Board, set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards. The National Ambient Air Quality Standards and state ambient air quality standards have been established for six criteria pollutants that have been linked to potential health concerns: carbon monoxide, nitrogen dioxide, ozone, particulate matter—which is broken down for regulatory purposes into particles of 10 micrometers or smaller and particles of 2.5 micrometers and smaller—lead, and sulfur dioxide. In addition, state standards exist for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. The National Ambient Air Quality Standards and state standards are set at levels that protect public health with a margin of safety and are subject to periodic review and revision. Both state and federal regulatory schemes also cover toxic air contaminants (known as air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition.

Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under the National Environmental Policy Act. In addition to this environmental analysis, a parallel "Conformity" requirement under the Federal Clean Air Act also applies.

Conformity

The conformity requirement is based on Federal Clean Air Act Section 176(c), which prohibits the U.S. Department of Transportation and other federal agencies from funding, authorizing, or approving plans, programs, or projects that do not conform to the State Implementation Plan for attaining the

National Ambient Air Quality Standards. “Transportation Conformity” applies to highway and transit projects and takes place on two levels: the regional (or planning and programming) level and the project level. The proposed project must conform at both levels to be approved.

Conformity requirements apply only in nonattainment and “maintenance” (former nonattainment) areas for the National Ambient Air Quality Standards and only for the specific National Ambient Air Quality Standards that are or were violated. The U.S. Environmental Protection Agency regulations at 40 Code of Federal Regulations 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for National Ambient Air Quality Standards and do not apply at all for state standards regardless of the status of the area.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the National Ambient Air Quality Standards for carbon monoxide, nitrogen dioxide, ozone, particulate matter, and in some areas (although not in California), sulfur dioxide. California has nonattainment or maintenance areas for all of these transportation-related “criteria pollutants” except sulfur dioxide, and also has a nonattainment area for lead; however, lead is not currently required by the Federal Clean Air Act to be covered in transportation conformity analysis. Regional conformity is based on emission analysis of Regional Transportation Plans and Federal Transportation Improvement Programs that include all transportation projects planned for a region over a period of at least 20 years (for the Regional Transportation Plan) and 4 years (for the Federal Transportation Improvement Program). The Regional Transportation Plan and Federal Transportation Improvement Program conformity uses travel demand and emission models to determine whether or not the implementation of those projects would conform to emission budgets or other tests at various analysis years showing that requirements of the Federal Clean Air Act and the State Implementation Plan are met. If the conformity analysis is successful, the Metropolitan Planning Organization, Federal Highway Administration, and Federal Transit Administration make the determinations that the Regional Transportation Plan and Federal Transportation Improvement Program are in conformity with the State Implementation Plan for achieving the goals of the Federal Clean Air Act. Otherwise, the projects in the Regional Transportation Plan and/or Federal Transportation Improvement Program must be modified until conformity is attained. If the design concept and scope and the “open-to-traffic” schedule of a proposed transportation project are the same as described in the Regional Transportation Plan and Federal Transportation Improvement Program, then the proposed project meets regional conformity requirements for purposes of project-level analysis.

Project-level conformity is achieved by demonstrating that the project comes from a conforming Regional Transportation Plan and Transportation Improvement Program; the project has a design concept and scope that has

not changed significantly from those in the Regional Transportation Plans and Transportation Improvement Program; project analyses have used the latest planning assumptions and Environmental Protection Agency-approved emissions models; and in particulate matter areas, the project complies with any control measures in the State Implementation Plan. Furthermore, additional analyses (known as hot-spot analyses) may be required for projects located in carbon monoxide and particulate matter nonattainment or maintenance areas to examine localized air quality impacts.

Affected Environment

The following section is based on an analysis contained in the Air Quality, Greenhouse Gas, Noise, and Water Quality Assessment Memorandum (December 2020) prepared for the proposed project. The project site is in the North Central Coast Air Basin, which includes Monterey County, San Benito County, and Santa Cruz County. Prevailing winds for the region blow across the coastal plain from the west-northwest. Stagnant air conditions are rare occurrences. The project site is in a microclimate with average temperatures that range from as high as 68 degrees Fahrenheit to as low as 44 degrees Fahrenheit, with little seasonal change throughout the year. The average yearly rainfall for the area is 18.2 inches, with most of it falling from December to February.

Air quality within the North Central Coast Air Basin is regulated by the Monterey Bay Air Resources District. This basin is in attainment for all National Ambient Air Quality Standards, non-attainment transitional for state ambient air quality standards for ozone, and non-attainment for airborne particulates (also known as dust) less than 10 microns in diameter. Projects that do not further degrade air quality in the North Central Coast Air Basin are consistent with the Monterey Bay Air Resources District's state air quality attainment goals as included in the District's State Implementation Plan. (2012-15 Air Quality Management Plan)

Environmental Consequences

The project is in an attainment/unclassified area for all current National Ambient Air Quality Standards. Therefore, transportation conformity requirements do not apply. Replacing pavement and existing multimodal facilities and building new facilities within the project limits will not result in the emission of any long-term air pollutants. Based on a review of the federal guidelines, this project qualifies for an exemption from further air quality review because it does not propose additional travel lanes or increase vehicular capacity. The Build Alternative consists mostly of pavement removal and replacement, bridge deck repair, multimodal facility construction and repair, and traffic census station and camera installation, which are all considered exempt from federal conformity analysis. All air quality impacts associated with the project will be temporary and will result from demolition and construction activities.

Certain construction activities can be the source of temporary impacts on air quality. Potential temporary air quality impacts could result from dust-producing and odor-producing activities that occur during demolition, excavation and grading, construction, and paving. Standard Special Provisions included for all Caltrans projects will address potential emissions generated by construction equipment, grading activities, and various construction materials.

Construction activities will not last for more than five years at one general location, so construction-related emissions do not need to be included in regional and project-level conformity analysis. (40 Code of Federal Regulations 93.123(c)(5)) Project construction is estimated to take a total of 280 days over a two-year staged-construction schedule and is expected to progress quickly once the construction contract is awarded. With almost every construction project, there will be a temporary increase in air emissions and fugitive dust during the construction period. During construction, the project will generate temporary air pollutants. Exhaust from construction equipment contains hydrocarbons, oxides of nitrogen, carbon dioxide, suspended particulate matter, and odors.

The use of heavy equipment during project construction could generate fugitive dust that will cause temporary impacts to local air quality if large amounts of excavation, soil transport, and subsequent fill operations are necessary. Earthwork will be required for project improvements; such work will include excavation, construction of retaining walls, drainage infrastructure construction, and other miscellaneous activities. The roadway will use the existing grade to the maximum extent practicable but will require some fill to smooth the transition back to the existing highway grade at the conform points. Some dust generation will be expected from the earthwork component of this project. The effects of construction equipment on air quality can vary substantially from day to day, depending on the level of activity, the specific type of operation, and the prevailing weather conditions.

Minor earthwork will be required for the construction of the proposed mainline improvements to Merritt Street, particularly for proposed rehabilitation and reconstruction of highway pavement within the project limits. This will also be the case for the construction of new multimodal facilities and reconstruction of failing facilities within the project limits. The collective amount of earthwork for construction activities is expected to be relatively minor, with little to no dust generation, since earthwork activity will be mostly for excavation work for retaining wall construction, pole installation, utility relocations, shoulder widening, and transit stop pad construction.

Caltrans' Standard Specifications pertaining to dust control and dust palliative application are required for all construction contracts to effectively reduce and control impacts related to construction emissions. The provisions of Caltrans' Standard Specifications Section 10-5, Dust Control, and Section 14-9, Air

Pollution Control, will require the project's construction contractor to comply with all required California Air Resources Board and Monterey Bay Unified Air Pollution Control District rules, ordinances, and regulations. The project-level Stormwater Pollution Prevention Plan will provide water pollution control measures that will cross-correlate with standard dust emission minimization measures, such as covering soil stockpiles, watering haul roads, watering excavation and grading areas, etc. Per Caltrans' Standard Specifications Section 14-11.13B(2), a Debris Containment and Collection Plan will be included in the project's special provisions, as approved by a Caltrans Resident Engineer, to effectively capture and collect all demolition debris and waste materials, thereby preventing any material from entering the creek channel or migrating offsite during windy conditions. All stockpiled construction debris will, at a minimum, be covered daily or be hauled off as soon as possible.

Equipment emissions can vary substantially from day-to-day, depending on the level of activity, the specific type of operation, and the prevailing weather conditions. Depending on the construction site location and proximity to sensitive receptors, a project that generates high levels of construction emissions, including diesel particulate matter, may require special attention and mitigation. Sensitive receptors within the project site include residences and schools. These are located intermittently along the State right-of-way and project work areas throughout the 1.5-mile-long project site. Fugitive dust and other construction emissions have the potential to subject these surrounding sensitive receptors to inhalable construction emissions. Based on the small scope of work along with the staged work locations and schedule, Caltrans has determined that this project presents minimal potential to subject surrounding sensitive receptors to inhalable construction emissions that would be considered significant.

Exhaust from construction equipment contains hydrocarbons, oxides of nitrogen, carbon dioxide, suspended particulate matter, and odors. Project construction activities are estimated to generate carbon dioxide emissions of 363 tons per year and carbon dioxide equivalent emissions of 452 tons during the expected 280-day construction period. Estimated emissions were generated using the Caltrans Construction Emission Tool using default settings for the mainline improvement project.

Removing the roadway pavement and multimodal facilities will require demolition activities that could create nuisance dust near the actual work location; however, it is not expected to be significant enough to impact the nearest residences and schools. Both bridge decks may have been treated with methacrylate in the past to try and seal cracks. Any work that disturbs the existing paint system and/or demolition of the structures could expose workers to health hazards and produce debris that could contain heavy metals and toxic fumes when heated. Grime, waste, and debris already on the bridge before the start of work may also contain lead.

A Debris Containment and Collection Plan will be included in the project's special provisions (approved by the project Resident Engineer) to effectively capture and collect all demolition debris and waste materials, preventing any material from migrating offsite during windy conditions. All stockpiled construction debris will be covered or hauled off as soon as possible. Additionally, the project-level Stormwater Pollution Prevention Plan will provide water pollution control measures that will correlate with standard dust emission minimization measures, such as covering soil stockpiles and watering haul roads and excavation and grading areas.

The project will not reduce mobile source emissions in the North Central Coast Air Basin per the goals of the Monterey Bay Air Resources District's 2012-2015 Air Quality Management Plan. However, air pollutant emissions will be temporary and minimal, and the project will comply with all required California Air Resources Board and Monterey Bay Air Resources District's rules, ordinances, and regulations.

The emissions and dust (also known as particulate matter) generated during project construction activities will be temporary and reduced through the implementation of Caltrans' Standard Specifications for all construction contracts, as previously discussed. Implementation of these procedures and practices will effectively reduce and control levels of construction emissions and dust so that they will not have substantial effects on air quality.

Avoidance, Minimization, and/or Mitigation Measures

Since effects on air quality will be temporary and minimal, no avoidance, minimization, and/or mitigation measures are necessary.

2.2.6 Noise and Vibration

Regulatory Setting

The California Environmental Quality Act and the National Environmental Policy Act provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. The requirements for noise analysis and consideration of noise abatement and/or mitigation, however, differ between the California Environmental Quality Act and the National Environmental Policy Act.

California Environmental Quality Act

The California Environmental Quality Act requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under the California Environmental Quality Act, then the California Environmental Quality Act dictates that mitigation measures must be incorporated into the project unless those measures are not feasible. The rest of this section will

focus on the National Environmental Policy Act/Title 23 Part 772 of the Code of Federal Regulations noise analysis. Chapter 3 of this document contains additional information on noise analysis under the California Environmental Quality Act.

National Environmental Policy Act and 23 Code of Federal Regulations 772

For highway transportation projects with Federal Highway Administration involvement (and Caltrans, as assigned), the Federal-Aid Highway Act of 1970 and its implementing regulations (23 Code of Federal Regulations 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations include noise abatement criteria that are used to determine when a noise impact will occur. The noise abatement criteria differ depending on the type of land use under analysis. For example, the noise abatement criteria for residences (67 A-weighted decibels) is lower than the noise abatement criteria for commercial areas (72 A-weighted decibels). Table 2.5 lists the noise abatement criteria for use in the National Environmental Policy Act/23 Code of Federal Regulations 772 analysis. Figure 2-7 provides typical noise levels for common activities.

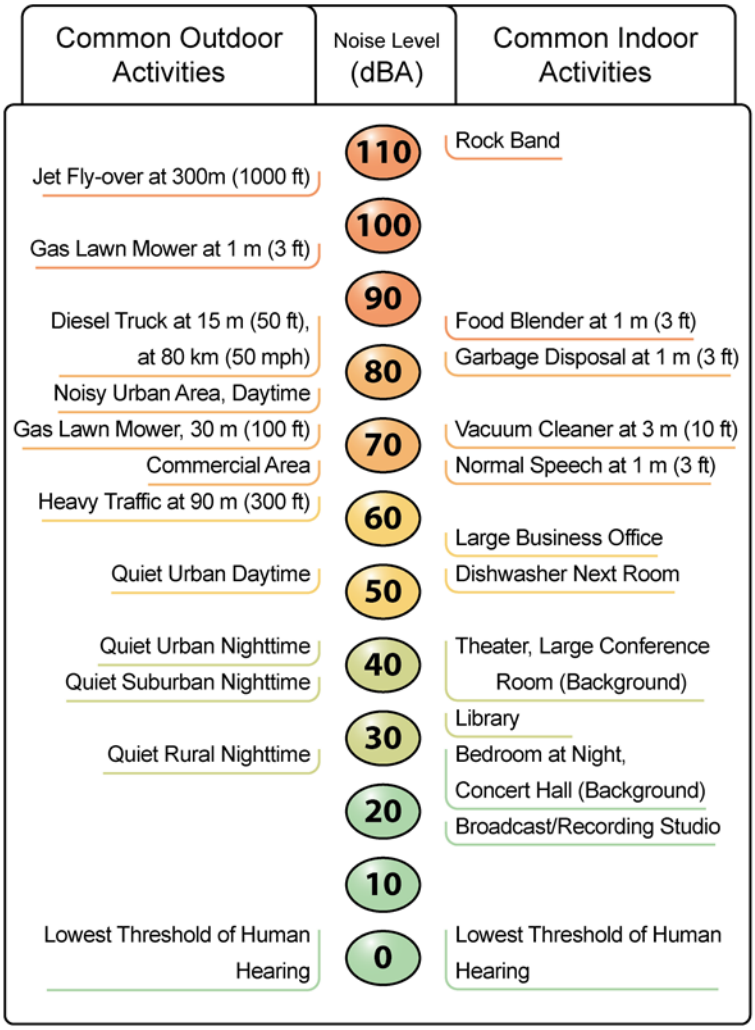
In Table 2.5 below, undeveloped lands are permitted for activity categories B and C.

Table 2.5 Noise Abatement Criteria

Activity Category	Noise Abatement Criteria, Hourly A-Weighted Noise Level, Leq(h)	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Residential.
C	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 (Exterior)	Hotels, motels, offices, restaurants, bars, and other developed lands, properties, or activities not included in A-D or F.
F	No Noise Abatement Criteria—Reporting Only	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical, etc.), and warehouses.
G	No Noise Abatement Criteria—Reporting Only	Undeveloped lands that are not permitted.

Figure 2-7 lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise levels discussed in this section with common activities.

Figure 2-7 Typical Noise Levels for Common Activities



According to the Caltrans Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects (May 2011), a noise impact occurs when the predicted future noise level with the project substantially exceeds the existing noise level (defined as 12 A-weighted decibels or more) or when the future noise level with the project approaches or exceeds the noise abatement criteria. A noise level is considered to approach the noise abatement criteria if it is within 1 A-weighted decibel of the noise abatement criteria.

If it is determined that the project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that will likely be incorporated into the project.

The Caltrans Traffic Noise Analysis Protocol sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. Noise abatement must be predicted to reduce noise by at least 5 A-weighted decibels at an impacted receptor to be considered feasible from an acoustical perspective. It must also be possible to design and construct the noise abatement measure for it to be considered feasible. Factors that affect the design and constructability of noise abatement include, but are not limited to, safety, barrier height, topography, drainage, access requirements for driveways, presence of local cross streets, underground utilities, other noise sources in the area, and maintenance of the abatement measure. The overall reasonableness of noise abatement is determined by the following three factors: 1) the noise reduction design goal of 7 decibels at one or more impacted receptors; 2) the cost of noise abatement; and 3) the viewpoints of benefitted receptors (including property owners and residents of the benefitted receptors).

Affected Environment

The December 2020 Air Quality, Noise, Greenhouse Gas, and Water Quality Memorandum prepared for the project forms the main basis for this evaluation of noise impacts. The project site is along the southwesterly portion of the developed suburban census-designated town of Castroville. Next to and on both sides of the project route are residential, commercial, and industrial uses, as well as an elementary school.

Environmental Consequences

Permanent (Long-Term Operational) Effects

The Build Alternative does not meet the required conditions to be considered a Type 1 project for noise according to the Federal Highway Administration procedures. This project is considered a Type 3 project since no additional capacity will be provided with the proposed highway improvements on Merritt Street, and the vertical profile of the highway will not be altered. As such, local noise levels from traffic operations on the project route are estimated not to increase from the otherwise forecasted noise levels after the proposed project construction.

The project will include minor horizontal widening of the right-of-way of the highway within the project limits to provide more consistent widths for road shoulders, bicycle lanes, and sidewalks. However, the project will not involve the realignment of travel lanes and will not bring vehicle noise closer to sensitive uses next to Merritt Street. Therefore, no long-term noise abatement measures are necessary for the implementation of the Build Alternative.

Temporary Construction Effects

Construction activities will generate short-term increases in noise and vibrations in the project vicinity. The increases will vary depending on the type

of construction equipment used and the location and duration of the construction activities. Substantial adverse noise and vibration impacts from construction activities are not expected because construction will be temporary and intermittent and conducted per Caltrans Standard Specifications and procedures to minimize construction noise effects. Additionally, substantial adverse noise and vibration impacts are not expected because local noise levels are primarily influenced by local traffic noise, and the project will not increase traffic volumes during construction.

A Caltrans Resident Engineer will ensure that, whenever possible, construction work is conducted during the day when work is near sensitive receptors. Avoidance measures will ensure that if nighttime construction activities are necessary, the noisiest activities will be conducted near residences as early in the evening as possible. Caltrans' Standard Specifications Section 14-8.02 will also be implemented, which requires the project's construction contractor to control and monitor construction noise and not to exceed 86 A-weighted decibels at 50 feet from the worksite from 9:00 p.m. to 6:00 a.m.

As discussed in Section 2.1.6 (Cultural Resources), construction activities could potentially damage the historic buildings within the project limits, such as vibration from equipment, including jackhammers and vibratory rollers. Avoidance and minimization measures that will specifically address these potential adverse effects are included in the Build Alternative and described in Section 2.1.6. These include measures to document pre-construction and post-construction conditions of historical resources in the project's identified Area of Potential Effects. After comparing pre-construction and post-construction documentation, if it is determined that construction-related activities resulted in any unintended or unforeseen damage, Caltrans will repair any damage per the Secretary of the Interior's Standards for Rehabilitation. To avoid and minimize effects to the historical resources in the built environment, a Caltrans Resident Engineer assigned to oversee the project's construction will ensure that restrictions for jackhammering and vibratory rollers are enforced. These steps will reduce the potential for peak particle velocity levels above recommended thresholds.

Avoidance, Minimization, and/or Noise Abatement Measures

Avoidance and minimization measures identified in Section 2.1.6 (Cultural Resources)—for documentation and repair, jackhammer restrictions, and vibratory roller restrictions to minimize vibration effects to built historic resources—will be incorporated in addition to the following avoidance and minimization measures identified to minimize noise and vibration impacts during construction:

Equipment Noise Control

- **Equipment Shielding—**The construction contractor will shield especially loud pieces of stationary construction equipment.
- **Equipment Location—**The construction contractor will locate portable generators, air compressors, etc., as far away from sensitive noise receptors as feasibly possible and limit grouping major pieces of equipment operating in one area to the greatest extent feasible.
- **Equipment Noise Abatement—**The construction contractor will use newer equipment that is quieter and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators, intact and operational. Internal combustion engines used for any purpose on or related to the job will be equipped with a muffler or baffle of a type recommended by the manufacturer.
- **Nighttime Construction—**A Caltrans Resident Engineer will ensure that, whenever possible, construction work will be conducted during the day when work is near sensitive receptors. If nighttime construction activities are necessary, the noisiest and/or most vibratory construction activities will be conducted near residences as early in the evening as possible.

Administrative Measures

- **Public Notice—**Caltrans will notify surrounding residents and the public in advance of the construction schedule when construction noise and upcoming construction activities likely to produce an adverse noise environment are expected. This notice will be given two weeks in advance. A notice will be published in local news media of the dates and duration of the proposed construction activities. The District 5 Public Information Office will post notice of the proposed construction and potential community impacts after receiving notice from a Caltrans Resident Engineer.
- **Noise Complaints—**A Caltrans Resident Engineer will consult with District 5 Noise staff to determine appropriate steps to alleviate noise-related concerns if complaints are received during the construction process.

2.3 Biological Environment

2.3.1 Plant Species

Regulatory Setting

The U.S. Fish and Wildlife Service and California Department of Fish and Wildlife have regulatory responsibility for the protection of special-status plant species. Special-status species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a

general term for species that are provided varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act and/or the California Endangered Species Act. Please see Section 2.3.3 (Threatened and Endangered Species) in this document for detailed information about these species.

This section of the document discusses all other special-status plant species, including California Department of Fish and Wildlife species of special concern and U.S. Fish and Wildlife Service candidate species, and California Native Plant Society rare and endangered plants.

The regulatory requirements for the Federal Endangered Species Act can be found at 16 U.S. Code Section 1531, and what follows. See also 50 Code of Federal Regulations Part 402. The regulatory requirements for California Endangered Species Act can be found at California Fish and Game Code, Section 2050, and what follows. Caltrans projects are also subject to the Native Plant Protection Act, found in California Fish and Game Code, Section 1900-1913, and the California Environmental Quality Act, found at California Public Resources Code, Sections 21000-21177.

Affected Environment

Information and analysis contained in this section are based on the Natural Environment Study (Minimal Impacts) prepared by Caltrans in February 2021 for the project. General botanical surveys were conducted on April 2, May 5, July 1, and August 5 of 2019. A list of special-status plant species, not formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act and/or the California Endangered Species Act, with the potential to be found in the Biological Study Area, was generated from lists obtained from the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife. Copies of these lists are provided in Appendix G (Species Lists) of this document.

No special-status plant species were seen in the Biological Study Area or are expected to be impacted by the project as proposed. Three special-status plant species, not formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act and/or the California Endangered Species Act, were identified to have the potential to occur in the Biological Study Area based on the presence of suitable habitat. These species include Hickman's onion *(Allium hickmanii),* Congdon's tarplant *(Centromadia parryi subspecies congdonii),* and Point Reyes Horkelia *(Horkelia marinensis).* Habitat for these species was determined to be marginal or absent due to current land use practices, suburban development, and wide-ranging disturbances, including frequent mowing and herbicide application. Furthermore, none of these species were seen during appropriately timed floristic surveys.

Environmental Consequences

Although potential habitat for several special-status plant species, not formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act and/or the California Endangered Species Act, occurs within the Biological Study Area, no special-status plant species were seen during field surveys, and none are expected to occur within the project area. Therefore, the Build Alternative is not expected to affect any special-status plant species. Effects on non-special-status plant species will potentially occur from tree and vegetation removal to build the proposed highway shoulder and sidewalk improvements. The Build Alternative will preserve existing vegetation to the degree feasible, and street trees will be replaced, along with any other removed landscaping, as discussed in Section 1.4.1 (Build Alternative) and Section 2.1.5 (Visual/Aesthetics). New landscaping will be added in selected locations.

As noted in Section 1.4.1 (Build Alternative), all staging areas, equipment areas, and material storage areas will occur in existing pullouts or at disturbed locations to avoid impacts to nearby vegetation and wildlife. No vegetation clearing on public or private land will be allowed for the creation of storage sites without first being cleared through Caltrans Environmental. Caltrans' Standard Special Provisions Section 14-1.02 (Environmentally Sensitive Area) will be included for the project. Before starting any ground-disturbing activities, temporary Environmentally Sensitive Area fencing will be installed around trees within the project limits and at the extent of cut/fill lines to protect the surrounding habitat. Caltrans-defined Environmentally Sensitive Area fencing will be noted on design plans and delineated in the field before the start of construction activities. A Caltrans biologist will conduct pre-construction surveys of the project limits within 14 days of the start of construction. No direct or indirect adverse effects on special-status plant species are expected to occur.

Avoidance, Minimization, and/or Mitigation Measures

The Build Alternative will not cause adverse effects related to special-status plant species as discussed herein; therefore, no measures are proposed.

2.3.2 Animal Species

Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service, the National Oceanic and Atmospheric Administration's National Marine Fisheries Service, and the California Department of Fish and Wildlife are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the federal or state Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in Section 2.3.3 (Threatened and Endangered Species) of this

document. All other special-status animal species are discussed here, including California Department of Fish and Wildlife fully protected species and species of special concern, and U.S. Fish and Wildlife Service or National Oceanic and Atmospheric Administration Fisheries candidate species.

Federal laws and regulations relevant to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations relevant to wildlife include the following:

- California Environmental Quality Act
- Sections 1600 through 1603 of the California Fish and Game Code
- Sections 4150 and 4152 of the California Fish and Game Code

Affected Environment

Information and analysis contained in this section are based on the Natural Environment Study (Minimal Impacts) prepared by Caltrans in February 2021 for the project. General reconnaissance wildlife surveys were conducted on April 2, May 5, July 1, August 5, and December 18 of 2019. A list of special-status animal species with the potential to be found in the Biological Study Area was generated from lists obtained from the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, and the California Department of Fish and Wildlife. Copies of these lists are provided in Appendix G (Species Lists) of this document.

No special-status animal species were seen within the Biological Study Area during general reconnaissance wildlife surveys. The Biological Study Area is within a developed portion of Castroville and is surrounded mostly by suburban development (structures, pavement, and hardscape) with some nearby farmland at the northern and southern limits.

A vacant lot next to the northern project limits could provide marginal habitat for common wildlife species. However, the vacant lot is subject to high and frequent levels of human disturbance at the corner of two highways—State Route 183 and State Route 1—and near the census-designated town of Castroville. The vacant lot is dominated by non-native ruderal vegetation; most wildlife species are unlikely to occupy this area.

Nesting and migratory bird species are addressed here as a group because they have similar habitat requirements, project-related impacts, and avoidance and minimization measures. Numerous nesting bird species have the potential to nest in landscape vegetation and trees within the project's

Biological Study Area. The vegetation and trees in the Biological Study Area provide suitable foraging or nesting habitat for some migratory birds.

Environmental Consequences

Most of the Build Alternative's project improvements will be on the paved travel way and nearby roadway infrastructure and will incur minimal disturbance to unpaved or unconstructed areas. Construction-related street tree removal and vegetation trimming could directly impact active bird nests and any eggs or young living in nests, but only if vegetation is removed during the nesting bird season (February 1 through September 30). Indirect impacts could also result from noise and dust associated with construction. Noise created by large construction equipment could alter perching, foraging, and/or nesting behaviors. Dust could disturb air quality, reduce sight visibility, and hide insects available for foraging passerines. Street tree removal could also alter perching, foraging, and/or nesting behaviors. The understory vegetation surrounding these trees will also be removed, which could disturb prey items such as insects and small mammals or reptiles. Trees and other street vegetation will be replaced where feasible and appropriate, under the direction of the Caltrans Landscape Architecture Branch, as discussed in Section 2.1.5 (Visual/Aesthetics) of this document.

The Build Alternative will not have adverse effects on special-status animal species. Proposed standardized measures that apply to most or all Caltrans projects will further avoid and minimize effects to nesting birds during vegetation removal. A Caltrans biologist will conduct pre-construction surveys of the project limits within 14 days of the start of construction. If vegetation removal or construction activities are proposed to occur during the typical nesting season—between February 1 and September 30—within potential nesting habitat in the Biological Study Area, a qualified biologist will conduct a nesting bird survey two weeks before construction starts to determine the presence or absence of nesting birds within the project area. Work activities will be avoided within 100 feet of active bird nests until a qualified biologist has determined that birds are no longer dependent on the nest. Readily visible exclusion zones will be established where nests must be avoided.

Active bird nests will not be disturbed, and eggs or young birds protected by the Migratory Bird Treaty Act and the California Fish and Game Code will not be killed, destroyed, injured, or harassed at any time. If an active bird nest is found in any vegetation proposed to be removed or trimmed, Caltrans will coordinate with the California Department of Fish and Wildlife to determine an appropriate buffer based on the habits and needs of the species. The nest area would be avoided until birds are no longer dependent on the nest.

Avoidance, Minimization, and/or Mitigation Measures

The Build Alternative will not cause adverse effects related to special-status animal species as discussed herein; therefore, no measures are proposed.

2.3.3 Threatened and Endangered Species

Regulatory Setting

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act: 16 U.S. Code Section 1531, et seq. See also 50 Code of Federal Regulations Part 402. This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration (and Caltrans, as assigned), are required to consult with the U.S. Fish and Wildlife Service and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 may include a Biological Opinion with an Incidental Take Statement or a Letter of Concurrence. Section 3 of the Federal Endangered Species Act defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct."

California has enacted a similar law at the state level, the California Endangered Species Act, California Fish and Game Code Section 2050, and following sections. The California Endangered Species Act emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. The California Department of Fish and Wildlife is the agency responsible for implementing the California Endangered Species Act. Section 2080 of the California Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the California Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." The California Endangered Species Act allows for take incidental to otherwise lawful development projects; for these actions, an Incidental Take Permit is issued by the California Department of Fish and Wildlife. For species listed under both the Federal Endangered Species Act and the California Endangered Species Act requiring a Biological Opinion under Section 7 of the Federal Endangered Species Act, the California Department of Fish and Wildlife may also authorize impacts to California Endangered Species Act species by issuing a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the U.S., by exercising (A) sovereign

rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983, and (B) exclusive fishery management authority beyond the exclusive economic zone over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas.

Affected Environment

Information and analysis contained in this section are based on the Natural Environment Study (Minimal Impacts) prepared by Caltrans in February 2021 for the project. Caltrans consulted with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service to obtain lists of federally threatened and endangered species that could potentially be within the project area. A current list of special-status species potentially within the project area was obtained from the California Natural Diversity Database. Copies of these lists are provided in Appendix G of this document.

Threatened and Endangered Plant Species

General botanical surveys were conducted in the Biological Study Area for threatened and endangered plant species on April 2, May 5, July 1, and August 5 in 2019. The general botanical survey results are discussed in detail in the Natural Environment Study (Minimal Impacts) prepared by Caltrans in February 2021 for the project. Though listed as potentially occurring within the region, no observations of the following listed threatened or endangered plant species occurred during seasonally appropriate field surveys.

- Marsh sandwort *(Arenaria paludicola)*—There are no freshwater or brackish marshes or swamps in the Biological Study Area to support the species. This plant species was not seen during appropriately timed floristic surveys.
- Monterey spineflower *(Chorizanthe pungens, variety pungens)*—The Biological Study Area contains marginal habitat for the species. This plant species was not seen during appropriately timed floristic surveys.
- Robust spineflower *(Chorizanthe robusta, variety robusta)*—There are no coastal dunes or scrub vegetation in the Biological Study Area to support the species. This plant species was not seen during appropriately timed floristic surveys.
- Seaside bird's-beak *(Cordylanthus rigidus subspecies littoralis)*—There are no coastal dunes or scrub vegetation in the Biological Study Area to support the species. This plant species was not seen during appropriately timed floristic surveys.
- Menzies' wallflower (*Erysimum menziesii*)—There are no coastal dunes in the Biological Study Area to support the species. This plant species was not seen during appropriately timed floristic surveys.

- Monterey gilia *(Gilia tenuiflora subspecies arenaria)*—The Biological Study Area contains marginal habitat for the species. This plant species was not seen during appropriately timed floristic surveys.
- Santa Cruz tarplant *(Holocarpha macradenia)*—The Biological Study Area contains marginal habitat for the species. This plant species was not seen during appropriately timed floristic surveys.
- Contra Costa goldfields *(Lasthenia conjugens)*—The Biological Study Area contains marginal habitat for the species. This plant species was not seen during appropriately timed floristic surveys.
- Yadon's rein orchid *(Piperia yadonii)*—There are no coastal bluff scrub, closed-cone coniferous forest, or maritime chaparral in the Biological Study Area to support the species. This plant species was not seen during appropriately timed floristic surveys.
- San Francisco popcornflower *(Plagiobothrys diffusus)*—The Biological Study Area is outside the elevational range for the species. This plant species was not seen during appropriately timed floristic surveys.

No threatened and endangered plant species were seen in the Biological Study Area or are expected to be impacted by the project as proposed. Three threatened and endangered plant species were identified to have the potential to occur in the Biological Study Area based on the presence of suitable habitat. These species include Monterey spineflower, Monterey gilia, and Santa Cruz tarplant. Habitat for these species was determined to be marginal due to current land use practices, suburban development, and wide-ranging disturbances, including frequent mowing and herbicide application. Furthermore, none of these species were seen during appropriately timed floristic surveys.

Threatened and Endangered Animal Species

General reconnaissance wildlife surveys were conducted in the Biological Study Area for threatened and endangered species on April 2, May 5, July 1, August 5, and December 18 in 2019. The general reconnaissance wildlife survey results are discussed in detail in the Natural Environment Study (Minimal Impacts) prepared by Caltrans in February 2021 for the project. Though listed as potentially occurring within the region, no observations of or suitable habitat for the following listed threatened or endangered animal species occurred during seasonally appropriate general reconnaissance wildlife field surveys.

- California tiger salamander *(Ambystoma californiense)*—Suitable habitat for this species is not present in the Biological Study Area. The nearest recorded occurrence of this species was in 2006 and was approximately 1.3 miles east of the project site. Landscape dividing this location from the project is primarily agricultural lands and suburban development, making dispersal potential into the project location extremely challenging or

impossible. This species was not seen during general reconnaissance wildlife surveys.

- Santa Cruz long-toed salamander *(Ambystoma macrodactylum croceum)*—No suitable habitat, which would consist of wet meadows, upland scrub, or woodlands, exists to support the species within the Biological Study Area. The nearest recorded occurrence of this species was in 2007 and was approximately 1.8 miles northeast of the project site. This species was not seen during general reconnaissance wildlife surveys.
- California red-legged frog *(Rana draytonii)*—Marginal upland habitat is present next to the Biological Study Area, which is subject to frequent mowing and herbicide application. No suitable aquatic habitat is present in the Biological Study Area. This species was not seen during general reconnaissance wildlife surveys.
- Tricolored blackbird *(Agelaius tricolor)*—No suitable nesting habitat is present for this species within the Biological Study Area.
- Golden eagle *(Aquila chrysaetos)*—No suitable habitat is present for this species within the Biological Study Area.
- Marbled murrelet *(Brachyramphus marmoratus)*—No suitable nesting habitat is present for this species within the Biological Study Area.
- Western snowy plover *(Charadrius nivosus nivosus)*—No suitable habitat, which would consist of sandy beaches, salt pond levees, or shores of large alkali lakes, exists to support the species within the Biological Study Area.
- White-tailed kite *(Elanus leucurus)*—No suitable habitat is present for this species within the Biological Study Area.
- Southwestern willow flycatcher *(Empidonax traillii extimus)*—No suitable nesting habitat is present for this species within the Biological Study Area.
- American peregrine falcon *(Falco peregrinus anatum)*—No suitable nesting habitat is present for this species within the Biological Study Area. This species was not seen during biological surveys.
- California condor *(Gymnogyps californianus)*—No suitable nesting habitat is present for this species within the Biological Study Area. This species was not seen during biological surveys.
- California clapper rail *(Rallus longirostris obsoletus)*—No suitable habitat, which would consist of saltwater and brackish marshes and/or tidal sloughs, exists to support the species within the Biological Study Area.
- Bank swallow *(Riparia riparia)*—No suitable nesting habitat is present for this species within the Biological Study Area.
- California least tern *(Sterna antillarum browni)*—No suitable habitat is present for this species within the Biological Study Area. The nearest suitable habitat occurs 1.8 miles away from the project site.

- Least Bell's vireo *(Vireo bellii pusillus)*—No suitable habitat is present for this species within the Biological Study Area.
- Tidewater goby *(Eucyclogobius newberryi)*—No suitable habitat, which would consist of shallow lagoons and/or lower stream reaches, exists to support the species within the Biological Study Area.
- Longfin smelt *(Spirinchus thaleichthys)*—No suitable habitat, which would consist of nearshore waters, estuaries, and/or lower portions of freshwater streams, exists to support the species within the Biological Study Area.
- South-Central California Coast steelhead Distinct Population Segment *(Oncorhynchus mykiss irideus)*—No suitable habitat, which would consist of streams, exists to support the species within the Biological Study Area.
- Western bumblebee *(Bombus occidentalis)*—Suitable habitat present is present within the Biological Study Area, but this species was not seen during general wildlife reconnaissance surveys.
- Smith's blue butterfly *(Euphilotes enoptes smithi)*—No suitable habitat, which would consist of coastal dunes or coastal sage scrub plant communities, exists to support the species within the Biological Study Area.
- Vernal pool fairy shrimp *(Branchinecta lynchi)*—No suitable habitat is present for this species within the Biological Study Area.
- South-Central California Coast Steelhead Critical Habitat and Coastal Pelagics Essential Fish Habitat—No suitable habitat, which would consist of nearshore waters, estuaries, and/or lower portions of freshwater streams, exists within the Biological Study Area.

No threatened or endangered animal species were seen in the Biological Study Area during general reconnaissance wildlife surveys. There is a vacant lot next to the northern limits of the project that provides potential upland habitat for the California red-legged frog. However, the habitat was determined to be marginal due to high levels of disturbance, which includes mowing and herbicide application. Aquatic habitat for the California red-legged frog is not present within the Biological Study Area. The nearest potential aquatic habitat occurs in the Tembladero Slough, about 750 feet south of the northern extent of the project limits. The vacant lot could provide marginal habitat for other wildlife species. However, as previously mentioned, this area is dominated by non-native ruderal vegetation, is subject to high levels of frequent human disturbances and high ambient noise, and is highly fragmented by the two nearby highways and the census-designated town of Castroville. Consequently, threatened or endangered animal species are unlikely to occupy this location.

Environmental Consequences

This section discusses the project's potential environmental effects on threatened and endangered species. Potential impacts to federally listed

threatened and endangered plant species are summarized in Table 2.6. As shown in the table, the project will not affect federally listed plant species because none were seen during the field surveys conducted in the Biological Study Area.

Table 2.6 Summary of Federal Endangered Species Act Section 7 Effects Determinations for Plant Species

Species Name	Federal Status	Effect Finding
Marsh sandwort	Endangered	No Effect
Monterey spineflower	Threatened	No Effect
Robust spineflower	Endangered	No Effect
Menzies' wallflower	Endangered	No Effect
Monterey gilia	Endangered	No Effect
Santa Cruz tarplant	Threatened	No Effect
Contra Costa goldfields	Endangered	No Effect
Yadon's rein orchid	Endangered	No Effect

With the implementation of avoidance and minimization measures, the project will not impact any federally listed or state-listed threatened or endangered plant species.

Potential impacts to federally listed threatened and endangered animal species are summarized in Table 2.7. No federally or state-listed special-status or sensitive animal species will be affected by the Build Alternative either during construction or in the long-term operation of the project's highway improvements. Additionally, there will be no impacts to federally designated critical habitat for any federally listed threatened and endangered species.

Potential upland habitat for California red-legged frogs on the vacant lot next to the northern project limits (on the south side of Merritt Street, from State Route 1 to just north of the mobile home park) was determined by the project biologist to be marginal due to high levels of previous disturbance of the ground surface, that is, mowing and herbicide applications. This vacant lot will not be used by the Build Alternative, either for temporary construction activities or for roadway improvements, except for the existing vehicle pullout. The existing vehicle pullout has been used over time on the property and will continue to be used for truck turnaround moves or temporary construction vehicles. Avoidance and minimization measures will be implemented to include placement of Environmentally Sensitive Area fencing to protect

undeveloped, even ruderal areas, including this property, during construction activities.

The Biological Study Area does not include aquatic habitat for the California red-legged frog. Construction activities for the Build Alternative will not directly or indirectly affect the Tembladero Slough and its habitat for California red-legged frogs and critical habitat for South-Central California Coast steelhead. Construction work areas for the proposed highway improvements are within the suburban streetscape of Merritt Street, the State highway right-of-way, and in minor portions of nearby developed and/or disturbed land.

Table 2.7 Summary of Federal Endangered Species Act Section 7 Effects Determinations for Animal Species

Species Name	Federal Status	Effect Finding	Effect Finding for Critical Habitat (If Applicable)
California tiger salamander	Threatened	No Effect	No Effect
Santa Cruz long-toed salamander	Endangered	No Effect	No Effect
California red-legged frog	Threatened	No Effect	No Effect
Golden eagle	Protected	No Effect	No Effect
Marbled murrelet	Threatened	No Effect	No Effect
Western snowy plover	Threatened	No Effect	No Effect
Southwestern willow flycatcher	Endangered	No Effect	No Effect
California condor	Endangered	No Effect	No Effect
California clapper rail	Endangered	No Effect	No Effect
California least tern	Endangered	No Effect	No Effect
Least Bell's vireo	Endangered	No Effect	No Effect
Tidewater goby	Endangered	No Effect	No Effect
Longfin smelt	Candidate	No Effect	No Effect
Steelhead – South/Central California Coast Distinct Population Segment	Threatened	No Effect	No Effect
Smith's blue butterfly	Endangered	No Effect	No Effect
Vernal pool fairy shrimp	Threatened	No Effect	No Effect

Permits

The Build Alternative will not impact any riparian areas or jurisdictional waters of the U.S.; therefore, no permits will be required from the U.S. Army Corps of Engineers or the California Department of Fish and Wildlife. A Section 401 Certification will not be required from the Regional Water Quality Control Board.

The project is partially in the Coastal Zone, as noted in Chapter 2 and shown in Figure 2-1. Monterey County Resource Management Agency Planning reviewed the project and determined that it was exempt from the Coastal Development Permit requirements, as noted in Table 1.7 and Chapter 4 (Comments and Coordination) of this document.

No other permits or regulatory approvals are expected to be necessary for the project.

Avoidance, Minimization, and/or Mitigation Measures

The project will have no substantial effects on federally or state-listed sensitive and/or special-status species; therefore, no measures are proposed.

2.3.4 Cumulative Impacts

Regulatory Setting

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of the proposed project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development as well as timber harvesting and mineral resource production. These land use activities can degrade habitat and species diversity through consequences such as the displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to any potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

The California Environmental Quality Act Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts under the California Environmental Quality Act can be found in Section 15355 of the California Environmental Quality Act Guidelines. A definition of cumulative impacts under the National Environmental Policy Act can be found in 40 Code of Federal Regulations Section 1508.7.

Resources Considered in the Cumulative Impact Analysis

A cumulative impact analysis is required whenever an environmental document is prepared. The purpose of a cumulative impact analysis is to

analyze the potential incremental environmental impacts associated with a project in conjunction with past, present, and reasonably foreseeable future projects. Caltrans, in conjunction with the Federal Highway Administration and the Environmental Protection Agency, developed a guidance document entitled "Guidance for Preparers of Cumulative Impact Analysis," which was consulted. As specified in the guidance, if a project does not result in a direct or indirect effect on a resource, it would not contribute to a cumulative effect on that resource. This cumulative impact analysis includes resources that are substantially affected by the project and resources that are currently in poor or declining health or that would be at risk even if project impacts would not be substantial.

Greenhouse Gas Emissions and Climate Change Resources

Cumulative impacts associated with greenhouse gas emissions and climate change are discussed in Section 3.3, Climate Change, of this document.

Other Resources Considered

Based on the guidance, the following CEQA-identified resources were evaluated and will either not be substantially affected by the project or were determined not to be in poor or declining health or be at risk even if the project impacts would not be substantial. Therefore, these resources were not included in the cumulative impact analysis for this project.

- Aesthetics (see Sections 2.1.5 and 3.2.1)
- Air Quality (see Sections 2.2.5 and 3.2.3)
- Animal Species (see Sections 2.3.2 and 3.2.4)
- Coastal Zone (see Chapter 2 and Section 3.2.11)
- Community Character and Cohesion (see Sections 2.1.1 and 3.2.11)
- Consistency with State, Regional, and Local Plans and Programs (see Sections 1.1 and 3.2.11 and Chapter 2)
- Cultural Resources (see Sections 2.1.6 and 3.2.5)
- Energy (see Chapter 2 and Section 3.2.6)
- Environmental Justice (see Chapter 2 and Sections 3.2.11 and 3.2.14)
- Existing and Future Land Uses (see Chapter 2 and Section 3.2.14)
- Farmland/Agriculture (see Chapter 2 and Section 3.2.2)
- Geology, Soils, Seismicity and Topography (see Sections 2.2.3 and 3.2.7)
- Growth (see Chapter 2 and Section 3.2.14)
- Hazard and Hazardous Waste and Materials (see Sections 2.2.4 and 3.2.9)
- Hydrology and Floodplain (see Sections 2.2.1, 3.2.7, and 3.2.10)

- Invasive Species (see Chapter 2 and Section 3.2.4)
- Land Use and Planning (see Chapter 2 and Section 3.2.11)
- Mineral Resources (see Sections 2.2.3 and 3.2.12)
- Natural Communities (see Chapter 2 and Section 3.2.4)
- Noise and Vibration (see Sections 2.2.6 and 3.2.13)
- Paleontology (see Chapter 2 and Section 3.2.7)
- Parks and Recreation (see Chapter 2 and Section 3.2.16)
- Plant Species (see Sections 2.3.1 and 3.2.4)
- Relocations and Real Property Acquisition (see Sections 2.1.2 and 3.2.14)
- Section 4(f) (see Chapter 2)
- Traffic and Transportation/Pedestrian and Bicycle Facilities (see Sections 2.1.4 and 3.2.17)
- Utilities/Emergency Services (see Sections 2.1.3 and 3.2.19)
- Threatened and Endangered Species (see Sections 2.3.3 and 3.2.4)
- Timberlands/Forestlands (see Chapter 2 and Section 3.2.2)
- Tribal Cultural Resources (see Sections 2.1.6 and 3.2.5)
- Water Quality and Stormwater Runoff (see Sections 2.2.2 and 3.2.10)
- Wetlands and Other Waters (see Chapter 2)
- Wild and Scenic Rivers (see Chapter 2)
- Wildfire (see Sections 3.2.20 and 3.3.5)

Cumulative Impacts Conclusion

Environmental review and analysis have not identified any resources in the project area that may be substantially affected by the project or are in poor or declining health or at risk or be at risk even if the project impacts will not be substantial. Therefore, per Caltrans policy for compliance with the National Environmental Policy Act and the California Environmental Quality Act, no further evaluation of potential cumulative impacts to resources is necessary for consideration of this project.

Chapter 3 CEQA Evaluation

3.1 Determining Significance Under CEQA

The proposed project is a joint project by the California Department of Transportation (Caltrans) and the Federal Highway Administration and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the National Environmental Policy Act and the California Environmental Quality Act. The Federal Highway Administration's responsibility for environmental review, consultation, and any other actions required by applicable federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S. Code Section 327 (23 U.S. Code 327) and the Memorandum of Understanding dated December 23, 2016, and executed by the Federal Highway Administration and Caltrans. Caltrans is the lead agency under the National Environmental Policy Act and the California Environmental Quality Act.

One of the main differences between the National Environmental Policy Act and the California Environmental Quality Act is the way significance is determined. Under the National Environmental Policy Act, significance is used to determine whether an Environmental Impact Statement, or a lower level of documentation, would be required. The National Environmental Policy Act requires that an Environmental Impact Statement be prepared when the proposed federal action (the project) "as a whole" has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under the California Environmental Quality Act may not be of enough magnitude to be determined significant under the National Environmental Policy Act. Under the National Environmental Policy Act, once a decision is made regarding the need for an Environmental Impact Statement, it is the magnitude of the impact that is evaluated, and no judgment of its individual significance is deemed important for the text. The National Environmental Policy Act does not require that a determination of significant impacts be stated in the environmental document.

The California Environmental Quality Act, on the other hand, does require Caltrans to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an Environmental Impact Report must be prepared. Each and every significant effect on the environment must be disclosed in the Environmental Impact Report and mitigated if feasible. In addition, the California Environmental Quality Act Guidelines list "mandatory findings of significance," which also require the preparation of an Environmental Impact Report. There are no

types of actions under the National Environmental Policy Act that parallel the findings of mandatory significance of the California Environmental Quality Act. This chapter discusses the effects of this project and California Environmental Quality Act significance.

3.2 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Potentially Significant Impact, Less Than Significant with Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A No Impact answer reflects this determination. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

“No Impact” determinations in each section are based on the scope, description, and location of the proposed project as well as the appropriate technical report (listed at the end of this document), and no further discussion is included in this document.

3.2.1 Aesthetics

CEQA Significance Determinations for Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact—Scenic vistas in the vicinity of the project include the distant views of the low hills to the east and the flat agricultural fields to the west, mostly visible where Merritt Street rises in elevation to cross over State Route 156. These vistas are mostly precluded from view along the project route by the proximity of the buildings along both sides of Merritt Street. Additionally, the proposed Build Alternative improvements within the project limits will not add any vertical elements that would obstruct or in any way alter the existing scenic vistas.

The proposed Build Alternative improvements on Merritt Street will cause minimal, if any, effects on near and distant views of scenic vistas in the project area. Therefore, the distant hills and fields will remain visible and will continue to contribute to the scenic vista. Based on this evaluation, impacts to scenic vistas are considered less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?

Less Than Significant Impact—State Route 156 is an officially designated State Scenic Highway, but the Build Alternative will not affect or otherwise damage any scenic resources on or along State Route 156. All of the proposed improvements included with the Build Alternative will be on Merritt Street. The improvements on Merritt Street at the interchange with State Route 156 will include the application of a surface treatment to the State Route 183/State Route 156 Separation Bridge deck to protect the structural integrity of the bridge. Damaged and crumbling concrete portions of the bridge deck and vertical railing will be repaired. Metal fencing will replace the existing bridge approach metal beam guardrails on the eastbound and westbound on-ramps to State Route 156 to provide a barrier for pedestrians.

Existing ornamental pear streetscape trees in the sidewalks along Merritt Street will be removed as necessary north of the interchange with State Route 156 to the interchange with State Route 1 to enable reconstruction of pedestrian walkways to meet the requirements of the Americans with Disabilities Act or as close as possible thereto. A closed-circuit television camera system will be installed at the traffic signal at the Merritt Street and State Route 156 interchange. The other proposed improvements in the project limits will not substantially damage any scenic resources along State Route 156 because these project components will be on Merritt Street and will not obstruct, remove, or otherwise damage resources along the State Scenic Highway. Based on this evaluation, impacts to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway, are considered less than significant.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant with Mitigation Incorporated—The proposed alterations to the pedestrian environment include modified and removed bus stops, benches, walking surfaces, increased paving, bike racks, light fixtures, retaining walls, and other elements that could have a substantial effect on the visual character and well-being of Castroville. Castroville is a rural suburban community of mixed commercial and residential uses along Merritt Street.

Removal of street trees and other vegetation along Merritt Street, which is Castroville's main gateway thoroughfare, will be part of the proposed improvements to achieve a more unified streetscape for function and appearance. However, depending on the specific design details and layouts, the Build Alternative could potentially result in an overengineered and urbanized appearance inconsistent with the existing pedestrian environment, Caltrans Complete Streets Program policy concepts and design guidance, and applicable visual resources policies of the California Coastal Act since the northern limits of the project is in the Coastal Zone. As such, community involvement is included in the development of aesthetic treatments as mitigation measures. A Caltrans District 5 Landscape Architect will coordinate with a Caltrans Design Engineer to further develop aesthetic features and treatments of the proposed Build Alternative to be consistent with the Castroville Community Plan, Caltrans Complete Streets Program policy concepts and design guidance, and Section 2.2 of the California Coastal Act.

The project also includes procedures and mitigation measures that will avoid or minimize impacts related to a potential increase in viewer sensitivity within and near the project limits. These procedures and mitigation measures include preserving as much of the existing vegetation along Merritt Street as possible, using prescriptive grubbing and grading techniques during construction, replacing street trees that need to be removed, and maintaining new trees and other vegetation until established. Additional components included with the proposed Build Alternative include street furniture approved by the Caltrans District 5 Landscape Architecture Branch, aesthetic treatment of replaced retaining walls north of Palm Street, and regrading and recontouring of project construction staging areas to match surrounding pre-project topographic features. Implementation of these procedures and mitigation measures will minimize any potential increase in viewer sensitivity to the streetscape changes on and next to Merritt Street.

Implementation of the following mitigation measures will ensure that impacts to the existing visual character or quality of public views of Merritt Street and its surroundings will be less than significant.

- Vegetation Preservation—Existing vegetation within the project limits will be preserved as much as feasible. Prescriptive clearing and grubbing, and grading techniques that save the most existing vegetation will be used by the project's construction contractor.
- Fencing—The type of metal fencing that will replace the existing metal beam guardrails to serve as a pedestrian barrier on the eastbound and westbound State Route 156 ramps will be determined and approved by the Caltrans District 5 Landscape Architecture Branch in consultation with the Caltrans District 5 Traffic Safety Branch in consideration of safety, spatial limitations, project budget, and maintenance requirements.

Aesthetic style and details such as color and finish will be selected in consultation with Castroville community representatives.

- Street Furniture—The type and style of all street furniture (including but not limited to benches, bus shelters, trash cans, light fixtures, tree grates, and bicycle racks) built for the project will be determined and approved by the Caltrans District 5 Landscape Architecture Branch in consideration of safety, spatial limitations, project budget, and maintenance requirements.
- Curb Extensions—Aesthetic treatment of curb extensions will be determined and approved by the Caltrans District 5 Landscape Architecture Branch in consultation with the Caltrans District 5 Traffic Safety Branch, in consideration of safety, spatial limitations, project budget, and maintenance requirements. Specific forms, treatments, materials, textures, colors, and finishes will be selected for consistency with the Castroville Community Plan and Caltrans Complete Streets Program policy concepts and design guidance.
- Retaining Walls—Aesthetic treatment of all retaining walls built for the project will be determined and approved by the Caltrans District 5 Landscape Architecture Branch in consultation with the project's Structures Engineer, in consideration of safety, spatial limitations, project budget, and maintenance requirements. Specific forms, treatments, materials, textures, colors, and finishes will be selected in consultation with the property owner and for consistency with the Castroville Community Plan and Caltrans Complete Streets Program policy concepts and design guidance.
- Restoration—Following construction, all new construction staging areas and other temporary use areas for construction activities will be regraded and recontoured to match the surrounding pre-project topography as much as feasible.
- Street Trees and Landscaping Replacement—Street trees removed for construction of highway shoulder and sidewalk improvements will be replaced at a 1 to 1 ratio consistent with scenic and aesthetic policies and design guidelines prescribed in the Castroville Community Plan for the Merritt Street Corridor and the Caltrans Complete Streets Program. Street tree locations and species and any associated hardscape materials will be determined and approved by a Caltrans District 5 Landscape Architect in consultation with Castroville community representatives in consideration of safety, cultivation, spatial limitations, water availability, and maintenance requirements. Caltrans will establish street trees and landscaping either by automatic or manual irrigation for a minimum period of 1 year. Agreements for long-term maintenance of landscaping within the project limits will be prescribed and negotiated between Caltrans and the appropriate local community entity before the final project design.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact—As discussed in the project's February 2021 Visual Impact Assessment and Section 2.1.5 (Visual/Aesthetics) of this document, no new sources of substantial light or glare are proposed by the Build Alternative. Some existing streetlight fixtures may require minor relocation or replacement, along with other utilities, to accommodate the widening of the highway shoulder and completion of sidewalks, curb returns, curb ramps, and other proposed street improvements. Some existing tall, cobra head streetlights in the downtown core will be replaced with shorter, decorative, pedestrian-scale fixtures. Low-level lighted bollards may also be added at key intersections if needed to increase nighttime visibility. All replacement streetlights and new bollards will be shielded, cut-off types, in compliance with all current energy regulations. The widening of highway right-of-way will not be substantial since no additional travel lanes will be provided. As such, relocated streetlights will be within a similar alignment location as the existing fixtures and will not adversely affect day or nighttime views within the project limits on Merritt Street.

3.2.2 Agriculture and Forest Resources

CEQA Significance Determinations for Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?

No Impact—Existing farmland is next to the Build Alternative's Area of Potential Impacts in selected locations. Property designated as Prime Farmland surrounds the west and southwest sides of Tembladero Creek as well as the northern terminus of the project limits at State Route 1. Property along the eastern edge of Merritt Street from Washington Street to the

northernmost end of the project is designated Prime Farmland, according to the Farmland Map of Northern Monterey County. About 90 acres between Tembladero Creek and the southwestern edge of Castroville from Del Monte Avenue to Oak Street is designated as Farmland of Statewide Importance.

The Build Alternative's pavement rehabilitation, bridge repair, and Complete Streets multimodal improvements, which are discussed in detail in Section 1.4.1 (Build Alternative), will not cause any impacts that would result in the loss or conversion of farmland to non-farmland uses. Temporary construction access will be required for minor drainage repair at the farmed edge of an agricultural property at the southern project limits. No permanent acquisition of agricultural parcels will be required. The project will not result in unplanned growth or development that might convert farmland to non-farm uses. The project will not add vehicular capacity to Merritt Street, and it will not affect existing properties along the project limits to the degree that types of land use would be converted to nonagricultural uses. (Sources: California Department of Conservation's Farmland Mapping and Monitoring Program; Farmland Map of Northern Monterey County; Monterey County Williamson Act Lands Map; Castroville Community Plan; 2010 Monterey County General Plan; and the project's February 2021 Draft Project Report)

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact—The project will not have any impacts that would result in conflicts with lands zoned for agricultural use or lands subject to Williamson Act contracts. None of the farmlands immediately next to the project limits are under Williamson Act contracts. The nearest properties to the project site that are under Williamson Act contracts are about 0.5 mile southwest of Tembladero Slough and State Route 156. Additional Williamson Act contract properties are scattered in the surrounding Castroville and coastal area. (Sources: California Department of Conservation's Farmland Mapping and Monitoring Program; Monterey County Resource Management Agency, Geographic Information Systems, Global Information System Web maps, Monterey County Basemap; and Farmland Map of Northern Monterey County)

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact—The Build Alternative will not require any property or other right-of-way from lands identified within a Timberland Production Zone per the California Timberland Productivity Act of 1982 (California Government Code Sections 51100 and following), which was enacted to preserve forest resources. There are no timberlands in or around the immediate project study

area, and, therefore, the project will not affect any lands designated or zoned as timberland. (Sources: California Department of Conservation's Farmland Mapping and Monitoring Program; Monterey County General Plan 2010; and the project's February 2021 Draft Project Report)

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact—The Build Alternative will not remove any forest land or convert forest land to non-forest uses because the project impact area contains suburban uses, and there are no forest lands in the project vicinity. (Sources: California Department of Conservation's Farmland Mapping and Monitoring Program; Monterey County General Plan 2010; and the project's February 2021 Draft Project Report).

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?

No Impact—As addressed in the responses to questions (a) through (d) above, the Build Alternative improvements will not have any impacts involving other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland to nonagricultural use, or conversion of forest land to a non-forest use. (Sources: California Department of Conservation's Farmland Mapping and Monitoring Program; Monterey County General Plan 2010; and the project's February 2021 Draft Project Report)

3.2.3 Air Quality

CEQA Significance Determinations for Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact—The project will not increase vehicle capacity on Merritt Street by increasing the number of lanes; it will also not alter the alignment of the highway within the project limits. Therefore, there will be no change in long-term air emissions as a result of the proposed improvements to the project route. Projects that do not further degrade air quality in the North Central Coast Air Basin are consistent with the Monterey Bay Air Resources District's adopted state air quality attainment goals, as stated in its 2012-15 Air Quality Management Plan (adopted March 15, 2017).

Therefore, the project will not conflict with or obstruct the Monterey Bay Air Resources District's air quality plan.

Emissions from construction vehicles and equipment will be temporary and minimal, and the project will comply with all required California Air Resources Board and Monterey Bay Air Resources District rules, ordinances and regulations. The use of alternative transportation modes like walking, biking, and transit will be encouraged with the completion of the Build Alternative's Complete Streets multimodal improvements.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact—The project area is in the North Central Coast Air Basin, which includes Monterey County, Santa Cruz County, and San Benito County. The North Central Coast Air Basin is considered in attainment for all National Ambient Air Quality Standards, non-attainment transitional for state ambient air quality standards for ozone, and non-attainment for airborne particulate matter less than 10 microns in diameter. The proposed highway improvements on Merritt Street will not cause long-term air quality impacts since the project will not increase vehicle capacity along the route and will not increase the amount of long-term operational trips through the region.

Carbon emissions and fugitive dust will be temporarily generated by the use of construction vehicles and heavy equipment during the construction period. The estimated amount of grading work for the proposed improvements will be relatively minor because they will not require the construction of any new substantial roadway structures. The proposed improvements will involve repaving the highway, filling in additional sidewalk and highway shoulder areas, and installing other transportation Complete Streets multimodal improvements. Rebuilding four existing retaining walls around the Palm Street intersection at Merritt Street and relocating underground utilities as needed will involve minor earthwork. Minimal dust generation is expected from construction activities. The construction contractor will implement standard construction dust and emission minimization measures per Section 14-9.02 (Air Pollution Control) of the 2018 Caltrans Standard Specifications, Government Code Section 11017 (Public Contract Code Section 10231). The construction contractor will also implement Stormwater Best Management Practices. Build Alternative impacts that will result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard will be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact—The replacement of highway pavement, deck sealant, and concrete repair of the State Route 183/State Route 156 Separation Bridge, construction of missing sidewalk segments, and other proposed Complete Streets multimodal improvements will not result in the emissions of any long-term pollutant concentrations, as discussed in Section 2.2.5 (Air Quality) and the responses to questions (a) through (b) above. There will be no long-term operational air quality impacts because the Build Alternative will not increase vehicle capacity within the project limits. Project emissions and fugitive dust will be generated during construction activities but will be temporary. Construction is estimated to take 280 working days over a staged, two-year construction schedule. Construction activities are expected to progress quickly once the construction contract is awarded.

With almost every construction project, there will be a temporary increase in air emissions and fugitive dust during the construction period. Exhaust from construction equipment contains hydrocarbons, oxides of nitrogen, carbon dioxide, and suspended particulate matter. Rebuilding the four retaining walls on Merritt Street north of Palm Street and their foundations will require minor amounts of demolition activities and earthwork, which could create nuisance dust near the retaining wall locations; however, it is not expected to be significant enough to impact the nearest residences. Standard provisions included for all Caltrans projects will address potential emissions generated by construction equipment, grading activities, and various construction materials. Due to the small scope of work and its location, impacts associated with the exposure of sensitive receptors to substantial pollutant concentrations will be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact—As discussed in Section 2.2.5 (Air Quality) and responses to questions (a) through (c) above, the Build Alternative improvements to Merritt Street will not result in permanent, long-term local or regional air quality impacts due to ongoing emissions from traffic along the project route (such as those leading to odors). However, certain construction activities, such as demolition, excavation, grading, construction, and paving, could generate temporary odors. Standard provisions included for all Caltrans projects will address potential emissions generated by construction equipment, grading activities, and various construction materials.

Construction is estimated to take about 280 working days over a staged, two-year schedule and is expected to progress quickly once the construction contract is awarded. Due to the small scope of work, its location, and limited duration, impacts potentially resulting in other emissions (such as those leading to odors) adversely affecting a substantial number of people will be less than significant.

3.2.4 Biological Resources

CEQA Significance Determinations for Biological Resources

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant Impact—As discussed in Sections 2.3.1 (Plant Species), 2.3.2 (Animal Species), and 2.3.3 (Threatened and Endangered Species), no special-status plant species or animal species were seen in the project's Biological Study Area, according to the biological study. The project's February 2021 Natural Environment Study (Minimal Impacts) noted that seven special-status plant species were identified to potentially occur in the Biological Study Area. Habitat for these species was determined to be marginal or absent during field studies because of the largely developed and previously disturbed conditions.

Potential upland habitat for California red-legged frogs on the vacant lot next to the northern project limits (on the south side of Merritt Street from State Route 1 to just north of the mobile home park) was determined by the project biologist to be marginal due to high levels of previous disturbance of the ground surface, that is, mowing and herbicide applications. The Biological Study Area does not include aquatic habitat for the California red-legged frog.

Sensitive plant and wildlife species are unlikely to occupy the project's Area of Potential Impact. Proposed standardized measures that apply to most or all Caltrans projects will further ensure that potential impacts to identified as a candidate, sensitive, or special-status species will be minimal. The Build Alternative's potential to result in impacts that could have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service will be less than significant.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact—As noted in Chapter 2 of this document and according to the project's February 2021 Natural Environment Study (Minimal Impacts), there are no jurisdictional waters or wetlands in the Biological Study Area. The project will not impact any sensitive biological resources, including riparian habitat, wetlands, or other sensitive natural communities identified in local or

regional plans, policies, and regulations, and natural communities identified by state and federal wildlife agencies. Construction work areas will be mostly within the existing highway footprint and small portions of nearby developed or disturbed properties. The project complies with Executive Order 11990, Sections 401 and 404 of the Clean Water Act, and Section 1602 of the California Fish and Game Code. (Source: the project's February 2021 Natural Environment Study (Minimal Impacts))

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact—The Build Alternative will not directly or indirectly impact aquatic resources, wetlands, waters of the U.S., or other jurisdictional or sensitive habitat areas within or next to the Biological Study Area, as noted in Chapter 2 of this document and according to the project's February 2021 Natural Environment Study (Minimal Impacts). The project complies with Executive Order 11990, Sections 401 and 404 of the Clean Water Act, and Section 1602 of the California Fish and Game Code. The Build Alternative will not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. (Source: the project's February 2021 Natural Environment Study (Minimal Impacts))

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact—The Build Alternative's proposed improvements to Merritt Street will occur mostly within the existing highway footprint and right-of-way and in small portions of nearby developed or disturbed properties. No special-status fish or wildlife species were seen in the Biological Study Area for the project. Additionally, no suitable habitat is present for tidewater goby, longfin smelt, or migratory fishes such as the South-Central California Coast steelhead. As noted in Chapter 2 of this document, the Build Alternative will not directly or indirectly impact aquatic resources, wetlands, waters of the U.S., or other jurisdictional or sensitive habitat areas within or next to the Biological Study Area, according to the project's February 2021 Natural Environment Study (Minimal Impacts).

As discussed in Sections 2.3.2 (Animal Species) and 2.3.3 (Threatened and Endangered Species) of this document, standardized measures that apply to most or all Caltrans projects are proposed. These standardized measures include pre-construction surveys for nesting birds and active nest avoidance. As noted in Section 1.4.1 (Build Alternative), all staging areas, equipment areas, and material storage areas will occur in existing pullouts or at disturbed locations to avoid impacts to nearby vegetation and wildlife. No vegetation

clearing on public or private land will be allowed to create storage sites without being cleared through Caltrans Environmental. The project will include Caltrans' Standard Special Provisions Section 14-1.02 (Environmentally Sensitive Area). Before starting any ground-disturbing activities, temporary Environmentally Sensitive Area fencing will be installed around trees within the project limits and at the extent of cut/fill lines to protect the surrounding habitat. Caltrans-defined Environmentally Sensitive Area fencing will be noted on design plans and delineated in the field before the start of construction activities. A Caltrans biologist will conduct pre-construction surveys of the project limits within 14 days of the start of construction.

The Build Alternative will only temporarily impact nesting and migratory bird habitat since street trees will be replaced at a 1 to 1 ratio to reduce the potential for overurbanization of the Merritt Street visual environment, as discussed in Section 2.1.5 (Visual/Aesthetics) and Section 3.2.1 (Aesthetics). The project's temporary impacts, both direct and indirect, will be minimal and short. The potential for the Build Alternative's impacts to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites will be less than significant.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact—A small portion of the project's northern limits—the east side of Merritt Street from State Route 1 to Washington Street and the west side from State Route 1 to 500 feet north of Washington Street—is in the Coastal Zone (see Figure 2-1). Land uses and any development or infrastructural proposals on lands therein are subject to the Monterey County Local Coastal Program and Coastal Zoning Ordinance (Title 20 of the Monterey County Code) for the protection of wetlands and other sensitive coastal resources.

The Build Alternative does not propose any tree removal within the Coastal Zone. Proposed improvements to Merritt Street will occur mostly within the existing suburban setting of Castroville, within the developed and/or disturbed highway footprint and right-of-way, and small portions of nearby developed or disturbed properties. Accordingly, the project limits contain mostly paved roadways and sidewalks.

Chapter 16.60 (Preservation of Oak and Other Protected Trees) of the Monterey County Code places restrictions on tree removal on public and private land. Within the project area, these restrictions address the removal of oaks and madrone trees of 6 inches or more in diameter and 2 feet above ground level. Within the project limits, street trees are mostly ornamental pear and other ornamental trees. Removal of oak trees or madrone trees is not expected. As identified in Section 1.4.1 (Build Alternative), Section 2.1.5 (Visual/Aesthetics), and Section 3.2.1 (Aesthetics), the Build Alternative will

replace any street trees required for removal due to reconstruction and new construction areas of sidewalks and other street improvements and new landscaping on curb extensions and other locations. Avoidance and minimization measures to reduce the potential for overurbanization of the Merritt Street visual environment require a 1 to 1 replacement ratio for street tree removal. The project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. (Sources: the project's February 2021 Natural Environment Assessment (Minimal Impacts) and February 2021 Visual Impact Assessment)

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact—No conflict will occur because the project site is not within or next to any adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan. (Source: the project's February 2021 Natural Environment Study (Minimal Impacts))

3.2.5 Cultural Resources

CEQA Significance Determinations for Cultural Resources

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Less Than Significant with Mitigation Incorporated—A substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. As discussed in Section 2.1.6 (Cultural Resources), the following documentation was prepared by the Caltrans District 5 Cultural Resources Branch for this project: Historic Property Survey Report (June 2020), and the attachments thereto, including the Historical Resources Evaluation Report (May 2020), the Archaeological Survey Report (June 2020), Figures, and Bridge Inventory documents, and the memorandum dated January 21, 2021, "Planned Cultural Avoidance and Minimization Measures to be Included in the Project Description for the Castroville Improvement Project (1H650)."

The proposed project's identified Area of Potential Effects includes multiple cultural resources that were previously determined to be not eligible for inclusion in the National Register of Historic Places, including the out-of-service Southern Pacific Monterey Branch Line Railroad (at post mile R8.34),

the State Route 183/State Route 156 Separation Bridge, 11551 and 11575 Merritt Street (Assessor's Parcel Number 030-255-007), 11501 and 11503 Merritt Street (Assessor's Parcel Number 030-255-008), and 11500 Merritt Street (Assessor's Parcel Number 030-281-002).

Historic and prehistoric properties within the Area of Potential Effects that were previously determined eligible for inclusion in the National Register of Historic Places include CA-MNT-1382/H. This is a combination site that has both prehistoric and historic components, including a redeposited shell midden reburial site (Reburial-1) that overlies a portion of the old Castroville dump. Due to the sensitive nature of the cultural sites, exact location information is not provided. Potential impacts to CA-MNT-1382/H discussed in the response to question (b) below.

Built environment resources of the downtown core of Castroville include one-story and two-story commercial buildings, which were built from the 1860s to the 1970s. Sixty-two properties were surveyed and evaluated for potential listing in the National Register of Historic Places and the California Register of Historical Resources. Two properties meet the eligibility criteria in both registers and are considered historic properties under Section 106 of the National Historic Preservation Act and the California Environmental Quality Act. Caltrans has requested the State Historic Preservation Officer's concurrence for this determination. The properties include:

- Assessor's Parcel Number 030-162-009: 10701-10709 Merritt Street: A two-story Italianate commercial building built in 1890.
- Assessor's Parcel Number 030-161-012: 10685 Merritt Street: A two-story Spanish Colonial Revival-style commercial building built in 1931 as a bank. The roofline is clad in Spanish tiles, tall, arch-topped windows with multipaned metal sash lights, lancet windows, and elaborate decorative elements, including attached crests and a double-headed eagle and crest emblem.

These two properties are also listed on the Monterey County Register of Historic Resources.

Additionally, the following three properties in the Area of Potential Effects are listed in the Monterey County Register of Historic Resources and are considered to be historical resources under the California Environmental Quality Act:

- Assessor's Parcel Number 030-163-013: 10801 Merritt Street
- Assessor's Parcel Number 030-167-002: 10700 Merritt Street
- Assessor's Parcel Number 030-125-003: 10599 Merritt Street

However, these three properties do not meet the historical integrity requirements for eligibility under the National Register of Historic Places or the California Register of Historical Resources.

The project will not have any direct permanent impacts on the two historical resource buildings—10701-10709 Merritt Street and 10685 Merritt Street—both of which meet the eligibility criteria for the National Register of Historic Places and the California Register of Historical Resources. Both buildings are also considered historic properties under Section 106 of the National Historic Preservation Act and the California Environmental Quality Act. No property acquisition will be necessary at either of these two properties for the proposed street improvements based on the preliminary design. Additionally, Temporary Construction Easements and Permits to Enter and Construct will not be necessary at these properties.

The historical properties at 10801 Merritt Street and 10599 Merritt Street will require a Temporary Construction Easement and/or Permit to Enter and Construct during project construction activities. According to the project's preliminary design, Caltrans will permanently acquire 0.08 percent of the property at 10599 Merritt Street. The property at 10700 Merritt Street will not be affected by property acquisition, Temporary Construction Easements, or Permits to Enter and Construct. The project will not cause a substantial adverse change in the significance of the historical resources at 10801 Merritt Street, 10700 Merritt Street, and 10599 Merritt Street pursuant to Section 15064.5.

Construction activities on the nearby project route could damage the federal and state historic buildings at 10701-10709 Merritt Street and 10685 Merritt Street. Avoidance and minimization measures that have been identified as necessary to make a de minimis finding per Section 106 (see Appendix A) will address these potential impacts and are proposed as part of the Build Alternative, as provided in Section 2.1.6 (Cultural Resources), are listed below.

- **Documentation and Repair—**Per the National Park Service Technical Note Number 3 – Protecting a Historic Structure during Adjacent Construction, Caltrans will consult with the property owners of 10701-10709 Merritt Street and 10685 Merritt Street and document the pre-construction and post-construction condition of all properties. After comparing pre-construction and post-construction documentation, if it is determined that construction-related activities resulted in any unintended or unforeseen damage to 10701-10709 Merritt Street and/or 10685 Merritt Street, Caltrans will notify the State Historic Preservation Officer and proceed with any needed repairs according to the Secretary of the Interior's Standards for Rehabilitation.

- Jackhammer Restriction—The curbs, gutters, and sidewalks next to 10701-10709 Merritt Street and 10685 Merritt Street will be saw cut and removed without the use of jackhammers.
- Vibratory Rollers Restriction—No vibratory rollers will be used within 25 feet of 10701-10709 Merritt Street and 10685 Merritt Street. The construction contractor will use static rollers at these locations with geogrid to assist with lower compaction rates.

Project impacts resulting in a substantial adverse change in the significance of a historical resource per Section 15064.5 will be less than significant with mitigation incorporated.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less Than Significant Impact—A substantial adverse change in the significance of an archaeological resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an archaeological resource would be materially impaired. As discussed in Section 2.1.6 (Cultural Resources), the following documentation was prepared by the Caltrans District 5 Cultural Resources Branch for this project: Historic Property Survey Report (June 2020), and the attachments thereto, including the Historical Resources Evaluation Report (May 2020), the Archaeological Study Report (June 2020), Figures, and Bridge Inventory documents, and the memorandum dated January 21, 2021, “Planned Cultural Avoidance and Minimization Measures to be Included in the Project Description for the Castroville Improvement Project (1H650).”

Archaeological resources within the Area of Potential Effects that were previously determined eligible for inclusion in the National Register of Historic Places, as confirmed by the State Historic Preservation Officer, remain valid. These properties include CA-MNT-1382/H, a site that has both prehistoric and historic components consisting of a redeposited shell midden, and reburial site (Reburial-1). Due to the sensitive nature of the cultural sites, exact location information is not provided.

CA-MNT-1382/H was used periodically from as early as 600 B.C. (before Christ) to A.D. (anno Domini) 1908 and includes at least two privy pits from the 1880s. The site was originally inhabited by Native Americans and later by the Haggarty family in the 19th century. The site has been subjected to large-scale mechanical disturbance over time, and only the portions of the historic component below 20 inches from the surface were determined to have the potential to yield important information to productively address historical research topics. The State Historic Preservation Officer determined in 1998 that the prehistoric component of the property did not contribute to the eligibility for inclusion in the California Registry of Historic Resources due to a

loss of integrity from the accumulated mechanical disturbance. No additional prehistoric properties were discovered within the Build Alternative's Area of Potential Effects as part of the archaeological field surveys conducted for the project.

The Build Alternative will not directly impact the property that contains intact portions of archaeological site CA-MNT-1382/H and reburial site (Reburial-1). Due to the sensitive nature and eligibility of the cultural sites for the state and federal registers, Caltrans determined to avoid any use of the property that might jeopardize the condition of the historic resources. The proposed pavement rehabilitation, bridge deck preservation and repair, and Complete Streets multimodal improvements will not require any acquisition of the property for permanent right-of-way, Temporary Construction Easements, or Permits to Enter and Construct. The property will not be used for any construction and equipment staging or storage.

An existing vehicle pullout at the edge of the southbound travel lane on Merritt Street has been previously used over time on the property. That pullout space may continue to be used for truck turnaround moves or temporary construction vehicles because it does not contain any known portions of the archaeological site.

As is common with construction projects and discussed in Section 2.1.6 (Cultural Resources), any properties containing known archaeological resources will be marked for avoidance through the establishment and delineation of Environmentally Sensitive Area fencing and incorporation of Caltrans' Standard Special Provisions. Environmentally Sensitive Area fencing will be identified as the entire boundary of a parcel containing archaeological resources. The exact location of Environmentally Sensitive Area fencing will be delineated on project plans but will not be provided to the public to protect the site from vandalism. Build Alternative impacts that could cause a substantial adverse change in the significance of an archaeological resource per Section 15064.5 will be less than significant.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact—As discussed in Section 2.1.6 (Cultural Resources), a reburial of combined artifactual and human remains, reburial site (Reburial-1), is within the project's Area of Potential Effects, specifically on property that Caltrans owns. During the project's preliminary development phase, the state-owned property had been considered for use as a construction equipment staging area. However, because CA-MNT-1382/H is considered a historic eligible archaeological site under criterion (d) of the National Historic Preservation Act, and because reburial site (Reburial-1) is a reburial of combined artifactual and human remains from CA-MNT-1382/H and the nearby CA-MNT-1570 site, use of this property as a construction

equipment staging area could potentially disturb and adversely affect human remains. Therefore, this property was removed from consideration for use during project construction.

The Build Alternative will excavate 0.6 foot (7.2 inches) into the existing roadway and shoulder pavement in the portions that overlie the known boundaries of CA-MNT-1382/H. The existing maintenance vehicle pullout will be used for equipment staging and maintenance. Excavation will occur in areas of accumulated mechanical disturbance from roadway travel and maintenance and above the known discovery depth of 20 inches for potential cultural resources on CA-MNT-1382/H. The entire known boundary of CA-MNT-1382/H will be identified as an Environmentally Sensitive Area and marked on design plans as such. Standard procedures for Environmentally Sensitive Area fencing will be implemented before the start of construction. All project construction activities will occur more than 150 feet away from the location of the reburial site (Reburial-1).

The Build Alternative will require excavation for several of the proposed highway and Complete Streets multimodal improvements. Such improvements will include relocating some of the existing utility boxes/vaults, streetlights and their underground foundations, and fire hydrants. Improvements will also include rebuilding four retaining walls and several bus stop pads, widening the Merritt Street shoulder, and extending the shared through lane and right-turn lane onto the eastbound State Route 156 on-ramp. The improvements will occur mostly in the downtown area and other, more urbanized portions of the project limits. Excavation depths for these improvements are estimated to be in the range of 2 feet to 6 feet (maximum of 8 feet) below the existing surface grade. It is unlikely that any human remains will be disturbed, but the chance cannot be completely eliminated.

If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find. If human remains are discovered, California Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the county coroner contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission, who, pursuant to Public Resources Code Section 5097.98, will then notify the Most Likely Descendant. At this time, the person who discovered the remains will contact the District 5 Environmental Branch - Cultural Unit so that they may work with the Most Likely Descendant on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code Section 5097.98 are to be followed as applicable.

Build Alternative impacts that could result in the potential disturbance of human remains, including those that were interred outside of dedicated cemeteries, will be less than significant.

3.2.6 Energy

CEQA Significance Determinations for Energy

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

No Impact—The project will include Caltrans' Standard Specifications and Standard Special Provisions that include construction practices to reduce and limit consumption of energy resources during project construction. These include practices like turning off idling equipment and limiting material transport and night work. After construction, the Merritt Street Corridor will not require excessive consumption of energy resources for operation. (Source: the project's December 2020 Air Quality, Greenhouse Gas, Noise, and Water Quality Assessment Memorandum)

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact—The project is not expected to conflict with or obstruct any existing state or local energy plans for renewable energy or energy efficiency, as discussed in Section 3.3 (Climate Change) of this document. (Source: the project's December 2020 Air Quality, Greenhouse Gas, Noise, and Water Quality Assessment Memorandum)

3.2.7 Geology and Soils

CEQA Significance Determinations for Geology and Soils

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?

Less Than Significant Impact—A risk-free seismic environment does not exist anywhere in California. As noted in Section 2.2.3 (Geology, Soils, Seismicity, and Topography), two earthquake faults and a fault zone in

Northern Monterey County are within 10 miles of Castroville. The Vergeles Fault is about 10 miles northeast of Castroville and is part of the Zayante-Vergeles Fault Zone. This fault zone is a major northwest striking element of the Santa Cruz Mountains and a restraining bend of the larger San Andreas Fault Zone to the east-northeast. A second fault, the Reliz Fault, is about 6 miles to the south. Due to the project site's location and distance from known earthquake faults, impacts resulting from a rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, will be less than significant.

ii) Strong seismic ground shaking?

Less Than Significant Impact—A risk-free seismic environment does not exist anywhere in California. Generally, shaking is less severe on rock than on alluvium or fill, although other local geologic conditions in a project area may override this generalization. As noted in Section 2.2.3 (Geology, Soils, Seismicity, and Topography), two earthquake faults and a fault zone in Northern Monterey County are within 10 miles of Castroville. Although the project area could experience strong shaking in the event of an earthquake, the proposed improvements to the highway infrastructure and addition of Complete Streets multimodal improvements for travel will not add any new structural elements to the project limits of the project route that might otherwise increase the potential for seismic hazards to the traveling public in the long-term use of the highway within the project limits. Seismic design standards in the Caltrans Highway Design Manual are implemented to the extent needed for each project's specific geologic and soil setting and to address the specific elements of design. These design standards will minimize the susceptibility of the project route, the travelers that use the highway, and the nearby buildings and utilities, to damage from earthquakes and other seismically induced hazards over the long term. Therefore, impacts resulting from string seismic ground shaking will be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact—The potential for hazards caused by liquefaction is low in the soils under and next to the project route. The proposed Complete Streets multimodal improvements will not involve building new or relocating travel structures such as a bridge or any capacity-expanding facilities like additional travel lanes that will require extensive cut and fill and associated excavation. Minor grading will be required for the reconstruction of four retaining walls near the Palm Street intersection with Merritt Street. Preliminary design information shows that the excavation required for the retaining wall foundations will be within 6 feet of the ground surface and will not cause potential adverse effects related to the risk of loss, injury, or death from seismic-related ground failure, including liquefaction. Further discussion of seismic-related ground failure, including liquefaction, is

in Section 2.2.3 (Geology, Soils, Seismicity, and Topography) of this document. Impacts resulting from seismic-related ground failure, including liquefaction, will be less than significant.

iv) Landslides?

No Impact—The project site is not within an area subject to landslides or erosion hazards, according to the 2010 Monterey County General Plan. There is a low risk of landslides occurring on and around the project limits due to the characteristics of the soils, the relatively flat topography of the project area, and because the Build Alternative will not involve large quantities of cut and fill or steep excavation work.

Additionally, the proposed highway improvements will not involve building new or relocating travel structures such as a bridge or any capacity-expanding facilities like additional travel lanes that would require extensive cut and fill and associated excavation. Therefore, the project will not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. (Sources: Castroville Community Plan; 2010 Monterey County General Plan; and the project's February 2021 Draft Project Report)

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact—As noted in Section 2.2.3 (Geology, Soils, Seismicity, and Topography), construction activities for the Build Alternative will include grading activities and minor excavation work, which will disturb and expose soils in selected locations within the project limits. As a result, ground-disturbing earthwork associated with construction could increase rates of existing soil erosion, sedimentation, and loss of topsoil. The majority of the proposed multimodal improvements to the highway facilities will be surficial, and minor right-of-way expansions along the project limits will be necessary. However, some of the proposed improvements will require soil excavation, including potential utility relocations, which will be specified during the project's Plans, Specifications, and Estimates phase, revised connections to drainage infrastructure, and reconstruction of four existing retaining walls. Preliminary design information shows that potential excavations will be relatively shallow, ranging from estimates of 2 feet to 6 feet deep (maximum of 8 feet) and primarily within or just outside of the existing highway footprint and right-of-way.

Typical Best Management Practices for soil retention and shoring systems will be implemented during earthwork to minimize erosion and sedimentation, loss of topsoil, and impacts from unstable soils if present. Stormwater pollution control requirements will be implemented on a year-round basis while construction is ongoing. Appropriate stormwater pollution control includes the implementation of a combination of both soil stabilization and

sediment controls, implementation of wind erosion, tracking controls, non-stormwater and waste management, and Material Pollution Best Management Practices.

As further discussed in Section 2.2.2 (Water Quality and Stormwater Runoff), stormwater pollution control requirements will be included during the Plans, Specifications, and Estimates phase of the project and will minimize any effects to soils from erosion. Also, biological measures for erosion control, site restoration, and tree and shrub replacement, as identified in Section 2.1.5 (Visual/Aesthetics), 2.3.1 (Plant Species), 3.2.1 (Aesthetics), and 3.2.4 (Biological Resources), will further minimize soil erosion. Therefore, the Build Alternative will not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving substantial soil erosion or loss of topsoil. Impacts resulting from substantial soil erosion or the loss of topsoil will be less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact—As discussed in Section 2.2.3 (Geology, Soils, Seismicity, and Topography) of this document, the risk of unstable geologic units or soil in the project area and vicinity is low. According to the information and research gathered for the preliminary geotechnical report being prepared for the proposed replacement of retaining walls, site soils are stable since they are cohesive and consist mostly of sandy loam, clay, and clay loam. The risk of encountering unstable soils at the project site is minimal; this was confirmed by the U.S. Department of Agriculture's Natural Resources Conservation Service's Web Soil Survey maps and records. The proposed Complete Streets multimodal improvements will not involve the construction of new or relocated highway structures such as a bridge, realignment of an existing route, or the addition of any capacity-expanding facilities like additional travel lanes that would require placement of structures on unstable soils.

Minor grading will be required for the placement of additional sidewalk sections and highway shoulder modifications, curbs, gutters, and other curb and driveway improvements, as well as reconstruction of four retaining walls near the Palm Street intersection with Merritt Street. Preliminary design information shows that project grading work will not exceed 8 feet of the ground surface and will not cause potential adverse effects related to the risk of loss, injury, or death from construction on unstable soils. Build Alternative impacts that could result from the project being on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse will be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact—According to the information and research gathered for the preliminary geotechnical report being prepared for the proposed replacement of retaining walls, site soils are not considered expansive since they consist mostly of sandy loam, clay, and clay loam. The risk of encountering expansive soil at the project site is minimal; this was confirmed by the U.S. Department of Agriculture's Natural Resources Conservation Service's Web Soil Survey maps and records. The proposed Complete Streets multimodal improvements will not involve the construction of new or relocated highway structures such as a bridge, realignment of an existing route, or the addition of any capacity-expanding facilities like additional travel lanes that would require placement of structures on expansive soils.

Minor grading will be required for the placement of additional sidewalk sections and highway shoulder modifications, curbs, gutters, and other curb and driveway improvements, as well as reconstruction of four retaining walls near the Palm Street intersection with Merritt Street. Preliminary design information shows that project grading work will not exceed 8 feet of the ground surface and will not cause potential adverse effects related to the risk of loss, injury, or death from construction on expansive soils. Impacts associated with the project being on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property will be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact—As described in Section 1.4.1 (Build Alternative), the Build Alternative will rehabilitate pavement, preserve and repair a bridge deck and railing, and install Complete Streets multimodal improvements. The project will not involve the construction or use of septic tanks or alternative wastewater disposal systems. (Source: the project's February 2021 Draft Project Report)

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact—The Build Alternative will be built on previously disturbed ground within and immediately next to the State highway right-of-way along Merritt Street in the developed portion of Castroville. According to the project's January 2017 Paleontology Scoping Review, the probability of encountering paleontological resources is remote in the area. No unique geologic features

are present in the project area because it is in a developed suburban area with nearby agricultural parcels that will not be altered by the project improvements. Therefore, the project will not directly or indirectly destroy a unique paleontological resource or site or a unique geologic feature. (Sources: Castroville Community Plan; 2010 Monterey County General Plan; and the project's January 2017 Paleontology Scoping Review)

3.2.8 Greenhouse Gas Emissions

CEQA Significance Determinations for Greenhouse Gas Emissions

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact—The Build Alternative will not add highway capacity or increase vehicle miles traveled. Therefore, the Build Alternative will not increase vehicle emissions during the long-term operation (vehicle use) of the Merritt Street Corridor. Construction-related greenhouse gas emissions will result from material processing, delivery, onsite construction equipment, and potential traffic delays. Emissions will be produced at different levels throughout the construction phase. The frequency and occurrence of emissions will be reduced by the implementation of efficient traffic management and control during construction phases and other construction greenhouse gas reduction measures.

This greenhouse gas emission discussion is based on Climate Change guidance provided by the Caltrans Division of Environmental Analysis. According to the guidance, there are several categories of projects that most likely would have minimal or no increase in operational greenhouse gas emissions, including roadway improvement such as the proposed project. Further discussion of greenhouse gas emissions can be found in Section 3.3 (Climate Change). Impacts associated with the generation of greenhouse gas emissions, either directly or indirectly, will be less than significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact—The Build Alternative will not alter the existing highway capacity or alignment and will not conflict with plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases. All construction contracts will include Caltrans' Standard Specifications that require compliance with all California Air Resources Board rules, regulations, ordinances, and statutes, some of which can reduce greenhouse gas construction emissions. Further discussion of greenhouse gas emissions can be found in Section 3.3 (Climate Change). Impacts that would result in conflicts with an applicable plan, policy, or regulation adopted

for the purpose of reducing the emissions of greenhouse gases will be less than significant.

3.2.9 Hazards and Hazardous Materials

CEQA Significance Determinations for Hazards and Hazardous Materials

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact—As discussed in Section 2.2.4 (Hazardous Waste and Materials) of this document, the Build Alternative will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

The potential for encountering petroleum hydrocarbon-impacted soils during construction activities is low, according to the project's December 2020 Initial Site Assessment report for hazardous waste. Excavation work will be relatively shallow (2 feet to 6 feet estimated for activities such as the reconstruction of four retaining wall foundations and utility relocations). Most underground utilities are between 2 feet and 6 feet below surface grade, or a maximum of 8 feet. Although unlikely, if petroleum hydrocarbon-contaminated soils are encountered during construction activities, construction work shall stop, and Caltrans would implement the Construction Emergency Contract to remove contaminated soil materials before restarting work. Should any hazardous waste or material (like treated wood waste, soil-containing aerially deposited lead, and petroleum hydrocarbons) be removed from the project site, it would only occur during excavation and would be minimal in quantity. Licensed haulers would transport hazardous waste and materials per existing laws and regulatory requirements. Impacts associated with the creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials will be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact—Construction of the Build Alternative will potentially involve encounters with hazardous materials that could be released into the environment. As discussed in Section 2.2.4 (Hazardous Waste and Materials), this potential hazard is considered to be low. Compliance with applicable hazardous materials regulations and implementation of Caltrans Standard Specifications and Standard Special Provisions for hazardous materials and waste will ensure that potential hazards to the public involving the release of hazardous materials into the environment around the project site will be minimal. Impacts associated with

the creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment will be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

Less Than Significant Impact—There are two schools and a private college (under construction) within 0.25 mile of the project limits. The Castroville Elementary School, at 11161 Merritt Street (between Pajaro Street and Union Street), is next to the project site on the northeast side of Merritt Street. The North Monterey County Middle School is 0.25 mile to the north of Merritt Street at 10301 Seymour Street. The Hartnell Community College District is building the 13,760 square-foot North Monterey County Education Center at 10241 Tembladera Street, next to the project site along the southwest side of Merritt Street between Washington Street and Mead Street. Construction of the Build Alternative will potentially involve encounters with hazardous materials that could be released into the environment. As discussed in Section 2.2.4 (Hazardous Waste and Materials), this potential hazard is considered to be low. Compliance with applicable hazardous materials regulations and implementation of Caltrans' Standard Specifications and Standard Special Provisions for hazardous materials and waste will ensure that potential hazards to the public involving the release of hazardous materials into the environment around the project site will be minimal. Impacts associated with the discharge of hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school will be less than significant.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact—The project site is not on properties that are included on a list of hazardous materials sites compiled pursuant to California Government Code Section 65962.5. (Source: California Environmental Protection Agency, Cortese List)

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact—According to Federal Aviation Administration maps, the project site is not within the vicinity of a private airstrip, an airport land use plan, or within 2 miles of a public airport or public use airport. (Source: Federal Aviation Administration San Francisco Visual Flight Rules Sectional Chart)

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact—During construction, two-way (bidirectional) traffic flow will be provided for northbound and southbound traffic on Merritt Street. Detour route(s) for vehicle, bicycle, and pedestrian traffic will be provided as necessary as part of Caltrans' standard traffic control and Transportation Management Plan procedures. Temporary traffic control is required for all Caltrans projects that involve lane closure and/or lane modification. As is typical for lane closures and modifications, the traffic control strategies prepared for the Build Alternative will allow for adequate emergency access.

The Resident Engineer for the project will notify and coordinate with regional emergency service providers regarding construction-related activities to ensure that project activities will not restrict or prevent access within the project area. Access for fire/paramedic and other emergency service vehicles through the project limits will be enabled through controlled work zones by the project's construction contractor. The construction contractor will also ensure that emergency service access to all interconnecting roadways and routes in the project area will not be blocked by construction activities. The Build Alternative will include Caltrans' Standard Specifications and Standard Special Provisions pertaining to actions and strategies that will help maintain a safe environment for construction workers and the traveling public. Impacts that impair or physically interfere with an adopted emergency response plan or emergency evacuation plan will be less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact—According to the California Department of Forestry and Fire Protection's Fire Hazard Severity Zone Map for Monterey County, the project site is in a Local Responsibility Area with No Fire Hazard Severity Zone overlay. The nearest Very High Fire Hazard Severity Zone is 4 miles away to the northeast of Castroville and the project site. Four county fire stations and four California Department of Forestry and Fire Protection fire stations, which can provide service, are within 20 miles of this wildfire-prone area. Merritt Street is not the main access to or evacuation route from wildfire-prone areas; other highways and roads exist that could provide adequate access and evacuation routes. The Build Alternative will not cause permanent or temporary impacts, either directly or indirectly, involving a significant risk of loss, injury, or death involving wildland fires. (Source: California Department of Forestry and Fire Protection Fire Hazard Severity Zone Map for Monterey County)

3.2.10 Hydrology and Water Quality

CEQA Significance Determinations for Hydrology and Water Quality

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?

Less Than Significant Impact—The Build Alternative's proposed improvements for curbs, gutters, shoulder widening, sidewalks, and pavement rehabilitation will not substantially alter the course or amount of stormwater discharge from the project limits that currently flow into Tembladero Slough in the long-term operation of the highway.

According to the August 2020 Storm Water Data Report for the project, construction activities associated with the Build Alternative are estimated to create approximately 4.58 acres of disturbed soil area, 0.96 acre of which will be outside of the Caltrans highway right-of-way. This estimate includes the proposed demolition and replacement of highway shoulder and sidewalk improvements, pavement rehabilitation, reconstruction of four retaining walls, utility relocations, and potential contractor stockpiling and staging areas. Because the Build Alternative will not add vehicle lanes or new structures, the amount of earthwork will not be substantial enough to worsen water quality standards in the surface receiving waters of Tembladero Slough. Additionally, roadway construction activities typically involve the use of various fuels, oils, and chemicals for equipment, machinery, and vehicles. Implementation of Best Management Practices for water quality management, erosion and sedimentation, and stormwater pollution control, as described in Section 2.2.2 (Water Quality and Stormwater Runoff), will minimize potential degradation of surface water and groundwater receiving waters.

Excavated soils could be reused in other locations in the project construction area or disposed of offsite. In those situations, disturbed soils may contain aerially deposited lead, which is considered a hazardous material, as discussed further in Section 2.2.4 (Hazardous Waste and Materials). Soil sampling will be conducted to determine if there are any lead concentrations in the soils to be excavated so that the material can be properly handled, reused, or disposed of per the terms of the Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils issued by the Department of Toxic Substances Control. Implementing the applicable procedures for handling, reusing, and/or disposing of contaminated soils will minimize potential water quality impacts related to the disturbance of aerially deposited lead-contaminated soils.

The project will not require a 401 Certification for water quality; it will also not require permits that pertain to aquatic environment habitats, including jurisdictional waters of the U.S. or State of California, wetlands or riparian

habitats, and affiliated aquatic species or critical habitat, such as Clean Water Act permits (Sections 401 and 404), or Section 1602 of the California Fish and Game Code. Impacts associated with the Build Alternative and violation of any water quality standards or waste discharge requirements or otherwise substantially degrading surface water or groundwater quality will be less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact—Long-term operation of the project route with the proposed Complete Streets multimodal improvements will require additional water for irrigation of the proposed new and replaced landscaping, including replaced street trees that will be removed for the proposed sidewalk improvements and the new curb extensions (bulb-outs) for pedestrian use. Water will also be required for the various construction activities, such as concrete work for the new sidewalks, curbs, gutters, repaving, and other improvements. The amount of water needed for project construction and operation will not be substantial enough to interfere with groundwater recharge or impede sustainable management of the supply of aquifers. The construction contractor will provide water for construction from an available offsite construction supply source as needed.

Caltrans will follow standard procedures in coordination with the local water purveyor—the Castroville Community Services District—for the provision of water supply for and maintenance of highway landscaping. Landscape planting design shall be in accordance with the water allocated by the purveyor. Additionally, Caltrans will follow the Model Water Efficient Landscape Ordinance to maximize water conservation for long-term plant maintenance as needed. Caltrans will plant what could be sustained by the water supply allotted by the Castroville Community Services District. Minimal water usage will be required for the long-term operation of the project route after the Complete Streets multimodal improvements are constructed. Impacts associated with the Build Alternative will be less than significant regarding a potential decrease in groundwater supplies or substantial interference with groundwater recharge such that the project may impede sustainable groundwater management of the Central Coastal Basin or the Salinas Valley Groundwater Basin.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation onsite or offsite;

Less Than Significant Impact—The proposed improvements for curbs, gutters, shoulder widening, sidewalks, and pavement rehabilitation will not substantially alter the course or amount of stormwater discharge from the project limits that currently flows into Tembladero Slough. The Build Alternative will adhere to the Caltrans National Pollutant Discharge Elimination System permit (Order Number 2021-0011-DWQ), the Caltrans Stormwater Management Plan (July 2016), the Project Planning and Design Guide (February 2016), and Caltrans' Standard Specifications.

During construction, combinations of temporary and permanent erosion and sediment controls will be used. Stormwater management for the project site will be coordinated between the project's construction contractor and Caltrans construction personnel to effectively manage erosion from the Disturbed Soil Areas by implementing a Stormwater Pollution Prevention Plan for the project construction activities. Best Management Practices will be implemented, as provided in Section 2.2.2 (Water Quality and Stormwater Runoff). Impacts associated with substantial erosion or siltation onsite or offsite will be less than significant.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;

Less Than Significant Impact—The pavement rehabilitation, bridge preservation and repair, and Complete Streets multimodal improvements proposed by the Build Alternative will not substantially increase the rate or amount of stormwater that would flow off the existing project route structure. Therefore, no increase in the size or quantity of drainage infrastructure will be required. As discussed in Section 2.2.2 (Water Quality and Stormwater Runoff), the Build Alternative will increase impervious surface area by about 1 acre and will not substantially increase the amount of flooding potential onto nearby properties along the project route. Additionally, the proposed Complete Streets multimodal improvements will not raise or otherwise alter the elevation of the project route or the State Route 183/State Route 156 Separation Bridge. The additional curb and gutter hardscape will be designed per Caltrans' standard parameters for required control and direction of sheet flow runoff through existing stormwater conveyance infrastructure. Impacts associated with the Build Alternative having the potential to substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite will be less than significant.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less Than Significant Impact—The pavement rehabilitation, bridge deck preservation and repair, and Complete Streets multimodal improvements proposed by the Build Alternative will not substantially increase the amount of

stormwater flow from the project site. Therefore, no increase in the size or quantity of drainage infrastructure will be required. As noted in Section 2.2.2 (Water Quality and Stormwater Runoff), the Build Alternative will increase impervious surface area by about 1 acre, which will not substantially increase the amount of flooding potential onto nearby properties along the project route. Additionally, the proposed pavement rehabilitation, Complete Streets multimodal improvements, and bridge deck repair and preservation will not raise or otherwise alter the elevation of the project route or the State Route 183/State Route 156 Separation Bridge. Additional curb and gutter hardscape will be designed per Caltrans' standard parameters for required control and direction of sheet flow runoff through existing stormwater conveyance infrastructure.

The Build Alternative will adhere to the Caltrans National Pollutant Discharge Elimination System permit (Order Number 2021-0011-DWQ), the Caltrans Stormwater Management Plan (July 2016), the Project Planning and Design Guide (February 2016), and Caltrans' Standard Specifications. During construction, combinations of temporary and permanent erosion and sediment controls will be used. Stormwater management for the project site will be coordinated between the project's construction contractor and Caltrans construction personnel to manage erosion from the Disturbed Soil Areas by implementing a Stormwater Pollution Prevention Plan for the project construction activities. Best Management Practices will be implemented as provided in Section 2.2.2 (Water Quality and Stormwater Runoff). Potential impacts associated with the creation or contribution of runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff will be less than significant.

iv) Impede or redirect flood flows?

Less Than Significant Impact—As noted in Section 2.2.1 (Hydrology and Floodplain), the project site is mostly within a Zone X (shaded) area of moderate flood hazard, according to the Federal Emergency Management Agency's Digital Flood Insurance Rate Maps. Zone X (shaded) shows a 0.2-percent-annual-chance, or 500-year, flood inundation and is not considered a Special Flood Hazard Area. Zone X (shaded) are areas that experience 100-year floods with average depths of less than 1 foot or are within drainage areas that are less than 1 square mile. Floodwater drainage occurs mostly through sheet flow in various directions throughout the project limits and is managed by existing drainage facilities. Areas directly beneath the State Route 183/State Route 156 Separation Bridge are designated as Zone AE Flood Hazard, which is described as having a 1-percent-annual-chance of flood inundation or 100-year flood. The Zone AE Flood Hazard is a Special Flood Hazard Area where depths or base flood elevations are provided.

The Build Alternative will not increase the existing highway capacity or add new structures. Widening highway shoulders for bicycle lanes, rebuilding sidewalks, curbs, and gutters, and repaving the highway will not require substantial new storm flow infrastructure. Adjusting existing drainage facility connections and repairs will be made to accommodate the proposed roadway and sidewalk improvements. The Build Alternative will not substantially change the existing storm drain facilities such that flood flows into Tembladero Slough would be impeded or redirected. Impacts associated with impeding or redirecting flood flows will be less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact—The project site is not within a tsunami zone or an area subject to seiche, as noted in Section 2.2.1 (Hydrology and Floodplain). The project site is mostly within a Zone X (shaded) area of moderate flood hazard, which is not considered a Special Flood Hazard Area, as discussed in the response to question (c) (iv) above. Areas directly beneath the State Route 183/State Route 156 Separation Bridge are designated as Zone AE Flood Hazard, which is a Special Flood Hazard Area; the Build Alternative does not propose any work within this area. The project's construction contractor will implement Caltrans' Stormwater Best Management Practice WM-4 (Spill Prevention and Control) to prevent and control spills in a manner that would minimize or prevent the discharge of spilled material into the drainage system or watercourses. The risk of pollutant release due to project inundation will be minimal, and potential impacts will be less than significant.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact—As noted in the project's December 2020 Air Quality, Noise, Greenhouse Gas, and Water Quality Assessment Memorandum and Section 2.2.2 (Water Quality and Stormwater Runoff), the project site is within the Salinas Valley (3-004.01) Groundwater Basin. The Salinas Valley Basin Groundwater Sustainability Agency is tasked to develop a comprehensive groundwater sustainability plan and implement the plan to achieve basin sustainability by 2040. Currently, the Monterey County Groundwater Management Plan (2006) regulates the basin. No groundwater impacts are expected with the Build Alternative, as discussed in Section 2.2.2 (Water Quality and Stormwater Runoff). The Build Alternative will not conflict with or obstruct the implementation of a sustainable groundwater management plan.

The Moro Cojo Slough and Tembladero Slough are the receiving waters for the project limits and are in the Salinas Hydrologic Unit, Lower Salinas Valley Hydrologic Area, and the Neponset Hydrologic Sub-Area. Both sloughs have

been identified on the Central Coast Regional Water Quality Control Board's 303(d) list for Total Maximum Daily Loads Priority Schedule of impaired waters. Under the U.S. Clean Water Act, Total Maximum Daily Loads is a regulatory plan for restoring impaired waters; it identifies the maximum amount of a pollutant that a body of water can receive while still meeting water quality standards. However, there are no Regional Water Quality Control Board special requirements or concerns, including Total Maximum Daily Limits or effluent (pollutant discharge) limits and no other local agency concerns or requirements.

The project will not require a 401 Certification for water quality; it will also not require permits that pertain to aquatic environment habitats, including jurisdictional waters or the U.S. or State of California, wetlands or riparian habitats, and affiliated aquatic species or critical habitat, such as Clean Water Act permits (Sections 401 and 404), or Section 1602 of the California Fish and Game Code.

During construction, the project could temporarily impact water quality because of the relatively minor grading activity associated with the widening of highway shoulder sections and construction of new sidewalk areas, driveway cuts, curb ramps, and the reconstruction of broken and uplifted sidewalk sections within the project limits. Minor excavation activities associated with the reconstruction of four failing retaining walls along the southbound side of Merritt Street near Palm Street, the potential relocation of underground utilities, and the removal of some existing trees and shrubs to meet driver sight distance requirements have the potential to increase soil erosion and sedimentation into receiving waterways. Soil erosion and sedimentation effects are further discussed in Section 2.2.3 (Geology, Soils, Seismicity, and Topography). Construction activities associated with the project are estimated to create about 4.58 acres of disturbed soil area, 0.96 acre of which will be outside of the State highway right-of-way. This estimate includes the proposed highway shoulder and sidewalk improvements, pavement rehabilitation, reconstruction of four retaining walls, utility relocations, and potential contractor stockpiling and staging areas.

Degradation of surface water quality during construction activities will be minimized through proper engineering controls and implementation of Best Management Practices, including, but not limited to, a list of preventative measures in Sections 7 and 8 of the Caltrans Construction Site Best Management Practices Manual.

Temporary and permanent erosion and sediment controls will be used during construction activities. Oil, grease, and other pollutants, including metals and pesticides, are not expected to enter Tembladero Slough when Best Management Practices are implemented during construction activities. Stormwater management for the project site will be coordinated between the project's construction contractor and Caltrans construction personnel to

effectively manage erosion from the Disturbed Soil Areas by implementing a Stormwater Pollution Prevention Plan for the project construction activities. As further discussed in Section 2.2.2 (Water Quality and Stormwater Runoff), the Build Alternative will include implementing Caltrans' Best Management Practices and Standard Specifications related to stormwater pollution control and preserving water quality. Therefore, project construction is not expected to violate any water quality standards, Waste Discharge Requirements, or substantially degrade water quality. Impacts resulting in potential conflicts with or obstructions to the implementation of a water quality control plan will be less than significant.

3.2.11 Land Use and Planning

CEQA Significance Determinations for Land Use and Planning

Would the project:

a) Physically divide an established community?

No Impact—As discussed in Section 2.1.1 (Community Character and Cohesion), the proposed improvements to pavement, pedestrian, bicycle, transit, and traffic monitoring capabilities along Merritt Street will not change the existing highway alignment or involve the construction of any new roadway segments that would divide the established census-designated town of Castroville or any other communities in the region. The Build Alternative's proposed Complete Streets multimodal improvements will preserve and upgrade the existing highway route through Castroville and improve connectivity and multimodal access throughout the project limits. The Build Alternative will not have any impacts that would physically divide an established community. (Sources: Castroville Community Plan; 2010 Monterey County General Plan; and the project's March 2021 Community Impact Assessment)

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact—The Build Alternative's proposed improvements for Merritt Street are consistent with the Merritt Street Corridor Revitalization Strategy (2003) and the circulation infrastructure objectives of the adopted Castroville Community Plan (2007), which serves as the zoning and land use planning document for the census-designated town. Furthermore, the Build Alternative is consistent with provisions of the local and regional transportation and coastal plans, as noted in Section 2.1.1 (Community Character and Cohesion) and the beginning of Chapter 2. The Build Alternative will not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted to avoid or mitigate an environmental effect. (Sources: Castroville Community Plan; 2010 Monterey County General

Plan; Monterey County North County Land Use Plan Local Coastal Program; "Fw: Permit Determination re Caltrans SR 183 Castroville Improvement Project 1H650" March 25, 2020, email from Monterey County Resource Management Agency-Planning to Caltrans; and the project's March 2021 Community Impact Assessment)

3.2.12 Mineral Resources

CEQA Significance Determinations for Mineral Resources

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact—The project limits along Merritt Street are within a previously disturbed/developed suburban landscape, and the proposed Complete Streets multimodal improvements will be built within and immediately next to the existing State highway right-of-way. As noted in Section 2.2.3 (Geology, Soils, Seismicity, and Topography) of this document, no known mineral resources exist in the project's Area of Potential Impact. Therefore, the Build Alternative will not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. (Sources: Castroville Community Plan; 2010 Monterey County General Plan; and Monterey County 2007 General Plan Environmental Impact Report)

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact—As discussed in Section 2.2.3 (Geology, Soils, Seismicity, and Topography) of this document, no locally important mineral resource recovery sites are within the project area. The project will not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. (Sources: Castroville Community Plan; 2010 Monterey County General Plan; and Monterey County 2007 General Plan Environmental Impact Report)

3.2.13 Noise

CEQA Significance Determinations for Noise

Would the project result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant with Mitigation Incorporated—As noted in Section 2.2.6 (Noise and Vibration), the Build Alternative's potential noise impacts were evaluated in the project's December 2020 Air Quality, Noise, Greenhouse Gas, and Water Quality Assessment Memorandum. To obtain Federal Highway Administration approval, Caltrans developed noise policies in conformance with Federal Highway Administration noise standards, as provided under 23 Code of Federal Regulations 772 Part 772 (Procedures for Abatement of Highway Traffic Noise and Construction Noise) and applies these policies uniformly and consistently statewide.

The Build Alternative will not directly or indirectly generate additional long-term noise from traffic operations along the project route because the highway's vehicular capacity will not change. The Build Alternative will result in only minor horizontal widening of the right-of-way of the highway within the project limits to provide more consistent widths for road shoulder, bicycle lanes, and sidewalks. Therefore, the proposed pavement rehabilitation, bridge repair and preservation, and Complete Streets multimodal improvements will not cause any permanent increase in ambient noise levels in the project vicinity or region.

Construction activities will temporarily increase the noise in the project vicinity. The increase in noise will vary depending on the type of construction equipment used and the location and duration of the construction activities. Local noise levels are primarily influenced by local traffic noise, and the project will not increase traffic volumes during construction.

Although most of the construction work will be conducted during daytime hours, nighttime work will be necessary. Sensitive receptors like residences are located intermittently along Merritt Street. As staged work areas move through the project limits, they will occasionally come in the vicinity of sensitive receptors. Noise levels could temporarily exceed 86 A-weighted decibels at 50 feet. A Caltrans Resident Engineer will ensure that, whenever possible, construction work will be done during the day when work is near sensitive receptors. When nighttime construction activities would be necessary, the noisiest activities will be done nearest residences as early in the evening as possible. Caltrans' Standard Specifications Section 14-8.02 will also be implemented, which requires the construction contractor to control and monitor construction noise and not to exceed 86 A-weighted decibels at 50 feet from the work site from 9:00 p.m. to 6:00 a.m.

Implementation of the following mitigation measures will ensure that impacts resulting in a substantial temporary or permanent increase in ambient noise levels in the project vicinity in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies will be less than significant.

Equipment Noise Control

- Equipment Shielding—The construction contractor will shield especially loud pieces of stationary construction equipment.
- Equipment Location—The construction contractor will locate portable generators, air compressors, etc., as far away from sensitive noise receptors as feasibly possible and limit the grouping of major pieces of equipment operating in one area to the greatest extent feasible.
- Equipment Noise Abatement—The construction contractor will use newer equipment that is quieter and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators, intact and operational. Internal combustion engines used for any purpose on or related to the job will be equipped with a muffler or baffle of a type recommended by the manufacturer.
- Nighttime Construction—A Caltrans Resident Engineer will ensure that, whenever possible, construction work will be conducted during the day when work is near sensitive receptors. If nighttime construction activities are necessary, the noisiest and/or most vibratory construction activities will be conducted near residences as early in the evening as possible.

Administrative Measures

- Public Notice—Caltrans will notify surrounding residents and the public in advance of the construction schedule when construction noise and upcoming construction activities likely to produce an adverse noise environment are expected. This notice will be given two weeks in advance. A notice will be published in local news media with the dates and duration of the proposed construction activities. The District 5 Public Information Office will post notices of the proposed construction and potential community impacts after receiving notice from a Caltrans Resident Engineer.
- Noise Complaints—A Caltrans Resident Engineer will consult with District 5 Noise staff to determine appropriate steps to alleviate noise-related concerns if complaints are received during the construction process.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant with Mitigation Incorporated—As noted in Section 2.2.6 (Noise and Vibration), the Build Alternative's potential vibration impacts were evaluated in the project's December 2020 Air Quality, Noise, Greenhouse Gas, and Water Quality Assessment Memorandum. The Build Alternative will not directly or indirectly generate additional long-term vibration or groundborne noise from traffic operations along the project route because the highway's vehicular capacity will not change. The Build Alternative will result in only minor horizontal widening of the right-of-way of the highway

within the project limits to provide more consistent widths for road shoulder, bicycle lanes, and sidewalks. Therefore, the proposed pavement rehabilitation, bridge repair and preservation, and Complete Streets multimodal improvements will not cause any permanent increase in ambient vibration and groundborne noise levels in the project vicinity or region.

As discussed in Section 2.1.6 (Cultural Resources), construction activities, such as vibration from jackhammers and vibratory rollers, could damage the historic buildings within the project limits. Avoidance and minimization measures that address these potential adverse effects are included in the Build Alternative and described in Section 2.1.6. (Cultural Resources). The measures include documenting pre-construction and post-construction conditions of historical resources in the project's identified Area of Potential Effects. After comparing pre-construction and post-construction documentation, if it is determined that construction-related activities resulted in any unintended or unforeseen damage, Caltrans will repair any damage per the Secretary of the Interior's Standards for Rehabilitation.

Avoidance and minimization measures will also include prohibiting the use of jackhammers. Instead, saw cutting will be used to remove existing failed curbs, gutters, and sidewalks next to identified historic properties along Merritt Street. Additionally, vibratory rollers will be prohibited within 25 feet of designated historic structures; static rollers will be used instead with geogrid to assist with lower compaction rates. A Caltrans Resident Engineer assigned to oversee the project's construction will ensure that restrictions for jackhammering and vibratory rollers are enforced. These steps will reduce the potential for peak particle velocity levels going above recommended thresholds. The Build Alternative's potential to generate excessive groundborne vibration or groundborne noise levels will be less than significant with mitigation incorporated.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact—According to Federal Aviation Administration maps, the project is not within the vicinity of a private airstrip or an airport land use plan or within 2 miles of a public airport or public use airport. The project will not expose people residing or working in the project area to excessive noise levels, as discussed in Section 2.2.6 (Noise and Vibration). (Source: Federal Aviation Administration San Francisco Visual Flight Rules Sectional Chart)

3.2.14 Population and Housing

CEQA Significance Determinations for Population and Housing

Would the project:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact—The Build Alternative will repair and add Complete Streets multimodal improvements within the project limits on Merritt Street. Improvements will include pavement rehabilitation, bridge repair and preservation, repair and construction of curbs and gutters, sidewalk areas, widened road shoulder, additional striped bicycle lanes, upgrades to traffic census equipment, pedestrian crossing facilities, and other improvements without changing the existing highway capacity for vehicle traffic. The project will not facilitate growth in Castroville or the surrounding vicinity directly or indirectly because it will not provide new routes or route alignments that would otherwise facilitate additional development. The Build Alternative will not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure). (Sources: Castroville Community Plan; 2010 Monterey County General Plan; and the project's March 2021 Community Impact Assessment)

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact—The Build Alternative will require the acquisition of portions of properties along Merritt Street within the project limits for the proposed improvements to road shoulder, sidewalks, curbs, gutters, curb returns, and rebuilding select driveways. As discussed in Section 2.1.2 (Relocations and Real Property Acquisition), about 34 properties next to the project limits will be permanently affected by highway right-of-way acquisition, with two-thirds of those properties having less than 1 percent of the property acquired. The Build Alternative will not require the acquisition of any property to the point where residents or businesses would be displaced permanently. Therefore, the Build Alternative will not displace substantial numbers of people or housing that would necessitate the construction of replacement housing elsewhere. (Sources: Castroville Community Plan; 2010 Monterey County General Plan; and the project's March 2021 Community Impact Assessment)

3.2.15 Public Services

CEQA Significance Determinations for Public Services

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

No Impact—The Build Alternative will repair and add Complete Streets multimodal improvements within the project limits on Merritt Street. Improvements will include, but will not be limited to highway pavement rehabilitation, bridge repair and preservation, repair and provision of new curbs and gutters, curb returns, sidewalk areas, widened road shoulder, additional striped bicycle lanes, upgrades to traffic census equipment, pedestrian crossing facilities, and other improvements.

The Build Alternative will not facilitate growth in Castroville or the surrounding vicinity directly or indirectly because it will not provide new routes or route alignments that would facilitate additional development. Therefore, the Build Alternative will not have any direct or indirect effects that would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for fire protection. (Sources: Castroville Community Plan; 2010 Monterey County General Plan; and the project's March 2021 Community Impact Assessment)

Police protection?

No Impact—The Build Alternative will repair and add Complete Streets multimodal improvements within the project limits on Merritt Street. Improvements will include, but will not be limited to highway pavement rehabilitation, bridge repair and preservation, repair and provision of new curbs and gutters, curb returns, sidewalk areas, widened road shoulder, additional striped bicycle lanes, upgrades to traffic census equipment, pedestrian crossing facilities, and other improvements. The Build Alternative will not increase the existing highway capacity. Additionally, the Build Alternative will not facilitate growth in Castroville or the surrounding vicinity directly or indirectly because it will not provide new routes or route alignments that would facilitate additional development. Therefore, the Build Alternative will not have any direct or indirect effects resulting in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for police protection. (Sources: Castroville Community Plan; 2010 Monterey County General Plan; and the project's March 2021 Community Impact Assessment)

Schools?

No Impact—No additional or rebuilt school facilities will be needed to serve the community due to the project's Complete Streets multimodal improvements; this is because the existing highway capacity will not be increased along Merritt Street, no new route connections or realignments will be provided, and population growth will not change as a result. Therefore, the Build Alternative will not have any direct or indirect effects resulting in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for schools. (Sources: Castroville Community Plan; 2010 Monterey County General Plan; and the project's March 2021 Community Impact Assessment)

Parks?

No Impact—No additional parks or other recreational facilities will be needed to serve the community resulting from the Build Alternative. The vehicular capacity of Merritt Street will not be increased, no new route connections or realignments will be provided, and population growth will not change as a result. Therefore, the Build Alternative will not have any direct or indirect effects resulting in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for parks. (Sources: Castroville Community Plan; 2010 Monterey County General Plan; and the project's March 2021 Community Impact Assessment)

Other public facilities?

No Impact—No additional public facilities will be needed to serve the community resulting from the Build Alternative. The vehicular capacity of Merritt Street will not be increased, no new route connections or realignments will be provided, and population growth will not change as a result. Therefore, the Build Alternative will not have any direct or indirect effects resulting in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for other public facilities. (Sources: Castroville Community Plan; 2010 Monterey County General Plan; and the project's March 2021 Community Impact Assessment)

3.2.16 Recreation

CEQA Significance Determinations for Recreation

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact—The Build Alternative will repair and add Complete Streets multimodal improvements within the project limits on Merritt Street. Improvements will include, but will not be limited to, highway pavement rehabilitation, bridge repair and preservation, repair and provision of new curbs, gutters, curb returns, sidewalk areas, widened road shoulder, additional striped bicycle lanes, upgrades to traffic census equipment, and pedestrian crossing facilities. The existing highway capacity for vehicle traffic will not be increased. The Build Alternative will not provide new routes or route alignments that could facilitate population growth and additional development. Therefore, the project will not result in direct or indirect impacts that would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. (Sources: Castroville Community Plan; 2010 Monterey County General Plan; and the project's March 2021 Community Impact Assessment)

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact—The Build Alternative does not include any recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. (Sources: Castroville Community Plan; 2010 Monterey County General Plan; and the project's March 2021 Community Impact Assessment)

3.2.17 Transportation

CEQA Significance Determinations for Transportation

Would the project:

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No Impact—As noted in Section 2.1.4 (Traffic and Transportation/Pedestrian and Bicycle Facilities), the Build Alternative will rehabilitate the pavement, address essential bridge maintenance needs, improve the multimodal features (including public transit stops, sidewalks, driveways, and curb ramps), and install Intelligent Transportation System features within the project limits. Additionally, the Build Alternative will improve aesthetics, the

bicycle network, and pedestrian safety. The Build Alternative will also implement improvements to facilitate multiple modes of transportation along Merritt Street, including vehicular, pedestrian, bicycle, and transit, which are consistent with regional improvement objectives outlined in applicable plans and policies. The improvements will be consistent with the relevant planning guidance documents discussed in this document.

Implementing the Build Alternative will support the achievement of the local and regional goals and planning objectives for the improvement of the local and regional transportation circulation system, as discussed in Section 2.1.1 (Community Character and Cohesion). The Build Alternative will not conflict with any program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. (Sources: federal fiscal year 2020-21 to federal fiscal year 2023-24 Monterey Bay Region Metropolitan Transportation Improvement Program; Castroville Community Plan; and 2010 Monterey County General Plan)

b) Conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

No Impact—As described in Chapter 1, the project will repair and add Complete Streets multimodal improvements within the project limits of Merritt Street. Improvements will include, but will not be limited to, highway pavement rehabilitation, bridge repair and preservation, repair and provision of new curbs and gutters, curb returns, sidewalk areas, widened road shoulder, additional striped bicycle lanes, upgrades to traffic census equipment, and pedestrian crossing facilities. The Build Alternative will not increase the existing highway capacity for vehicle traffic; it will also not provide new routes or route alignments that could facilitate population growth. Therefore, the project will not conflict with CEQA Guidelines Section 15064.3, subdivision (b). (Source: The project's 2021 February Draft Project Report)

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact—The Build Alternative will comply with current Caltrans Highway Design Manual Standards. The Build Alternative will not substantially increase hazards due to a geometric design feature or incompatible uses. As described in Section 1.4.1 (Build Alternative), improvements will not alter the existing alignment of Merritt Street or the alignments of other connecting roadways or highways. Existing pavement, shoulder, pedestrian, bicycle, and transit stop facilities will be upgraded and/or rebuilt to meet the requirements of the Americans with Disabilities Act where feasible. Pedestrian curb extensions will be built on Merritt Street at five intersections within the project limits. The existing shared-through and right-turn lane on northbound Merritt Street at the eastbound State Route 156

on-ramp will be extended and widened. A striped side street splitter island will be built at the Merritt Street intersections with Haro Street and Salinas Street to discourage left-turn movements. These modified geometric design features are proposed to reduce potential conflicts resulting in hazards for vehicular, bicycle, and pedestrian traffic along the project route. Impacts resulting from a substantial increase in hazards due to a geometric design feature or incompatible uses will be less than significant.

d) Result in inadequate emergency access?

Less Than Significant Impact—The Build Alternative will repair and improve the travel lane pavement, pedestrian and bicycle facilities, transit stops, and install upgraded pedestrian crossing countdown signals and other roadway amenities along Merritt Street and the interchange with State Route 156. The Build Alternative will not permanently alter planned routes for emergency responses or evacuations. Therefore, the project will not permanently affect emergency service plans or activities in the region, which could result in inadequate emergency access.

As noted in Section 1.4.1 (Build Alternative) and Section 2.1.4 (Traffic and Transportation/Pedestrian and Bicycle Facilities), project construction will require about 280 days over a staged, two-year schedule. Near work areas, temporary closure and/or modification of lanes and on-street parking along affected portions of Merritt Street and cross streets will result. However, the two-way (bidirectional) flow will remain open throughout construction with the implementation of Caltrans' Standard Specifications (Sections 12-1 through 12-7), Standard Special Provisions that pertain to traffic management and control, and through the implementation of a Transportation Management Plan prepared specifically for the project route and setting conditions.

Delays in emergency service response times may result during construction due to periodic lane closures and/or modifications, route detours, driveway closures, and other circulation and access alterations. These potential delays will only occur throughout the construction period and are discussed in Section 2.1.3 (Utilities and Emergency Services). A Transportation Management Plan for traffic control and access during construction will minimize to the extent feasible any delays in emergency service access that could result from the necessity of activating lane closures and/or modifications and detour routes.

The Resident Engineer for the project will notify and coordinate with regional emergency service providers regarding construction-related activities to ensure that project activities will not restrict or prevent access within the project area. Access for fire/paramedic and other emergency service vehicles through the project limits will be enabled through controlled work zones by the project's construction contractor. The construction contractor will also ensure that construction activities will not block emergency service access to all

interconnecting roadways and routes in the project area. The project will include Caltrans' Standard Specifications and Standard Special Provisions that pertain to actions and strategies that will help maintain a safe environment for construction workers and the traveling public. Impacts resulting in inadequate emergency access will be less than significant.

3.2.18 Tribal Cultural Resources

CEQA Significance Determinations for Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or

No Impact—As discussed in Section 2.1.6 (Cultural Resources) and 3.2.5 (Cultural Resources), CA-MNT-1382/H**,** a multicomponent archaeological site, is next to the northern project limits and within the project's defined Area of Potential Effects. This site was previously determined eligible for inclusion in the National Register of Historic Places and the California Register of Historical Resources, as confirmed by the State Historic Preservation Officer. Caltrans has determined that its eligibility remains valid.

The Build Alternative will excavate 0.6 foot (7.2 inches) into the existing roadway and shoulder pavement in the portions that overlie the known boundaries of CA-MNT-1382/H. The existing maintenance vehicle pullout will be used for equipment staging and maintenance. These activities will be well above the known depth of 20 inches for the potential discovery of historical resources and in areas of accumulated mechanical disturbance from roadway travel and maintenance.

CA-MNT-1382/H consists of a redeposited shell midden and a reinternment site of human remains— reburial site (Reburial-1)—that overlies a portion of the old Castroville dump. The property was used periodically from as early as 600 B.C. (before Christ) to A.D. (anno Domini) 1908 and includes at least two privy pits from the 1880s. The site was originally inhabited by Native Americans and later by the Haggarty family in the 19th century. As further discussed in the Cultural Resources and Native American Consultation section in Chapter 4, Native American representatives of the Esselen Tribe of Monterey County and Ohlone Tribe expressed concerns about potential impacts to this resource.

The State of California owns and manages the property containing the archaeological site. Caltrans commonly seeks to use State right-of-way or state-owned lands for material and equipment staging when feasible and not when it would result in environmental impacts. However, use of the site CA-MNT-1382/H for any purpose related to the project will be restricted to the existing vehicle pullout at the edge of the southbound travel lane on Merritt Street. This restriction is due to the sensitivity of the site, which is a historic eligible archaeological site under criterion (d) of the National Historic Preservation Act, and because reburial site (Reburial-1) is a reburial of combined artifactual remains partially from site CA-MNT-1382/H. The existing vehicle pullout has been used over time on the property and may continue to be used for truck turnaround moves or temporary construction vehicles because it does not contain any known portions of the archaeological/historical site. The site will be designated as an Environmentally Sensitive Area and marked on plans as such.

Standard procedures for Environmentally Sensitive Area fencing will be implemented before construction. Under the direction and monitoring of a Caltrans District 5 Archaeologist, high-visibility Environmentally Sensitive Area fencing will be installed around the edge of the property that contains site CA-MNT-1382/H and the associated reburial; fencing will not be installed around the existing vehicle pullout. Monitoring the placement of Environmentally Sensitive Area fencing will require a Caltrans Archaeologist and one or more Native American monitors to be present for the installation and removal of the fencing. Monitoring will also require a Caltrans Resident Engineer and an Environmental Compliance Liaison to check on the Environmentally Sensitive Area fencing periodically to ensure that no disturbance occurs in the area or that the fencing is not moved. Monitoring will take place during ground-disturbing activities that occur next to Environmentally Sensitive Area fencing.

The project will not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020. (Source: the project's June 2020 Archaeological Survey Report)

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No Impact—As discussed in Section 2.1.6 (Cultural Resources) and 3.2.5 (Cultural Resources), CA-MNT-1382/H**,** a multicomponent archaeological site, is next to the northern project limits and within the project's defined Area of Potential Effects. There are no other sites within the Area of Potential Effects that have been determined by Caltrans, as the lead agency for this project, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 and would be considered a tribal cultural resource, as defined in Public Resources Code Section 21074.

As noted in the response to question (a) above, site CA-MNT-1382/H will be designated as an Environmentally Sensitive Area and marked on all design plans as such. Standard procedures for Environmentally Sensitive Area fencing will be implemented before and during construction. The project will not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. (Source: The project's June 2020 Archaeological Survey Report)

3.2.19 Utilities and Service Systems

CEQA Significance Determinations for Utilities and Service Systems

Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact—The Build Alternative will require approximately 185 private and 130 municipal service utility boxes, vaults, or lids of various sizes to be adjusted to grade. Lateral relocations of public and private utility boxes and vaults for seven fire hydrants, 13 streetlights, 17 water meters and valve boxes, 19 electric service connections, seven gas service connections, and 12 telephone and communication service connections are expected. Surveying and location of utilities (a process known as potholing) within the project's Area of Potential Impacts have not been completed; therefore, not all of the construction conflicts that require utility relocation are known at this time. Potholing will be completed before the close of the project's Plans, Specifications, and Estimates phase.

During each stage of construction, utility relocation will be required to avoid conflict with construction operations. Caltrans will coordinate with utility

providers to ensure that all utilities within the roadway right-of-way will be relocated before and during construction. Caltrans has included funds, where necessary, to provide for the state share of utility relocation and will work closely with the utility providers to facilitate relocation. Once construction is complete, utilities will be relocated to the appropriate areas as needed in coordination with the utility providers and Caltrans. No permanent or long-term effects to utilities will occur. Impacts requiring or resulting in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects, will be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact—Because the Build Alternative will involve minor roadway and facility construction and repair, the amount of water required during construction and operation of the project will not require new or expanded water entitlements. The project's construction contractor will bring any water required for construction to the project site as needed. Installing landscaping will require watering until it is fully established; this will be done through water trucks or a utility agreement with the local water provider. Impacts associated with having sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years will be less than significant.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact—Project construction will generate a minimal amount of wastewater. The main source of wastewater will be associated with sanitary waste generated by construction workers. Portable waste facilities will be provided for use by all workers. Sanitary waste generated from the use of these facilities will be disposed of by an approved contractor at an approved disposal site. No long-term generation of wastewater will occur since the proposed improvements are for roadway infrastructure. Impacts resulting in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments will be less than significant.

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact—The project will require the use of a local landfill to dispose of routine construction debris and materials. The project will have demolition debris to dispose of for various proposed improvement components, such as the four retaining walls that will be rebuilt near the Merritt Street and Palm Street intersection. Concrete and asphalt material will be removed in areas where new sidewalks, shoulder widening, and transit stop landings are proposed for construction. The use of a local landfill will be temporary and occur only during construction. Any treated wood waste removed for the project will be handled and disposed of as a hazardous material and brought to a Class 1 Landfill. The nearest Class 1 Landfill to the project site is the Clean Harbors facility in Buttonwillow, California. The Build Alternative will be served by a landfill with enough capacity to serve its solid waste disposal needs during construction. Impacts resulting in the generation of solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals will be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact—Per California law and Caltrans' Hazardous Waste Management Program, Caltrans' Standard Specifications regarding solid waste disposal and recycling of solid waste are included for all Caltrans projects. Any treated wood waste removed for the project will be handled and disposed of as a hazardous material and brought to a Class 1 Landfill. Impacts that would result in noncompliance with federal, state, and applicable local management and reduction statutes and regulations related to solid waste will be less than significant.

3.2.20 Wildfire

CEQA Significance Determinations for Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact—The project site is in a Local Responsibility Area with no Fire Hazard Severity Zone overlay; the project is not in or near a Very High Fire Hazard Severity Zone. The nearest Very High Fire Hazard Severity Zone is 4 miles away to the northeast of Castroville and the project site. The Build Alternative will not result in any impacts that would substantially impair an adopted emergency response plan or emergency evacuation plan involving wildfires or evacuations due to wildfires. (Source: California Department of Forestry and Fire Protection Fire Hazard Severity Zone Map for Monterey County)

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact—The project site is in a Local Responsibility Area with no Fire Hazard Severity Zone overlay; the project is not in or near a Very High Fire Hazard Severity Zone. The nearest Very High Fire Hazard Severity Zone is 4 miles away to the northeast of Castroville and the project site. The Build Alternative will not result in any impacts that would, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. (Source: California Department of Forestry and Fire Protection Fire Hazard Severity Zone Map for Monterey County)

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact—The project site is in a Local Responsibility Area with no Fire Hazard Severity Zone overlay; the project is not in or near a Very High Fire Hazard Severity Zone. The nearest Very High Fire Hazard Severity Zone is 4 miles away to the northeast of Castroville and the project site. The Build Alternative will not result in any impacts that would require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. (Source: California Department of Forestry and Fire Protection Fire Hazard Severity Zone Map for Monterey County)

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact—The project site is in a Local Responsibility Area with no Fire Hazard Severity Zone overlay; the project is not in or near a Very High Fire Hazard Severity Zone. The nearest Very High Fire Hazard Severity Zone is 4 miles away to the northeast of Castroville and the project site. The project site is not in or near an area prone to landslide risks. The Build Alternative will not result in any impacts that would expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. (Source: California Department of Forestry and Fire Protection Fire Hazard Severity Zone Map for Monterey County)

3.2.21 Mandatory Findings of Significance

CEQA Significance Determinations for Mandatory Findings of Significance

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact—The project limit is within an urban environment that have little natural plant or animal community. In addition, the urban environment is surrounded by active agricultural fields and very little of the original natural environment is present in the project area. The Build Alternative will have individually limited and temporary impacts on wildlife and plant species during the removal of vegetation in preparation of construction activities, as evaluated in Section 2.3 (Biological Resources). All individual impacts will be less than significant. No sensitive environmental resources will be substantially affected by the project or were determined not to be in poor or declining health or will be at risk even if the project impacts would not be substantial, as discussed in Section 2.4 (Cumulative Impacts). The project's potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory will be less than significant.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less Than Significant Impact with Mitigation Incorporated—The Build Alternative will have individually limited impacts on visual resources, cultural resources, and sensitive noise receptors. Most of these impacts will be temporary. No sensitive environmental resources will be substantially affected by the project or were determined not to be in poor or declining health or will be at risk even if the project impacts would not be substantial, as discussed in Section 2.4 (Cumulative Impacts). The potential for impacts that are individually limited but cumulatively considerable will be less than significant with mitigation incorporated.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact—The Build Alternative will emit noise, air pollutants, and greenhouse gases that could cause adverse effects on human beings. Demolition and construction activities will require traffic control that could delay traffic and potentially interfere with regular emergency services. However, these impacts will be temporary and limited to the project site. Therefore, impacts associated with environmental effects that cause substantial adverse effects on human beings, either directly or indirectly, will be less than significant.

3.3 Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change by the United Nations and World Meteorological Organization in 1988 led to increased efforts devoted to greenhouse gas emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of greenhouse gases generated by human activity, including carbon dioxide, methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, and various hydrofluorocarbons. Carbon dioxide is the most abundant greenhouse gas; while it is a naturally occurring component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated carbon dioxide.

Two terms are typically used when discussing how we address the impacts of climate change: "greenhouse gas mitigation" and "adaptation." Greenhouse gas mitigation covers the activities and policies aimed at reducing greenhouse gas emissions to limit or "mitigate" the impacts of climate change. Adaptation, on the other hand, is concerned with planning for and responding to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels). This analysis will include a discussion of both.

3.3.1 Regulatory Setting

This section outlines federal and state efforts to comprehensively reduce greenhouse gas emissions from transportation sources.

Federal

To date, no national standards have been established for nationwide mobile-source greenhouse gas reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and greenhouse gas emissions reduction at the project level.

The National Environmental Policy Act (known as NEPA) (42 U.S. Code Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project.

The Federal Highway Administration recognizes the threats that extreme weather, sea-level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. The Federal Highway Administration therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices. (Federal Highway Administration 2019) This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—"the triple bottom line of sustainability." (Federal Highway Administration, no date) Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects. The most important of these was the Energy Policy and Conservation Act of 1975 (42 U.S. Code Section 6201) and Corporate Average Fuel Economy Standards. This act establishes fuel economy standards for on-road motor vehicles sold in the U.S. Compliance with federal fuel economy standards is determined through the Corporate Average Fuel Economy program based on each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the U.S.

Energy Policy Act of 2005, 109th Congress H.R.6 (2005-2006): This act sets forth an energy research and development program covering: (1) energy efficiency; (2) renewable energy; (3) oil and gas; (4) coal; (5) the establishment of the Office of Indian Energy Policy and Programs within the Department of Energy; (6) nuclear matters and security; (7) vehicles and motor fuels, including ethanol; (8) hydrogen; (9) electricity; (10) energy tax incentives; (11) hydropower and geothermal energy; and (12) climate change technology.

The U.S. Environmental Protection Agency in conjunction with the National Highway Traffic Safety Administration is responsible for setting greenhouse gas emission standards for new cars and light-duty vehicles to significantly

increase the fuel economy of all new passenger cars and light trucks sold in the U.S. Fuel efficiency standards directly influence greenhouse gas emissions.

State

California has been innovative and proactive in addressing greenhouse gas emissions and climate change by passing multiple Senate and Assembly bills and executive orders including, but not limited to, the following:

Executive Order S-3-05 (June 1, 2005): The goal of this Executive Order is to reduce California's greenhouse gas emissions to: (1) year 2000 levels by 2010, (2) year 1990 levels by 2020, and (3) 80 percent below year 1990 levels by 2050. This goal was further reinforced with the passage of Assembly Bill 32 in 2006 and Senate Bill 32 in 2016.

Assembly Bill 32, Chapter 488, 2006, Núñez and Pavley, The Global Warming Solutions Act of 2006: Assembly Bill 32 codified the 2020 greenhouse gas emissions reduction goals outlined in Executive Order S-3-05, while further mandating that the California Air Resources Board create a scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." The legislature also intended that the statewide greenhouse gas emissions limit continue in existence and be used to maintain and continue reductions in emissions of greenhouse gases beyond 2020. (Health and Safety Code Section 38551(b)) The law requires the California Air Resources Board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas reductions.

Executive Order S-01-07 (January 18, 2007): This order sets forth the low carbon fuel standard for California. Under this Executive Order, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by the year 2020. The California Air Resources Board re-adopted the low carbon fuel standard regulation in September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the governor's 2030 and 2050 greenhouse gas reduction goals.

Senate Bill 375, Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires the California Air Resources Board to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization for each region must then develop a "Sustainable Communities Strategy" that integrates transportation, land use, and housing policies to plan how it will achieve the emissions target for its region.

Senate Bill 391, Chapter 585, 2009, California Transportation Plan: This bill requires the State's long-range transportation plan to identify strategies to address California's climate change goals under Assembly Bill 32.

Executive Order B-16-12 (March 2012) orders State entities under the direction of the governor, including the California Air Resources Board, the California Energy Commission, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.

Executive Order B-30-15 (April 2015) establishes an interim statewide greenhouse gas emission reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of greenhouse gas emissions to implement measures, pursuant to statutory authority, to achieve reductions of greenhouse gas emissions to meet the 2030 and 2050 greenhouse gas emissions reductions targets. It also directs the California Air Resources Board to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent. Greenhouse gases differ in how much heat each trap in the atmosphere (global warming potential). Carbon dioxide is the most important greenhouse gas, so amounts of other gases are expressed relative to carbon dioxide, using a metric called "carbon dioxide equivalent." The global warming potential of carbon dioxide is assigned a value of 1, and the global warming potential of other gases is assessed as multiples of carbon dioxide. Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, Safeguarding California, every three years, and to ensure that its provisions are fully implemented.

Senate Bill 32, Chapter 249, 2016, codifies the greenhouse gas reduction targets established in Executive Order B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

Senate Bill 1386, Chapter 545, 2016, declared "it to be the policy of the state that the protection and management of natural and working lands … is an important strategy in meeting the state's greenhouse gas reduction goals, and would require all state agencies, departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies, regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands."

Assembly Bill 134, Chapter 254, 2017, allocates Greenhouse Gas Reduction Funds and other sources to various clean vehicle programs, demonstration/pilot projects, clean vehicle rebates and projects, and other emissions-reduction programs statewide.

Senate Bill 743**,** Chapter 386 (September 2013): This bill changes the metric of consideration for transportation impacts pursuant to CEQA from a focus on automobile delay to alternative methods focused on vehicle miles traveled to promote the state's goals of reducing greenhouse gas emissions and traffic-

related air pollution and promoting multimodal transportation while balancing the needs of congestion management and safety.

Senate Bill 150, Chapter 150, 2017, Regional Transportation Plans: This bill requires the California Air Resources Board to prepare a report that assesses progress made by each metropolitan planning organization in meeting their established regional greenhouse gas emission reduction targets.

Executive Order B-55-18 (September 2018) sets a new statewide goal to achieve and maintain carbon neutrality no later than 2045. This goal is in addition to existing statewide targets of reducing greenhouse gas emissions.

Executive Order N-19-19 (September 2019) advances California's climate goals in part by directing the California State Transportation Agency to leverage annual transportation spending to reverse the trend of increased fuel consumption and reduce greenhouse gas emissions from the transportation sector. It orders a focus on transportation investments near housing, managing congestion, and encouraging alternatives to driving. This Executive Order also directs the California Air Resources Board to encourage automakers to produce more clean vehicles, formulate ways to help Californians purchase them, and propose strategies to increase demand for zero-emission vehicles.

3.3.2 Environmental Setting

The project sits along State Route 183 in Monterey County and is the main transportation corridor for Castroville, which is a small agricultural-based community. State Route 183, locally known as Merritt Street through the project limits, serves as Castroville's Main Street as it crosses the downtown area. The project extends between Castroville's southern and northern edges. In Castroville, Merritt Street serves local and regional traffic for businesses, recreational tourism, agricultural goods movement, and commuters. Limited and inconsistent pedestrian, bicycle, and public transit facilities exist within the project limits.

Existing land uses next to Merritt Street on both the north and south sides of the project corridor through downtown Castroville are a mix of commercial, residential, office, and light industrial. Residential uses predominate north of Mc Dougall Street and are interspersed with some public uses (schools, parks, and worship and civic facilities) and agricultural facilities. Restaurants are concentrated on the east and west sides of the Merritt Street and State Route 156 freeway interchange, and an industrial cooling plant is on the northeast side of Merritt Street between Del Monte Avenue and Blackie Road.

Commercial trucks represent 16 percent of the daily traffic along Merritt Street. State Route 183 is designated as a Terminal Access Route in the Surface Transportation Assistance Act with truck restriction over 7 tons for

southbound travel between State Route 1 to State Route 156. State Route 183 is not on the National Highway System, the Interregional Road System, or the Strategic Highway Network.

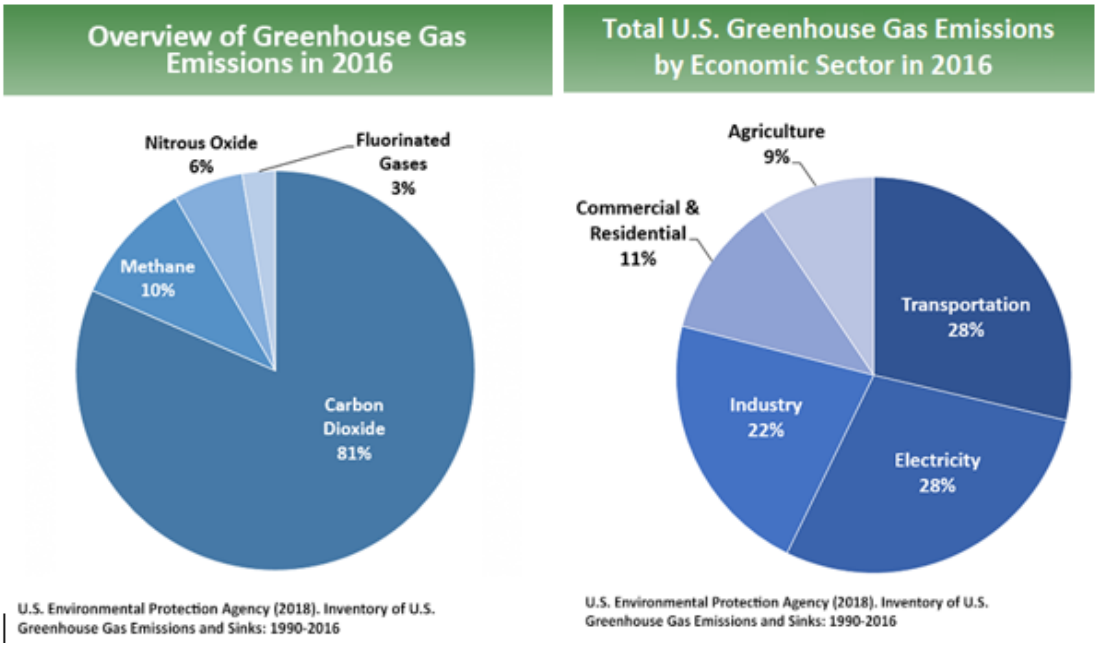
A greenhouse gas emissions inventory estimates the amount of greenhouse gases discharged into the atmosphere by specific sources over a period of time, such as a calendar year. Tracking annual greenhouse gas emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. The U.S. Environmental Protection Agency is responsible for documenting greenhouse gas emissions nationwide, and the California Air Resources Board does so for the state, as required by Health and Safety Code Section 39607.4.

National Greenhouse Gas Inventory

The U.S. Environmental Protection Agency prepares a national greenhouse gas inventory every year and submits it to the United Nations in accordance with the Framework Convention on Climate Change. The inventory provides a comprehensive accounting of all human-produced sources of greenhouse gases in the U.S., reporting emissions of carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride. It also accounts for emissions of carbon dioxide that are removed from the atmosphere by “sinks” such as forests, vegetation, and soils that uptake and store carbon dioxide (carbon sequestration).

The 1990-2016 inventory found that of 6,511 million metric tons of carbon dioxide equivalent greenhouse gas emissions in 2016, 81 percent consist of carbon dioxide, 10 percent are methane, and 6 percent are nitrous oxide; the balance consists of fluorinated gases. (U.S. Environmental Protection Agency 2018a) In 2016, greenhouse gas emissions from the transportation sector accounted for nearly 28.5 percent of U.S. greenhouse gas emissions. See Figure 3-1.

Figure 3-1 U.S. 2016 Greenhouse Gas Emissions



State Greenhouse Gas Inventory

The California Air Resources Board collects greenhouse gas emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its greenhouse gas reduction goals. The 2019 edition of the greenhouse gas emissions inventory found total California emissions of 424.1 million metric tons of carbon dioxide equivalent for 2017, with the transportation sector responsible for 41 percent of total greenhouse gases. It also found that overall statewide greenhouse gas emissions declined from 2000 to 2017 despite growth in population and state economic output. See Figures 3-2 and 3-3. (Air Resources Board 2019a)

Figure 3-2 California 2017 Greenhouse Gas Emissions

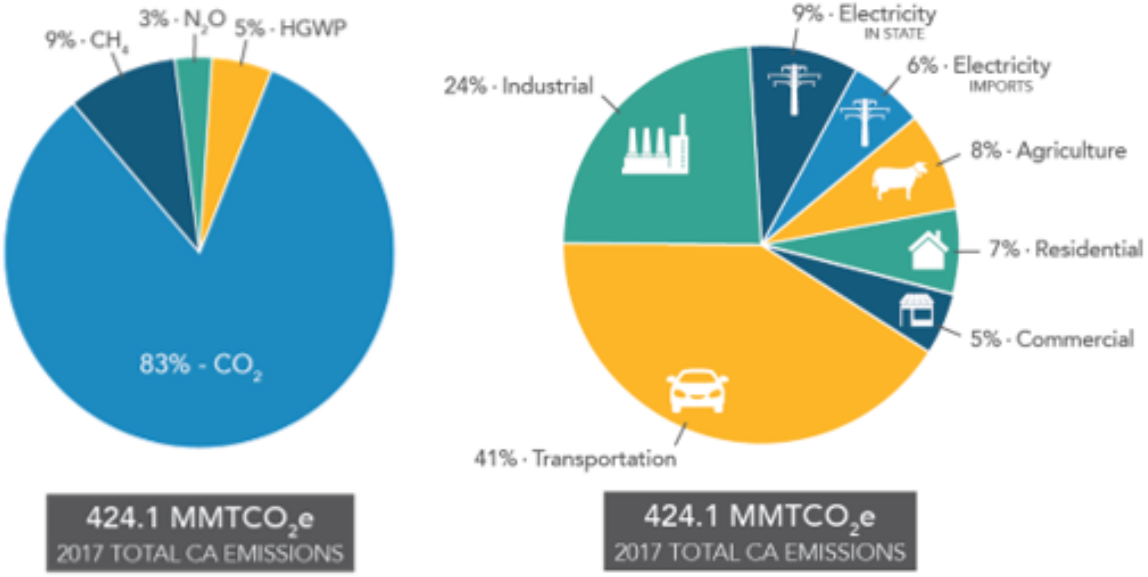
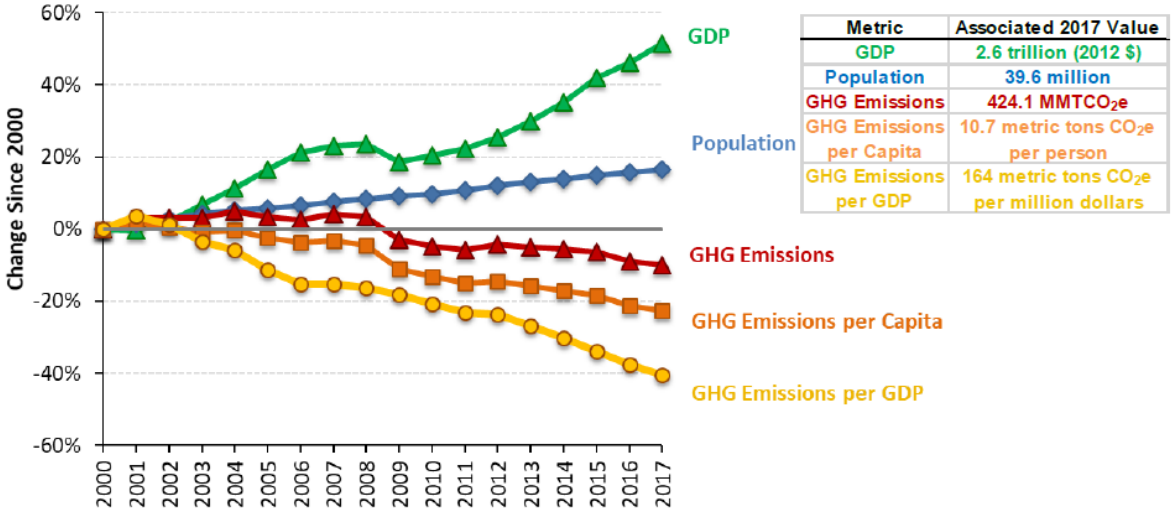


Figure 3-3 Change in California Gross Domestic Product, Population, and Greenhouse Gas Emissions Since 2000



Assembly Bill 32 required the California Air Resources Board to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing greenhouse gas emissions to 1990 levels by 2020 and to update it every 5 years. The California Air Resources Board adopted the first scoping plan in 2008. The second updated plan, California's 2017 Climate Change Scoping Plan, adopted on December 14, 2017, reflects the 2030 target established in Executive Order B-30-15 and Senate Bill 32. The Assembly Bill 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce greenhouse gas emissions.

Regional Plans

The California Air Resources Board sets regional targets for California's 18 Metropolitan Planning Organizations to use in their Regional Transportation Plan/Sustainable Communities Strategy to plan future projects that will cumulatively achieve greenhouse gas reduction goals. Targets are set at a percent reduction of passenger vehicle greenhouse gas emissions per person from 2005 levels. This project is included in the adopted federal fiscal year 2020-21 to federal fiscal year 2023-24 Monterey Bay Region Metropolitan Transportation Improvement Program, which was adopted by the Association of Monterey Bay Area Governments on February 10, 2021. State approval is expected by April 1, 2021, and final federal approval is expected by April 16, 2021. The regional reduction target for the Association of Monterey Bay Area Governments is 6 percent by 2035. (Air Resources Board 2019c)

The project is within the jurisdiction of the Transportation Agency for Monterey County. The Association of Monterey Bay Area Governments is the joint-power, multicounty planning agency for the area. The 2018 Monterey County Regional Transportation Plan identifies maintaining local streets and roads, enhancing public transit, and providing for active transportation as project types for greenhouse gas reductions.

3.3.3 Project Analysis

Greenhouse gas emissions from transportation projects can be divided into those produced during operation of the state highway system and those produced during construction. The primary greenhouse gases produced by the transportation sector are carbon dioxide, methane, nitrous oxide, and hydrofluorocarbons. Carbon dioxide emissions are a product of the combustion of petroleum-based products, like gasoline, in internal combustion engines. Relatively small amounts of methane and nitrous oxide are emitted during fuel combustion. In addition, a small amount of hydrofluorocarbon emissions are included in the transportation sector.

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change. (Public Resources Code, Section 21083(b)(2)) As the California Supreme Court explained, "because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself." (Cleveland National Forest Foundation v. San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512.) In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (California Environmental Quality Act Guidelines Sections 15064(h)(1) and 15130).

To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every

individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

Operational Emissions

The project will not increase roadway capacity or vehicle miles traveled. While some greenhouse gas emissions during construction will be unavoidable, the project, once completed, will not increase operational greenhouse gas emissions. The project is expected to result in long-term greenhouse gas reduction benefits by improving the project corridor such that there will be smoother pavement surfaces; new and improved bicycle, pedestrian, and transit facilities that will be compliant with Americans with Disabilities standards for accessibility; and increased multimodal access for all users. These improvements will encourage more walking, bicycling, and transit use to reduce vehicle miles traveled for local and regional trips.

Construction Emissions

Construction greenhouse gas emissions will result from material processing, onsite construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

Construction climate change emissions were estimated in the project's Air Quality, Greenhouse Gas, Noise, and Water Assessment Memorandum (December 2020) using the Caltrans Construction Emissions Tool using default settings for mainline improvement projects. The estimated average carbon dioxide equivalent emissions are estimated to be 452 metric tons generated over 280 working days. For this analysis, carbon dioxide equivalent consists of carbon dioxide, methane, and nitrous oxide emissions, multiplied by their global warming potential and summed. Note that these estimates are based on assumptions made during the environmental planning phase of the project and are considered a "ballpark" of energy usage.

With innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the greenhouse gas emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.

All construction contracts include Caltrans' Standard Specifications Sections 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all the California Air Resources Board emission reduction regulations; and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment

idling restrictions, that reduce construction vehicle emissions also help reduce greenhouse gas emissions.

The project will also implement Caltrans standardized measures (such as Construction Best Management Practices) that apply to most or all Caltrans projects. Certain common regulations, such as equipment idling restrictions and development and implementation of a traffic control plan that reduce construction vehicle emissions also help reduce greenhouse gas emissions.

CEQA Conclusion

While the project will result in greenhouse gas emissions during construction, it is expected that the project will not result in any increase in operational greenhouse gas emissions. The project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With the implementation of construction greenhouse gas-reduction measures, the impact will be less than significant.

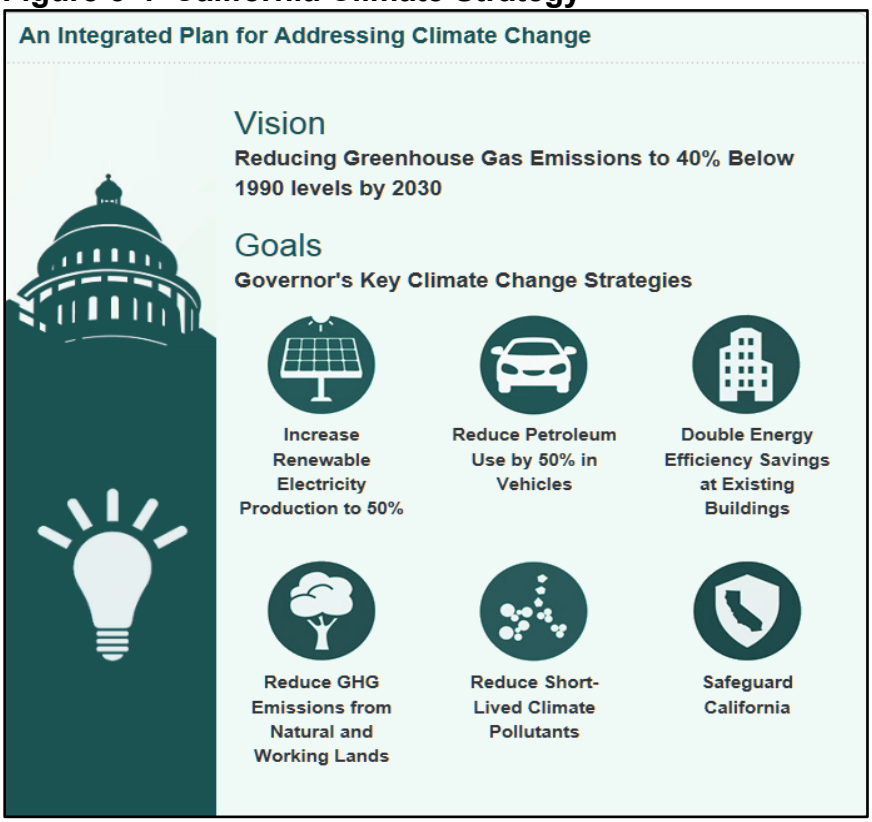
Caltrans is firmly committed to implementing measures to help reduce greenhouse gas emissions. These measures are outlined in the following section.

3.3.4 Greenhouse Gas Reduction Strategies

Statewide Efforts

Major sectors of the California economy, including transportation, will need to reduce emissions to meet the 2030 and 2050 greenhouse gas emissions targets. Former Governor Edmund G. Brown, Junior, promoted greenhouse gas reduction goals that involved (1) reducing today's petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent of our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farms and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, Safeguarding California. See Figure 3-4.

Figure 3-4 California Climate Strategy



The transportation sector is integral to the people and economy of California. To achieve greenhouse gas emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. Greenhouse gas emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled. A key state goal for reducing greenhouse gas emissions is to reduce today's petroleum use in cars and trucks by up to 50 percent by 2030. (State of California 2019)

In addition, Senate Bill 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above-ground and below-ground matter.

Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the California Air Resources Board works to implement Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in Assembly Bill 32. Executive Order B-30-15, issued in April 2015, and Senate Bill 32 (2016), set an interim target to cut greenhouse gas emissions to 40 percent below 1990

levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

California Transportation Plan (CTP 2040)

The California Transportation Plan is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas emissions. In 2016, Caltrans completed the California Transportation Plan 2040, which establishes a new model for developing ground transportation systems consistent with carbon dioxide reduction goals. It serves as an umbrella document for all the other statewide transportation planning documents. Over the next 25 years, California will be working to improve transit and reduce long-run repair and maintenance costs of roadways and developing a comprehensive assessment of climate-related transportation demand management and new technologies rather than continuing to expand capacity on existing roadways.

Senate Bill 391 (Liu 2009) requires the California Transportation Plan to meet California's climate change goals under Assembly Bill 32. Accordingly, the California Transportation Plan 2040 identifies the statewide transportation system needed to achieve maximum feasible greenhouse gas emission reductions while meeting the state's transportation needs. While Metropolitan Planning Organizations have primary responsibility for identifying land use patterns to help reduce greenhouse gas emissions, California Transportation Plan 2040 identifies additional strategies in Pricing, Transportation Alternatives, Mode Shift, and Operational Efficiency.

Caltrans Strategic Management Plan

The Strategic Management Plan, released in 2015, creates a performance-based framework to preserve the environment and reduce greenhouse gas emissions, among other goals. Specific performance targets in the plan that will help to reduce greenhouse gas emissions include:

- Increasing percentage of non-auto mode share
- Reducing vehicle miles traveled
- Reducing Caltrans' internal operational (buildings, facilities, and fuel) greenhouse gas emissions

Funding and Technical Assistance Programs

In addition to developing plans and performance targets to reduce greenhouse gas emissions, Caltrans also administers several sustainable transportation planning grants. These grants encourage local and regional multimodal transportation, housing, and land use planning that furthers the region's Regional Transportation Plan/Sustainable Communities Strategy; contribute to the State's greenhouse gas reduction targets and advance transportation-related greenhouse gas emission reduction project

types/strategies; and support other climate adaptation goals (e.g., Safeguarding California).

Caltrans Policy Directives and Other Initiatives

Caltrans Director's Policy 30 Climate Change (June 22, 2012) is intended to establish a Department policy that will ensure coordinated efforts to incorporate climate change into Departmental decisions and activities. Caltrans Activities to Address Climate Change (April 2013) provides a comprehensive overview of Caltrans' statewide activities to reduce greenhouse gas emissions resulting from agency operations.

Project-Level Greenhouse Gas Reduction Strategies

The following measures will also be implemented in the project to reduce greenhouse gas emissions and potential climate change impacts from the project.

Per the mitigation proposed for street tree and vegetation replacement in Section 2.1.5 (Visual/Aesthetics), street trees removed for construction of highway shoulder and sidewalk improvements will be replaced at a 1 to 1 ratio consistent with scenic and aesthetic policies and design guidelines prescribed in the Castroville Community Plan for the Merritt Street Corridor and the Caltrans Complete Streets Program. Caltrans will establish street trees and landscaping either by automatic or manual irrigation for a minimum period of 1 year. Agreements for long-term maintenance of landscaping within the project limits will be prescribed and negotiated between Caltrans and the appropriate local community entity before the final project design. The project's construction contractor will be required to comply with all air pollution control rules, regulations, ordinances, and statutes, per Caltrans' Standard Specifications Section 14-9.02 (Air Pollution Control).

The construction contractor will ensure that two-way (bidirectional) flow remains open throughout construction with the implementation of Caltrans' Standard Specifications (Sections 12-1 through 12-7) and Standard Special Provisions pertaining to traffic management and control and through the implementation of a Transportation Management Plan prepared specifically for the project route and setting conditions. Pedestrian and bicycle access will be maintained through the project limits.

In addition, the following avoidance and minimization measures for the reduction of construction greenhouse gas emissions are proposed:

- Construction Waste and Recycled Materials—The project's construction contractor will reduce construction waste and maximize the use of recycled materials.
- Earthen Materials—The project's construction contractor will reduce the need to transport earthen materials by balancing cut and fill quantities.

- Salvage Rebar—The project's construction contractor will salvage rebar from demolished concrete and process waste to create usable fill.
- Truck Trips—The project's construction contractor will schedule truck trips outside of peak morning and evening commute hours when feasible.

3.3.5 Adaptation

Reducing greenhouse gas emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

Federal Efforts

Under NEPA assignment, Caltrans is obligated to comply with all applicable federal environmental laws and Federal Highway Administration NEPA regulations, policies, and guidance.

The U.S. Global Change Research Program delivers a report to Congress and the president every 4 years, in accordance with the Global Change Research Act of 1990. (15 U.S. Code Chapter 56A Section 2921 et seq) The Fourth National Climate Assessment, published in 2018, presents the foundational science and the "human welfare, societal, and environmental elements of climate change and variability for 10 regions and 18 national topics, with particular attention paid to observed and projected risks, impacts, consideration of risk reduction, and implications under different mitigation pathways." Chapter 12, "Transportation," presents a key discussion of vulnerability assessments. It notes that "asset owners and operators have increasingly conducted more focused studies of particular assets that consider multiple climate hazards and scenarios in the context of asset-specific information, such as design lifetime." (U.S. Global Change Resource Program 2018)

The U.S. Department of Transportation Policy Statement on Climate Adaptation in June 2011 committed the federal Department of Transportation to "integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of the U.S. Department of Transportation in order to ensure that taxpayer resources are invested wisely

and that transportation infrastructure, services, and operations remain effective in current and future climate conditions." (U.S. Department of Transportation 2011)

Federal Highway Administration order 5520 (Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events, December 15, 2014) established Federal Highway Administration policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. The Federal Highway Administration has developed guidance and tools for transportation planning that foster resilience to climate effects and sustainability at the federal, state, and local levels. (Federal Highway Administration 2019)

State Efforts

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. California's Fourth Climate Change Assessment (2018) is the state's effort to "translate the state of climate science into useful information for action" in a variety of sectors at both statewide and local scales. It adopts the following key terms used widely in climate change analysis and policy documents:

- *Adaptation* to climate change refers to adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.
- *Adaptive capacity* is the "combination of the strengths, attributes, and resources available to an individual, community, society, or organization that can be used to prepare for and undertake actions to reduce adverse impacts, moderate harm, or exploit beneficial opportunities."
- *Exposure* is the presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.
- *Resilience* is the "capacity of any entity—an individual, a community, an organization, or a natural system—to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience." Adaptation actions contribute to increasing resilience, which is a desired outcome or state of being.
- *Sensitivity* is the level to which a species, natural system, or community, government, etc., would be affected by changing climate conditions.
- *Vulnerability* is the "susceptibility to harm from exposure to stresses associated with environmental and social change and from the absence of capacity to adapt." Vulnerability can increase because of physical (built and environmental), social, political, and/or economic factor(s). These factors include, but are not limited to: ethnicity, class, sexual orientation and identification, national origin, and income inequality. Vulnerability is

often defined as the combination of sensitivity and adaptive capacity as affected by the level of exposure to changing climate.

Several key state policies have guided climate change adaptation efforts to date. Recent state publications produced in response to these policies draw on these definitions.

Executive Order S-13-08, issued by then-governor Arnold Schwarzenegger in November 2008, focused on sea-level rise and resulted in the California Climate Adaptation Strategy (2009), updated in 2014 as Safeguarding California: Reducing Climate Risk. (Safeguarding California Plan) The Safeguarding California Plan offers policy principles and recommendations and continues to be revised and augmented with sector-specific adaptation strategies, ongoing actions, and next steps for agencies.

Executive Order S-13-08 also led to the publication of a series of sea-level rise assessment reports and associated guidance and policies. These reports formed the foundation of an interim State of California Sea-Level Rise Interim Guidance Document (SLR Guidance) in 2010, with instructions for how state agencies could incorporate “sea-level rise (SLR) projections into planning and decision making for projects in California” in a consistent way across agencies. The guidance was revised and augmented in 2013. Rising Seas in California—An Update on Sea-Level Rise Science was published in 2017 and its updated projections of sea-level rise and new understanding of processes and potential impacts in California were incorporated into the State of California Sea-Level Rise Guidance Update in 2018.

Executive Order B-30-15, signed in April 2015, requires state agencies to factor climate change into all planning and investment decisions. This Executive Order recognizes that effects of climate change other than sea-level rise also threaten California’s infrastructure. At the direction of Executive Order B-30-15, the Office of Planning and Research published Planning and Investing for a Resilient California: A Guidebook for State Agencies in 2017, to encourage a uniform and systematic approach. Representatives of Caltrans participated in the multi-agency, multidisciplinary technical advisory group that developed this guidance on how to integrate climate change into planning and investment.

Assembly Bill 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group, which in 2018 released its report, *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. The report provides guidance to agencies on how to address the challenges of assessing risk in the face of inherent uncertainties still posed by the best available science on climate change. It also examines how state agencies can use infrastructure planning, design, and implementation processes to address the observed and anticipated climate change impacts.

Caltrans Adaptation Efforts

Caltrans Vulnerability Assessments

Caltrans is conducting climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects, including precipitation, temperature, wildfire, storm surge, and sea-level rise. The approach to the vulnerability assessments was tailored to the practices of a transportation agency and involves the following concepts and actions:

- *Exposure*—Identify Caltrans assets exposed to damage or reduced service life from expected future conditions.
- *Consequence*—Determine what might occur to system assets in terms of loss of use or costs of repair.
- *Prioritization*—Develop a method for making capital programming decisions to address identified risks, including considerations of system use and/or timing of expected exposure.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments will guide analysis of at-risk assets and development of adaptation plans to reduce the likelihood of damage to the State Highway System, allowing Caltrans to both reduce the costs of storm damage and to provide and maintain transportation that meets the needs of all Californians.

Project Adaptation Analysis

The *Caltrans Climate Change Vulnerability Assessments 2019 District 5 Technical Report* (Caltrans 2019) was used to develop the Climate Change Adaptation Analysis for this project.

Sea Level Rise

The project is in a portion of the Coastal Zone that is managed by Monterey County and has been analyzed for potential vulnerabilities to the effects of global sea-level rise. The project site is between the Tembladero Slough and Moro Cojo Slough, both of which join with Elkhorn Slough at Moss Landing to flow out into Monterey Bay and ultimately the Pacific Ocean, 2.8 miles northwest of the project site. The Tembladero Slough ranges from 350 feet to 1,730 feet away to the south of the project, while the Moro Cojo Slough is about 1.25 miles away to the north. The closest distance to Monterey Bay from the project site is 1.8 miles, and the farthest point is 3.2 miles. The project segment has an average elevation of 23 feet above mean sea level. The project does not cross any named major water features and is not affected by tidal variations.

The *State of California 2018 Sea-Level Rise Guidance* provides probabilistic projections for the height of sea-level rise along the California Coast using the

most current data from the California Ocean Protection Council. The guidance document outlines a five-step approach for evaluating the risks associated with sea-level rise at a given location. The first step is identifying the nearest tide gauge, which is at station number 9413450 in the City of Monterey. The second and third steps involve estimating the projection year that should be used in the analysis. For the project, the year 2070 was used based on an estimated 40-year life cycle of concrete sidewalks and roadway base and subbase pavement layers with a project completion year of 2026. The fourth and fifth steps involve assigning the risk and tolerance for the site.

The adopted policies of Caltrans are to use the high emissions scenario and a 1-in-200 chance (0.5 percent probability), referenced as the Medium-to-High Risk Assessment scenario. At the Monterey tide gauge under a high-emissions scenario, there is a 0.5 percent probability that sea-level rise would meet or exceed 3.4 feet by the year 2070. Also considered is the H plus plus sea-level rise scenario, which is an extreme climate change scenario that has no associated probability. Under the H plus plus scenario, sea-level rise could reach 5.1 feet at the Monterey tide gauge. Sea-level rise projections for the Monterey tide gauge are shown in Table 3.1.

The existing drainage features and the features proposed by the Build Alternative accommodate the Federal Emergency Management Agency 500-year flood event, which has an average surface water elevation of 1 foot with low flow speed through the project limits.

Table 3.1 Projected Year 2070 Sea-Level Rise at the Project Site

Risk Probability	Risk Level	Year 2100 High Emission Scenario at the Monterey Tide Gauge
Upper limit of “likely range” (66 percent probability)	Low	1.8 feet
1-in-200 chance (0.5 percent probability)	Medium-High	3.4 feet
H plus plus scenario (no associated probability)	Extreme	5.1 feet

As modeled by the National Oceanic and Atmospheric Administration’s Sea Level Rise Viewer, (National Oceanic and Atmospheric Administration 2021), 4 feet of sea-level rise at the mouth of the Elkhorn Slough would cause seawater to encroach into Tembladero Slough and Moro Cojo Slough (see Figure 3-5). These waterways would overflow and flood wetlands and surrounding agricultural lands, which would also flood low-lying portions of the outer suburban areas of Castroville during high tide events (see Figure 3-6). Seawater would, at these times, encroach no closer than 10 feet to the State right-of-way of Merritt Street within the project limits. The Tembladero Slough and the Moro Cojo Slough would not be subject to wave effects this far inland.

An H plus plus scenario of 5 feet of sea-level rise by the year 2070 was modeled and revealed that high-tide events would flood more of the existing

wetlands, agricultural lands, and urbanized areas but would not encroach any closer than 10 feet to the State right-of-way of Merritt Street within the project limits (see Figure 3-7 and Figure 3-8). Under all scenarios for sea-level rise at mean high tide with storm surge, State Route 183 within the project limits would not be inundated, but it would be considered an exposed roadway, according to the Caltrans Climate Change Vulnerability Assessments 2019 District 5 Technical Report. Due to this exposure, a tsunami event at high tide under both sea-level rise scenarios would inundate the region and Castroville.

The Caltrans Climate Change Vulnerability Assessments 2019 District 5 Technical Reports also identified portions of State Route 1 along the coast as vulnerable to sea-level rise impacts. Due to the conditions of the surrounding area and at the mouth of the Elkhorn Slough, a new hydraulic analysis of the area and regional adaptation strategies would need to be prepared long before the year 2070. Also, a long section of State Route 1 would be inundated from sea-level rise at Elkhorn Slough in 2070 because it is at a lower elevation.

Figure 3-5 National Oceanic and Atmospheric Administration Sea Level Rise Viewer: 4-Foot Regional View

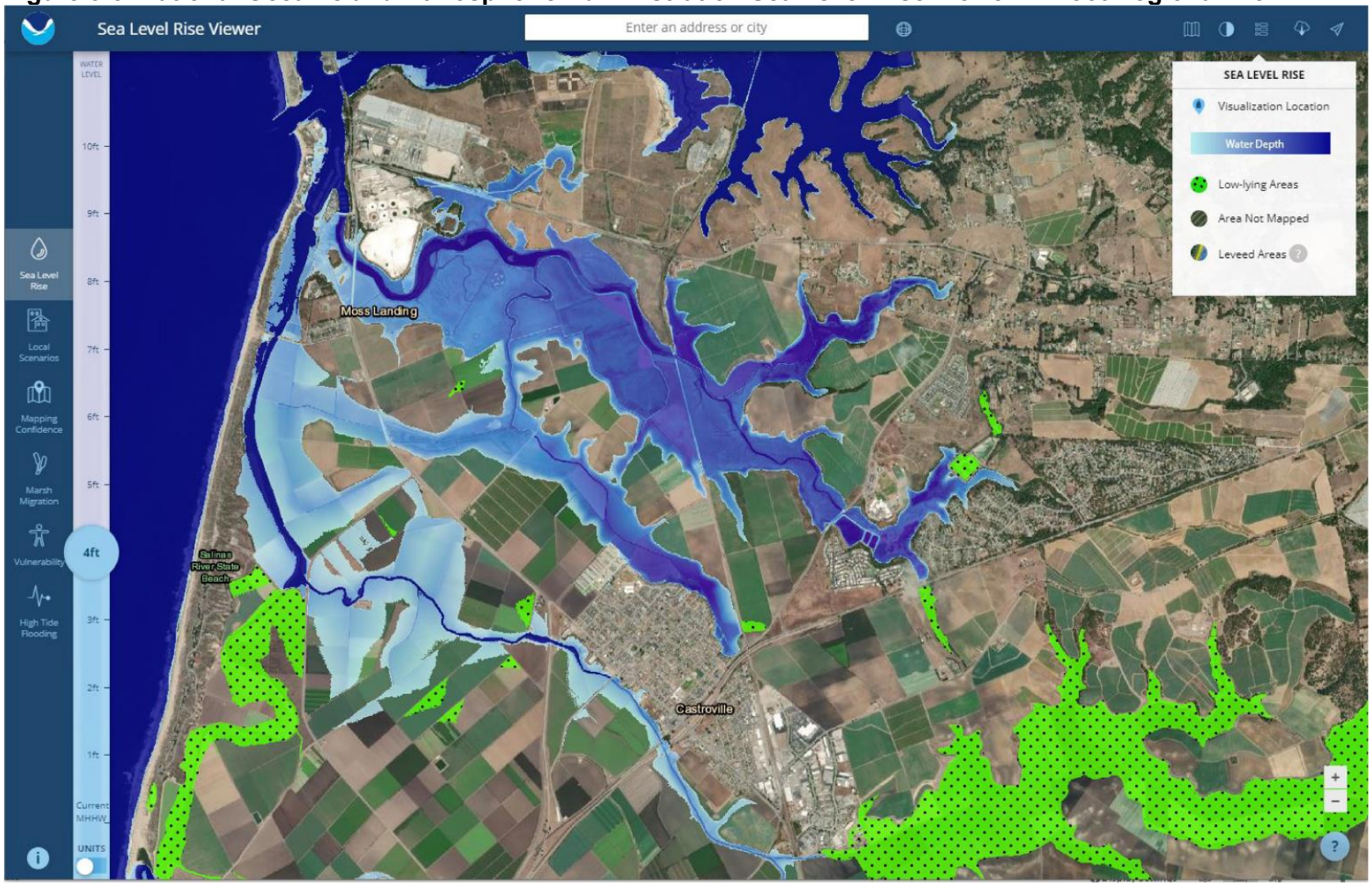


Figure 3-6 National Oceanic and Atmospheric Administration Sea Level Rise Viewer: 4-Foot Project View

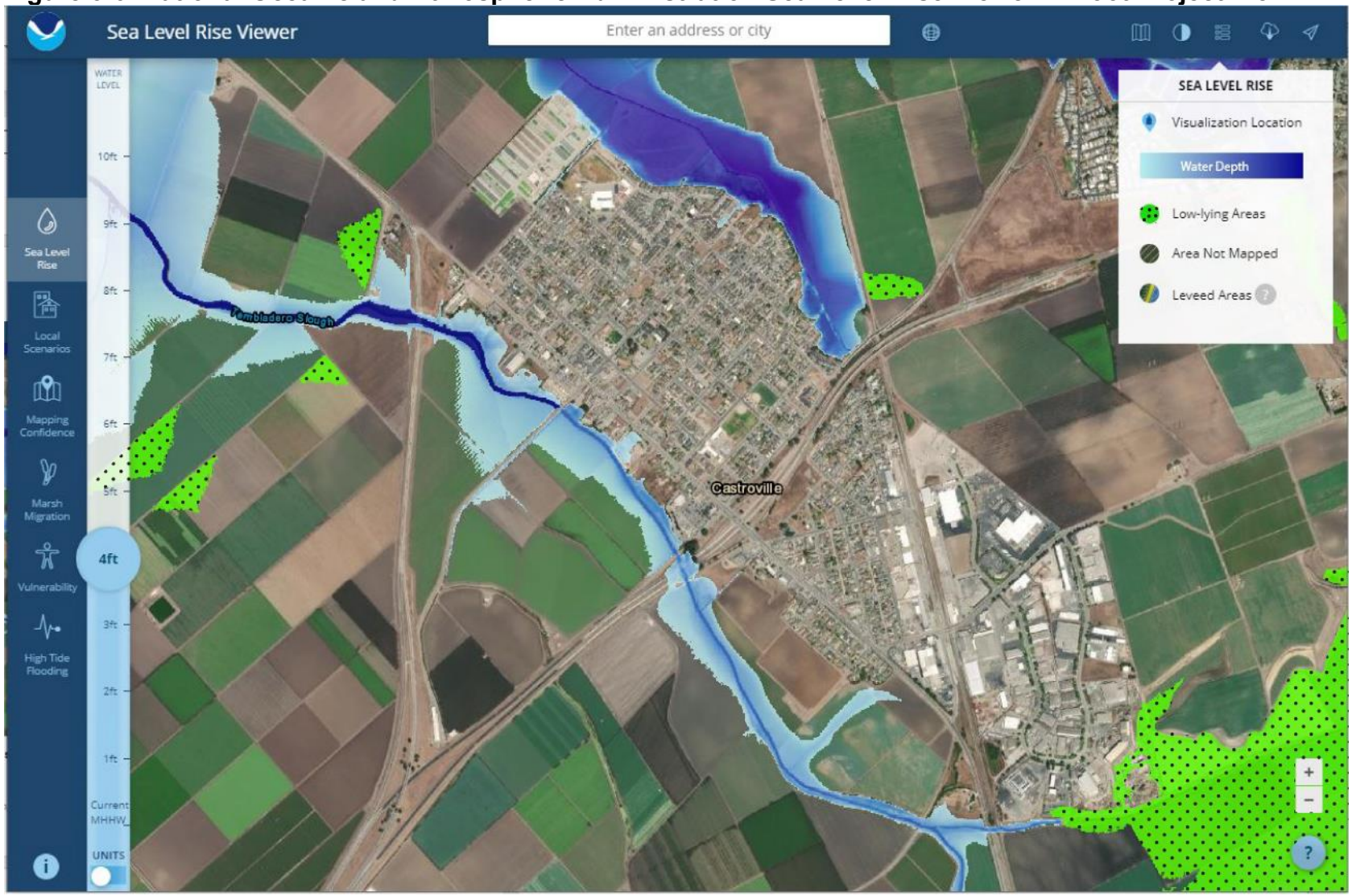


Figure 3-7 National Oceanic and Atmospheric Administration Sea Level Rise Viewer: 5-Foot Regional View

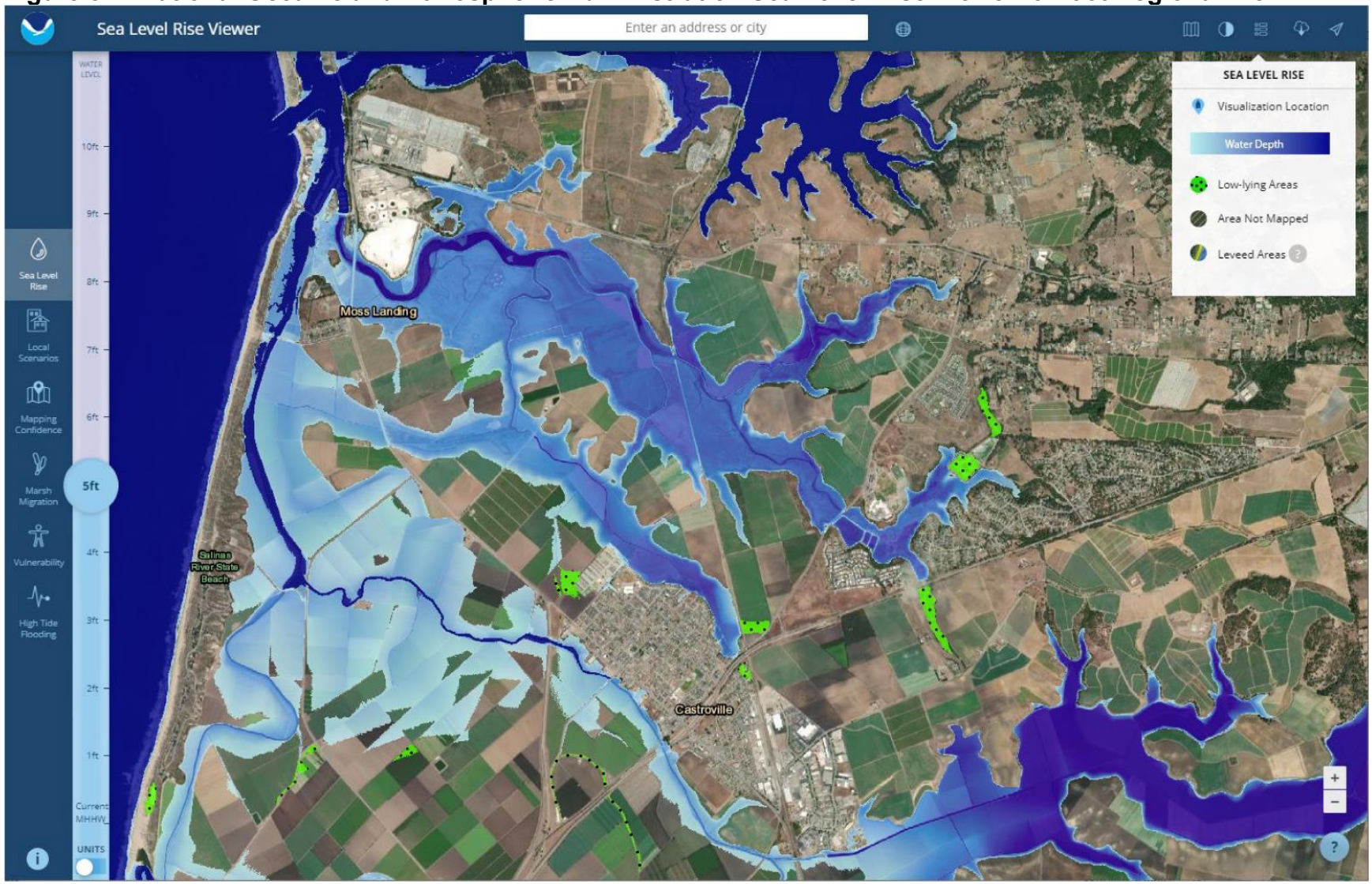
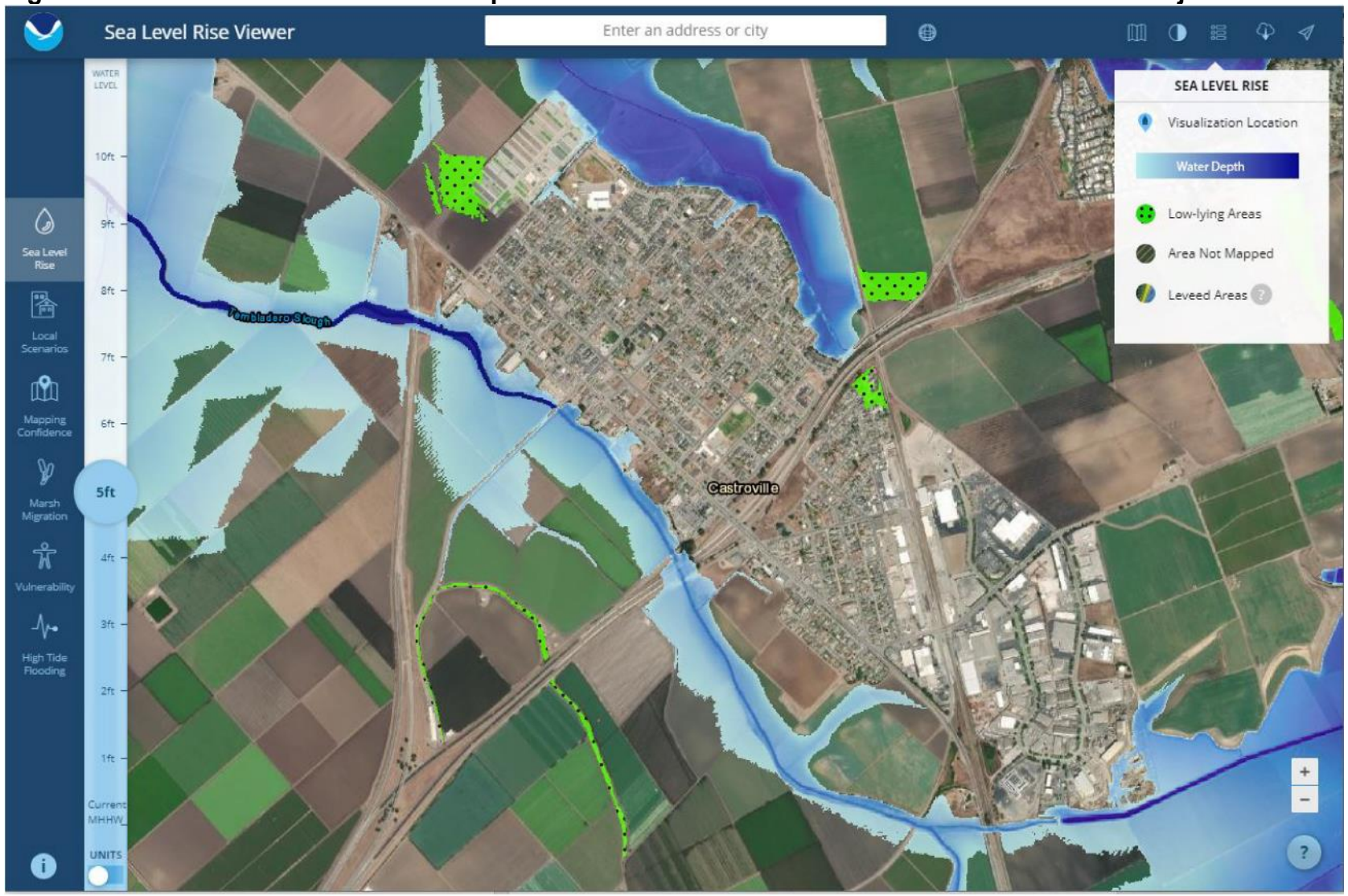


Figure 3-8 National Oceanic and Atmospheric Administration Sea Level Rise Viewer: 5-Foot Project View



The long-term needs of the project corridor are identified in the Caltrans Climate Change Vulnerability Assessments 2019 District 5 Technical Report. The purpose of this project is not to address all of those needs but to maintain continuity and multimodal access through Castroville along Merritt Street. Due to immediate needs detailed in Section 1.2 (Purpose and Need), Caltrans must act quickly to improve the road surface and multimodal access and include suitable adaptation measures. Long-term corridor management projects would be considered toward the end of the life cycle for the proposed improvements. At that time, adaptive measures would be evaluated to withstand the next 50 years of sea-level rise projected for the area.

The Build Alternative includes the following project features and adaptive measures intended to reduce vehicle miles traveled and contributors to climate change-induced sea-level rise.

- New, repaired, and improved sidewalks will provide gap closure and encourage walking over vehicle use for short-distance trips.
- New and improved curbs, crosswalks, and signalized intersections will increase driver awareness of pedestrians and reduce pedestrian crossing distances, which will encourage walking over vehicle use for short-distance trips.
- Improvements to public transit stops will increase route efficiency and transit trips.
- Improved bicycle features will encourage more bicycle trips and increase driver awareness of cyclists using Merritt Street.
- Intelligent transportation systems and Transportation Demand Management elements like traffic census stations and closed-circuit television camera systems to smooth traffic flow and increase system efficiency will be installed.

Floodplains Analysis

Most climate scientists predict that global climate change will result in less precipitation overall, but it will come in heavier, individual rain events. The frequency and intensity of such storms are unclear at this time. Transportation assets in California are affected by precipitation in a variety of ways—from inundation/flooding to landslides, washouts, or structural damage from heavy rain events. Current transportation design uses return period storm events as a variable to include in asset design criteria for bridges and culverts. A return period storm event is the historical intensity of storms based on how often such levels of storms have occurred in the past. A 100-year design standard is often used in the design of transportation facilities and is cited as a design consideration in Section 821.3, Selection of Design Flood, in the Caltrans Highway Design Manual. This metric was analyzed to determine how 100-year storm rainfall is expected to change, using the best available

precipitation projections available for the state. (Source: Caltrans Climate Change Vulnerability Assessments 2019 District 5 Technical Report)

The Caltrans Climate Change Vulnerability Assessments 2019 District 5 Technical Report analyzes potential climate change impacts caused by increased precipitation on a regional scale. The report estimates that the project area's future percentage increase in 100-year storm precipitation depth by 2085, in consideration of the Representative Concentration Pathway 8.5 (High) Emissions Scenario, ranges from 5.0 percent to 9.9 percent. This would result in a 0.0625-inch increase to 0.1875 inch of low-speed sheet flow flooding under this scenario. Before 2085, it is expected that the features proposed by the Build Alternative would be at the end of their natural life cycle and would need replacement. New or improved stormwater features would likely be built at that time for any future replacement facilities based on new hydraulic analysis conducted using the most recent data and science.

Wildfire

Increasing temperatures, changing precipitation patterns, and resulting changes to land cover are expected to affect wildfire frequency and intensity. The project is within a Local Responsibility Area and in the administrative boundaries of the North County Fire Protection District (Sources: California Department of Forestry and Fire Protection Fire Hazard Severity Zone Viewer and *Local Agency Formation Commission of Monterey County's 2020 Municipal Service Review and Sphere of Influence Study: Special Districts Providing Fire Protection and Emergency Medical Services in Unincorporated Monterey County*). The nearest designated Fire Hazard Severity Zones are considered Moderate and are about 2.5 miles to the north. The project is an urbanizing area surrounded by cultivated lands and coastal wetlands. The risk of effects to the project route segment from increased wildfire events resulting from climate change is minimal. Therefore, no project-level adaptation measures for wildfires are necessary. Caltrans' 2018 revised Standard Specifications Section 7-1.02M(2) mandates fire prevention procedures, including a fire prevention plan, during construction.

Climate Change References

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contribute-findings-greenhouse-gases-under-section-202a-clean. Accessed: August 21, 2019.

U.S. Environmental Protection Agency (U.S. EPA). 2018. *Inventory of U.S. Greenhouse Gas Emissions and Sinks.* https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks. Accessed: August 21, 2019.

U.S. Global Change Research Program (USGCRP). 2018. *Fourth National Climate Assessment*. https://nca2018.globalchange.gov/. Accessed: August 21, 2019.

Chapter 4 Comments and Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required and to identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency and tribal consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including interagency coordination meetings, public meetings, public notices, and Project Development Team meetings. This chapter summarizes the results of Caltrans' efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

Community and Public Agency Outreach

The objectives of the public outreach process for the proposed project include engagement with the Castroville community for input on any issues and concerns as well as any constraints and opportunities for improvement of the roadway infrastructure and service utility of Merritt Street. The public outreach process also provides information regarding the proposed components of the preliminary project design. In addition to members of the community, Caltrans would engage with the public agency stakeholders in the project, which include the Monterey County Public Works and Planning divisions, the Monterey County District 2 Supervisor's Office representing Castroville, the Castroville Community Services District, the Transportation Agency for Monterey County, Monterey-Salinas Transit, and the Association of Monterey Bay Area Governments.

- **February 2016**—The public outreach process for the project began during the application for project funding under the Asset Management Pilot Project program. Caltrans received early and full support for the project by Monterey County Resource Management Agency, Monterey County Public Works Department, the Transportation Agency for Monterey County, and the Castroville Community Services District.
- **February 9, 2016**—A community meeting was held in Castroville on February 9, 2016, during which an informational briefing was provided to members of the public in attendance, and questions were asked of Caltrans representatives.
- **2019-2021**—Coordination with public agency stakeholders is ongoing throughout the design and construction phases of the proposed project. The goal is to review and address the objectives of the project and the proposed improvements, input received by the community, the proposed project design components, construction and related Temporary Construction Easements, project funding, potential cost-sharing, and

Caltrans' proposed phasing schedule. As part of the preliminary design and environmental analysis of the project, Caltrans also coordinated with other public and quasi-public agencies regarding other planned development projects in the project study area. Some of the agencies include the Monterey County Resource Management Agency (Public Works and Planning divisions), the Transportation Agency for Monterey County, and Hartnell College, which is implementing plans for a satellite campus on Merritt Street in Castroville.

- **March 24, 2020**—Caltrans Coastal Liaison Melissa Streder reached out by email to the Monterey County Resource Management Agency requesting a Coastal Development Permit exemption for the proposed project. Project details were provided to the agency.
- **March 25, 2020**—Joe Sider, an Associate Planner with Monterey County Resource Management Agency Planning, responded by email to the Coastal Development Permit exemption request from Caltrans for this project. It was noted in the email that, as proposed and described to the agency, the project would be exempt from the requirement for a Coastal Development Permit pursuant to Title 20, Section 20.70.120.R, as well as the applicable California Coastal Commission 1978 exclusion letter section(s).
- **August 2020**—Additional outreach measures were implemented to keep the public informed about the progress of the project development process. A project-specific website (https://dot.ca.gov/caltrans-near-me/district-5/district-5-current-projects/castroville-improvement-project) provided information specific to the objectives, purpose and need of the project, the project schedule, public outreach activities, project funding, and project contact information. The website provides links to a voluntary survey for public input regarding race, ethnicity, and nationality information in conjunction with Title VI of the Civil Rights Act of 1964.
- **August 26, 2020**—A virtual town hall meeting was held using a web-based video and audio format on August 26, 2020, to initiate public outreach during the Project Approval and Environmental Document phase. The meeting was hosted by Caltrans representatives, who described the proposed project's purpose and need, the proposed highway improvement components, and the project schedule. Caltrans staff members, as well as John M. Phillips, the Monterey County District 2 Board of Supervisor, and Debbie Hale, the executive director for the Transportation Agency for Monterey County, answered questions from the public. The public was notified of the virtual town hall meeting through a public mailer in community members' utility bills issued by the Castroville Community Services District and postings on the project website. All public communications about the project were provided in English and Spanish.
- [The following text has been added since the draft environmental document was circulated.] **May 7, 2021**—The Notice of Availability for this

project's draft environmental document was posted with the California State Clearinghouse to start the mandated 30-day public review period. On the same day, a Notice of Availability ran in the Monterey County Herald, which is a daily publication of local circulation. It also included notice and information about a virtual public meeting scheduled at 5:00 p.m. on May 26, 2021. Digital notices in Spanish were also provided through the Monterey County Herald. The public was also notified of the draft environmental document's availability and the virtual public meeting through an English and Spanish mailer placed in community members' utility bills issued by the Castroville Community Services District and postings on the project website.

- [The following text has been added since the draft environmental document was circulated.] **May 26, 2021**—Caltrans conducted a virtual public meeting where members of the public were invited to attend. A short presentation of the project and the draft environmental document were provided. The project details, environmental impacts, and proposed avoidance, minimization, and/or mitigation measures were discussed. Caltrans staff, Monterey County staff, North County Recreation and Park District staff, Castroville Community Services District board members, Transportation Agency for Monterey County staff, and John M. Phillips, who represents District 2 on the Monterey County Board of Supervisors, were in attendance. Twelve members of the public were also present. An opportunity for questions was provided after the presentation. Questions were asked during the meeting and were all answered in real time. Participants were directed to submit formal written comments by post or email. Contact information was provided both verbally and on the screen.

Cultural Resources and Native American Consultation

Caltrans is engaged in the Native American Consultation process, pursuant to California Assembly Bill 52, for the project. The following is a summary of the consultation and coordination processes to date.

- **September 22, 2019**—Caltrans Archaeologist Alvin Rosa Figueroa contacted the California Native American Heritage Commission for a Sacred Lands File search, and the results were negative. Assembly Bill 52 letters were drafted and mailed to individual tribal representatives, and no comments were received at the time.
- **December 28, 2020**—Emails with updated information about the project were sent out to individual tribal representatives. One comment was received from Patti Dunton, Xayatspanikan Tribal Administrator, who requested that all ground-disturbing activities for this project be monitored by a cultural resource specialist from the Xayatspanikan Tribe.
- **January 28, 2021**—In a follow-up telephone call, Patti Dunton expressed that the project was outside the historic boundaries of the Salinan Tribe.

- **February 1, 2021**—Following the conversation with Patti Dunton on January 28, 2021, Caltrans Archaeologist Alvin Rosa Figueroa called representatives of the Esselen Tribe of Monterey County and Ohlone Tribe. At the request of several interested Native American tribal representatives, a meeting was held to discuss the overall project and address any concerns. Those who attended the meeting include members of the Caltrans Environmental Planning, Design, and Construction teams and Tom Little Bear Nason, the Tribal Chairman and President of the Esselen Tribe of Monterey County. Tom Little Bear Nason expressed concern about CA-MNT-1382/H and Reburial-1 within the project's Area of Potential Effects and requested that a Native American monitor be present during the installation of Environmentally Sensitive Area fencing.

  Caltrans assured Tom Little Bear Nason that, as part of the process, Caltrans Archaeologists would monitor the placement of Environmentally Sensitive Area fencing and that Caltrans would welcome a Native American monitor. Monitoring the placement of Environmentally Sensitive Area fencing means that a Caltrans Archaeologist in partnership with one or more Native American monitors would be present for the installation and removal of the fencing. Monitoring would also require a Caltrans Resident Engineer and Environmental Compliance Liaison to check on the Environmentally Sensitive Area fencing periodically to ensure that no disturbance occurs in the area or that the fencing is not moved. Monitoring would take place during ground-disturbing activities that occur next to the Environmentally Sensitive Area.
- **February 11, 2021**—Caltrans submitted the Finding of No Adverse Effect to the California State Historic Preservation Officer for review and approval.
- [The following text has been added since the draft environmental document was circulated.] **May 12, 2021**—The California State Historic Preservation Officer provided formal concurrence with the submitted Finding of No Adverse Effect.

Biological Resources

- **March 9, 2020**—Caltrans Biologist Patrick Scott reached out to the U.S. Fish and Wildlife Service for an official species list for the project area. Patrick Scott obtained the list the same day.
- **March 9, 2020**—Caltrans Biologist Patrick Scott reached out to the National Marine Fisheries Service for an official species list for the project area. Patrick Scott obtained the list the same day.
- **March 9, 2020**—Caltrans Biologist Patrick Scott conducted a query of the California Natural Diversity Database within the Moss Landing, Prunedale, Marina, Salinas, San Juan Bautista, and Natividad U.S. Geological Survey 7.5-minute quadrangles for a list of federal, state, or other special-status species and communities with the potential to occur in the project area.

- **December 2, 2020**—Caltrans Biologist Kevin Hurt reached out to the U.S. Fish and Wildlife Service for an updated official species list for the project area. Kevin Hurt obtained the list the same day.
- **December 2, 2020**—Caltrans Biologist Kevin Hurt reached out to the National Marine Fisheries Service for an updated official species list for the project area. Kevin Hurt obtained the list the same day.
- **December 2, 2020**—Caltrans Biologist Kevin Hurt conducted a query of the California Natural Diversity Database within the Moss Landing, Prunedale, Marina, Salinas, San Juan Bautista, and Natividad U.S. Geological Survey 7.5-minute quadrangles for an updated list of federal, state, or other special-status species and communities with the potential to occur in the project area.
- **April 30, 2021**—Caltrans Biologist Tori Escobar obtained updated lists of special-status species and communities that have the potential to occur in the project area from the U.S. Fish and Wildlife Service and from the National Marine Fisheries Service.

Chapter 5 List of Preparers

This document was prepared by the following Caltrans Central Region and District 5 staff:

Paul Andreano, Associate Environmental Planner (Natural Sciences). Bachelor of Science, Ecology and Systematic Biology, Minor in Geography, California Polytechnic State University; more than 20 years of environmental planning and biological sciences experience. Contribution: Field studies and documentation.

Myles Barker, Editorial Specialist. Bachelor of Arts, Mass Communication and Journalism, California State University, Fresno; 6 years of writing and editing experience. Contribution: Technical Editor.

Robert Carr, Associate Landscape Architect. Bachelor of Science, Landscape Architecture, California Polytechnic State University; 30 years of experience preparing Visual Impact Assessments. Contribution: Project visual impact evaluation and associated technical report.

Sungro Cho, Professional Engineer, Senior Transportation Engineer. Ph.D., Civil Engineering, University of Houston; Master of Science, Civil Engineering, Korea University; Bachelor of Arts, Civil Engineering, Korea University; 20 years of experience in geotechnical engineering. Contribution: Oversight of geotechnical investigations and analysis and preparation of geotechnical reports.

Matt Fowler, Senior Environmental Planner. Bachelor of Arts, Geography/Methods of Geographic Analysis, San Diego State University; 19 years of environmental planning experience. Contribution: Oversight of the Initial Study/Mitigated Negative Declaration and Environmental Assessment.

Michael Hollier, Associate Environmental Planner (Generalist). Bachelor of Arts, History, University of Louisiana at Lafayette; 14 years of transportation, land use, and environmental planning experience. Contribution: Initial Study/Mitigated Negative Declaration and Environmental Assessment, and technical report coordination.

Kevin Hurt, Environmental Planner (Natural Sciences). Bachelor of Science, Forestry and Natural Resource Management, California Polytechnic State University; 2 years of environmental planning experience. Contribution: Natural Environment Study-Minimal Impacts technical study.

Krista Kiaha, Senior Environmental Planner. Master of Science, Anthropology, Idaho State University; Bachelor of Arts, Anthropology, University of California, Santa Cruz; more than 20 years of cultural resources experience. Contribution: Oversight of archaeological and historical studies.

Corby Kilmer, Licensed Landscape Architect. Bachelor of Science, Landscape Architecture, California Polytechnic State University; 28 years of transportation project design experience. Contribution: Project landscape architecture review and consultation.

Joel Kloth, Engineering Geologist. Bachelor of Science, Geology, California Lutheran University; more than 30 years of experience in petroleum geology, geotechnical geology, and environmental engineering/geology-hazardous waste. Contribution: Hazardous waste and materials analysis and associated technical memorandum.

Rajvi Koradia, Environmental Engineer. Master of Science, Civil and Environmental Engineering, San José State University; Bachelor of Science, Environmental Engineering, Lalbhai Dalpatbhai College of Engineering; 2 years of environmental engineering experience. Contribution: Air quality, greenhouse gas emissions, noise, and water quality analyses and associated technical memorandum.

Kristen Langager, Landscape Architect. Bachelor of Science, Landscape Architecture, California Polytechnic State University; 14 years of landscape architecture experience. Contribution: Project visual impact analysis and associated technical report.

Daniel Leckie, Associate Environmental Planner (Architectural History). Master of Science, Historic Preservation, University of Vermont; Bachelor of Arts, American History and Sociology, State University of New York at Stony Brook; 7 years of experience in the fields of architectural history and historic preservation planning. Contribution: Historical resources analysis and associated technical reports.

Isaac Leyva, Engineering Geologist. Bachelor of Science, Geology, California State University, Bakersfield; 30 years of experience in petroleum geology, environmental geology, and geotechnical engineering. Contribution: Paleontological evaluation and associated technical memorandum.

Ryan McKee, Professional Geologist, Certified Engineering Geologist, Engineering Geologist. Master of Science, Geology, San Jose State University; Bachelor of Science, Earth Science, California Polytechnic State University; 9 years of experience in environmental and engineering geology. Contribution: Project preliminary geotechnical

evaluations and associated technical reports for retaining walls and slope stability.

Karl Mikel, Professional Engineer, Qualified Stormwater Prevention Plan Developer, Environmental Engineering Branch Chief. Master of Science, Civil and Environmental Engineering, California Polytechnic State University; Bachelor of Science, Environmental Engineering, California Polytechnic State University; 17 years of experience in environmental engineering. Contribution: Oversight of project air quality, noise, greenhouse gas emissions, and water quality evaluations and the associated technical memorandum.

Jill O'Connor, Associate Environmental Planner. Master of Arts, History, California Polytechnic State University; Bachelor of Science, Natural Sciences Management, California Polytechnic State University; more than 30 years of environmental planning experience. Contribution: Initial Study/Mitigated Negative Declaration and Environmental Assessment preparation, community impact evaluations, and associated technical report.

Morgan Robertson, Senior Environmental Planner (Natural Sciences). Master of Science, Wildlife Biology, University of Alaska, Fairbanks; Bachelor of Science, Biology, University of California, Davis; more than 20 years of biology experience. Contribution: Oversight of biological surveys and evaluations and the associated technical report.

Alvin Rosa Figueroa, Associate Environmental Planner (Archaeology). Bachelor of Science, Anthropology, University of California, Riverside; 7 years of experience in prehistoric Central American and California, Anthropology/ Archaeology/Ethnology; 4 years of experience in Cultural Resource Management and 5 months of environmental planning experience. Contribution: Project archaeological evaluation, Native American tribal consultation, and associated technical reports.

Edward Schefter, Senior Transportation Surveyor. Bachelor of Science, Surveying, California State University, Fresno; more than 20 years of Global Positioning System and Global Information System experience. Contribution: Geographic Information Systems-based figures and graphics.

Chapter 6 Distribution List

U.S. Fish and Wildlife Service—Ventura Office
2493 Portola Road, Suite B
Ventura, California, 93003

U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Marine Fisheries Service—West Coast Region
501 West Ocean Boulevard, Suite 4200
Long Beach, California, 90802-4250

Department of the Army
San Francisco District, Corps of Engineers
Regulatory Division
450 Golden Gate Avenue, 4th Floor
San Francisco, California, 94102-3404

California Department of Fish and Wildlife
Bay Delta Region 3
2825 Cordelia Road, Suite 100
Fairfield, California, 94534

Central Coast Regional Water Quality Control Board
895 Aerovista Place, Suite 101
San Luis Obispo, California, 93401

California Coastal Commission
Central Coast District Office
725 Front Street, Suite 300
Santa Cruz, California, 95060

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

Monterey County, Office of the County Clerk Recorder
Monterey County Government Center Administration Building
168 West Alisal Street, 1st Floor
Salinas, California, 93901

Planning Services Department
Monterey County Resource Management Agency
1441 Schilling Place
Salinas, California, 93901

Monterey County Sheriff's Office
Civil Division 1414 Natividad Road
Salinas, California, 93906

Monterey-Salinas Transit Administrative Offices
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Monterey, California, 93940

North County Fire Protection District of Monterey County
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Appendix A Section 4(f) *De Minimis* Determination(s) and Resources Evaluated Relative to the Requirements of Section 4(f): No Use

Section 4(f) De Minimis Determination(s)

This section of the document discusses de minimis impact determinations under Section 4(f). Section 6009(a) of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users amended Section 4(f) legislation at 23 U.S. Code 138 and 49 U.S. Code 303 to simplify the processing and approval of projects that have only de minimis impacts on lands protected by Section 4(f). This amendment provides that once the U.S. Department of Transportation determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a de minimis impact on that property, an analysis of avoidance alternatives is not required, and the Section 4(f) evaluation process is complete. Federal Highway Administration's final rule on Section 4(f) de minimis findings is codified in 23 Code of Federal Regulations 774.3 and 774.17.

Responsibility for compliance with Section 4(f) has been assigned to the Department pursuant to 23 U.S. Code 326 and 327, including de minimis impact determinations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

Project Description

The California Department of Transportation (known as Caltrans) is proposing to address structural deficiencies and improve multimodal travel along State Route 183 (locally known as Merritt Street) through the census-designated town of Castroville in Monterey County from post miles R8.3 to 9.98. The project objectives are to rehabilitate the pavement, address essential bridge maintenance needs, and improve multimodal features, including transit stops, sidewalks, driveways, and curb ramps. The goal of the proposed project is to also install new Intelligent Transportation System features and improve aesthetics, bicycle network continuity, and pedestrian safety.

The Build Alternative and the No-Build Alternative were being evaluated as part of the Initial Study/Environmental Assessment. The project alternatives are described below.

Project Alternatives

Build Alternative

The Build Alternative proposes to rehabilitate the pavement through cold planing and asphalt overlay, to improve the ride quality and prevent further deterioration. The maintenance needs of the State Route 183/State Route 156 Separation Bridge (Bridge Number: 44-0185) will be addressed through concrete spall repair of the deck and vertical bridge rails and the application of methacrylate sealant to prevent water intrusion into existing cracks.

Accessibility under the Americans with Disabilities Act will be improved to address deficiencies within the project limits where feasible. Existing sidewalks will be reconstructed, and new sidewalks, driveway tie-ins, curb ramps, curb extensions, crosswalks, and pedestrian crossing aids will be constructed to improve access and connectivity for pedestrian users. Bus bays and landing areas will be constructed in selected locations. The Build Alternative will reconstruct existing transit stops and relocate and combine some transit stops to improve access and connectivity for transit users. Class 2 Bikeways (bike lanes) will be delineated at select locations to improve access and connectivity for bicycle users. To make these improvements, the existing Merritt Street right-of-way will need to be widened, which will require the acquisition of a new right-of-way to construct roadway and multimodal access improvements.

The queuing and maneuvering area at the existing shared through lane and right-turn lane at northbound Merritt Street and the eastbound State Route 156 on-ramp will be extended. Painted striped side street splitter islands will be constructed in the Merritt Street median at Salinas Street and Haro Street. The Build Alternative will also construct curb tapers on both sides of Merritt Street between Crane Street and Preston Street to improve vehicular operation and movement through the project corridor.

Existing traffic census stations will be replaced with upgraded systems to provide consistent results. A closed-circuit television camera system will be installed on the traffic signals at the Merritt Street and State Route 156 interchange to improve the collection and reliability of real-time traffic data for traffic management purposes.

No-Build Alternative

Under the No-Build Alternative, the improvements proposed under the Build Alternative would not occur. No other improvements would be built within the project limits for this project. However, routine maintenance would continue.

The ride quality of Merritt Street would not be improved, and the pavement would continue to worsen with time. The maintenance needs of the State Route 183/State Route 156 Separation Bridge would not be addressed,

leaving it vulnerable to water intrusion, which could affect the structural integrity of the facility.

Accessibility under the Americans with Disabilities Act would not be improved, so deficiencies within the project limits would remain unaddressed. Access and connectivity for public transit, bicycle, and pedestrian users along and across Merritt Street would not be increased and improved. Highway user awareness of public transit, bicycle, and pedestrian users along and across Merritt Street would not be improved.

The collection and reliability of real-time traffic data for traffic management purposes would not be upgraded and improved. Highway workers would continue to enter the lanes to place pneumatic hoses, exposing them to the risk of injury. The use of pneumatic hoses would continue to provide inconsistent results.

Identification of Section 4(f) Properties

Section 4(f) applies to "… publicly owned land of a public park, recreation areas or wildlife and waterfowl refuge, or land of a historic site of national, state, or local significance." Publicly owned land is considered to be a park, recreation area, or wildlife and waterfowl refuge when the land has been officially designated as such or when federal, state, or local officials having jurisdiction over the land determine that one of its major purposes or functions is for park, recreation, or refuge purposes. (Federal Highway Administration Section 4(f) Policy Paper, July 2012) Any part of a publicly owned park, recreation area, refuge, or historic site is presumed to be significant unless there is a statement of insignificance relative to the whole park by the federal, state, or local official having jurisdiction of that property.

With respect to historic properties, for purposes of Section 4(f), a historic site is significant only if it is in or eligible for listing in the National Register, unless the Federal Highway Administration determines that the application of Section 4(f) is otherwise appropriate. (Federal Highway Administration Section 4(f) Policy Paper)

Section 4(f) Study Areas

The area within 3,000 feet of the project's identified Area of Potential Impacts was used to define the Study Area for existing publicly owned recreation and park properties, including local, regional, state, and federal properties; existing play and sports fields of public schools with public access, publicly owned wildlife and waterfowl refuges and conservation areas; and existing off-street public bicycle, pedestrian, and equestrian trails. The Study Area was defined to identify an area large enough to assess the potential for the Build Alternative to result in direct and indirect impacts on Section 4(f) properties.

The Historic Property Survey Report (June 2020) for the project identified properties listed, eligible for listing, or determined eligible for listing in the National Register within the Area of Potential Effects. The Area of Potential Effects was developed as part of the Historic Property Survey Report and was used as the Study Area for the Section 4(f) analyses for historic properties. Additional discussion regarding the development of the Area of Potential Effects is provided in the Historic Property Survey Report for the project.

Description of Public and Private Parks, Recreational Facilities, and Wildlife Refuges

Five potential Section 4(f) park, recreational facility, and wildlife refuge properties within 3,000 feet of the project limits were identified. However, as discussed under Resources Evaluated Relative to the Requirements of Section 4(f): No-Use Determination(s) of this appendix, the two parks, a recreation center, and a sports complex within the Section 4(f) Study Area are Section 4(f) properties, but no “use” of these four properties will occur. The elementary school next to the project limits is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

Description of National Register of Historic Places Listed and Eligible Properties

Because this project is a federal undertaking, it must also comply with the National Historic Preservation Act (National Historic Preservation Act). The National Historic Preservation Act implementing regulations at Code of Federal Register Title 36, Part 800.4(a)(1) require the establishment of an Area of Potential Effects. The Area of Potential Effects is the geographic area or areas within which an undertaking may directly or indirectly alter the character or use of historic properties if any such properties exist. As described earlier, the Area of Potential Effects serves as the Study Area for Section 4(f) historic properties that are listed, eligible for listing, or assumed eligible for listing in the National Register for this undertaking. The Area of Potential Effects for the project is shown in the project’s Historic Property Survey Report.

The Area of Potential Effects for this project was developed by Caltrans and JRP Historical Consulting LLC in coordination with Caltrans and includes the project areas that may be directly and indirectly affected by the project along Merritt Street. Specifically, the Area of Potential Effects includes all areas of direct impacts such as potential staging areas and areas of indirect impacts, including parcels directly next to the Merritt Street Corridor through the project area except in cases where physical buffers, such as nearby frontage roads, separate individual parcels from the project area.

One potential Section 4(f) archaeological property and three historic properties within 3,000 feet of the project limits were identified. The following

section discusses their status as Section 4(f) properties and how the provisions of Section 4(f) relate to the properties.

Additionally, the following three properties in the Section 4(f) Study Area are listed in the Monterey County Register of Historic Resources and are considered to be historical resources under the California Environmental Quality Act:

- 10801 Merritt Street (Assessor's Parcel Number 030-163-013)
- 10700 Merritt Street (Assessor's Parcel Number 030-167-002)
- 10599 Merritt Street (Assessor's Parcel Number 030-125-003)

However, these three properties do not meet the historical integrity requirements for eligibility under the National Register of Historic Places or the California Register of Historical Resources and are discussed under Resources Evaluated Relative to the Requirements of Section 4(f): No-Use Determination(s) of this appendix.

CA-MNT-1382/H and Reburial-1

An in-house cultural resource record-search was conducted at the Caltrans District 5 San Luis Obispo Cultural Library and the Caltrans Cultural Resource Database. The records search conducted by Caltrans' Prehistoric Archaeologists covered a 0.5 mile radius of the proposed project area to identify resources within the project footprint. Additionally, a request for a search of the Native American Heritage Commission's sacred lands file and outreach to the individuals or organizations of the Native American Tribes identified by the Native American Heritage Commission were conducted on September 27, 2019. The results for the sacred lands files were negative. Caltrans' in-house Cultural records search identified two cultural resources within the project's Area of Potential Effects—CA-MNT-1382/H and Reburial-1. The site, which is about 3.5 acres, was used periodically from as early as 600 B.C. (before Christ) to as recent as A.D. (anno Domini) 1908. It includes at least two privy pits from the 1880s. The specific location of this site shall remain confidential in public documentation for protection from disturbances, including vandalism.

Originally inhabited by Esselen tribes and later by the Haggarty family in the late 19th century, the site was evaluated as part of a Phase 2 study to be included in the National Register of Historic Places. (Jones et al.,1996) The site was subjected to massive mechanical disturbance over time; only the portions of the historic component that extend below 20 inches were determined to have the potential to yield important information relative to Criterion D of the National Register of Historic Places. The prehistoric component's integrity at the site was completely compromised. The historic component retained a strong potential to productively address historical research topics. In a letter dated May 28, 1998, the State Historic

Preservation Office concurred that the historic component of CA-MNT-1382/H met the eligibility requirements for Criterion D of the National Register of Historic Places. The State Historic Preservation Office also stated that the identified prehistoric component of the property did not contribute to the eligibility owing to a loss of integrity.

In 2002, human remains recovered from an eroding cut slope were determined to be from site CAMNT-1570, which is northwest of the current project area. The remains recovered from the cut slope of site CA-MNT-1570 and a single human phalange from site CAMNT-1382/H were reinterred together on Monterey parcel Assessor's Parcel Number 133-061-003. The single phalange was initially recovered from CA-MNT-1382/H during the 1991 phase 2 testing conducted by Caltrans. The single phalange was not identified until the artifacts were sorted, and it was not mentioned in the 1996 report (page 158 states that only a single human bone fragment was recovered – a sacrum fragment – was reinterred at CA-MNT-228). The phalange was transferred to Caltrans District 5 in 1998 after its discovery.

10685 Merritt Street and 10683 Merritt Street (Assessor's Parcel Number 030-161-012)

This property includes two buildings: a tall two-story Spanish Colonial Revival style building located at 10685 Merritt Street and a small single-story commercial building located at 10683 Merritt Street.

Of the two buildings on the property, only the building at 10685 Merritt Street, a former bank built in 1931, is eligible for listing in the National Register of Historic Places and the California Register of Historical Resources. The building at 10685 is a historic property under Section 106 of the National Historic Preservation Act and a historical resource for CEQA. The bank building at 10685 Merritt Street is also listed in the Monterey County Register of Historic Resources. The building at 10683 Merritt Street is not eligible for listing in the National Register of Historic Places and California Register of Historical Resources. It is not a historic property under Section 106 of the National Historic Preservation Act, nor is it a historical resource for CEQA.

This property has been evaluated per Section 106 of the National Historic Preservation Act of 1966 (as amended) (54 U.S. Code 306108) and its implementing regulations (36 Code of Federal Regulations Part 800) and Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

This property (Assessor's Parcel Number 030-161-012) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). This commercial property, inclusive of the two buildings on the parcel, was developed in 1931 and 1951,

respectively, well after the town's initial and formational period of development. This property is not associated with a historically significant trend and has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance. Additionally, it is not importantly associated with any known local historic contexts, including commercial development, agriculture, or transportation network development. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property has made demonstrably important contributions to history at the local, state, or national level. Under National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

The tall two-story building on the property at 10685 Merritt Street, the former bank, was built in 1931 to house a branch of the Monterey County Trust and Savings Bank. By the 1950s, the American Bank and Trust Company occupied the space, and in the 1960s, Wells Fargo moved into the building. The next known occupant of the building was the Castroville Casino Club, which opened in 1976. Subsequent businesses include a bar and night club and a jewelry store. The smaller commercial building on the property at 10683 Merritt Street was built in 1951 and appears to have been first used as a physician's office. By 1986, a jewelry store by the name Royal Gold and Diamond Exchange operated out of the building, and by 2008, the building housed the offices of the North Monterey County Chamber of Commerce.

10685 Merritt Street

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, the former bank building at 10685 Merritt Street is significant as an excellent local example of Spanish Colonial Revival architecture. The Spanish Colonial Revival style gained popularity in California in the early 20th century and continued to be a popular style for both residential and commercial buildings through the 1930s. The style took inspiration from the architecture of Mexico, Spain, Italy, and Islamic North Africa. Characteristics typical of the Spanish Colonial Revival style are low pitched or flat parapet roof clad in tile; recessed, arched topped window and door openings; stucco-clad exterior; wrought iron grilles on windows and balconies; arcaded walkways; doorways featuring pilasters; patterned tiles; carved stonework; and tiled chimney tops. The building at 10685 Merritt Street exhibits many of the style's main characteristics, and its row of

decorative crests on the belt course, double-eagle emblem topping the lancet windows, and elaborate doorway raise this building from the mundane to a distinctive and exemplary example. The research did not determine that the architect of this building, Henry H. Winner, qualifies as a master architect; thus, this building is not significant under this criterion as the work of a master, and it does not possess high artistic values. The building at 10685 Merritt Street is eligible for listing under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3 at the local level of significance. The boundary of the eligible resource is the footprint of the building, and its period of significance is 1931, the building's date of construction. Its character-defining features are the flat roof with parapet; roof tiles; stucco exterior; two-story, boxy massing; belt course with recessed panels; decorative crests; stone skirt; arched window openings; multi-pane, metal sash windowpanes; lancet windows with a double-headed eagle and crest emblems; and the doorway surrounds, including the pilasters, entablature, and pediment. The building retains a high degree of all seven aspects of integrity, adequate to convey its significance. Therefore, the provisions of Section 4(f) apply to the building.

10683 Merritt Street

The other building on this parcel, 10683 Merritt Street, is a One-Part Commercial Block style. This building type typically features a single-story, boxy building, flat roof, façade fronting directly onto the sidewalk comprised of plate glass windows, and a large wall area between the windows and cornice for lettering or signage. The style started to become popular for main street commercial buildings in the late 19th century, and throughout the style's history, popular architectural trends influenced the exterior appearance of these buildings. Initially having a strong Victorian aesthetic, the style became more reserved and embraced a Classical tradition around 1900, followed by Modernist influences. By the mid-20th century, the One-Part Commercial Block had become the most common type of commercial architecture for small and medium-sized buildings in the country, although it began to wane in the 1950s. The building at 10683 Merritt Street is a typical and unremarkable example of this style, is not the work of a master, and does not possess high artistic values; thus, it does not meet the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3. Therefore the provision of Section 4(f) does not apply to the building.

10701 Merritt Street and 10709 Merritt Street (Assessor's Parcel Number 030-162-009)

The property at 10701-10709 Merritt Street (Assessor's Parcel Number 030-162-009) contain a two-story Italianate commercial building constructed by the International Order of Odd Fellows in 1890. In 1920, the building was purchased by the Native Sons of the Golden West, and the bottom floor was converted into a Saloon known as the Castroville Inn. The building features a

front gable end covered by a stepped parapet wall with a faux cornice and brackets and horizontal wood siding. Windows are mostly tall, with multiple lights with bracketed hoods that mimic the parapet cornice. The main entrance is a double wood panel door on a cut corner of the building. Spanning the storefront are two large fixed pane windows above spandrel panels. The entire façade is sheltered by a flat roof with incised horizontal lines on the fascia and a “Castroville Inn” sign mounted on top.

This property has been determined eligible for the National Register of Historic Places/California Register of Historical Resources under Criterion A-1 for its important association with Castroville’s early commercial development and under Criterion C-3 as a significant example of Italianate architecture from Castroville’s early period. Although some alterations have occurred, the building still clearly evokes its 1890-1900 date of construction and retains adequate integrity of location, design, materials, workmanship, feeling, association, and setting to convey its significance as an important example of a type, period, and method of construction.

On this property, located at the corner of Merritt and Preston streets, is a two-story Italianate commercial building with a rectangular plan and a front-gable roof clad in composition shingles. The roof’s eaves are flush with the building. The gable end facing Merritt Street is obscured by a stepped parapet wall with a faux cornice and brackets. Exterior cladding throughout the building is wood horizontal channel groove siding. On the ground floor façade, the recessed main entrance includes a double wood panel door on a cut corner of the building. Two other wood panel doors, each with a single light, are at the other front corner, and another wood panel door is at the north end of the wall facing Preston Street.

Between the two front corners are two large fixed-pane windows above spandrel panels. The entire ground floor of the façade is sheltered by a flat roof with incised horizontal lines on the fascia and a “Castroville Inn” sign mounted on top. Above this roofline is a course of small fixed-pane windows running the width of the façade and around the corner of the building. Other windows are mostly tall, wood-sash, multiple-light double-hung windows with bracketed hoods that mimic the parapet cornice.

At the rear of the building is a single-story lean-to addition with a parapet on the north-facing wall. The side of this element has the same horizontal wood siding as the main building and includes a double-hung window topped by a bracketed hood. The rear wall of this element is clad in board-and-batten siding and has a boarded-up door and two boarded-up windows.

The International Order of Odd Fellows, a fraternal organization, constructed this building in 1891, using the second floor for its meeting space and leasing the first floor as a commercial space. The building replaced the original International Order of Odd Fellows building constructed in 1869, which was

destroyed by fire on October 8, 1890, along with other buildings in Castroville. After its completion in 1891, a general merchandise business opened on the ground floor. The use of the building remained unchanged until around 1920 when another fraternal organization, the Native Sons of the Golden West, bought the building and began using the upstairs for its meetings. The downstairs space was converted into a saloon, with a small barbershop occupying a second storefront on the ground floor. Soon thereafter, in 1938, the Castroville Inn was opened in the building; while the Native Sons of the Golden West remained the building owners, they no longer used it. Upon establishing the Castroville Inn, the upstairs was converted into hotel rooms, and the downstairs remained a bar. The Castroville Inn operated until the 1990s. The sole occupant of the building presently appears to be a barbershop.

This property (Assessor's Parcel Number 030-162-009) meets National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1 for its important association with Castroville's early commercial development. Built in 1890 on Castroville's main commercial street and on a prominent corner lot, this building is an important and relatively intact representative of the formative commercial growth of downtown Castroville. Housing the Odd Fellows hall on the second floor and a general merchandise store on the first floor, the building initially functioned as a meeting hall for prominent Castroville residents and played an important public role as one of two general merchandise stores in town when it was built. This building is the last remaining 19th-century commercial building on Merritt Street that still retains sufficient integrity to convey its significance.

This property is not significant for an association with the lives of persons important to history. (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2) The research did not reveal that any members of the Odd Fellows or Native Sons of the Golden West nor any of the proprietors that used the building during the historic period made demonstrably important contributions to history at the local, state, or national level.

This property also meets the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3 as a significant example of Italianate architecture in Castroville dating to the town's early period. The Italianate style persisted in commercial buildings longer than in residential counterparts, lasting from roughly 1850s to the early 1900s. Characteristics of the style include bracketed cornices; tall, narrow windows with hoods, crowns, or molded window surrounds; bay windows; gable or hipped roofs; balustraded balcony; arcaded porch; and occasionally a cupola. Typically, the ground level of this style contained retail services, while the upper levels were more often for private uses such as offices, fraternal halls, hotels, or apartments.

This building on this parcel possesses sufficient characteristics of the Italianate style in its gable roof with stepped parapet, tall and narrow windows, bracketed cornice and window hoods, façade porch roof, and horizontal wood siding. Although some alterations have occurred, the building still clearly evokes its 1890-1900 date of construction and retains adequate integrity of location, design, materials, workmanship, feeling, association, and setting to convey its significance as an important example of a type, period, and method of construction. The research did not indicate that the architect for this building, J.B. Brazelton, is significant as a master designer, nor does the building possess high artistic value under this criterion.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

This property is eligible for listing under National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1 and National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3 at the local level of significance. The boundary of the eligible resource is the footprint of the building, including the circa 1900 lean-to addition at the rear. The property's period of significance is 1890-1900, the date range of its construction (including the addition), with the latter date, also corresponding with the culmination of Castroville's early commercial development. Its character-defining features are its gable roof with stepped parapet; bracketed cornice; tall, narrow, multiple-light double-hung windows; wood window surrounds and brackets; horizontal belt course between first and second floors on the façade; course of small fixed-pane windows running the width of the façade, porch roof sheltering façade; cut-corner main entryways; and horizontal channel groove rustic siding and board-and-batten siding on the lean-to addition. Non-contributing elements are concentrated on the façade and include elements constructed or installed after the end of the period of significance: all first-story windows and doors; both cut-away corners; the flat roof over the main entryway; and the "Castroville Inn" sign.

The property (Assessor's Parcel Number 030-162-009) is a Section 4(f) property; therefore, the provisions of Section 4(f) apply.

Use Description and Determinations for Historic Built Environment Properties

The project's proposal will not directly use or impact adjacent historic built environment properties as the sidewalk improvements will come up to, but not touch, the adjacent buildings. However, as part of evaluating this undertaking, Caltrans considered the potential for indirect effects, including vibratory impacts, to the two adjacent historic properties. Some equipment commonly

used during sidewalk removal and reconstruction, including jackhammers and vibratory rollers, have the potential to produce vibration levels that exceed suggested levels for historic buildings found within the Caltrans Transportation and Construction Vibration Guidance Manual.

The construction project is in keeping with the historical evolution of downtown Castroville and will not impact any physical features within the property setting, contributing to their historic significance. Minor changes, such as widening or adjustments to enhance accessibility, do not have the potential to affect the qualities that qualify the resources for National Register designation. As such, the sidewalks and streetscape have little to no bearing on the historic contexts for which these resources have been determined eligible for the National Register of Historic Places because they either appeared well after those resources periods of significance, or otherwise do not relate to the very specific contexts in which these resources have been determined to be significant. Lastly, as downtown Castroville within the Area of Potential Effects for this project was determined not to constitute a historic district in the Historical Resources Evaluation Report for this project, the alteration of these elements will not have the potential to adversely affect any historic built environment properties within the project's Area of Potential Effects.

Avoidance, Minimizations, and/or Mitigation Measures Needed for a De Minimis Finding for Historic Built Environment Properties

Caltrans will take the following actions to avoid and minimize potential damaging vibration effects to built historic resources in the project's identified Area of Potential Effects:

- Documentation and Repair—Per the National Park Service Technical Note Number 3 – Protecting a Historic Structure during Adjacent Construction, Caltrans will consult with the property owners of 10701-10709 Merritt Street and 10685 Merritt Street and document the pre-construction and post-construction condition of all properties. After comparing pre-construction and post-construction documentation, if it is determined that construction-related activities resulted in any unintended or unforeseen damage to 10701-10709 Merritt Street and/or 10685 Merritt Street, Caltrans will notify the State Historic Preservation Officer and proceed with any needed repairs according to the Secretary of the Interior's Standards for Rehabilitation.
- Jackhammer Restriction—The curb, gutter, and sidewalk next to 10701-10709 Merritt Street and 10685 Merritt Street will be saw cut and removed without the use of jackhammers.
- Vibratory Rollers Restriction—No vibratory rollers will be used within 25 feet of 10701-10709 Merritt Street and 10685 Merritt Street. The

construction contractor will use static rollers at these locations with geogrid to assist with lower compaction rates.

Use Description and Determinations for Archaeological Resources

Assessor's Parcel Number 133-061-003 is a Caltrans-owned vacant property that contains intact portions of the archaeological site of CA-MNT-1382/H and Reburial-1. The archaeological resources on the property will not be directly or indirectly affected by the proposed project. The existing vehicle pullout has been used over time on the property and will continue to be used for truck turnaround moves or temporary construction vehicles.

Avoidance, Minimizations, and/or Mitigation Measures Needed for a De Minimis Finding for Historic Built Environment Properties

Standardized measures that apply to most or all Caltrans projects are proposed. The entire known boundary of CA-MNT-1382/H will be identified as an Environmentally Sensitive Area and marked on design plans as such. Standard procedures for Environmentally Sensitive Area fencing will be implemented before construction. Under the direction and monitoring of a Caltrans District 5 Archaeologist, visible temporary fencing will be installed along the southern edge of State Route 183 from post mile 9.85 to post mile 9.98 at the intersection with State Route 1. The fencing will follow the existing disturbed edge of the highway shoulder and will function to prevent accidental entry into Environmentally Sensitive Areas within the existing State highway right-of-way during construction. Monitoring will also take place when ground-disturbing activities are conducted next to the Environmentally Sensitive Area. Monitoring will require a Caltrans Resident Engineer and an Environmental Compliance Liaison to check on the Environmentally Sensitive Area fencing periodically to ensure that no disturbance occurs in the Environmentally Sensitive Area or that the fencing is not moved.

Public Notice Process

Per Section 4(f) of the Department of Transportation Act of 1966 (Title 49 U.S. Code Section 303) and 23 Code of Federal Regulation 774.17, CA-MNT-1382/H and the properties at 10685 Merritt Street and 10701-10709 Merritt Street are recognized as a Section 4(f) resources.

[The following text has been added since the draft environmental document was circulated.] The public was afforded an opportunity for public review and comment on the Section 4(f) determination during the circulation of the draft environmental document from May 7 to June 11, 2021. No comments were received by post or email.

A Programmatic Agreement for Section 106 is in place between the Caltrans, the State Historic Preservation Officer, and the Federal Highway Administration. The National Historic Preservation Act Section 106

regulations state that if there are historic properties in the project's Area of Potential Effects which may be affected by a federal undertaking, the agency official shall assess adverse effects, if any, per the Criteria of Adverse Effect defined in 36 Code Federal Regulations 800.5. Per the provisions of Section 106, the State Historic Preservation Officer must be informed in writing that a non-response for a "no adverse effect" or a "no historic properties affected" determination will be treated as the written concurrence for the de minimis determination. A Finding of No Adverse Effect for the proposed project was submitted to the State Historic Preservation Officer on February 11, 2021. [The following text has been added since the draft environmental document.] On May 12, 2021, the State Historic Preservation Officer replied with a letter concurring with the Finding of No Adverse Effect for the project. See Appendix H for the complete text of the letter.

Resources Evaluated Relative to the Requirements of Section 4(f): No-Use Determination(s)

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 U.S. Code 303, declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

This section of the document discusses parks, recreational facilities, wildlife refuges, and historic properties found within or next to the project area that do not trigger Section 4(f) protection because: 1) they are not publicly owned, 2) they are not open to the public, 3) they are not eligible historic properties or 4) the project does not permanently use the property and does not hinder the preservation of the property.

Castroville Elementary School

Castroville Elementary School (11161 Merritt Street) is next to the project limits between Pajaro Street and Union Street. The school site has recreational playgrounds and sports facilities on the property. The property and use of the facilities are not open to the public. The property is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

Cato Phillips Park

Cato Phillips Park (11101 Wood Street) is 520 feet north of the project's Area of Potential Impacts. The park is publicly owned and managed by the North County Recreation and Park District and is open to the public. The property contains playground equipment, basketball courts, and picnic tables. Direct or indirect impacts of the Build Alternative will not affect access to or use of the property. The property is a Section 4(f) property, but no "use" will occur. Therefore, the provisions of Section 4(f) do not apply.

North County Recreation Center

The North County Recreation Center (11261 Crane Street) is located 720 feet north of the project's Area of Potential Impacts. The center is publicly owned and managed by the North County Recreation and Park District. Use of the facilities is available to the public through reservation and payment of fees. The North County Recreation and Park District hosts a weekly farmer market and offers recreational activities and classes for adults on the site. The property has a senior center, a gymnasium-multipurpose room, a meeting room, playground equipment, a skateboard park, miniature golf, basketball courts, barbeque pits, a kitchen, and an open space. The North County Recreation and Park District offices are also located on this property. Direct or indirect impacts of the Build Alternative will not affect access to or use of the property. The property is a Section 4(f) property, but no "use" will occur. Therefore, the provisions of Section 4(f) do not apply.

North County Sports Complex

The North County Sports Complex (11199 Geil Street) is located 1,050 feet north of the project's Area of Potential Impacts. The complex is publicly owned and managed by the North County Recreation and Park District. The North County Recreation and Park District offers sports leagues, recreational activities, and classes for adults on the site. Use of the facilities is also available to the public through reservation and payment of fees. The property has a baseball/softball diamond, soccer/flag football field, bleachers, restrooms, the Castroville Japanese Schoolhouse, and the North County Recreation and Park District maintenance shop. Direct or indirect impacts of the Build Alternative will not affect access to or use of the property. The property is a Section 4(f) property, but no "use" will occur. Therefore, the provisions of Section 4(f) do not apply.

Crane Street Park

Crane Street Park (11771 Crane Street) is located 2,700 feet north of the project's Area of Potential Impacts. The park is publicly owned and managed by the North County Recreation and Park District and is open to the public. The property has playground equipment and picnic tables. Direct or indirect impacts of the Build Alternative will not affect access to or use of the property. The property is a Section 4(f) property, but no "use" will occur. Therefore, the provisions of Section 4(f) do not apply.

Monterey Branch Line of the Southern Pacific Railroad

The Monterey Branch Line (post mile 8.35) is a former Southern Pacific railroad running between Blackie Road in Castroville and Custom House Plaza in the City of Monterey. Southern Pacific, via its subsidiaries, built the line in 1879, and it operated until 1971. Southern Pacific officially abandoned

the line in 1981. Previous documentation of this resource indicates that during its 92 years in operation, Southern Pacific regularly performed maintenance, repairs, and improvements that resulted in the replacement of rails, ties, trestles, bridges, and utility features. Since 1971, further alterations have occurred, such as the removal of rails and ties in many sections, destruction of the railway, paving of the right-of-way at many road intersections, and all but one depot along the route have been demolished. Another substantial alteration has been the paving of sections of right-of-way for pedestrian/bicycle paths, including virtually the entire segment between Seaside and Monterey.

For the present study, the examination of the previous documentation finds it to be thorough and agrees with the previous conclusion: that the Monterey Branch Line is not eligible for listing in the National Register of Historic Places or California Register of Historical Resources because it lacks sufficient integrity to convey its significance. The property is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

11551 Merritt Street and 11575 Merritt Street (Assessor's Parcel Number 030-255-007)

There are two buildings on this parcel: a utilitarian light industrial building built in 1940 with the address 11551 Merritt Street; and a residence at 11575 Merritt Street, built in 1984. The light industrial building at 11551 Merritt Street is a tall, single-story building with a rectangular floor plan and a front gable corrugated metal roof. The wood-frame and corrugated metal building have a stucco-clad front wall that rises to form a single-step parapet covering the gable end. A large, two-part, top-hung sliding garage door is also on the façade (west side). On the south side is a small, low extension with a flat roof, personnel door, and multiple-light window.

The residence on this parcel (11575 Merritt Street), built in 1984, is less than 45 years old and therefore meets the description of exempt property type IV found in attachment 4 of the programmatic agreement and does not require formal evaluation for this study.

This property (Assessor's Parcel Number 030-244-007) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). The light industrial building on the property was built in 1940, well after the town's initial and formational period of development. Construction of this building is associated with general and typical commercial development trends occurring around 1940, a period that was not a time of historically significant local commercial growth. As such, this property is not importantly associated with a historically significant trend and has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance.

Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, commercial development, agriculture, or transportation network development. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with the development, ownership, or use of this property has made demonstrably important contributions to history at the local, state, or national level.

Under National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, the light industrial building on this parcel is not significant as an important example of a type, period, or method of construction is not the work of a master and does not possess high artistic value. This building is basic, functional, and utilitarian in its design, construction, and building materials. This type of building, with wood framing covered in corrugated metal sheets, came into common use in industrial buildings during the late 19th century. These buildings typically lacked interior walls and ceilings and provided minimal shelter for warehousing and industrial work. Some examples, such as this building, have a parapet false-front. The corrugated metal building type became popular for its ease of construction, low cost, and fire resistance, qualities that have made it an enduring building design for warehouses, industrial manufacturing, sheds, and garages up to the present. As a common example of a utilitarian building, the light industrial building at 11551 Merritt Street lacks architectural distinction and does not meet this criterion.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in the National Register of Historic Places or California Register of Historical Resources, this property has lost some historic integrity. While the light industrial building appears unaltered, the construction of the adjacent, modern residence built in 1984, which replaced a former, demolished residence, has resulted in diminished historic integrity to the property as a whole.

This property has been evaluated for the project, which concludes that it is not eligible for listing in the National Register of Historic Places or the California Register of Historical Resources.

The property (Assessor's Parcel Number 030-255-007) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

11501 Merritt Street and 11503 Merritt Street (Assessor's Parcel Number 030-255-008)

The parcel is on the corner of Merritt Street and Wood Street. There are two adjacent commercial buildings on this parcel: 11501 Merritt Street (presently Napa Auto Parts) and 11503 Merritt Street (Castroville Plumbing and Heating). The building at 11501 Merritt Street, at the corner of Wood Street, is one story with a low-pitched front gable roof and generally rectangular plan. The façade (west side) features a stepped parapet and attached business signs. Exterior walls are covered in stucco and fenestration on the façade consists of sets of large display windows with rows of small fixed pane lights above. The main entryway is recessed and has a metal door with a window flanked by a sidelight. On the north side of the building, along Wood Street, is one fixed pane window, several boarded-up window openings, and a top-hung sliding garage door. The rear wall also has a stepped parapet and includes another top-hung sliding garage door. The adjoining building is 11503 Merritt Street. It is one story and has a flat roof (not visible from the street) and a generally rectangular plan. All of the visible exterior walls are clad in stucco. Along the façade is a row of large display windows with rows of small fixed pane lights above, one door with a large window, and a boarded-up doorway. These windows and the door are sheltered by a metal awning. On the side of the building are several horizontal aluminum-frame sliding windows.

This property (Assessor's Parcel Number 030-255-008) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). The two commercial buildings on this parcel were built in 1940 and 1965, respectively, well after the town's initial and formational period of development. Construction of these buildings is associated with general and typical commercial development trends occurring during the periods of the construction, periods that were not times of historically significant local commercial growth. As such, this property is not importantly associated with a historically significant trend and has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance. Additionally, it is not importantly associated with any known local historic contexts, including residential and commercial development, agriculture, or transportation network development. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any

individual associated with the development, ownership, or use of this property has made demonstrably important contributions to history at the local, state, or national level, including members of the Roberti and Cortopassi families.

Under National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, the commercial buildings on this parcel are not significant as important examples of a type, period, or method of construction, are not the work of a master and do not possess high artistic value.

These two buildings are One-Part Commercial Block style, a building type characterized by a single-story, boxy massing, flat roof, and a façade fronting directly onto the sidewalk comprised of plate glass windows, a large wall area between the windows and cornice for lettering, and a parapet. The style started to become popular for main street commercial buildings in the late 19th century, and throughout the style's history, popular architectural trends influenced the exterior appearance of these buildings. Initially having a strong Victorian aesthetic, the style became more reserved and embraced a Classical tradition around 1900, followed by Modernist influences. By the mid-20th century, the One-Part Commercial Block had become the most common type of commercial architecture for small and medium-sized buildings in the country, although its popularity began to wane in the 1950s. The buildings on the study parcel are a typical and unremarkable example of this style and thus do not meet this criterion.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in the National Register of Historic Places or California Register of Historical Resources, the addition of NAPA Auto Parts branding and signage and loss of original Castroville Hardware and Plumbing branding has diminished the integrity of feeling and association. The construction of several buildings after 1940 has also diminished the integrity of the setting. The building retains a high degree of integrity of design, materials, workmanship, and location.

The property (Assessor's Parcel Number 030-255-008) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

11400 Merritt Street (Assessor's Parcel Number 030-281-023)

The gas station on this parcel is a single-story, rectangular-plan building with a low-pitched, side-gable roof clad in composition shingles. The roof eaves overhang, as do the gable ends, which have exposed steel rafter beams.

Around the roof's edge are wide bands of aluminum fascia. The building is of steel post and beam framing with a combination of concrete brick and paneled walls. There are aluminum frame fixed pane windows and glass doors on the northeast (front) and northwest sides. One entryway on the front façade has been filled in with a metal panel. There is no fenestration on the other sides of the building. The property is fronted by eight gas pumps covered by a flat-roof, steel post, and beam canopy with wide fascia.

This building was constructed as a gas station in 1968, and its first proprietors were Allen Howard and Leroy Hill, who operated the station under the name Al's Union Service. The business has changed names over the years, including Unocal Service Station and the current Union 76. The large canopy over the gas pumps was built in 1985.

This property (Assessor's Parcel Number 030-281-023) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). This building was built in 1968 as Al's Union Station. The construction of this building is associated with general and typical commercial development trends in Castroville during the post-World War 2 period. Though Castroville experienced episodes of postwar growth, such trends were common in California and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility.

This property is not importantly associated with any known local historic contexts, including settlement patterns, commercial and residential development, agriculture, or transportation network development. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with the development, ownership, or use of this property has made demonstrably important contributions to history at the local, state, or national level.

Under National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, the gas station on this parcel is not significant as an important example of a type, period, or method of construction is not the work of a master and does not possess high artistic value. This building has attributes of the Contemporary style, a style of building constructed in large numbers throughout California for both commercial and residential buildings beginning in the 1950s and continuing

through the 1970s. The Contemporary style came out of the Modern architectural movement that began in the 1930s. The style is characterized by flat, low-pitch hipped, or low-pitch gable roofs; a strong emphasis on horizontality; cantilevered elements; projecting window surrounds; smooth walls and clean lines; and an absence of traditional detailing and ornamentation. Modernist architects and designers used modern technologies and building materials and sought to express honesty in design by leaving structural building elements exposed.

This gas station building is a very modest example of the Contemporary style that lacks architectural distinction. It is also not the work of a master and does not possess high artistic value.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in the National Register of Historic Places or California Register of Historical Resources, the construction of the large canopy over the gas pumps in 1985 has diminished this property's integrity of materials, design, workmanship, and feeling.

The property (Assessor's Parcel Number 030-281-023) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

11099 Blackie Road (Assessor's Parcel Number 030-244-011)

On this parcel is a single-story, Ranch-style residence with a long, rectangular plan and a low-pitched hipped roof with overhanging eaves and composition shingles. Exterior cladding is stucco, and the walls are fenestrated with horizontal sliding vinyl sash windows. The residence has two front entryways, each with a three-step concrete stoop under a roof overhang and a simple door. Between the doorways on the façade is an exterior brick chimney. At the west end of the building are a two-car garage with a metal roll-up door and an adjoining garage addition with a single garage door. This residence was constructed in 1959. Shortly after 1965, additions to the west end were built, and the original breezeway between the garage and the residence was enclosed.

This property (Assessor's Parcel Number 030-244-011) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). This residence was built in 1959 south of Castroville's commercial core. Its construction occurred well after the founding and initial development of the town. The construction of this

residence is associated with general and typical residential building trends during this period. Though Castroville experienced episodes of postwar growth, such trends were common both state and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, development of the agricultural industry, or development of transportation networks. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property has made demonstrably important contributions to history at the local, state, or national level.

Under National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this property is not significant as an important example of a type, period, or method of construction, and it is not the work of a master or possesses high artistic values. This residence is a Ranch style house, a style immensely popular in residential construction throughout the U.S. beginning in the 1950s and continuing into the 1970s. The characteristics defining the style are a single-story close to the ground; sprawling rectilinear plan with a wide façade; a broad, low-pitched hipped, cross gable, or side gable roof; and wide to moderate overhanging eaves. Other common elements are sliding glass doors, exposed rafters, shutters, wooden porch supports, and brick or wood siding.

This residence exhibits the style in its low, sprawling massing, hipped roof, and overhanging eaves but is a typical, modified, and modest example that lacks architectural distinction. Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the large addition on the west end and installation of replacement windows have diminished the integrity of design, materials, workmanship, and feeling of this property.

The property (Assessor’s Parcel Number 030-244-011) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

11001 Blackie Road (Assessor's Parcel Number 030-244-012)

A single-story, Ranch-style residence is located at the corner of Merritt Street and Blackie Road. This building has a raised concrete foundation, rectangular floor plan, low-pitched hipped roof, and an off-center brick-clad interior chimney piercing the roofline. The roof is clad in composition shingles, and the walls have board-and-batten exterior siding above a brick veneer skirt. The narrow, recessed main entrance centered on the façade (south side) features a replacement metal door and is accessed via two concrete steps. The residence includes a detached two-car garage, each bay of which has a tilt-up wood garage door. Windows are replacement sliding vinyl sash with faux-muntins. This residence was built in 1959 in the New Town section of Castroville, south of the town's central commercial core. The building appears to have been constructed by a local home builder. The research did not determine the original owners or occupants of the house, but through the 1960s, several people lived in the house, suggesting it was a rental property.

This property (Assessor's Parcel Number 030-244-011) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historic Resources Criterion 1). This residence was built in 1959 south of the commercial core. Its construction occurred well after the founding and initial development of the town and is associated with general and typical residential building trends during this period. Though Castroville experienced episodes of postwar growth, such trends were common both state and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. Additionally, it is not associated with any known local historic contexts, including settlement patterns, development of the agricultural industry, or development of transportation networks. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historic Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historic Resources Criterion 2). It does not appear that any individuals associated with the use of the property, including the known owners and occupants identified above, have made demonstrably important contributions to history at the local, state, or national level.

Under National Register of Historic Places Criterion C/California Register of Historic Resources Criterion 3, this Ranch-style residence is not significant as an important example of a type, period, or method of construction, nor is it the work of a master or possess high artistic values.

Under National Register of Historic Places Criterion D/California Register of Historic Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the replacement of the windows and front door have diminished the integrity of design, workmanship, materials, and feeling of this property.

The property (Assessor's Parcel Number 030-244-012) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10998 Oak Street (Assessor's Parcel Number 030-275-001)

A Ranch-style residence is located at the corner of Merritt Street and Oak Street. This single-story building has a generally rectangular plan and a hipped roof with moderately overhanging eaves and composition shingles. Covering the exterior walls is horizontal wood siding with sections of flagstone veneer. An exterior chimney with similar flagstones is located on the west side. Fenestration consists of horizontal sliding aluminum sash windows throughout. The two-step concrete main entryway is recessed under the main roof and features a panel door with a fanlight. A second personnel door on the east half of the façade is a simple metal door.

This property (Assessor's Parcel Number 030-275-001) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). The residence was constructed in 1964 on a parcel located south of Castroville's commercial core. Its construction occurred well after the founding and initial development of the town and is associated with general and typical residential building trends during this period. Though Castroville experienced episodes of postwar growth, such trends were common both state and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. Additionally, it is not associated with any known local historic contexts, including settlement patterns, development of the agricultural industry, or development of transportation networks. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historic Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California

Register of Historical Resources Criterion 2). The research did not determine that any individual has made demonstrably important contributions to history at the local, state, or national level.

Under National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this residence is not significant as an important example of a type, period, or method of construction, nor is it the work of a master or possess high artistic values. This residence is a Ranch style house, a style immensely popular in residential construction throughout the U.S. beginning in the early post-war and continuing into the 1970s. Ranch style residences are typically single-story and have a sprawling rectilinear plan with a wide façade; a broad, low-pitched hipped, cross gable, or side gable roof; and wide to moderate overhanging eaves. Other common elements are sliding glass doors, exposed rafters, shutters, wooden porch supports, and brick or wood siding.10 While this property does contain several elements of the style, it is a modest, typical, and somewhat modified example of a late-period Ranch style residence that lacks architectural distinction and importance. It is also not the work of a master and does not possess high artistic value.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the conversion of the two-car garage into living space has diminished the integrity of design, materials, workmanship, and feeling of this property.

The property (Assessor's Parcel Number 030-275-001) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

11798 Merritt Way (Assessor's Parcel Number 030-272-012)

A Minimal Traditional-style, single-story residence is located at the corner of Merritt Way and Oak Street. The residence has a raised-concrete foundation, generally L-shaped plan, and parallel side-gable roofs separated by a recessed, secondary side entrance. A cross-gabled garage is attached at the rear. The building's roof is clad in composition shingles, and horizontal wood siding covers the walls. The main entrance facing Merritt Way is recessed under the principal roof and accessed via a brick double archway. At the corner of the façade is a sliding glass door that opens onto the driveway. Windows throughout are horizontal sliding vinyl sash; some flanked with faux shutters. The two-car garage has a single, metal roll-up door with fanlights on the top panel.

This house was built in 1940, but the research did not determine the original residents. The earliest known owners and occupants were John and Marion Malloy, who lived in the house in the 1950s and possibly earlier. By the 1970s, Socorro and Alejandro Morales owned and resided in this house. During the 1980s, the property underwent various substantial alterations, including several large additions, likely precipitated by a fire in December 1983 that caused $11,000 worth of damage.

This property (Assessor's Parcel Number 030-272-012) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). This residence was built in 1940, south of Castroville's commercial core. Its construction occurred well after the town's founding and initial development and is associated with general and typical residential building trends during this period. Though Castroville experienced episodes of growth in the 1930-1940 period, such trends were common both in California and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, development of the agricultural industry, or development of transportation networks. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property, including John and Marion Malloy and Socorro and Alejandro Morales, has made demonstrably important contributions to history at the local, state, or national level.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this property is not significant as an important example of a type, period, or method of construction, and it is not the work of a master or possesses high artistic values. The residence on this parcel is a Minimal Traditional style building. The Minimal Traditional style developed in the 1930s as the popular Craftsman Bungalows and period revival dwellings began to give way to simpler styles. The Minimal Traditional style not only reflected a desire for economy but also the influence of the Modern architectural movement and its rejection of elaborate decoration. Considered a "compromise style," the Minimal Traditional house reflected the form and shape of earlier housing styles, but without the decorative detailing.

Generally, these buildings had low to medium roof pitches with close rather than overhanging eaves, boxy massing, and wood, stucco, or brick siding. The Minimal Traditional style remained popular through the 1960s. This residence at 11798 Merritt Way is a modest and heavily modified example of this style that lacks architectural distinction.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the residence has undergone several major alterations, including large additions in the 1980s that have more than doubled the original square footage. Additionally, the windows on the original element of the house have been replaced. These alterations have diminished the integrity of the design, workmanship, materials, and feeling of this property.

The property (Assessor's Parcel Number 030-272-012) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

11797 Jackson Street (Assessor's Parcel Number 030-253-006)

A car wash facility is located on a triangular-shaped parcel at the intersection of Merritt Street and Jackson Street. This three-bay concrete block car wash has a standing seam metal faux-mansard roof that surrounds and obscures the building's flat principal roof. Interspersed on the end walls are decorative concrete blocks. Various car wash equipment is attached to the walls inside each bay. The car wash was built in 1970. It is currently called the King Klean Castroville Car Wash.

This property (Assessor's Parcel Number 030-253-006) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). Constructed in 1970, this car wash is associated with general and typical commercial development trends in Castroville during the post-World War 2 period. Though Castroville experienced episodes of postwar growth, such trends were common in California and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. This property is not importantly associated with any known local historic contexts, including settlement patterns, commercial and residential development, agriculture, or development of transportation networks.

Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with the development, ownership, or use of this property has made demonstrably important contributions to history at the local, state, or national level.

Under National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this car wash is not significant as an important example of a type, period, or method of construction, and it is not the work of a master and does not possess high artistic values. This building is largely functional and utilitarian, being of a simple concrete block design. The building does have a faux-mansard roof and thus, could be described as being a restrained expression of the Neo-Mansard style. This style became popular in the late 1960s and 1970s as architectural preferences for modest commercial buildings shifted away from Modernism toward re-interpretations of pre-Modern styles such as Tudor, Colonial, and French. The Neo-Mansard style was the first popular style to emerge from this trend, in particular by builders of commercial buildings and apartment buildings. As the name suggests, the style is defined by its faux-mansard roof inspired by the 19th century Second Empire style. It is not a true mansard roof in that Neo-Mansard buildings typically have only one slope instead of a double slope of the Second Empire. Another difference is when window openings appear in the mansard roof of Neo-Mansards, they are recessed, as opposed to dormer style in Second Empire buildings. Other traits of the style are arched window openings, deep-set windows penetrating the mansard roofline, brick or stucco-clad walls, and recessed entries. This car wash, however, predominately exhibits functionality in its materials, design, and style, and has only the mansard roof characteristic of the Neo-Mansard style. As such, although relatively unaltered, it lacks architectural distinction and is not significant under this criterion.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

The property (Assessor’s Parcel Number 030-253-006) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

11700 Merritt Street (Assessor’s Parcel Number 030-272-001)

A one-story Minimal Traditional style residence is located on the corner of Merritt Way and Palm Street. The house rests on a generally rectangular

concrete foundation and is topped by a cross-gabled roof clad in composition shingles. The main entryway, located on the northeast corner of the building, has an inset concrete porch with a cross-hatched wood balustrade and two plain wood posts supporting a shed extension of the principal roof. The front door has a security screen door, and next to it is a large picture window. Horizontal and vertical wood siding covers the exterior walls, and in the gable ends are vertical boards with dog-eared ends. Windows throughout the house are wood frame, one-over-one, double-hung windows, and smaller fixed pane windows. On the north side of the house are an exterior brick chimney and a side entrance. Connected to the house by a narrow addition is a two-car garage facing Palm Street. This element has a gable roof, horizontal and vertical wood siding, and a replacement metal roll-up garage door with multi-light top panels. This residence was built in 1940 near the southern edge of the town of Castroville. The only substantial alterations to the property appear to have been the enclosure of a covered porch that connected the residence to the garage and the replacement of the garage door.

This property (Assessor's Parcel Number 030-272-001) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). This residence was constructed in 1940, south of Castroville's commercial core. Its construction occurred well after the town's founding and initial development and is associated with general and typical residential building trends during this period. Though Castroville experienced episodes of growth from the 1930s to the 1940s, such trends were common both in California and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, development of the agricultural industry, or development of transportation networks. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property, including Paul and Viola Bohn, has made demonstrably important contributions to history at the local, state, or national level.

Under National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this property is not significant as an important example of a type, period, or method of construction, and it is not the work of a master or possesses high artistic values. The residence on this

parcel is a Minimal Traditional style building. The Minimal Traditional style developed in the 1930s as the popular Craftsman Bungalows and period revival dwellings began to give way to simpler styles. The Minimal Traditional style not only reflected a desire for economy but also the influence of the Modern architectural movement and its rejection of elaborate decoration. Considered a “compromise style,” the Minimal Traditional house reflected the form and shape of earlier housing styles, but without the decorative detailing.

Generally, these buildings had low to medium roof pitches with close rather than overhanging eaves, boxy massing, and wood, stucco, or brick siding. The Minimal Traditional style remained popular through the 1960s. This residence at 11700 Merritt Way is a modest and typical example of this style that lacks architectural distinction.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, alterations to this property, including the construction of the addition between the connecting the residence and garage, and replacement of the garage door have diminished the integrity of design, workmanship, materials, and feeling of this property.

The property (Assessor’s Parcel Number 030-272-001) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

11601 Merritt Street and 11600 California Street (Assessor’s Parcel Number 030-254-005)

This parcel contains a gas station (11601 Merritt Street) and an attached warehouse building (11600 California Street). The gas station building is one story with a flat roof and stucco-clad wood framing. The unadorned façade has an aluminum frame glass double door and fixed pane window set as the main entryway and a set of fixed pane windows to one side of the doorway. At the north end of the building, the lower part of the wall is recessed and has several horizontal sliding windows. In front of the building are six gas pumps covered by a flat-roof, steel post, and beam canopy with wide fascia. Abutting the gas station south wall is a warehouse building that faces California Street. It has a low-pitched gable roof and an L-shaped plan. The southern part of the building is a concrete block, while the northern portion has standing seam metal panel walls and a roof. On the front wall of the building are two metal roll-up garage doors and a metal personnel door with a small canvas awning. Several small horizontal sliding windows are on the south and north sides.

This property, located in the New Town section of Castroville, contains two buildings housing separate businesses: 11601 Merritt Street and 11600 California Street. At 11601, Merritt Street is a gas station built in 1962. An auto repair bay and storage room were added to the building in 1967 and 1968, respectively. Subsequent names of the service station include Merritt Tire Shop and Shell Station in the 1960s and S and M Tire and Chevron in the 1970s. In 2017, the auto service bay and shop space were enclosed, and the building was remodeled into a convenience store.

The warehouse building at 11600 California Street was built in 1967 and housed a business called Ace Music Company, a firm that sold and leased jukeboxes, vending machines, pool tables, and later, video games. The company built a large concrete addition in 1972. Ace Music Company remained in business until circa 1984, after which a construction company of an unknown name used the building as a warehouse. It is currently occupied by Piper Environmental Group.

This property (Assessor's Parcel Number 030-254-005) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). This parcel includes a gas station built in 1962 and a warehouse built in 1967. The construction of these buildings is associated with general and typical commercial development trends in Castroville during the post-World War 2 period. Though Castroville experienced episodes of postwar growth, such trends were common in California and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. This property is not importantly associated with any known local historic contexts, including settlement patterns, commercial and residential development, agriculture, or development of transportation network. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with the development, ownership, or use of this property has made demonstrably important contributions to history at the local, state, or national level.

Under National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, the gas station on this parcel is not significant as an important example of a type, period, or method of construction and is not the work of a master, and does not possess high artistic value. This building has attributes of the Contemporary style, a style of

building constructed in large numbers throughout California for both commercial and residential buildings beginning in the 1950s and continuing through the 1970s. The Contemporary style came out of the Modern architectural movement that began in the 1930s. The style is characterized by flat, low-pitch hipped, or gable roofs; a strong emphasis on horizontality; cantilevered elements; projecting window surrounds; smooth walls and clean lines; and an absence of traditional detailing and ornamentation. Modernist architects and designers used modern technologies and building materials and sought to express honesty in design by leaving structural building elements exposed. This gas station building is a typical, unremarkable, and modified example of the Contemporary style that lacks architectural distinction. It is also not the work of a master and does not possess high artistic value. The warehouse building on this parcel also does not meet the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3. This warehouse building is basic, functional, and utilitarian in its design, construction, and materials. Ridged metal panels as used on the original part of this building came into common use for warehouse, industrial, and storage buildings during the late 19th century. These types of buildings provided minimal shelter and were popular for their low cost, ease of construction, and fire resistance. Metal panel construction remains popular up to the present for this class of building. Concrete block construction became popular in the early 20th century for many of the same reasons of utility, simplicity, and economy.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence. In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in the National Register of Historic Places or California Register of Historical Resources, alterations to the gas station on this parcel include the construction of two additions, relocation of the main entryway and installation of a new front door and windows on the facade, enclosure of a garage door opening and conversion of the auto service garage space into convenience store space, construction of the canopy over gas pumps, and the installation of modern gas pumps. The warehouse building has been altered as a result of the concrete block addition. These alterations have diminished this property's integrity of materials, design, and workmanship.

The property (Assessor's Parcel Number 030-254-005) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10999 Palm Street (Assessor's Parcel Number 030-271-003)

On this parcel, located on the corner of Merritt Street and Palm Street, is a one-story single-family residence with a two-story duplex apartment addition

with a garage. The one-story single-family residence was built in 1962. In 1979, the two-story duplex apartment addition adjoining the garage of the residence was built. This building has a generally rectangular plan and a cross-hipped roof with overhanging eaves and covered in composition shingles. Exterior wall cladding is horizontal wood siding with the single-story element having a brick skirt along the façade that faces Palm Street, and fenestration throughout consists of horizontal and fixed vinyl sash windows with faux shutters. The main entryway of the single-story element is recessed under the main roof and reached by a simple, four-step concrete stairway. At one corner is an interior brick chimney, and at the other end is a two-car garage with a metal roll-up garage door in each bay. The two-story addition features entryways on the west side, the second story accessed via a wooden staircase. On the south side is a one-car garage with a metal roll-up door.

This property (Assessor's Parcel Number 030-271-003) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). This residence was built in 1962, south of Castroville's commercial core. Its construction occurred well after the founding and initial development of the town. The construction of this residence is associated with general and typical residential building trends during this period. Though Castroville experienced episodes of postwar growth, such trends were common both state and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility.

Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, residential development, agriculture, or development of transportation networks. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property, including former owner/occupants, have made demonstrably important contributions to history at the local, state, or national level.

Under National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this Ranch-style residence is not significant as an important example of a type, period, or method of construction, nor is it the work of a master or possess high artistic values. The Ranch style became immensely popular in residential construction throughout the U.S., beginning in the 1950s and continuing into the 1970s. The characteristics defining the

style are a single-story close to the ground; sprawling rectilinear plan with a wide façade; a broad, low-pitched hipped, cross gable, or side gable roof; and wide to moderate overhanging eaves. Other common elements are sliding glass doors, exposed rafters, shutters, wooden porch supports, and brick or wood siding. While this property does contain some elements of the Ranch style, for example, the low-pitched, cross-hipped roof and sprawling, irregular plan, this residence is a typical, modest, and highly modified example of the style that lacks architectural distinction. Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the two-story duplex apartment addition and the replacement windows on the single-family residence have diminished the integrity of the design, materials, workmanship, and feeling of this property.

The property (Assessor's Parcel Number 030-271-003) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

11656 Merritt Street (Assessor's Parcel Number 030-281-017)

The parcel at 11656 Merritt Street includes a 17-unit apartment complex consisting of four buildings that operated as a motel. Three of the buildings, which contain the living units, are arranged in a U-shape; these surround a centrally located manager's residence/office building that faces onto Merritt Street. The buildings are all single-story and topped by low-pitched gable roofs with narrow overhangs and exposed rafter tails. On the gable ends are scroll-work barge boards. The buildings have wood frames with stucco-clad walls set with horizontal or vertical sliding replacement vinyl windows, some of which are flanked with decorated shutters. The doorways to the individual units are accessed by a single concrete step and sheltered by a small shed roof. The manager's residence/office is of the same general design and appearance as the other buildings but has a metal awning at one corner covering an entryway for the office.

The motel was built in 1948 in the New Town Section of Castroville and operated under the name Roberti's Motel. The motel consisted of nine individual cabins with kitchens and open front garages in between. At the center of the complex were the owner's residence, garage, and a motel office. The property became known as the Castroville Motel, its current name, circa 1983. The Castroville Motel property is currently a complex of private apartments and does not operate as a commercial motel.

Motels evolved from the tent camps and cabin camps that emerged in the 1920s to accommodate automobile tourists. The first motels were groupings of individual cabins that offered travelers a step above sleeping in a tent, yet were still austere, often nothing more than a single room with a cot or bed. Cooking and restrooms tended to be communal if any such facilities were provided at all. The growing competition among cabin camps and other types of overnight lodging led owners to steadily improve their properties such as private bathrooms, higher standard building construction, kitchenettes, and restaurants onsite. As these facilities became less rustic, the word “camp” was dropped, and they became known as cottage courts, motor courts, or motels. By the 1940s, motel design began to change from a collection of discrete cottages to a long group of rooms under a single roof. A typical California motel design in the 1950s and 1960s consisted of a motel building in a U-shaped or L-shaped design with an office, lobby, and sometimes restaurant building in the front. Next to the lobby would be a porte-cochere, and guests could park next to their rooms. The motel proved immensely popular because it offered comfortable, convenient, and inexpensive lodging and became the preferred choice of motoring tourists.

The property (Assessor’s Parcel Number 030-281-017) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). This motel was built in 1948 as Roberti’s Motel. Its construction is associated with general and typical development trends in Castroville during the immediate post-World War 2 period. Though Castroville experienced episodes of postwar growth, such trends were common both in California and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. Additionally, this building is associated with the trend of motel development. As noted above, this trend began in the 1920s, and motels as a property type were well established and numerous by the time Roberti’s Motel was built. Therefore, this property does not have importance within the context of this trend. Overall, this property is not importantly associated with any known local historic contexts, including settlement patterns, commercial and residential development, agriculture, or transportation network development. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with the development, ownership, or use of this property has made demonstrably important contributions to history at the local, state, or national level, including Henry and Louisa Roberti. Under National Register

of Historic Places Criterion C/California Register of Historical Resources Criterion 3, the former motel on this parcel is not significant as an important example of a type, period, or method of construction is not the work of a master and does not possess high artistic value. This building complex does not evoke any particular architectural style but appears to have been inspired somewhat by the Minimal Traditional residential style in its massing, roof design, and general simplicity, and lack of decorative adornment. The Minimal Traditional style developed in the 1930s as the popular Craftsman Bungalows and period revival dwellings began to give way to simpler styles. The Minimal Traditional not only reflected a desire for economy, but also the influence of the Modern architectural movement and its rejection of elaborate decoration. Considered a “compromise style,” the Minimal Traditional house reflected the form and shape of earlier housing styles, but without the decorative detailing. Generally, these buildings had low to medium roof pitches with close rather than overhanging eaves, boxy massing, and wood, stucco, or brick siding.

The Minimal Traditional style was popular through the 1960s. The Castroville Motel is a typical example of the Minimal Traditional style and overall motel design. It lacks architectural distinction, is not the work of a master, and does not possess high artistic value.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in the National Register of Historic Places or California Register of Historical Resources, this property has undergone substantial alterations that have diminished its integrity of materials, design, workmanship, and feeling. These alterations include the enclosure of 10 open front garages and conversion into motel rooms/apartments, replacement of all windows and doors, the addition on the front of the office building, and the conversion in use from a motel to an apartment building.

The property (Assessor’s Parcel Number 030-281-017) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

11616 Merritt Street (Assessor’s Parcel Number 030-281-036)

This corner lot at Merritt and Walsh streets contains a small, single-story restaurant building with a rectangular plan. It has a shed roof with a wide overhang that extends 8 feet beyond the roof-wall junction on the front façade (northwest side) and 3 feet on the other three sides. The roof is supported by exposed beams. A continuous bank of windows above a 3-foot-tall brick skirt wall covers the width of the façade and wraps around the sides of the building. The steel frame windows are a combination of the fixed pane and

horizontal or vertical sliding sash. Two windows are boarded over. The slightly off-center entryway features a solid, unadorned door. The remaining walls have stucco cladding.

The property was developed in 1961 with the construction of the current building. The Patio Drive-In opened on April 21, 1961, as a casual restaurant specializing in burgers, hot dogs, milkshakes, and soft-serve ice cream. In its 59 years of operation, the property has passed through many ownership transfers, but the name has remained unchanged, and the building is generally unaltered.

This property (Assessor's Parcel Number 030-281-036) does not have important associations with significant historic events, patterns, or trends of development and is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1. This restaurant was built in 1961 as the Patio Drive-In. The construction of this building is associated with general and typical commercial development trends in Castroville during the post-World War 2 period. Though Castroville experienced episodes of growth during this era, such trends were common both in California and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. This property is not importantly associated with any known local historic contexts, including settlement patterns, commercial and residential development, agriculture, or transportation network development. Additionally, the construction of numerous modern buildings of various uses that are next to and nearby the Patio Drive-In parcel has substantially altered the historic setting as it existed during the historic period. So, there is no potential for this property to be part of a larger historic district comprised of mid-century roadside-type properties or any group of properties representing other significant historic associations or themes.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with the development, ownership, or use of this property has made demonstrably important contributions to history at the local, state, or national level.

Under National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, the small restaurant on this parcel is not significant as an important example of a type, period, or method of construction and is not the work of a master and does not possess high artistic value. This building has attributes of the Contemporary style, a style of building constructed in large numbers throughout California for both commercial and residential buildings beginning in the 1950s and continuing

through the 1970s. The Contemporary style came out of the Modern architectural movement that began in the 1930s. The style is characterized by flat, low-pitch hipped, or gable roofs, a strong emphasis on horizontality, cantilevered elements, projecting window surrounds, smooth walls and clean lines, and an absence of traditional detailing and ornamentation. Modernist architects and designers used modern technologies and building materials and sought to express honesty in design by leaving structural building elements exposed. The Patio Drive-In is a typical, unremarkable, and relatively late example of the Contemporary style and lacks architectural distinction.

It is also not the work of a master and does not possess high artistic value. Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence. While lacking historical significance and not meeting the criteria necessary for eligibility for listing in the National Register of Historic Places or California Register of Historical Resources, this property retains a high degree of the historic integrity of materials, workmanship, design, feeling, and location. The only apparent alterations to the building are the boarding up of two windows on the north side and a non-original front door. The integrity of the setting has been substantially altered since 1961, with numerous buildings of many different uses constructed near this property in recent years.

The property (Assessor's Parcel Number 030-281-036) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

11551 Merritt Street and 11575 Merritt Street (Assessor's Parcel Number 030-255-007)

This property was previously recorded in 1991 by Caltrans on an Architectural Inventory/Evaluation Form. There are two buildings on this parcel: a utilitarian light industrial building built in 1940 with the address 11551 Merritt Street; and a residence at 11575 Merritt Street, built in 1984.

The light industrial building at 11551 Merritt Street is a tall, single-story building with a rectangular floor plan and a front gable corrugated metal roof. The wood-frame and corrugated metal building have a stucco-clad front wall that rises to form a single-step parapet covering the gable end. A large, two-part, top-hung sliding garage door is also on the façade (west side). On the south side is a small, low extension with a flat roof, personnel door, and multiple-light window.

The modern residence on the parcel, 11575 Merritt Street, includes a front single-story element and a rear two-story element. Both elements have side-gable roofs with narrow eaves and are clad in composition shingles. Louvered

vents are found in the gable walls. Both elements of the residence are clad in horizontal wood siding. The one-story element of the residence has a raised concrete foundation. The primary entrance is a wood-panel door accessed via a concrete step, sheltered by a bracketed porch roof. Directly west of the door is a multilight square window with metal muntins and a wood frame. Additional windows include a replacement multilight sliding window and single pane sliding in metal frames. On the east side of the one-story section is a sliding glass door. The two-story section features a metal frame, single pane sliding windows, and replacement multilight windows. A wood-clad slope chimney pierces the roofline.

The current light industrial building on this parcel was built in 1940. The research did not determine the first owner or business. However, in 1956 the building was used as a metal fabrication and welding business known as Nicolaides and Sons Iron and Steel. In 2004 the property became Gonzalez Auto and Smog Service. In 2011, Holdem Investments, Limited Partnership, the current owner, bought the property; the current business in the building is Mufflers USA. The modern residence on this parcel replaced a house on the same site built in 1940 that was demolished for the construction of the new residence.

The residence on this parcel (11575 Merritt Street), built in 1984, is less than 45 years old and therefore meets the description of exempt property type IV found in attachment 4 of the programmatic agreement and does not require formal evaluation for this study.

This property (Assessor's Parcel Number 030-255-007) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). The light industrial building on the property was built in 1940, well after the town's initial and formational period of development. Construction of this building is associated with general and typical commercial development trends occurring around 1940, a period that was not a time of historically significant local commercial growth. As such, this property is not associated with a historically significant trend and has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance. Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, commercial development, agriculture, or transportation network development. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with the development, ownership, or use of this property

has made demonstrably important contributions to history at the local, state, or national level.

Under National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, the light industrial building on this parcel is not significant as an important example of a type, period, or method of construction is not the work of a master and does not possess high artistic value. This building is basic, functional, and utilitarian in its design, construction, and building materials. This type of building, with wood framing covered in corrugated metal sheets, came into common use in industrial buildings during the late 19th century. These buildings typically lacked interior walls and ceilings and provided minimal shelter for warehousing and industrial work. Some examples, such as this building, have a parapet false-front. The corrugated metal building type became popular for its ease of construction, low cost, and fire resistance, qualities that have made it an enduring building design for warehouses, industrial manufacturing, sheds, and garages up to the present. As an example of a utilitarian building, the light industrial building at 11551 Merritt Street lacks architectural distinction and does not meet this criterion.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence. In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in the National Register of Historic Places or California Register of Historical Resources, this property has lost some historic integrity. While the light industrial building appears unaltered, the construction of the adjacent, modern residence built in 1984, which replaced a former, demolished residence, has resulted in diminished historic integrity to the property as a whole.

The property (Assessor's Parcel Number 030-255-007) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

11501 Merritt Street and 11503 Merritt Street (Assessor's Parcel Number 030-255-008)

This property was previously recorded in 1991 by Caltrans on an Architectural Inventory/Evaluation Form. The parcel is on the corner of Merritt Street and Wood Street. There are two adjacent commercial buildings on this parcel: 11501 Merritt Street (presently Napa Auto Parts) and 11503 Merritt Street (Castroville Plumbing and Heating).

The building at 11501 Merritt Street, at the corner of Wood Street, is one story with a low-pitched front gable roof and generally rectangular plan. The façade (west side) features a stepped parapet and attached business signs. Exterior

walls are covered in stucco, and fenestration on the façade consists of sets of large display windows with rows of small fixed pane lights above. The main entryway is recessed and has a metal door with a window flanked by a sidelight. On the north side of the building, along Wood Street, is one fixed pane window, several boarded-up window openings, and a top-hung sliding garage door. The rear wall also has a stepped parapet and includes another top-hung sliding garage door.

The adjoining building is 11503 Merritt Street. It is one story and has a flat roof (not visible from the street) and a generally rectangular plan. All of the visible exterior walls are clad in stucco. Along the façade is a row of large display windows with rows of small fixed pane lights above, one door with a large window, and a boarded-up doorway. These windows, and the door, are sheltered by a metal awning. On the side of the building are several horizontal aluminum-frame sliding windows.

This parcel contains two buildings: 11501 Merritt Street, currently Castroville Auto Repair and Napa Auto Parts, and 11503 Merritt Street, which houses Castroville Plumbing and Heating. The building at 11501 Merritt Street was constructed in 1940, first knowns as Castroville Hardware and Plumbing, then later known as Castroville Plumbing and Heating. In 1961, the building continued to run under the same name. In 1965, the nearby building at 11503 Merritt Street was constructed, and Castroville Plumbing and Heating expanded into that building. In 1989, Castroville Plumbing and Heating vacated 11501 Merritt Street and the space occupied by the current business, Castroville Auto Repair and Napa Auto Parts.

This property (Assessor’s Parcel Number 030-255-008) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). The two commercial buildings on this parcel were built in 1940 and 1965, respectively, after the town’s initial and formational development period. Construction of these buildings is associated with general and typical commercial development trends occurring during the periods of their construction, periods that were not times of historically significant local commercial growth. As such, this property is not associated with a historically significant trend and has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance. Additionally, it is not importantly associated with any known local historic contexts, including residential and commercial development, agriculture, or transportation network development. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any

individual associated with the development, ownership, or use of this property has made demonstrably important contributions to history at the local, state, or national level.

Under National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, the commercial buildings on this parcel are not significant as important examples of a type, period, or method of construction, are not the work of a master and do not possess high artistic value.

These two buildings are One-Part Commercial Block style, a building type characterized by a single-story, boxy massing, flat roof, and a façade fronting directly onto the sidewalk comprised of plate glass windows, a large wall area between the windows and cornice for lettering, and a parapet. The style started to become popular for main street commercial buildings in the late 19th century, and throughout the style's history, popular architectural trends influenced the exterior appearance of these buildings. Initially having a strong Victorian aesthetic, the style became more reserved and embraced a Classical tradition around 1900, followed by Modernist influences. By the mid-20th century, the One-Part Commercial Block had become the most common type of commercial architecture for small and medium-sized buildings in the country, although its popularity began to wane in the 1950s. The buildings on the study parcel are a typical and unremarkable example of this style and thus do not meet this criterion.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence. In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in the National Register of Historic Places or California Register of Historical Resources, the addition of NAPA Auto Parts branding and signage and loss of original Castroville Hardware and Plumbing branding has diminished the integrity of feeling and association. The construction of several buildings after 1940 has also diminished the integrity of the setting. The building retains a high degree of integrity of design, materials, workmanship, and location.

The property (Assessor's Parcel Number 030-255-008) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

11500 Merritt Street (Assessor's Parcel Number 030-281-002)

This property was previously recorded in 1991 by Caltrans on an Architectural Inventory/Evaluation Form. The building at 11500 Merritt Street, currently in use as a tire shop, is single story and has a rectangular footprint. The side-gable roof is obscured from view by a low parapet that steps down toward the

rear on each side of the building. A low-relief course runs just below the top of the parapet wall. All exterior walls are coated in stucco. The building's façade (east side) has a full-glass personnel door with adjacent fixed pane windows at the center. This main entryway is flanked by two large vehicle bays with metal roll-up doors on one side and another large fixed pane window on the other. The latter window is in a former garage door opening that has been filled with vertical groove panel siding. Two other metal personnel doors and small fixed pane windows are on the south wall, and three boarded-up window openings are on the north wall. The building on this parcel was built in 1947 in the New Town section of Castroville as Frankie and Johnnie's Service Station, a gas station and auto repair shop. In 1976, the business changed owners and became B and T Mobil and Auto Repair. The current business at this location is Castroville Tire, which opened around 2014.

This property (Assessor's Parcel Number 030-281-002) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). The building on this property was built in 1947 as Frankie and Johnnie's Service Station. The construction of this building is associated with the general and typical commercial development trends in Castroville during the post-World War 2 period. Though Castroville experienced episodes of growth during this era, such trends were common both in California and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. This property is not importantly associated with any known local historic contexts, including settlement patterns, commercial and residential development, agriculture, or transportation network development. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with the development, ownership, or use of this property has made demonstrably important contributions to history at the local, state, or national level.

Under National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, the commercial building on this parcel is not significant as an important example of a type, period, or method of construction, is not the work of a master and does not possess high artistic value. This building is a One-Part Commercial Block style, a commercial building type characterized by its one-story, boxy massing, front-gable or flat roof, and a façade fronting directly onto the sidewalk comprised of plate glass

windows and a large wall area above the windows forming a parapet and providing space for a sign or lettering. This style of the building started to become popular for main street commercial buildings in the late 19th century, and its exterior appearance was influenced by the popular architectural trends of the time. Initially having a strong Victorian aesthetic, the style became more reserved and embraced a Classical tradition around 1900, followed by Modernist influences. Many buildings, such as the building on the study parcel, lacked a strong expression of any particular architectural style. By the mid-20th century, the One-Part Commercial Block had become the most common type of commercial architecture for small and medium-sized buildings in the country, although its popularity began to wane in the 1950s.

The building on the study parcel is an example of this style in an auto service station form. It exhibits the style's characteristics in its massing, placement of windows and doors, and large display window. This building is a typical and unremarkable example of the One-Part Commercial Block and thus is not significant under this criterion.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in the National Register of Historic Places or California Register of Historical Resources, alterations including the filling in of a garage door opening with a window and the removal of two gas pumps has diminished the integrity of design, materials, and workmanship.

The property (Assessor's Parcel Number 030-281-002) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

11400 Merritt Street (Assessor's Parcel Number 030-281-023)

The gas station on this parcel is a single-story, rectangular-plan building with a low-pitched, side-gable roof clad in composition shingles. The roof eaves overhang, as do the gable ends, which have exposed steel rafter beams. Around the roof's edge are wide bands of aluminum fascia. The building is of steel post and beam framing with a combination of concrete brick and paneled walls. There are aluminum frame fixed pane windows and glass doors on the northeast (front) and northwest sides. One entryway on the front façade has been filled in with a metal panel. There is no fenestration on the other sides of the building. The property is fronted by eight gas pumps covered by a flat-roof, steel post, and beam canopy with wide fascia.

This building was constructed as a gas station in 1968, which was operated under the name Al's Union Service. The business has changed names over

the years, including Unocal Service Station and the current Union 76. The large canopy over the gas pumps was built in 1985.

This property (Assessor's Parcel Number 030-281-023) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). This building was built in 1968 as Al's Union Station. The construction of this building is associated with general and typical commercial development trends in Castroville during the post-World War 2 period. Though Castroville experienced episodes of postwar growth, such trends were common in California and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility.

This property is not importantly associated with any known local historic contexts, including settlement patterns, commercial and residential development, agriculture, or transportation network development. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with the development, ownership, or use of this property has made demonstrably important contributions to history at the local, state, or national level.

Under National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, the gas station on this parcel is not significant as an important example of a type, period, or method of construction, is not the work of a master and does not possess high artistic value. This building has attributes of the Contemporary style, a style of building constructed in large numbers throughout California for both commercial and residential buildings beginning in the 1950s and continuing through the 1970s. The Contemporary style came out of the Modern architectural movement that began in the 1930s. The style is characterized by flat, low-pitch hipped, or low-pitch gable roofs; a strong emphasis on horizontality; cantilevered elements; projecting window surrounds; smooth walls and clean lines; and an absence of traditional detailing and ornamentation. Modernist architects and designers used modern technologies and building materials and sought to express honesty in design by leaving structural building elements exposed.

This gas station building is a very modest example of the Contemporary style that lacks architectural distinction. It is also not the work of a master and does not possess high artistic value.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in the National Register of Historic Places or California Register of Historical Resources, the construction of the large canopy over the gas pumps in 1985 has diminished this property's integrity of materials, design, workmanship, and feeling.

The property (Assessor's Parcel Number 030-281-023) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

11261 Merritt Street (Assessor's Parcel Number 030-184-008)

This property is the Giant Artichoke Restaurant, a single-story building with a rectangular plan set back from Merritt Street. The wood-frame building has stuccoed exterior walls and a neon sign attached to the façade (southwest side). The front and sides are dominated by a continuous band of fixed pane windows. The full-glass double door main entrance facing Merritt Street is sheltered by a gabled awning with wood post supports. Wrapping around two sides of the building is a wide patio sheltered by a large timber pergola and bordered by a stucco balustrade with decorative diamond-shaped inlaid tiles. Nestled between the restaurant building and the building on the adjacent parcel to the northwest is a large concrete artichoke sculpture that stands about one story tall.

This building was constructed in 1964 as the Artichoke Drive-In, a restaurant owned by a group of eight local entrepreneurs. At the time, there was a produce stand on the parcel that, for years, had been known as the Giant Artichoke Fruit Stand. The owner group built the restaurant next to the produce stand, and both operated until 1973 when the produce stand was demolished. The owners added a new building, which was constructed on the nearby parcel to a house, a fruit and vegetable stand, a gift shop, and a wine and cheese room. The development project also entailed constructing a large addition to and an extensive remodel of the restaurant building on the subject parcel, and removal of the original artichoke sculpture that had been mounted on the roof of the demolished produce stand. The current artichoke feature was also fabricated and placed in its current location at ground level between the restaurant building and the new fruit and vegetable stand building. The 1973 work was done under the direction of owner Al Guiriato, who bought the business in 1973 and owned it until 1993 when he retired and sold it to Gary

Rothstein, Vince Balesteri, and Frank Balesteri. The business is currently known as the Giant Artichoke Restaurant.

This property (Assessor's Parcel Number 030-184-008) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). The building on this property was constructed in 1964 as a restaurant, a use that continues to the present. The construction of this building is associated with general and typical commercial development trends in Castroville during the post-World War 2 period. Though Castroville experienced episodes of growth during this era, such trends were common in California and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance. This property is not importantly associated with any known local historic contexts, including settlement patterns, commercial and residential development, agriculture, or transportation network development and thus does not meet this criterion.

Also, under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1, this property is not significant as a roadside attraction. Formerly located on this parcel was the Giant Artichoke Fruit Stand, a building with a giant artichoke mounted on the roof. This feature made the building a visual landmark and, located on State Route 156, the highway between U.S. Route 101 and Monterey, a popular roadside attraction and stop for motorists. That building and artichoke were removed in 1973. The current giant artichoke sculpture – a second-generation replacement of the original feature – is at ground level, sandwiched between two buildings, separated from Merritt Street by a parking lot. Because of these changes, coupled with changes to the restaurant building , this property, as currently configured, does not represent the period in which it gained local prominence and is therefore not historically significant under this criterion.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property, such as past owners and operators, has made demonstrably important contributions to history at the local, state, or national level.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, the commercial building on this parcel is not significant as an important example of a type, period, or method of construction, is not the work of a master, and does not possess high artistic value. This building does not strongly evoke any particular architectural style. However, its design is consistent with the One-Part Commercial Block, a commercial building type characterized by its one-story, boxy massing, front-gable or flat roof and a façade fronting directly onto the sidewalk comprised of

plate glass windows and a large wall area above the windows forming a parapet and providing space for a sign or lettering. The One-Part Commercial Block started to become popular for main street commercial buildings in the late 19th century; its exterior appearance was influenced by the popular architectural trends of the time. The restaurant building exhibits some of these characteristics, but also prominently incorporates more recent trends in restaurant design such as stucco wall cladding and patio with pergola. Overall, this heavily modified building is architecturally unremarkable and does not meet this criterion as a distinctive example of the One-Part Commercial Block or any other architectural style.

Additionally, and in reference to the giant artichoke sculpture, this property is not significant under Criteria C and 3 as an example of programmatic novelty roadside architecture. This commercial design style is defined by architecture specifically intended to attract the attention of passing motorists, often designed to indicate the product sold at the business. While the original, highly visible, roof-mounted giant artichoke sculpture was an example of programmatic novelty roadside architecture, that feature has been long since removed and therefore is not significant under this theme. Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the alterations to the building consisting of constructing a large front addition, remodel of the facade, demolition of the original produce stand, removal and replacement of the original giant artichoke mounted on the roof of the former produce stand, fabrication of the current giant artichoke, and construction of the wrap-around patio and timber pergola have diminished this property's integrity of materials, design, workmanship, setting, and feeling.

The property (Assessor's Parcel Number 030-184-008) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

11221 Merritt Street (Assessor's Parcel Number 030-184-009)

On this parcel is a single-story commercial building that includes a fruit and vegetable store, a gift shop, and a wine and cheese room. The long, rectangular-plan building has a low-pitched side-gable roof with the wide fascia on the façade that overhangs to shelter the storefronts. The end walls of the building project out past the front wall and rise above the roofline to form a parapet. Similar projecting wall segments frame the two entryways and divide the façade into bays. Both entryways have full glass doors and large fixed pane windows in aluminum framing. The façade of the produce store/gift

shop section of the building is entirely glass roll-up garage doors. The front of the wine and cheese shop section is sided with vertical groove panels with narrow, vertical fixed-pane windows. Attached to the front walls are wine barrels and a cheese sculpture.

This building was constructed in 1973 as The Giant Artichoke, a retail commercial building owned by Raymond Bei that included a fruit and vegetable stand, a gift shop, and a wine and cheese room. The adjacent restaurant, which was remodeled in 1973, operated under the same name, but had a different owner. The building is still owned by the Bei family, and its use, name, and appearance have remained generally unchanged since its construction.

This property (Assessor's Parcel Number 030-184-009) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). This building was constructed in 1973 as a produce stand, gift shop, and wine and cheese shop. The construction of this building is associated with general and typical commercial development trends in Castroville during the post-World War 2 period. Though Castroville experienced episodes of growth during this era, such trends were common in California and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. This property is not importantly associated with any known local historic contexts, including settlement patterns, commercial and residential development, agriculture, or transportation network development. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

Note: a former produce stand, located on an adjacent parcel and also called The Giant Artichoke, had a giant artichoke sculpture mounted on the roof. The current artichoke sculpture (fabricated in 1973 to replace the original) is located next to the subject building but on the adjacent property.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property, such as past owners and operators, has made demonstrably important contributions to history at the local, state, or national level.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, the commercial building on this parcel is not significant as an important example of a type, period, or method of

construction, is not the work of a master, and does not possess high artistic value. This building has characteristics of the Contemporary style, a style of building constructed in large numbers throughout California for both commercial and residential buildings beginning in the 1950s and continuing through the 1970s. The Contemporary style came out of the Modern architectural movement that began in the 1930s. The style is characterized by flat roofs, or low-pitch hipped or gable roofs, a strong emphasis on horizontality, smooth walls, cantilevered elements, clean lines, an absence of traditional detailing and ornamentation, and wood, brick veneer, or stone siding. The Contemporary style elements of the Giant Artichoke building are its massing, roof form, projecting wall elements on the façade, and use of modern materials, such as glass roll-up garage doors. Overall, this building is a modest and late example of the Contemporary style, lacking many of the style's defining characteristics. It is also not the work of a master and does not possess high artistic value.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

While lacking historical significance and not meeting the criteria necessary for eligibility for listing in the National Register of Historic Places or California Register of Historical Resources, research, and a visual inspection did not identify any substantial alterations to this building, so it retains a high degree of integrity.

The property (Assessor's Parcel Number 030-184-009) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

11198 Merritt Street (Assessor's Parcel Number 030-171-007)

A single-story Ranch-style residence is on the corner of Merritt Street and Pajaro Street. The residence has a raised concrete foundation and an irregular plan. It is topped by a hipped roof, with wide overhanging eaves and composition shingles. Exterior wall cladding is horizontal and vertical wood siding with sections of brick veneer on the façade. Its main entrance is recessed and has a small two-step concrete stoop and a front door obscured by a screen door. Windows consist of replacement vinyl sash horizontal sliding and fixed panes placed singularly and in sets. On the south side is an exterior brick chimney. Facing Pajaro Street is a detached three-bay garage, each bay with a metal roll-up door. The residence and garage on this parcel were built in 1954 by the original owners and were occupied by them until around 1977. There is no ownership history of the property after 1977. The property is currently owned by a real estate investment company.

This property (Assessor's Parcel Number 030-171-007) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). The residence and garage on this parcel were built in 1954, south of Castroville's commercial core. Construction occurred well after the founding and initial development of the town and is associated with general and typical residential building trends during this period. Though Castroville experienced episodes of postwar growth, such trends were common both state and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, development of the agricultural industry, or development of transportation networks. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property has made demonstrably important contributions to history at the local, state, or national level.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this property is not significant as an important example of a type, period, or method of construction, nor is it the work of a master. It also does not possess high artistic values. This residence is a Ranch style house, a style immensely popular in residential construction throughout the U.S. beginning in the 1950s and continuing into the 1970s. The characteristics defining the style are a single-story close to the ground; sprawling rectilinear plan with a wide façade; a broad, low-pitched hipped, cross gable, or side gable roof; and wide to moderate overhanging eaves. Other common elements are sliding glass doors, exposed rafters, shutters, wooden porch supports, and brick or wood siding. This residence is a modest, modified, and typical example of the Ranch style and does not sufficiently embody the distinctive characteristics of the style to meet this criterion.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence. In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the replacement of the

windows have diminished the integrity of design, materials, workmanship, and feeling of the residence relative to its original appearance.

The property (Assessor's Parcel Number 030-171-007) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

11150 Merritt Street (Assessor's Parcel Number 030-171-006)

On this property is a single-story Ranch-style residence with an irregular plan and a low-pitch cross-gable roof clad in composition shingles. The residence is sheathed in horizontal wood siding with flagstone skirt along the façade, and one of the sides, and vertical wood siding in the gable ends. The recessed main entrance is off-center under the main roof and features a plain panel door. Windows include replacement vinyl sash in horizontal, vertical, and fixed configurations, all with faux muntins. Slightly behind the house are a semi-attached three-car garage with a side gable roof and metal roll-up doors. It is similar in design and appearance to the main residence. At the rear of the property is a small gable-roof ancillary building that was not visible from the public right-of-way during the field survey. The parcel is fronted by a decorative steel or iron gate and fence between concrete columns. The house was built in 1952. A Small ancillary building was constructed at the southwest corner of the parcel circa 2009.

This property (Assessor's Parcel Number 030-171-006) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). This residence was constructed in 1952, south of Castroville's commercial core. Its construction occurred well after the founding and initial development of the town. The construction of this residence is associated with general and typical residential building trends during this period. Though Castroville experienced episodes of postwar growth, such trends were common both state and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, development of the agricultural industry, or development of transportation networks. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). The research did not determine that any individual associated with this property, including the Bellones, has

made demonstrably important contributions to history at the local, state, or national level.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this Ranch-style residence is not significant as an important example of a type, period, or method of construction, and it is not the work of a master and does not possess high artistic values. This residence is a Ranch style house, a style immensely popular in residential construction throughout the U.S. beginning in the 1950s and continuing into the 1970s. The characteristics defining the style are a single-story close to the ground; sprawling rectilinear plan with a wide façade; a broad, low-pitched hipped, cross gable, or side gable roof; and wide to moderate overhanging eaves. Other common elements are sliding glass doors, exposed rafters, shutters, wooden porch supports, and brick or wood siding. The building at 11150 Merritt Street is a modest, modified, and typical example of the Ranch style and does not sufficiently embody the distinctive characteristics of the style to meet this criterion.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the replacement windows have diminished the integrity of design, materials, workmanship, and feeling of this property.

The property (Assessor's Parcel Number 030-171-006) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

11100 Merritt Street (Assessor's Parcel Number 030-171-014)

A one-story Ranch-style residence with an irregular plan and attached garage is on a corner lot. The building has a cross-gable roof with composition shingles and narrow, overhanging eaves. Decorative scalloping and square louvered vents are in the gable ends. Both the east and west sides have descending gable-on-gable roofs, one with an exterior flagstone chimney. The residence's primary entrance features a solid door flanked by multi-pane sidelights, all covered by a shed roof with a plain wood post on a stone pier at the corner. Windows all appear to be vinyl-sash replacements and include large fixed pane, double-hung, and vertical sliding windows in groups and singly placed. Two small fixed pane windows flank the exterior chimney, and large fixed pane windows are on the side and rear. The house is clad in wood clapboard siding; a flagstone apron accents part of the front elevation (northeast side). The attached, side-gable, three-car garage with metal roll-up

doors featuring fan lights on the top panel extends from the rear of the house and faces Union Street. This residence, originally with the address of 419 Merritt Street, was constructed in 1950, south of downtown Castroville. By 1965, the property became known by its present-day address, 11100 Merritt Street.

This property (Assessor's Parcel Number 030-171-014) does not have important associations with significant historic events, patterns, or trends of development. (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1) This residence was constructed in 1950, south of Castroville's commercial core. Its construction occurred well after the founding and initial development of the town. The construction of this residence is associated with general and typical residential building trends during this period. Though Castroville experienced episodes of postwar growth, such trends were common both state and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, development of the agricultural industry, or development of transportation networks. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history. (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2) It does not appear that any individual associated with this property, including Toney or Teresa Mendonca, has made demonstrably important contributions to history at the local, state, or national level.

Under National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this property is not significant as an important example of a type, period, or method of construction, nor is it the work of a master. It also does not possess high artistic values. The property at 11100 Merritt Street is a Ranch style residence, a style immensely popular in residential construction throughout the U.S. beginning in the 1950s and continuing into the 1970s. The characteristics defining the style are a single-story close to the ground; sprawling rectilinear plan with a wide façade; a broad, low-pitched hipped, cross gable, or side gable roof; and wide to moderate overhanging eaves. Other common elements are sliding glass doors, exposed rafters, shutters, wooden porch supports, and brick or wood siding. The architectural elements of this Merritt Street property are its wide eaves, horizontal wood siding, partial stone cladding, and low, wide massing; however, this is a modest and typical example of the style that lacks architectural distinction.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the replacement of the windows and garage doors have diminished the integrity of design, materials, workmanship, and feeling of this property.

The property (Assessor's Parcel Number 030-171-014) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

11098 Merritt Street (Assessor's Parcel Number 030-171-013)

The parcel at the corner of Merritt Street and Union Street includes a single-family Ranch-style residence with an attached garage, a large, detached shop building, and two small storage buildings in the rear. The residence has a raised concrete foundation, a roughly L-shaped plan, and a cross-gable roof clad in wood shake shingles with wide, open eaves. The roof also has descending gables that face southeast and northeast, with dog-eared wood board sheathing on the gable ends. The building's walls are clad in clapboard wood siding with cut-stone veneer on portions of the northeast side (main façade). The main entrance is sheltered by a shed-roof extension of the main roof that is supported by wood columns. Windows include replacement vinyl-sash double-hung and fixed picture windows. An attached three-bay garage with three tilt-up garage doors extends from the rear of the building and faces Union Street. North of the residence and facing Merritt Street is a large, detached gable-roof building with wood shake shingles, horizontal wood siding, and a personnel door under a partial awning. Behind the residence are two small ancillary buildings that were not visible from the public right of way during the field survey. This residence, attached garage, and detached ancillary shop building were built in 1950. The property is currently owned and administered by descendants of the original owner.

This property (Assessor's Parcel Number 030-171-013) does not have important associations with significant historic events, patterns, or trends of development. (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1) This residence was constructed in 1950, south of Castroville's commercial core. Its construction occurred well after the founding and initial development of the town. The construction of this residence is associated with general and typical residential building trends during this period. Though Castroville experienced episodes of postwar growth, such trends were common both state and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and

does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, development of the agricultural industry, or development of transportation networks. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history. (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2) It does not appear that any individual associated with this property, such as Marie King or James King, has made demonstrably important contributions to history at the local, state, or national level.

Under the National Register of Historic Places Criterion C or California Register of Historical Resources Criterion 3, the buildings on this property are not significant because they are not important examples of a type, period, or method of construction. This residence is a Ranch style house, a style immensely popular in residential construction throughout the U.S. beginning in the 1950s and continuing into the 1970s. The characteristics defining the style are a single-story close to the ground; sprawling rectilinear plan with a wide façade; a broad, low-pitched hipped,

cross gable, or side gable roof; and wide to moderate overhanging eaves. Other common elements are sliding glass doors, exposed rafters, shutters, wooden porch supports, and brick or wood siding. The building at 11098 Merritt Street is a modest, modified, and typical example of the Ranch style; it does not sufficiently embody the distinctive characteristics of the style to meet this criterion. The residence also lacks high artistic value and is not the work of a master.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the replacement of windows on the residence has diminished the integrity of design, materials, workmanship, and feeling of this property.

The property (Assessor’s Parcel Number 030-171-013) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

11081 Merritt Street (Assessor's Parcel Number 030-185-004)

Three nearly identical, Craftsman-style, one-story residences and a three-car garage on an approximately 0.42-acre parcel are on the northeast corner of Merritt Street and Union Street. Two face southwest onto Merritt Street, and the third faces southeast onto Union Street. All residences have rectangular plans with front-gabled roofs topped with composition shingles, vertical or lattice gable-peak vents, and decorative brackets in the gable ends. They are sheathed in narrow horizontal wood siding. Windows consist of replacement vinyl sash throughout all three residences. The main differences in the residences are in their porch design. The houses at 11081 Merritt Street and 11099 Merritt Street have very similar partial-width projecting porches with tapered sold wood balustrades. Full-height clapboard-clad battered wood columns support the roof of the 11081 Merritt Street residence, while solid wood-clad half-height battered columns at 11099 Merritt Street sit atop square pedestals. The 11041 Union Street porch is enclosed.

The residence at 11099 Merritt Street also features a projection on its northeast side with a gable-roof and secondary, wood-paneled entrance. Directly behind the Union Street house and opening onto an alley is a three-bay garage with top-hung sliding wood-panel doors. The gable roof is clad in composition shingles and has lattice vents adorning its gable walls. The garage is sheathed in horizontal wood siding and window openings covered in plywood. All three residences and the garage on this parcel were built in 1930.

This property (Assessor's Parcel Number 030-185-004) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). These residences and garages were constructed in 1930 south of Castroville's commercial core. Their construction occurred well after the town's founding and initial development and is associated with general and typical residential building trends during this period. Though Castroville experienced episodes of growth in the 1920s and 1930s, such trends were common both in California and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, development of the agricultural industry, or development of transportation networks. Therefore, this property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California

Register of Historical Resources Criterion 2). The research did not indicate that any individual, including Lucia Franco or Josephine Blue, has made demonstrably important contributions to history at the local, state, or national level.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this property is not significant as an important example of a type, period, or method of construction, and it is not the work of a master, and does not possess high artistic values. The residences are modest examples of Craftsman Bungalow, a property type that gained widespread popularity in California and elsewhere during the early decades of the 20th century. Typical characteristics include a low-pitched hipped or gable roof with wide overhangs, brackets under the eaves, double-hung windows, large porches with roofs supported by stout columns, horizontal wood siding, exposed roof beams, and rafter tails, and multiple-pane windows.

The houses on this parcel exhibit characteristics of the Craftsman style, but these houses are modest, typical, and modified examples that lack distinction for their architecture. The garage, a simple, utilitarian construction, also does not meet the significance criteria.

Under National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, these buildings are not significant or likely sources of important information about historic construction materials or technologies that are not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the replacement of original windows throughout have diminished the integrity of materials, workmanship, design, and feeling of these buildings.

The property (Assessor’s Parcel Number 030-185-004) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

11041 Merritt Street (Assessor’s Parcel Number 030-185-005)

This parcel is on the corner of Merritt Street and Poole Street and contains five buildings: a primary residence, secondary residence, garage, and two small ancillary buildings. The ancillary buildings were not visible during the field survey. The primary residence, facing Merritt Street (southwest), is one-story with a generally rectangular footprint. The front element has a side-gable roof that intersects with a long cross-gable roof over the rear element of the house. The roof is medium-pitched with no overhang at the eaves and is topped with composition shingles. The front entryway has concrete steps leading to a half-window front door. Two large fixed-pane windows with faux

muntins flank the front door. Each of these windows and the front door have faux shutters. Windows on the remainder of the building are replacement vertical sliding sash, also with faux muntins. Narrow horizontal wood siding covers the exterior walls, and an exterior brick chimney is on the northwest side. At the sidewalk is a concrete stairway leading up to the main entry portico with a gable roof.

Slightly behind and to one side of the primary residence is a single-story secondary residence. It has an L-shaped plan and a gable-on-hip roof with composition shingles and no overhang on the eaves. Board-and-batten siding covers the wood-frame walls. Windows throughout are replacement horizontal and vertical sliding sash. Much of this building was not visible during the field survey because of fencing. The garage directly behind the primary residence was only partially visible during the field survey. It has a gable roof with composition shingles, horizontal wood siding, a roll-up metal garage door, a wood personnel door, and at least one window. Both residences and the garage on this parcel were built in 1948. Sometime after 1981, the former storage building in the rear of the parcel was converted into a secondary residence.

This property (Assessor's Parcel Number 030-185-005) does not have important associations with significant historic events, patterns, or trends of development. (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1) The main residence on this parcel was built in 1948 on Castroville's main street, south of the commercial core, among numerous other residences. Its construction occurred well after the founding and initial development of the town. Construction of this residence is associated with general and typical residential building trends that occurred in the immediate post-World War 2 period. Though Castroville experienced episodes of postwar growth, such trends were common both state and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, residential development, agriculture, or development of transportation networks. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that Roland B. Payne, nor any individual associated with this property, has made demonstrably important contributions to history at the local, state, or national level.

Under National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this property is not significant as an important example of a type, period, or method of construction, and it is not the work of a master, or possess high artistic values. The primary residence on this parcel is a Minimal Traditional style building, a style developed in the 1930s as the popular Craftsman Bungalows and period revival dwellings began to give way to simpler styles. The Minimal Traditional not only reflected a desire for economy but also the influence of the Modern architectural movement and its rejection of elaborate decoration. Considered a "compromise style," the Minimal Traditional house reflected the form and shape of earlier housing styles but without the decorative detailing. Generally, these buildings had low to medium roof pitches with narrow rather than overhanging eaves, boxy massing, and wood, stucco, or brick siding. The Minimal Traditional style remained popular through the 1960s. This residence at 10380 Merritt Street is a modest and typical example of this style that lacks architectural distinction. The secondary residence, a storage building converted into a residence in 1981, is effectively a modern construction that lacks architectural distinction.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence. In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the replacement windows on the primary residence and the conversion of secondary residence from a storage building have diminished the integrity of design, setting, materials, workmanship, and feeling of this property.

The property (Assessor's Parcel Number 030-185-005) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

11040 Merritt Street (Assessor's Parcel Number 030-171-003)

A single-story Folk Victorian-style house with a rectangular plan and horizontal wood siding is at 11040 Merritt Street. It has a steeply pitched pyramidal hip roof with composition shingles and a front-gable roof extension featuring a decorative design in the pediment. Spanning the northeast-facing façade is a porch covered by a shed roof on wood posts with scrollwork wood brackets and a solid, vertical wood-sided balustrade. The primary entrance is a glazed wood door with wood trim flanked by replacement vertical sliding windows. All other fenestration appears to be similar horizontal and vertical sliding sash windows. At the rear of the residence is a small shed roof ancillary building.

This residence was constructed in 1900 in central Castroville. It appears that the original owner and occupant had operated a harness-making business from about 1899 to 1902. The property has changed ownership multiple times until 2015 when it was purchased by the current owner.

This property (Assessor's Parcel Number 030-171-003) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). This house was constructed circa 1900, just south of Castroville's commercial core and well after Castroville's initial and formational period. Construction of this residence is associated with general and typical residential building trends occurring around 1900, a period that was not a time of historically significant residential growth.

As such, this property is not associated with a historically significant trend and has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance. Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, residential development, agriculture, or development of transportation networks. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property, including Henry Velaszco, Henry Giacomazzi, Ann Jordan, and Mamie Lyons, has made demonstrably important contributions to history at the local, state, or national level.

Although John Jordan was an early settler of Castroville and ran a successful blacksmithing business for several decades, the research did not confirm if he ever lived or performed professional work at the residence at 11040 Merritt Street. Additionally, the research did not indicate if Jordan's work or life's achievements elevated him to the level of a person important to history.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this property is not significant as an important example of a type, period, or method of construction, and it is not the work of a master, and does not possess high artistic values. The residence exhibits the essentials of the Folk Victorian style, which represents a smaller and less elaborate version of the more ostentatious Queen Anne style. Folk Victorian homes were broadly popular during the late 19th century as affordable houses.

Typical characteristics of the style include a medium or steeply pitched gable or hipped roof, horizontal wood siding, decorative brackets, spindle work, finials, one-over-one windows, bay windows, bargeboard detailing, and large porches. Although the residence on this property does embody a certain key aspect of the Folk Victorian style, such as its hipped front gable roof, large porch, horizontal siding, and spindle work, it is a relatively late, somewhat modified, and otherwise unexceptional example of the style.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the replacement windows have diminished the integrity of design, materials, workmanship, and feeling of this property.

The property (Assessor's Parcel Number 030-171-003) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

11020 Merritt Street (Assessor's Parcel Number 030-171-002)

This property contains a single-story residence with an irregular plan and a cross-gable roof clad in composition shingles. Stucco covers the exterior walls, and there are clay-pipe vents beneath the gable peaks. The main entrance (northeast side) has a low, stuccoed balustrade defining a small, inset porch sheltered by a shed roof extension of the main roof that is supported by brackets. On the façade are two large picture windows, and on other walls are replacement vertical and horizontal sliding and fixed pane windows. The wall beneath a front-gable projection on the façade includes an arched opening to a passageway to the side yard. A detached one-car garage is behind the residence. The garage has stucco-sided wood walls, a gable roof with composition shingles, and an overhead-mounted sliding wood door. This residence in central Castroville was constructed in 1930.

This property (Assessor's Parcel Number 030-171-002) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). This residence was constructed in 1930, just south of Castroville's commercial core. Its construction occurred well after the town's founding and initial development and is associated with general and typical residential building trends during this period. Though Castroville experienced episodes of growth in the 1920s and 1930s, such trends were common both in California and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of

history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, residential development, agriculture, or development of transportation networks. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property, including Lloyd and Sue Berry or Rick Antle, has made demonstrably important contributions to history at the local, state, or national level. Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this property is not significant as an important example of a type, period, or method of construction, and it is not the work of a master, and does not possess high artistic values. This residence is an example of a bungalow with a few minor Spanish Revival-style elements. Bungalow is a general term referring to a small house type built in the U.S. from roughly 1900 through the 1930s. Many examples of the form featured the application of minor detailing for popular periods of architectural styles, such as Spanish Revival, Tudor Revival, Mission Revival, or Craftsman.

Character-defining features of the Spanish Revival style include low-pitched or flat parapet roof clad in tile; recessed, arched window and door openings; stucco-clad exterior walls; wrought iron grilles on windows and balconies; arcaded walkways; doorways featuring pilasters; patterned tilework; and carved stonework. This residence exhibits the bungalow form in its massing, gable roofs, and general lack of adornment, with the Spanish Revival style shown in the stucco exterior, clay pipe gable vents, and arched wall openings. This house is a typical, modest, and modified example of this house type and is not a significant example regarding its architecture or design.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence. In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the replacement of most windows on the residence, and additions to the rear of the garage, have diminished the integrity of design, materials, workmanship, and feeling of this property.

The property (Assessor's Parcel Number 030-171-002) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10907 Merritt Street, 10961 Merritt Street and 10999 Merritt Street (Assessor's Parcel Number 030-164-008)

This parcel contains three single-story buildings—a restaurant, now the Trolley Car Grill, built in 1950; a service station, presently Angel's Tire Service, built circa 1952; and a strip mall called Cabrillo Plaza, built in 1984. The Trolley Car Grill at 10961 Merritt Street is comprised of a front and rear element. The front is a repurposed streetcar moved to this location in 1950 and remodeled for use as a restaurant. This element has a flat roof with rounded edges, partially covered by a composition-shingled shed roof. The walls are riveted metal plates below a continuous row of two-part windows. In the center of the façade is a multi-light door sheltered by a canvas awning. The rear element of the building has a flat roof and is clad in stucco. This part of the building has two personnel doors and horizontal sliding windows.

Angel's Tire Service at 10999 Merritt Street has a flat roof with a low parapet and short castellations at the corner. A flat porte-cochere extends out from the front and is supported by cylindrical steel posts at the ends. The walls on all sides have a smooth stucco finish. Under the porte-cochere is a single door with a large window and a variety of windows, including industrial sash, large fixed pane, and several small fixed pane windows. Next to the entrance, the façade is covered by a canvas awning over a small garage door opening and a vertical sliding window. Other fixed pane windows are on both sides of the building; some have been boarded up.

Cabrillo Plaza at 10907 Merritt Street was built in 1984, and as a modern resource is discussed briefly herein. It is an L-shaped building topped by a shed roof clad in composition shingles. The walls have a stucco finish, and the storefronts are comprised of large fixed pane windows and full-glass doors sheltered by a wood pergola.

On this parcel are three commercial buildings: a restaurant called the Trolley Car Grill; an automotive service station, presently operating as Angel's Tire Service; and a retail strip mall called Cabrillo Plaza. The Trolley Car Grill was built in 1950, known at the time as Bing's Diner. The front part of the building is a former trolley car from San Francisco Bay Area Key System streetcar system that stopped operating in 1948. In 1950, businessman Herbert E. "Bing" Crosby acquired the car and moved it to this location in 1950. In 2017 the restaurant changed names from Bing's Diner to the Trolley Car Grill.

The building housing Angel's Tire Service is next to the Trolley Car Grill on the corner of Merritt Street and Poole Street. The research did not determine the exact date of construction, original owner, or business name, but historic aerial photography and other documentary evidence suggest a built date of

circa 1952. Originally, this building was an automobile service station. By the 1960s, the building had become a Chevron service station owned by Henry Burchard. In the 1980s, the use of this building changed to a recreational vehicle repair shop called Bud's RV. Cabrillo Plaza, built in 1984, is a commercial strip building housing several retail shops and offices.

Regarding the Trolley Car Grill building, utilizing streetcars for restaurants is associated with a trend that started in the late 19th century wherein horse-drawn lunch wagons selling convenient, inexpensive, casual fare operated in cities throughout the U.S. By the early 20th century, many operators ceased roving and installed their lunch wagons on permanent foundations. By this time, the lunch wagon, also called a lunch car, typically included customer seating along a counter and prominent rows of windows but retained their original long, narrow form. As lunch cars grew in popularity, several manufacturers started constructing prefabricated lunch car buildings that were sold, shipped, and erected throughout the country. The mass production process enabled many entrepreneurs to become restaurant owners at a relatively low cost and perpetuated the long, narrow design, which made shipping possible. In the early 20th century, manufacturers increasingly dropped the anachronistic name "lunch car" in favor of "dining car," an allusion to dining cars on passenger trains. It was also common for diner buildings to physically emulate railroad dining cars in their design, materials, and architecture. Their architectural distinctiveness was relative to restaurants housed in traditional building forms communicated to passers-by their informal ambiance and low-cost, humble menu items. While the majority of diners were prefabricated buildings that had never functioned as railroad cars, following the demise of the urban streetcar systems after World War 2, surplus streetcars could be obtained for little cost, and many were repurposed as diners. In California, there are numerous examples of diners that resemble streetcars and many more that are repurposed streetcars. The Cabrillo Plaza building on this parcel was built in 1984 and is, therefore, less than 45 years old and not subject to formal evaluation.

This property (Assessor's Parcel Number 030-164-008) does not have important associations with significant historic events, patterns, or trends of development and is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1. The two historic-era buildings on this property were built in 1950 and circa 1952 as a restaurant and auto service station, respectively. The construction of these two buildings is associated with general and typical development trends of development in Castroville during the post-World War 2 period. Though Castroville experienced episodes of growth during this era, such trends were common both in California and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. This property is not importantly associated

with any known local historic contexts, including settlement patterns, commercial and residential development, agriculture, or transportation network development. Additionally, the construction of Cabrillo Plaza on this parcel and modern buildings across Merritt Street have substantially altered the setting of this property as it existed during the historic period. Thus, there is no potential for Trolley Car Diner to be part of a larger historic district comprised of mid-century roadside-type properties or any group of properties representing other significant historic associations or themes.

This property is not significant for any associations with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property, such as past owners and operators, has made demonstrably important contributions to history at the local, state, or national level.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, the commercial buildings on this parcel are not significant as important examples of a type, period, or method of construction, are not the work of a master and do not possess high artistic value. The Trolley Car Grill building is an example of Diner-style architecture, a style that emerged in the early 20th century among a subset of restaurants that offered low-cost fare in a casual environment. The style adopted design characteristics from railroad dining cars in its prefabricated buildings and used repurposed former railroad cars for use as diners. Typical of the style is a sleek, narrow streamlined form; arched or flat roof; continuous row of windows; metal exterior cladding; and strong horizontal emphasis. The Trolley Car Grill does not strongly express these characteristics and is a generally modest example of the Diner style. While the repurposing of a trolley car for a restaurant is somewhat uncommon, rarity alone does not equate to historical significance under these criteria. As the National Register of Historic Places guidelines for Criterion C clearly state, “A property is not eligible, however, simply because it has been identified as the only such property ever fabricated; it must be demonstrated to be significant as well.” Research conducted for this project has not demonstrated that the Trolley Car Grill is historically significant.

Additionally, this building is not the work of a master and does not possess high artistic values. The Angel’s Tire Service building is a One-Part Commercial Block style building type characterized by its one-story, boxy massing, front-gable or flat roof, and a façade fronting directly onto the sidewalk. The façade consists of plate glass windows and a large wall area above the windows forming a parapet and providing space for a sign or lettering. This style of the building started to become popular for main street commercial buildings in the late 19th century, and its exterior appearance was influenced by the popular architectural trends of the time. Initially having a strong Victorian-era influence, especially reflective of the Queen Anne style,

the One-Part Commercial Block style became more reserved and embraced a Classical tradition around 1900, followed by Modernist influences later in the 20th century. Many buildings in California, such as the Angel's Tire Service building, lacked a strong expression of any particular architectural style. By the mid-20th century, the One-Part Commercial Block had become the most common type of commercial architecture for small and medium-sized buildings in the country, although its popularity began to wane in the 1950s. The building on the study parcel is an example of this style in an auto service station form. It exhibits the style characteristics in its massing, placement of windows and doors, and large display windows. This building is a typical, unremarkable, and somewhat modified example of the One-Part Commercial Block, is not the work of a master and does not possess high artistic values.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence. In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, alterations to the two evaluated buildings on this parcel have diminished integrity of design, materials, and workmanship relative to their original construction. Alterations to the Trolley Car Grill include two additions to the rear, removal of two trolley car doorways at each end of the façade, and replacement of the side door. Alterations to Angel's Tire Service are the filling in of original garage door opening and replacement with a smaller opening, and several windows boarded up. The integrity of the setting has been altered since the early 1950s with the construction of Cabrillo Plaza on this parcel and modern buildings across Merritt Street. The two evaluated buildings have retained a high degree of integrity of location, feeling, and association.

The property (Assessor's Parcel Number 030-164-008) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10865 Merritt Street (Assessor's Parcel Number 030-163-011)

Two abutting single-story commercial buildings are located at 10865 Merritt Street: one built in 1935 and currently housing Castroville Smog; the other built in 1954 and housing Pettigrew and Foletta Auto Parts. The 1935 building is of wood frame construction and has a low-pitched, front-gable corrugated metal roof with a flat front parapet. The façade is stucco-clad, and the only openings are two garage bays with metal roll-up doors. The adjacent building, built in 1954, has a bow-truss roof with a low front parapet. Stucco covers the wood-frame exterior walls, and the façade is almost entirely comprised of plate glass windows and a full-glass double door. A few of the windows have been boarded up. Sheltering the storefront is a full-width cantilever roof with a wide fascia incised with horizontal grooves.

The older of the two buildings on this parcel was built in 1935 by an unknown party. An auto repair business appears to have been the original occupant of the 1935 building, Pettigrew's Auto Repair, on the parcel adjacent to the north in a building also built in 1935. This use of the 1935 building has continued up to the present. In 1954 the other building on this parcel was constructed. In the 1954 building, an auto parts store opened in the newer building initially called Pettigrew's Auto Parts; it was later renamed Pettigrew and Foletta Auto Parts; this remains as the current business name.

This property (Assessor's Parcel Number 030-163-011)does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). This commercial property was developed with two buildings constructed in 1935 and 1954, respectively. The construction of these buildings is associated with general and typical commercial development trends in Castroville occurring during the 1930s and 1950s. Though Castroville experienced episodes of growth during these two eras, such trends were common both in California and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. This property is not importantly associated with any known local historic contexts, including settlement patterns, commercial and residential development, agriculture, or transportation network development. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property has made demonstrably important contributions to history at the local, state, or national level. John Pettigrew, the person most closely identified with this property, was a Castroville small business owner whose achievements do not rise to the level of historically important.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, the buildings on this parcel are not significant as important examples of a type, period, or method of construction, are not the work of a master and do not possess high artistic value. These two buildings are basic, functional, and utilitarian in their design, construction, and building materials. The older of the two, built in 1935, is a wood frame building clad in corrugated metal with a wood panel front parapet. Corrugated metal buildings came into common use for light industrial buildings during the late 19th century. These buildings typically lacked interior walls and ceilings and provided minimal shelter for warehousing and light industrial work. Some

examples, such as this building, were built with a parapet false-front. The corrugated metal building type became popular for its ease of construction, low cost, and fire resistance, qualities that have made it an enduring building design for warehouses, industrial manufacturing, sheds, and garages up to the present.

The other building, constructed in 1954, is a One-Part Commercial Block style, a building type frequently characterized by a single-story, boxy massing, a façade fronting directly onto the sidewalk comprised of plate glass windows, a large wall area between the windows and cornice for lettering, and a parapet. The style started to become popular for main street commercial buildings in the late 19th century, and throughout the style's history; popular architectural trends influenced the exterior appearance of these buildings. Initially having a strong Victorian influence, the style became more reserved and embraced a Classical tradition around 1900, followed by Modernist influences. By the mid-20th century, the One-Part Commercial Block had become the most common type of commercial architecture for small and medium-sized buildings in the country, although its popularity began to wane in the 1950s.

None of the buildings on this parcel represent architecturally distinctive examples of a type, period, or method of construction, but rather, are unremarkable for their respective types. Additionally, the buildings are not the work of a master, and do not possess high artistic value, and, therefore, do not meet this criterion.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

While not meeting any of the above National Register of Historic Places and California Register of Historical Resources significance criteria necessary to be eligible for listing in either register, the visual inspection and the examination of documentary evidence did not reveal any alterations to either building; so this property retains a high degree of integrity.

The property (Assessor's Parcel Number 030-163-011) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10825 Merritt Street and 10845 Merritt (Assessor's Parcel Number 030-163-012)

Two abutting single-story commercial buildings are on Assessor's Parcel Number 030-163-012—Mary's Hair Studio at 10825 Merritt Street and Castroville Auto Stereo at 10845 Merritt Street. The building at 10825 Merritt Street has a long, narrow footprint and a flat roof with a low front parapet.

Only the façade (southwest side) of this building was visible during the field survey. It is clad in horizontal wood siding and has a metal door next to a large fixed pane window.

The building at 10845 Merritt Street, attached to the southeast side of 10825 Merritt Street, has a low-pitched, front-gable, corrugated metal roof with a front parapet. The façade consists of a row of multiple fixed pane windows, a double-glass door entryway flanked by additional fixed windows, and vertical groove wood panels.

The older of the two buildings on this parcel (currently 10845 Merritt Street) was built in 1935 for an auto repair shop. In the early 1950s, another building was constructed on an adjacent parcel to the south of 10845 Merritt Street (currently 10865 Merritt Street) and opened an auto parts business. The use of the older building changed to storage for auto parts.

The research did not determine when this building stopped being used as storage for Pettigrew's Auto Parts and became a separate commercial business. It is currently Castroville Auto Stereo. The building at 10825 Merritt Street was built in 1952. It appears the first business was a barbershop of an unknown name. The duration of use as a barbershop is unknown because there were subsequent occupants until 2011 when it became 831 Computer Repair.

This property (Assessor's Parcel Number 030-163-012) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). This commercial property was developed with two buildings constructed in 1935 and 1952, respectively, well after the town's initial and formational period of development. Construction of these buildings is associated with general and typical commercial development trends that occurred during the times of their construction, periods that were not historically significant in terms of local commercial growth. As such, this property is not associated with a historically significant trend and has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance. Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, residential and commercial development, agriculture, or transportation network development. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property has made demonstrably important contributions to history at the local, state, or national level. John Pettigrew,

the person most closely identified with this property, was a Castroville small business owner whose achievements do not rise to the level of historically important.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, the buildings on this parcel are not significant as important examples of a type, period, or method of construction, are not the work of a master and do not possess high artistic value. These two buildings are basic, functional, and utilitarian in their design, construction, and building materials. The older of the two, built in 1935, is a wood-frame building clad in corrugated metal with a wood panel front parapet. Corrugated metal buildings came into common use for light industrial buildings during the late 19th century. These buildings typically lacked interior walls and ceilings and provided minimal shelter for warehousing and light industrial work. Some examples, such as this building, were built with a parapet false-front. The corrugated metal building type became popular for its ease of construction, low cost, and fire resistance, qualities that have made it an enduring building design for warehouses, industrial manufacturing, sheds, and garages up to the present. The smaller building on this parcel, built in 1952 between two existing buildings, is also basic in all regards, utilizing a low-cost, minimalist design to provide a simple commercial space. As such, these two buildings lack architectural distinction, do not possess high artistic value, are not the work of a master, and, therefore, do not meet this criterion.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the alterations to 10825 Merritt Street, including a replacement front door, and the alterations to 10845 Merritt Street including the removal of two, large top-hung sliding garage doors and replacement with current windows and door, have diminished the integrity of materials, workmanship, design, and feeling of this property.

The property (Assessor's Parcel Number 030-163-012) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10801 Merritt Street, 11010 Crane Street and 11020 Crane Street (Assessor's Parcel Number 030-163-013)

This parcel contains a single-story, National Folkstyle residential building at the corner of Crane Street and Merritt Street. Originally a single-family residence, this building is now divided into four units. The building has a T-shaped plan and a compound gabled roof with composition shingles and narrow eaves with a Classical cornice. The front element of the building, which faces Merritt Street, has a side-gable principal roof with two front-projecting secondary gabled roofs. The façade (northwest side) of this element has replacement vinyl sash double-hung and fixed-pane windows and two metal panel doors, one with a horizontal sliding transom light. Both of

these doors, and several of the windows, are topped with flat pediment hoods with molding similar to the roof cornice. The exterior walls of the building are a combination of narrow and wide channel groove rustic wood siding.

The rear wing of the building has a double-gable roof intersecting the side gable of the front element, thus forming the long end of the T. Fenestration on this rear wing includes three metal panel doors, vertical sliding windows, and fixed pane windows; they are all replacements. Two of the doorways have small wood porches with wood balustrades—one sheltered by a shed roof, the other by a gable roof—each supported by plain wood posts. Wall siding is a combination of clapboard and channel groove rustic.

In 1869, Juan Bautista (J.B.) Castro, the founder of Castroville, built this residence for his own home. Castro had married in 1868 and moved into the house with his wife, Catalina. The Castros raised eight children in the house. In addition to establishing the town of Castroville, J.B. Castro owned thousands of acres of agricultural land in Monterey County, served on the Monterey County Board of Supervisors, and later served in the California State Legislature. Castro lived in this residence with his family until his death on March 30, 1915.

It appears that upon Castro's death, Catalina and the remaining children moved out of the house. The J.B. Castro heirs, however, retained ownership until 1947. The research did not determine the occupants of this house in the immediate years after the Castros vacated. The next known use of this building was in the 1930s when Mary Foletta opened a bar and café called Mary's Place. Foletta had moved to Castroville with her son, Louis, following a divorce, and by 1942 she had married Castroville resident John Pettigrew, owner of the auto repair garage next to Mary's Place. Thereafter, Mary Pettigrew, as she was now known, co-owned the property with her husband. The couple divided the restaurant building into separate spaces: a bar on one half and a café on the other; the rear wing was used for storage. Mary's Place remained in business until the 1980s, and it does not appear anyone resided in the building during this period.

The residence on this parcel, built in 1869 as the home of Juan B. Castro, has historical significance under the National Register of Historic Places Criteria A and B/California Register of Historical Resources Criteria 1 and 2. However, it lacks sufficient historic integrity to convey its significance and is therefore not eligible for listing in either register.

Under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1, this property is significant for its important association with early Castroville development. Built in the first decade of Castroville's founding, this residence helped establish Castroville during the town's early formative period. Additionally, the residence's association with

the Castro family imparted status on the budding census-designated town of Castroville.

This property also has significance under the National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2 for associations with the life of a person important to history. This residence was built by and served as the home of Juan B. Castro from the time of its construction until he died in 1915. Castro is locally important for founding Castroville and facilitating its early growth by surveying the census-designated town, selling and giving away lots, and enticing Southern Pacific to build its railroad through Castroville by giving the company land.

While the exact dates of the alterations to this building are not known, a close examination of the historic photographs, assessor records, and Sanborn maps reveal significant alterations to the character-defining features of the building that occurred after J.B. Castro's period of association with the property. Many of these alterations likely occurred when Mary Pettigrew (née Foletta) and John Pettigrew converted the residence into a café from the 1930s through the 1980s. The building was further modified in recent decades when it was converted into an apartment with four living units. Among these alterations are replacement of all windows and doors; replacement of original siding; removal of front porch and porch around the entire rear wing; two new small porches built on the rear wing; filling in of one window on façade; window opening on façade converted into a doorway; building constructed abutting south wall, resulting in the loss of two windows on this wall; removal of flat pediment hoods above two windows on façade; and likely addition of one or more doorways on the rear wing. These alterations, along with the construction of the immediately adjacent buildings, have resulted in a substantial loss of integrity of materials, workmanship, design, feeling, and setting, thus compromising the ability of the building to convey its significance to the Castro period.

Under the National Register of Historic Places Criterion C or California Register of Historical Resources Criterion 3, this building does not possess distinctive characteristics of a type, period, or method of construction, is not the important work of a master architect, and does not possess high artistic value. This residence exhibits elements of the National Folk architectural style, examples of which were built in California from early statehood into the 1930s in urban and rural areas. The overarching characteristic of National Folk houses is their simple form and lack of elaborate stylistic design. Other traits include gable, hipped, and pyramidal roofs, horizontal wood siding, a central entrance either recessed or covered by a shed roof or small hood, and one-over-one windows devoid of decoration. National Folk houses also typically included stylistic detailing borrowed from other house types popular at the time of their construction.21 The residence on the study parcel is a modest, typical, and highly modified expression of this style that lacks architectural distinction.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

The property (Assessor's Parcel Number 030-163-013) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10784 Merritt Street and 10800 Merritt Street (Assessor's Parcel Number 030-167-006)

This parcel contains five buildings, which are, from front to rear: a gas station, laundromat, two residences, and a garage. The gas station is a single-story building with a rectangular plan, and a low-pitched gable roof obscured from view by a low parapet. Around the roof's edge is a tile-clad shed roof supported by plain wood posts and sheltering three sides of the building. Exterior walls are clad in stucco. The main entryway is on the southeast side and consists of a full-glass double door flanked by two large fixed pane windows. On the Merritt Street (northeast) side are a glass block window, a boarded-up window opening, and a small doorway with a metal roll-up door. The paved area next to the building has six gas pumps sheltered by a flat-roof canopy.

Abutting the gas station is the laundromat building, a single-story building topped by a flat roof with a low parapet. The tile-clad shed roof of the gas station continues along the façade of this building but has a wood balustrade between the support posts. Most of the front wall is comprised of plate glass windows and a full-glass door. At one end is the entrance to the beauty salon, a half-glass door adjacent to a horizontal sliding window.

Further back on the parcel (to the southwest) and facing Crane Street is the former rectory/residence, a single-story National Folkstyle building with an irregular plan and steeply pitched cross gable roof. Exterior walls are sheathed in horizontal wood siding and include horizontal sliding sash windows, some with security bars. The main entryway has a plain wood door accessed by four concrete steps. A pent roof with wood shingles is attached to the east side. Behind this house is a gable roof garage that was not visible during the field survey.

The final building on the parcel is a small, single-story residence with a rectangular plan and front-gable roof. It is clad in vertical groove wood panels and horizontal wood siding. An enclosed shed roof porch shelters the entryway, and the two visible windows are horizontal sliding sash.

This parcel contains five buildings, which are, from front to rear: a gas station, laundromat, two residences, and a garage. The first building built on this parcel is the small residence at the far rear of the lot, constructed in 1930.

The owner of the property and occupant of this house in 1930 is not known. Circa 1950, the front building facing Merritt Street, which is now a gas station, was constructed. The Castroville Post Office occupied this building from its construction until 1962. This was the fourth location of the Castroville Post Office, which was first established in 1867 in a corner of Witcher's General Merchandise Store. It then moved two more times before locating in the study building.

As with the predecessor post offices, the space it occupied in the study building was leased and not owned by the federal government. After the post office vacated in 1962, Q Liquors liquor store opened in the space.

In 1981, the liquor store was obtained by the current owner, who operated the business as Mo's Liquor. Around 1985, this liquor store installed gas pumps, and the current gas pump canopy was built in 1998. The use of this building as a convenience store and gas station has remained up to the present. The other residential building at the rear of the parcel was built in 1880 and moved to its current location in 1953 from the Our Lady of Refuge Catholic Church property a few blocks away on Preston and Mc Dougall streets, where it served as the rectory for this church, which was established in 1869. The church built a new rectory in 1953 and no longer needed this building. This building presently has an address of 10800 Merritt Street. The research did not determine the party who purchased the building from the church, and it did not determine the residents of the building after it was moved. Behind this residence is a garage that was not visible during the field survey. Its date of construction is unknown, but it appears to have been moved onto the parcel around the same time as the rectory building.

The laundromat building abuts the gas station building and was built in 1986. It also houses a small beauty salon, and the general use of this building has remained unchanged since 1986.

As stated above, the former rectory/residence built in 1880 was moved to this parcel in 1953. The National Register of Historic Places guidelines state that a moved property can only be eligible for the National Register of Historic Places if it is significant primarily for architecture or design, is the sole surviving property that is most closely associated with an important historic event or person, or achieved its significance after being moved (National Register of Historic Places Criterion Consideration B). Additionally, the laundromat building was built in 1986, and is, therefore, less than 45 years old and not subject to formal evaluation as part of this survey.

This property (Assessor's Parcel Number 030-167-006) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). For the former rectory/residence, the research did not determine that it is the sole surviving

property that is most closely associated with an important historic event as required under Criterion Consideration B. Although the church building the rectory served has been demolished, the research did not reveal any important historic events associated with the church during the 1880-1953 period when the rectory functioned in its support role as the priest's residence. Also, the church associated with the rectory was established in 1869, thus, it does not have significance for being the first rectory to serve the church. The rectory building also does not meet this criterion for achieving significance since it was moved and used as a secular residence. The other residence on this parcel, built in 1930, also does not meet this criterion, nor does the gas station/convenience store building, constructed circa 1950. The erection and use of these three buildings on the study parcel occurred well after the founding and initial development of Castroville. Though Castroville experienced periods of residential and commercial growth immediately before and after World War 2, these episodes were part of general and typical local postwar development trends and not historically significant within the context of Castroville history. Additionally, the gas station building, which served as the Castroville Post Office from 1950 to 1962, is not significant within the context of local post offices as it carried out typical post office functions during these 12 years and was the fourth post office in Castroville history, the first opening in 1867. Overall, this property and the buildings on it, have not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and do not meet the threshold for the National Register of Historic Places or California Register of Historical Resources eligibility. The property is not importantly associated with any known local historic contexts, including settlement patterns, commercial and residential development, agriculture, or development of transportation networks. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property, such as past owners and operators, has made demonstrably important contributions to history at the local, state, or national level. Querino Quattrin, who opened a liquor store on this property, was a Castroville small business owner whose achievements do not rise to the level of historically important. For the former rectory/residence, the research did not determine that it is the sole surviving property that is most closely associated with an important historic person.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, none of the buildings on this parcel are significant as an important example of a type, period, or method of construction, are not the work of a master, and do not possess high artistic value. The gas station building, built circa 1950, is a One-Part Commercial

Block style, a commercial building type characterized by its one-story, boxy massing, front-gable or flat roof, and a façade fronting directly onto the sidewalk comprised of plate glass windows and a large wall area above the windows forming a parapet and providing space for a sign or lettering. This style of the building started to become popular for main street commercial buildings in the late 19th century, and its exterior appearance was influenced by the popular architectural trends of the time. Initially having a strong Victorian aesthetic, the style became more reserved and embraced a Classical tradition around 1900, followed by Modernist influences. Many buildings, such as the study property, lacked a strong expression of any particular architectural style. By the mid-20th century, the One-Part Commercial Block had become the most common type of commercial architecture for small and medium-sized buildings in the country, although its popularity waned through the 1950s. The building on the study parcel exhibits the style characteristics in its massing, placement of windows and doors, original façade fronting directly onto the sidewalk, and large display windows. This building is a typical and unremarkable example of the One-Part Commercial Block, is not the work of a master, and does not possess high artistic values, so, it does not meet the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3.

The two residential buildings also do not meet the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3. These two residences exhibit elements of the National Folk architectural style, a style built in California from early statehood into the 1930s in urban and rural areas. The overarching characteristic of National Folk houses is their simple form and lack of elaborate stylistic design. Other traits include gable, hipped, and pyramidal roofs; horizontal wood siding; a central entrance either recessed or covered by a shed roof or small hood; and one-over-one windows devoid of decoration. National Folk houses also typically included stylistic detailing borrowed from other house types popular at the time of their construction. The two residences on the study parcel are modest and typical expressions of this style that lack architectural distinction.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the alterations to the buildings on this property have substantially diminished its integrity. Alterations to the gas station building include removing the original main entrance and windows on Merritt Street and installing a main entrance on the south side facing Crane Street, applying a tile-clad shed roof around three sides of the building, and erecting a canopy over the gas pumps. The visually

obvious alterations to the former rectory/residence are the replacement horizontal sliding windows and the front door and unknown alterations to the east side, as evidenced by patches of replacement siding and an oddly placed pent roof that currently serves no purpose. The small residence has replacement horizontal sliding windows, replacement vertical groove siding, and the addition of an enclosed porch. The alterations have diminished the integrity of materials, workmanship, design, and feeling of these buildings and the property as a whole. Additionally, the former rectory/residence no longer has the integrity of location and setting relative to its period of use as a rectory.

The property (Assessor's Parcel Number 03-167-006) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10799 Merritt Street (Assessor's Parcel Number 030-162-011)

On this parcel are the Castroville Post Office, a single-story building with a flat roof and rectangular plan. It is a concrete building with stucco cladding and a façade of brick veneer interspersed with full-height fixed windows. A wrap-around cantilevered roof between the doorways shelters two aluminum-frame full glass doors with transom lights on the southeast and southwest sides (the front of the building). At the rear of the building are several fixed pane windows with security bars and a raised concrete loading dock covered by a flat roof on cylindrical steel posts.

This building was constructed in 1962 to house the Castroville Post Office. In February 1961, the U.S. Postal Service put out a request for bids to construct the building under U.S. Postal Service specifications and lease it to the U.S. Postal Service. The U.S. Postal Service awarded the contract to Adolph T. Anderson of Salinas, who became the owner of the property and hired F.F. Clinton of Salinas as the general contractor. The building was completed in June 1962 and continues to serve as the Castroville Post Office. This building is the fifth location of the Castroville Post Office; it was first established in 1867 in a corner of Witcher's General Merchandise. The government then moved the post office three more times before establishing it in the study building. As with the predecessor post offices, the space it occupied in the study building was leased and not owned by the federal government.

This property (Assessor's Parcel Number 030-162-011) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). The building on this parcel was built in 1962 as the Castroville Post Office. The construction of this building is associated with general and typical commercial development trends in Castroville during the post-World War 2 period. Though Castroville experienced episodes of postwar growth, such trends were common both in California and nationwide. As such, this property has not made any relatively

significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. As a post office, this property is also not significant because it was the fifth post office in Castroville history, the first opening in 1867, and has served typical post office functions throughout its history. This property is not importantly associated with any known local historic contexts, including settlement patterns, commercial and residential development, agriculture, or transportation network development. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property, such as past owners and operators, has made demonstrably important contributions to history at the local, state, or national level.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, the commercial building on this parcel is not significant as an important example of a type, period, or method of construction, is not the work of a master, and does not possess high artistic value. This building has characteristics of the Contemporary style, a style of building constructed in large numbers throughout California for both commercial and residential buildings beginning in the 1950s and continuing through the 1970s. The Contemporary style came out of the Modern architectural movement that began in the 1930s. The style is characterized by flat roofs, or low-pitch hipped or gable roofs, a strong emphasis on horizontality, smooth walls, cantilevered elements, clean lines, an absence of traditional detailing and ornamentation, wood, brick veneer, or stone siding. The Contemporary style elements of this bank building are massing, roof form, projecting roof over the façade, brick veneer, and full-height windows. Overall, this building is a modest example of the Contemporary style, lacking many of its defining characteristics. It is also not the work of a master and does not possess high artistic value. Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

While lacking historical significance and not meeting the criteria necessary for eligibility for listing in the National Register of Historic Places or California Register of Historical Resources, this building does not have any notable alterations and, thus, has a high degree of historic integrity.

The property (Assessor's Parcel Number 030-162-011) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10765 Merritt Street (Assessor's Parcel Number 030-162-015)

On this parcel is a single-story, brick commercial building with a rectangular plan and bow truss roof. The Spanish Colonial Revival style façade features a centrally placed tower with a composition-shingled pyramidal roof and an arch-topped alcove with embossed decorations below. The front (southwest side) of the building has a stucco finish and an upper wall that rises to form a parapet topped with Spanish tile. The parapet wall slopes down from the tower on the southeast side; the parapet on the northwest side is flat. Below this element is a shed roof porte-cochere with arched openings that shelters two large display windows and a metal panel door. On the other side of the front elevation, beneath the sloped parapet, is another arched opening—a former vehicle garage door that has been infilled with a stuccoed wall, glass double doors, and a narrow, metal roll-up door. The remainder of the building's walls are unfinished brick, including the rear wall, which has a stepped parapet, sets of industrial sash windows, and a large garage door.

This building was constructed in 1931 as the Mission Garage, an automobile gas station, and a repair garage. The business changed ownership several times. The Mission Garage appears to have stopped operation in 1954. The next known business was a bakery called the Pisano French Bread Baking Company, which was in business by 1965. This company also owned three other bakeries located in the San Francisco Bay Area; the Castroville bakery remained in business in this building until 1985.

Subsequent businesses included Central Coast Fire Protection, Ace Liquidators, and the current occupant, Mercardito Mexicano, which opened in 2001. Also, currently in the building is a small beauty salon.

This property (Assessor's Parcel Number 030-162-015)does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). The building on this property was constructed in 1931 as a gas station and auto repair garage well after the town's initial and formational period of development. Construction of this building is associated with general and typical commercial development trends occurring during the 1930s, a period that was not an era of historically significant local commercial growth. As such, this property is not associated with a historically significant trend and has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance. Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, commercial development, agriculture, or transportation network development. Therefore,

the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property, such as past owners and operators, has made demonstrably important contributions to history at the local, state, or national level.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this Spanish Colonial Revival-style building is not significant as an important example of a type, period, or method of construction, nor is it the work of a master or possess high artistic values. The Spanish Colonial Revival style gained popularity in California in the early 20th century and continued to be a popular style for residential and commercial buildings through the 1930s. The style took inspiration from the architecture of Mexico, Spain, Italy, and Islamic North Africa. Characteristics typical of the Spanish Colonial Revival style are low pitched or flat parapet roof clad in tile; recessed, arched topped window and door openings; stucco-clad exterior; wrought iron grilles on windows and balconies; arcaded walkways; doorways featuring pilasters; patterned tiles; carved stonework; and tiled chimney tops. This building at 10765 Merritt Street is a modest expression of the style, lacking many of the style's key character-defining features. First, the Spanish Colonial Revival elements of this building are limited to the façade, with the remainder of the building being exposed brick and expressing functionality and utilitarianism. On the façade, the Spanish Colonial Revival elements are limited: the lack of tile on the tower roof and the porte-cochere roof, the lack of true arched openings, and dearth decorative features of the style. Finally, as discussed below, the building has lost much of its original fabric because of modifications to the façade. It is an unremarkable example of the style and lacks architectural distinction as a type, period, or method of construction. The building is also not the work of a master and does not possess high artistic values, so it does not meet this criterion.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the installation of replacement doors and filling in of the front garage bay have diminished the integrity of materials, workmanship, and design, relative to the building's original construction. Furthermore, the change of use from an auto repair

garage to a retail store has diminished the integrity of association to its early use.

The property (Assessor's Parcel Number 030-162-015) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10750 Merritt Street (Assessor's Parcel Number 030-167-004)

A single-story brick commercial building with a rectangular plan and bow-truss roof clad in rolled composition sheets is at 10750 Merritt Street. The end face of the bow-truss roof (facing Merritt Street) is covered with wood shingles. The full width of the building's façade is comprised of aluminum frame plate glass windows with a full-glass double door main entry and a single glass double-door at one side. Running below the windows is a brick skirt. The front element of the building has a flat roof that projects out from the main part of the building and shelters the façade. Above the flat roof is a 42-foot-tall sign that rises well above the roofline. At the rear of the building is a loading dock and storage element with a flat roof.

This building opened as Lee's Supermarket upon its completion in September 1950. The store had 10,000 square feet of retail floor space and cost $120,000 to build. The store changed its name to the Palace Super Market in 1955. Even though the store had several transfers of ownership, it kept this name until 2012, when the sale of the business resulted in the renaming to Reynoso's Super Market. The Reynosos continue to own the business, while Gong Family Partners, Limited Partnership, owns the property.

This property (Assessor's Parcel Number 030-167-004) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). The building on this property was constructed in 1950 as a supermarket, a function of it continues to serve today. The construction of this building is associated with the general and typical development trends in Castroville during the immediate post-World War 2 period. Though Castroville experienced episodes of growth during this era, such trends were common both in California and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. This property is not importantly associated with any known local historic contexts, including settlement patterns, commercial and residential development, agriculture, or transportation network development. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property, such as past owners and operators, has made demonstrably important contributions to history at the local, state, or national level.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, the commercial building on this parcel is not significant as an important example of a type, period, or method of construction and is not the work of a master and does not possess high artistic value. This building is a One-Part Commercial Block style, commercial building type characterized by its one-story, boxy massing, front gable or flat roof, and a façade fronting directly onto the sidewalk comprised of plate glass windows and a large wall area above the windows forming a parapet and providing space for a sign or lettering. This style of the building started to become popular for main street commercial buildings in the late 19th century, and its exterior appearance was influenced by the popular architectural trends of the time. Initially having a strong Victorian influence, the style became more reserved and embraced a Classical tradition around 1900, followed by Modernist influences. Many buildings, such as the study property, lacked a strong expression of any particular architectural style. By the mid-20th century, the One-Part Commercial Block had become the most common type of commercial architecture for small and medium-sized buildings in the country, although its popularity began to wane in the 1950s. The building on the study parcel exhibits the style's characteristics in its massing, placement of windows and doors, façade fronting directly onto the sidewalk, and large display windows. This building is a typical, unremarkable, and modified example of the One-Part Commercial Block.

Under National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the replacement of all windows and doors on the façade has diminished the integrity of design, materials, and workmanship of this property.

The property (Assessor's Parcel Number 030-167-004) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10739 Merritt Street and 10749 Merritt Street (Assessor's Parcel Number 030-162-013)

This parcel encompasses two single-story commercial buildings—one is vacant and was built in 1931 (10739 Merritt Street), and the other, built in 1947, houses a bar called Mike's Place (10749 Merritt Street). The older building at 10739 Merritt Street has a long, narrow rectangular plan and a front-gable roof. The façade is stucco-clad and rises to form a parapet obscuring the front gable end. The parapet has wings bracing each end, which are clad in the horizontal wood siding; the remainder of the building is similarly clad. Fenestration on the façade consists of two-part fixed windows and a boarded-up door opening with a transom light, all covered by a tile-clad pent roof supported by wood brackets.

The building at 10749 Merritt Street has a long, rectangular plan and a flat roof. Stucco covers wood framing, and the front wall rises to form a stepped parapet, while a brick skirt runs along the lower part of the wall. The centrally placed main entryway is deeply recessed and has a solid metal door. On each side are small, horizontal sliding windows situated high on the walls. Covering the windows and door is a canvas awning, and above it is a projecting business sign. A secondary entrance largely obscured from view is on the northwest side.

The building at 10739 Merritt Street was built in 1931, and its earliest known use was as a beauty salon. By the 1960s, this building was used as an office, occupied for various lengths of time by many entities including the North County Civic League, the Castroville campaign offices for state representative Fred Farr in the 1960s, the office of local realtor through most of the 1970s, and the Castroville Chamber of Commerce in the 1990s. This building is currently vacant.

The 1947 building at 10749 Merritt Street was first a restaurant called Redd's Café, and it remained a café for many years. By the 1980s, it was another restaurant called The Central Texan. The current business, Mike's Place, opened in 1996.

This property (Assessor's Parcel Number 030-162-013) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). This commercial property was developed with two buildings constructed in 1931 and 1947, respectively, well after the town's initial and formational period. Construction of these buildings is associated with general and typical commercial development trends occurring during the times of their construction, periods that were not eras of historically significant local commercial growth. As such, this property is not associated with a historically significant trend and has not made any relatively significant contributions to the broad patterns of history at the national, state,

or local levels of significance. Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, commercial development, agriculture, or transportation network development. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property has made demonstrably important contributions to history at the local, state, or national level.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, neither of the commercial buildings on this parcel is significant as important examples of a type, period, or method of construction; they are also not the work of a master and do not possess high artistic value.

Both of these buildings are architecturally One-Part Commercial Block style. This commercial building type is characterized by a single-story, boxy massing, front-gable or flat roof, a façade fronting directly onto the sidewalk comprised of plate glass windows, and a large wall area above the windows—often forming a parapet—and providing space for a sign or lettering.

This style of building started to become popular for main street commercial buildings in the late 19th century, and its exterior appearance was influenced by the popular architectural trends of the time. Initially having a strong Victorian influence, the style became more reserved and embraced a Classical tradition around 1900, followed by Modernist influences. The two buildings on the study parcel show minor influences of the Spanish Colonial Revival (10739 Merritt Street) and Modernism (10749 Merritt Street). By the mid-20th century, the One-Part Commercial Block had become the most common type of commercial architecture for small and medium-sized buildings in the country, although its popularity began to wane in the 1950s. Both buildings fall into the category of a One-Part Commercial Block in the massing, placement of windows and doors, façade fronting directly onto the sidewalk, and parapet front walls. These two buildings are typical, unremarkable, and modified examples of this style and do not meet the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the original façade of 10739 Merritt Street has been substantially altered with the application of stucco over horizontal wood siding, clay tiles applied to the pent roof formerly clad in shingles, and removal of the shingle-clad cornice with brackets on top of the parapet. The only known alteration to the building at 10749 Merritt Street is the construction of a small addition on the rear. The alterations to this property have diminished its integrity of design, materials, feeling, and workmanship.

The property (Assessor's Parcel Number 030-162-013) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10733 Merritt Street (Assessor's Parcel Number 030-162-007)

On this parcel is a two-story mixed-use commercial and residential building with a rectangular plan and front-gable roof. It is of wood frame construction with stucco coating on the front and narrow horizontal wood siding on the remainder of the exterior walls. The façade features pilasters at the corners and an arched parapet obscuring the front gable. The slightly recessed main entryway on the southwest side has a wood door with a large fixed pane light. On each side of the doorway is a large display window and just above a narrow band of wood panels. On the second floor are two bay windows, each with three vertical sliding windows and topped by a composition shingle-clad roof. Additional vertical sliding windows are elsewhere on the building, and on the west side is a secondary entrance sheltered by a small shed roof with brackets. At the rear of the parcel is a single car garage with a composition shingle-clad gable roof, horizontal siding, and a roll-up garage door.

This building at 10733 Merritt Street, built in 1927, was first occupied by the Castroville Post Office on one half of the first floor and a stationary store on the other half. Castroville's first post office was established in 1867 in a corner of Witcher's General Merchandise Store, where it remained until 1918. It then moved into another building on Merritt Street until relocating to the study property at 10733 Merritt Street in 1927. As with the predecessor post offices, the space it occupied in the 10733 Merritt Street building was leased. The federal government did not own the building. The post office remained in this building until 1950 when it moved to another location on Merritt Street. Following the post office, the Castroville branch of the Monterey County Library moved into the building. The research did not determine how long the library occupied this building. The next known occupant was Hair and Now hair salon in 1980. On the second floor is a residence; none of the past occupants are known.

This property (Assessor's Parcel Number 030-162-007) does not have important associations with significant historic events, patterns, or trends of

development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). The building on this property was constructed in 1927, with the first tenants being the Castroville Post Office and a stationary store occupying separate spaces on the first floor and on the second floor an apartment. This building was built in Castroville's commercial core well after the town's initial and formational period of development. Construction of this building is associated with general and typical commercial and residential development trends occurring in the 1920s, a period that was not an era of historically significant commercial or residential growth. As such, this property is not associated with a historically significant trend and has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance. Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, agriculture, residential or commercial development, or transportation network development. With specific respect to its use as a post office from 1927 to 1950, the property is also not significant under this criterion because it carried out typical post office functions during this period and was the third post office in Castroville history, the first opening in 1867. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history. (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2) It does not appear that any individual associated with this property, such as past owners and business operators, has made demonstrably important contributions to history at the local, state, or national level. Under National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, the commercial building on this parcel is not significant as an important example of a type, period, or method of construction is not the work of a master and does not possess high artistic value. This building is a Two-Part Commercial Block style, a commercial building type characterized by two-story, boxy massing, front-gable or flat roof, a façade fronting directly onto the sidewalk comprised of plate glass windows, and a large wall area above the windows forming a parapet and providing space for a sign or lettering. The style typically had retail commercial businesses on the ground floor and offices or apartments on the second floor. This style of the building started to become popular for main street commercial buildings in the late 19th century, and its exterior appearance was influenced by the popular architectural trends of the time. Initially having a strong Victorian aesthetic, the style became more reserved and embraced a Classical tradition around 1900, followed by Modernist influences. The study building exhibits a minor Spanish Colonial Revival influence. By the mid-20th century, the Two-Part Commercial Block had become the most common type of commercial architecture for small and medium-sized buildings in the country, although its popularity began to wane in the 1950s. The building on the study parcel exhibits the style's

characteristics in its massing, placement of windows and doors, façade fronting directly onto the sidewalk, and large display windows. This building is a typical, unremarkable, and modified example of the Two-Part Commercial Block, is not the work of a master and does not possess high artistic values. Likewise, the garage, a simple utilitarian construction, does not meet the Criteria C/3 eligibility requirements.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the replacement of all windows on the façade of the principal building, replacement of the Spanish tile roofing on second-floor bay windows with shingles, removal of a horizontal band of fixed pane windows above first-floor display windows, and the re-siding and installation of a new garage door on the garage in rear of the parcel have substantially diminished the integrity of design, materials, workmanship, and feeling of this property relative to its original appearance.

The property (Assessor's Parcel Number 030-162-007) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10728 Merritt Street (Assessor's Parcel Number 030-167-001)

This building at 10728 Merritt Street is one story with a rectangular plan. The south side of the building is topped with a shingle-clad hipped roof and has horizontal wood siding, and the north side has a front-gable roof and unfinished concrete block walls. The façade has a tall horizontal wood-sided parapet with drop finials on each end. Across the width of the front façade is a cantilevered roof sheltering the two storefronts. The storefronts are nearly identical, each with large display windows and recessed multi-light wood frame doors. At the rear of the building is a small, shed-roof element with a personnel door covered by a small canvas awning and a window. Much of this element was not visible from the public right-of-way.

This building consists of two elements built in different years. The south half of the building was constructed in 1900 as a general merchandise store. In 1918, George's Grocery operated in the building until around 1934, when it became Castroville General Plumbing. Following the plumbing business, the Castroville Clothing Store was opened circa 1950. Two years later, in 1952, the concrete block addition on the north side that roughly doubled the size of the building. Castroville Clothing Store operated until about 1970 when Kirk's Department Store, a discount general merchandise retailer, opened and remained in the building for several years. Following this store was a string of

other similar stores such as Hotstreak Sport Shop and Wilkerson's Best For Less, the latter remaining in business until 2004. The store is now called Workingman Used Furniture.

This property (Assessor's Parcel Number 030-167-001) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). The building on this property was built in 1900 and nearly doubled in size in 1952 with the construction of a large storefront addition. Initially a grocery store, it has since been occupied by a variety of retail stores. Construction of this property occurred well after the founding and initial development of Castroville and is associated with general and typical commercial building trends happening around 1900 and 1952, periods that were not eras of historically significant growth in the local commercial sector. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance. Additionally, it is not importantly associated with any known local historic contexts, including commercial development, agriculture, or development of transportation networks. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for associations with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property, such as past owners and operators, has made demonstrably important contributions to history at the local, state, or national level. Arthur J. George and Leon Gellman, two people known to be associated with this property, were local small business owners whose achievements do not rise to the level of historically important.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, the commercial building on this parcel is not significant as an important example of a type, period, or method of construction, is not the work of a master, and does not possess high artistic value. This building is of the One-Part Commercial Block style, which is typically characterized by two-story, boxy massing, front-gable or flat roof, a façade fronting directly onto the sidewalk comprised of plate glass windows, and a large wall area above the windows forming a parapet and providing space for a sign or lettering. This style of the building started to become popular for main street commercial buildings in the late 19th century, and its exterior appearance was influenced by the popular architectural trends of the time. Initially having a strong Victorian aesthetic, the style became more reserved and embraced a Classical tradition around 1900, followed by Modernist influences. Many buildings, such as the study property, lacked a strong expression of any particular architectural style. By the mid-20th century, the One-Part Commercial Block had become the most common type

of commercial architecture for small and medium-sized buildings in the country, although its popularity began to wane in the 1950s. The building on the study parcel exhibits the style's characteristics in its massing, placement of windows and doors, façade fronting directly onto the sidewalk, and large display windows. This building is an unremarkable and substantially modified exampleof the One-Part Commercial Block, is not the work of a master, and does not possess high artistic values.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, several alterations have contributed to a substantial loss of integrity relative to its original appearance. Notably, the original front-gable roof was rebuilt as a hipped roof, and the construction of concrete block addition on the north side essentially doubled the size of the building. These alterations have diminished the integrity of the design, materials, workmanship, and feeling of this property.

The property (Assessor's Parcel Number 030-167-001) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10719 Merritt Street (Assessor's Parcel Number 030-162-008)

On this parcel is a two-story commercial building with a rectangular plan. The front element of the building has a Spanish tile-clad side-gable roof, while the rear element has a front-gable, composition shingle-clad roof. Stucco covers all exterior walls. The façade features a recessed, aluminum frame, full-glass double door flanked by two large display windows with arched tops and spandrel panels below. To each side are ground-level arched entryways to the upstairs apartments; one has a multi-pane wood door, the other is boarded over. Fenestration on the second floor of the façade consists of two sets of paired vertical sliding windows and small fixed pane windows with decorative cross-hatching. A limited view of the building's rear indicates that there are two vertical sliding windows and a metal personnel door opening onto a deck accessed by a wooden stairway.

This building was constructed in 1930 and, upon its completion in June of that year, the lower level was leased to two commercial tenants: Pieri Drug Store and the Pizzo Real Estate office. The building had four upstairs apartments. By 1937, the two first businesses had moved out, and the interior was remodeled for the Star Market grocery store. The Star Market stayed in business into the 1960s. Subsequent occupants were the Golden State Electric home appliance store in the 1970s and the office and meeting space

for the Castroville Toastmasters Club in the 1980s. The current business, 99 Cents Plus, opened in 2007.

This property (Assessor's Parcel Number 030-162-008) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). The building on this property was constructed in 1930, first occupied by a drug store and real estate office, followed by a grocery store with apartments above. Construction of this building occurred well after the founding and initial development of Castroville and is associated with general and typical commercial and residential development trends happening circa 1930, a period that was not an era of historically significant growth in the local commercial or residential sectors. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance. Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, commercial and residential development, agriculture, or development of transportation networks. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property, such as past owners and operators, has made demonstrably important contributions to history at the local, state, or national level.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this Spanish Colonial Revival-style building is not significant as an important example of a type, period, or method of construction, is not the work of a master, and does not possess high artistic values. The Spanish Colonial Revival style gained popularity in California in the early 20th century and continued to be a popular style for both residential and commercial buildings through the 1930s. The style took inspiration from the architecture of Mexico, Spain, Italy, and Islamic North Africa. Characteristics typical of the Spanish Colonial Revival style are low pitched or flat parapet roof clad in tile; recessed, arched topped window and door openings; stucco-clad exterior; wrought iron grilles on windows and balconies; arcaded walkways; doorways featuring pilasters; patterned tiles; carved stonework; and tiled chimney tops. This building at 10719 Merritt Street exhibits some of these features in its tile roof, arched openings, and stucco finish. However, it is a modest, typical, and modified example of the style, lacking sufficient character-defining features required to meet this criterion for architectural distinction. This building is also not the work of a master and does not possess high artistic values.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in the National Register of Historic Places or California Register of Historical Resources, major alterations to the storefront have occurred, including the installation of smaller display windows; current display windows have an arched top, the originals had a flat top; reconfiguration of the entryway from angled to straight; removal of colored tiles below the display windows; removal of a fixed pane window course above the display windows; and replacement of the front doors. These alterations have diminished the integrity of the design, materials, workmanship, and feeling of this property.

The property (Assessor's Parcel Number 030-162-00) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10700 Merritt Street (Assessor's Parcel Number 030-167-002)

The principal building on this parcel is a two-story, wood-frame building with a rectangular plan and front-gable roof with composition shingles. There are two small ancillary buildings also located on the parcel. The main building has wood channel groove rustic siding throughout, including in the front-facing gable end, which includes a closed triangular pediment and a square louvered vent. The roofline below this pediment features a row of knee brackets. The rear-facing gable end has a broken pediment. The roof and pediments have narrow eaves with Classical cornices. The ground floor of the façade (northeast side) has a continuous row of large fixed-pane windows with wood panels below and a row of smaller fixed wood-frame windows above. At one side of the façade is a full-glass main entry door. Windows elsewhere on the first and second floors are tall, narrow, multiple-pane double-hung windows with vinyl sash. The windows have flat pediment hoods with molding similar to the roof cornice. On the west side of the building are an exterior staircase and a small entryway with a flat roof and tinted glass walls.

Attached to the rear of the building is a one-story addition with a flat roof and siding similar to the main building. The only visible fenestration consists of two small horizontal sliding windows and a personnel door, all replacements. At the rear of the parcel are two small sheds. Visibility of these buildings from the public right-of-way was limited. One has a front-gable roof clad in composition shingles, board and batten siding, a wood top-hung sliding door, and a personnel door. The building is set on a concrete pier foundation. The other building has a side-gable roof, horizontal wood siding, and a wood top-

hung sliding door. One window was boarded-up. This building also rests on a concrete pier foundation.

This building was Castroville's second schoolhouse. It was built in 1869 on Preston Street at Seymour Street, four blocks away from its present location on Merritt Street. In 1895, the local school district built a new school and sold this building to James P. McCarthy, who moved it to its current site in 1910 and began using it as a hardware store.

To convert the building suitable to a hardware store, alterations were made, and the façade was completely renovated with a new front door and plate glass windows. By the 1950s, the building had continued to operate as a hardware store until 1971, when they closed the business. The building was unused until 1990 when it became La Scuola Restaurant, the most recent occupant, which closed recently. The building is currently vacant.

The building on this parcel, which was built in 1869 and moved to its current location in 1910, is a former schoolhouse that has historical significance under the National Register of Historic Places Criterion A and California Register of Historical Resources Criterion 1 but is not eligible for listing in either register because it lacks sufficient historic integrity to convey its significance.

As a moved building, Criterion Consideration B of the National Register of Historic Places guidelines states that this property can only be eligible if it is significant primarily for its architecture or design, is the sole surviving property that is most closely associated with an important historic event or person or, achieved its significance after being moved.

This building appears to meet the second of these three requirements. Built in 1869 as Castroville's second school, it is the sole remaining educational building from Castroville's early, initial period of development; it appears that the first schoolhouse is no longer extant. Thus, the building is significant under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1 for its association with early Castroville public education.

While this building has importance within the context of early Castroville public education, the building does not retain sufficient historic integrity to convey its historical significance. Multiple substantial alterations to the building have occurred since its period of significance, defined as 1869-1895, the period of its use as a school. Most alterations occurred circa 1910, as a result of the building being transformed from a schoolhouse to a hardware store, and circa 1990, when use changed again to a restaurant. The circa 1910 alterations included removing two entryways and bell tower/cupola, installing a new front door at the new location and plate glass windows, enclosing a gable pediment, alterations to second-story windows and window

openings on façade, and relocating a side entrance. The circa 1990 alterations include complete reconstruction of first-floor façade, including new windows and front door, large addition on the rear, all windows replaced, window shutters removed, exterior stairway attached, and tinted glass entryway addition on the south side. These alterations have greatly diminished the integrity of design, materials, workmanship, feeling, and association, thus compromising the building's ability to convey its significance under this criterion.

Additionally, this building does not meet the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1 for an association with Castroville's downtown commercial development after it was moved to its current location and became a hardware store. By 1910, the year the McCarthys relocated the building, Castroville's downtown commercial core had been long established and developed. This building moved into an existing commercial area, and while it occupied a prominent corner lot, it is not associated with any important event, trend, or pattern of development that would make it significant within the context of Castroville's commercial growth.

This property is not significant under the National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2 for an association with the lives of persons important to history as the research did not indicate the property was the sole surviving property associated with an individual who made demonstrably important contributions to history at the local, state, or national level. This building does not meet the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3 because it does not possess distinctive characteristics of a type, period, or method of construction is not the important work of a master architect and does not possess high artistic value. This building is an architecturally restrained and highly modified example of the Italianate style. The Italianate style persisted in commercial buildings longer than in residential, lasting from roughly 1850s to the early 1900s. Characteristics of the style include cornices with decorative brackets or dentil courses; tall, narrow windows with hoods, crowns, or molded window surrounds; bay windows; balustraded balcony; arcaded porch; and occasionally a cupola. While the subject building possesses several of these aspects, the building is not a significant example of the style, largely because of the loss of key features, such as all of its original windows and reconfiguration of its façade, but also because of its minimalistic decorative detailing, especially relative to higher-style examples from the same time.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

The property (Assessor's Parcel Number 030-167-002) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

"Castroville" Overhead Sign State Route 183 at Preston Street

The Castroville gateway sign spanning Merritt Street at Preston Street consists of an 18-foot by 4-foot galvanized iron sign reading, "Castroville The Artichoke Center of the World" and "Artichoke Festival" on a smaller sign attached above the main sign. The sign is mounted on a steel truss crossbeam attached at each end to cylindrical steel posts. The posts have a pyramidal cap on top but are otherwise plain and lacking in stylistic embellishments.

The Castroville Chamber of Commerce built this sign in 1931 when Merritt Street was a county road. The State of California adopted Merritt Street as a state highway in 1933. When first built, and for decades thereafter, the sign was illuminated with light bulbs embedded in the letters. The sign originally read "Castroville to Monterey Peninsula" and had an arrow directing traffic west down Preston Street, the former route to Monterey before the current State Route 156 overpass was built.

By 1956, the arrow had been removed, and the lettering changed to read, "Castroville, The Artichoke Center of the World." Between 1956 and 1989, an additional sign was installed above the main sign reading, "Artichoke Festival." Two years later, in 1991, the original sign was removed from the structure because it was rusted and deteriorating, and a new sign of the same general appearance was fabricated by the Castroville firm of Bertelli Brothers Manufacturing and installed in its place. The new sign was galvanized iron, whereas the original sign was corrugated metal. Also, the new sign is not illuminated by lightbulbs embedded in the letters but rather with an overhead light. The posts and crossbeam supporting the sign are original.

While spanning a state highway since 1933, the sign has always been maintained by Monterey County, and not by the State, and has never been State property. Monterey County clarified its somewhat ambiguous ownership status by a resolution passed in 1989 that defined the county as the legal owner.

Construction of gateway signs such as the one in Castroville started being installed in California in the early 1900s in communities such as Lodi (1907), Modesto (1912), and Fresno (1917). The signs were typically installed by local organizations over major thoroughfares. They functioned as civic ornaments for motorists and often included a boosterish slogan, such as on the Modesto sign: "Water, Wealth, Contentment, Health." Many were also very elaborate in their design and reflected the architectural styles of the time. The Modesto sign, for example, had ornamental ironwork and Colonial Revival-type columns as piers, and the arch in Lodi was architect-designed in

Mission Revival style. The peak of popularity of gateway signs was roughly between 1920 and 1950, and many remain today throughout the State. The Castroville sign is, however, is the only sign that spans a state highway. The others in California are all on county or municipal roads, although many were originally built over state highways, which were, at some point, relinquished by the State to the local governments. The Castroville gateway sign does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). The Castroville Chamber of Commerce in erecting this sign in 1931 followed a pattern long-established by towns and cities throughout California of constructing such signs. The sign was a civic ornament for the visual consumption of motorists, and many years also offered practical information in pointing the direction to Monterey. Furthermore, the original sign was removed in 1991; the current sign has no association with the gateway sign trend of the 1910-1950 period. This structure, therefore, is not important within the context of this statewide trend. Additionally, this sign is associated with the general development of Castroville, and the period of its construction is not a period of historically significant local growth, so the sign is not important within the context of local events, trends, or development.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). The research did not reveal the names of any individuals associated with this property that have made demonstrably important contributions to history at the local, state, or national level.

Under National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this property is not significant as an important example of a type, period, or method of construction, is not the work of a master, and does not possess high artistic values. The Castroville gateway sign is of a simple, basic, and utilitarian design. Its cylindrical steel support posts are lacking in stylistic design and decorative features. The crossbeam is strictly utilitarian, constructed of steel members in a basic truss design. And the sign itself is a simple rectangle attached to the cross beam. This sign on its own merits and compared with other gateway signs, lacks distinction in its design and aesthetic qualities and does not meet this criterion.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence. In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the change of lettering

from “Castroville to Monterey Peninsula” with an arrow to “Castroville The Artichoke Center of the World,” addition of the “Artichoke Festival” sign, removal of light bulbs embedded in the letters, and the addition of an overhead light to illuminate the sign have diminished the integrity of design, materials, workmanship, and feeling of this property.

The property is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10699 Merritt Street (Assessor’s Parcel Number 030-161-005)

On this parcel is a two-story building that was built in 1869 for use as a social hall but was completely renovated in 1946 and again in 1997, at which time it became a church. The building as it currently exists has a rectangular plan and stucco exterior walls. It is topped with a flat roof that is obscured on the southwest side (facing Merritt Street) by an arched parapet wall with a single capstone at each end. On this side is also a belt-course between the first and second stories, above which are two, four-point star windows and the emblem of the Freemasons on the façade. Below the belt-course are two flush personnel doors. On the southeast side of the building are replacement sliding aluminum sash windows and three flush metal doors, all with plain wood surrounds. Above one of the doors is a sign reading “Iglesia de Jesucristo Alpha Y Omega.”

This building was built in 1869 along Merritt Street in downtown Castroville by the Freemasons, also known as Masons, a fraternal organization with chapters throughout the world. The Castroville Mason’s meeting hall was in the second story of the subject building, while retail stores occupied the lower level. The first known occupant of the lower level was a hardware and tinware shop. By the early 20th century, a grocery store called A. Osterello Grocery occupied the first floor.The building was completely renovated in 1946. It appears that a retail business occupied the building until 1997 when the current occupant, Iglesia de Jesucristo Alpha Y Omega, a church, began utilizing the space. It is likely at this time that the former retail storefront on the Merritt Street side was covered with a stucco-clad wall.

Built in 1869, this property may once have had the potential to be eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1 for its association with early Castroville downtown development. However, a complete remodeling in 1946 gives this building an effective date of construction to that year, and it in no way retains the appearance of the original building. Alterations in 1946 included replacing the front-gable roof with a flat roof, replacing or covering the horizontal wood siding with stucco, removing original doors, and removing original double-hung windows. More recently, the entire storefront façade that included an entryway and full-width display windows was replaced with the current stucco-clad wall and personnel doors at the corners that serve as secondary exits;

the main entryways were moved to the rear of the south side. Also, on the south side, double-hung windows were replaced with horizontal sliding windows. These alterations have resulted in a loss of integrity of materials, workmanship, design, feeling, and association to the potential period of significance under this criterion, which would have been confined to the latter half of the 19th century, Castroville's formative years.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property has made demonstrably important contributions to history at the local, state, or national level.

Under National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this property is not significant as an important example of a type, period, or method of construction, as the work of a master, or for possessing high artistic values. The building is an example of a Two-Part Commercial Block, a style that became popular for main street commercial buildings in the late 19th century and continued through the 1940s. The style is characterized by two to four-story height, flat roof, boxy massing, façade fronting directly onto the sidewalk comprised of plate glass windows, a large wall area between the windows and cornice for lettering, a parapet, and a prominent horizontal division between the first and upper floors, often with the first floor having its own cornice. Typically, lower levels of this style contained retail stores, while the upper level was for more private spaces such as offices, fraternal halls, hotel rooms, and apartments. Throughout the style's history, popular architectural trends influenced the exterior appearance of these buildings. Initially having a strong Victorian aesthetic in the late 19th century, the Two-Part Commercial Block became more reserved and embraced a Classical tradition around 1900, followed by Modernist influences. The building on the study parcel is modified and lacks many of the key defining characteristics of the Two-Part Commercial Block, and therefore does not meet the eligibility requirements under this criterion.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

The property (Assessor's Parcel Number 030-161-005) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10670 Merritt Street, 10680 Merritt Street, 10694 Merritt Street, and 10696 Merritt Street (Assessor's Parcel Number 030-154-010)

Three buildings are located on Assessor's Parcel Number 030-154-010: a single-story building at 10670 Merritt Street, a two-story commercial and

apartment building at 10680 and 10694 Merritt Street, and a single-story commercial building at the rear corner of the parcel at 10696 Merritt Street. The building at 10670 Merritt Street is one story and topped by a flat roof with a low parapet and abuts adjacent buildings on each side. The façade is stucco-clad except for a tile-veneer on the lower section and is divided into two storefronts, each with large aluminum frame fixed pane windows and full-glass doors. One storefront is slightly recessed, while the other is flush with the façade. Above the store windows is a horizontal band of smaller fixed pane windows accented decorative surrounds, a low-relief horizontal hood, and an eagle emblem in the center. Above this band of windows, each store has a projecting business sign.

The two-story commercial and apartment building at 10680 and 10694 Merritt Street has a rectangular plan and flat roof with a low crenelated parapet. Exterior walls have a stucco finish with the exception of a tile veneer on the storefronts. The two storefronts are identical to recessed aluminum frame display windows and full-glass doors. Above the store windows is a horizontal band of smaller fixed pane windows. On one of the storefronts, these windows are covered by a banner sign. In the center of the façade is an arched entryway for the upstairs apartments consisting of a metal door with a small six-pane window set high on the door. Above the door is a recessed panel reading “D.T. Pieri Apartments.” The second floor of the façade has vertical sliding windows with faux-muntins and tall, narrow fixed pane windows. The center of these window openings has a double-arched top and is flanked by elaborate pillars, and above, a double-headed eagle emblem.

Between these windows and the roofline are two recessed horizontal bands. All other windows on the building are horizontal or vertical sliding with faux-muntins, with the exception of a few small fixed panes on the rear. The building at 10696 Merritt Street is a single-story building with a flat roof and rectangular plan. The wood framing is covered with stucco, and a flagstone veneer skirt runs along the façade. A boxy hood projects out to cover the office center, recessed entryway consisting of aluminum frame display windows and full glass door. At the other side of the façade is a boarded-up doorway. No other windows or doors were visible during the field survey.

This parcel contains three buildings: a single-story building at 10670 Merritt Street, a two-story commercial and apartment building at 10680 and 10694 Merritt Street, and a single-story commercial building at the rear corner of the parcel at 10696 Merritt Street. The single-story building at 10670 Merritt Street and the abutting two-story building at 10680 and 10694 Merritt Street were built in 1930. The two-story building is called the D.T. Pieri Building. The single-story building and the two-story building both had commercial retail space on the ground floor. The second floor of the two-story building has always been apartments. Some of the businesses occupying the commercial spaces were, in chronological order: a doctor’s office, Castroville Liquor Store, Castroville Cleaners, Mike’s Place Bar, La Moderna Bakery, H and R

Block, Monterey County Sheriff's Office, and a barbershop. Owners of these businesses include Hugo Cursi, Dudley Morris, Mike Bellone, and Trinidad Layva. Currently occupying these spaces are a nightclub, beauty salon, money transfer store, and a mobile phone store. The research did not determine the names of any residents living in the apartments of the two-story building. The single-story building set back from Merritt Street is currently the Castroville Market grocery and convenience store. Since its construction in 1966, it has been a grocery store, first called Economy Market and then Reynonso's Market.

This property (Assessor's Parcel Number 030-154-010) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). The buildings on this property, constructed in 1930 and 1966, respectively, have housed small commercial businesses, offices, and apartments. Their development occurred well after the founding and initial development of Castroville and is associated with general and typical commercial and residential building trends in the 1930s and 1960s, periods that were not eras of historically significant growth in the local commercial or residential sector. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, State, or local levels of significance. Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, residential and commercial development, agriculture, or development of transportation networks. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property, such as past owners and operators, has made demonstrably important contributions to history at the local, state, or national level.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, the Spanish Colonial Revival-style building at 10680/10694 Merritt Street is not significant as an important example of a type, period, or method of construction, and it is not the work of a master or possesses high artistic values. The Spanish Colonial Revival style gained popularity in California in the early 20th century and continued to be a popular style for residential and commercial buildings through the 1930s. The style took inspiration from the architecture of Mexico, Spain, Italy, and Islamic North Africa. Characteristics defining Spanish Colonial Revival are low pitched or flat parapet roof clad in tile; recessed, arched-topped window and door openings; stucco-clad exterior; wrought iron grilles on windows and balconies; arcaded walkways; doorways featuring pilasters; patterned tiles;

carved stonework; and tiled chimney tops. The two-story D.T. Pieri building on this parcel is a modest expression of the style, lacking most of the style's character-defining features. The building's potential to express this style has been weakened by multiple substantial alterations that have removed many character-defining features. In addition to lacking architectural distinction as a type, period, or method of construction, this building is also not the work of a master and does not possess high artistic values.

The other two buildings on this parcel at 10670 Merritt Street and 10696 Merritt Street are One-Part Commercial Block style building, a building type characterized by its one-story, boxy massing, front-gable or flat roof, and a façade fronting directly onto the sidewalk comprised of plate glass windows and a large wall area above the windows forming a parapet and providing space for a sign or lettering. This style of the building started to become popular for main street commercial buildings in the late 19th century, and its exterior appearance was influenced by the popular architectural trends of the time. Initially having a strong Victorian aesthetic, the style became more reserved and embraced a Classical tradition around 1900, followed by Modernist influences. Many One-Part Commercial Block buildings, such as the two on this parcel, lacked a strong expression of any particular architectural style. By the mid-20th century, the One-Part Commercial Block had become the most common type of commercial architecture for small and medium-sized buildings in the country, although popularity began to wane in the 1950s. The buildings on the study parcel exhibit the style's characteristics in its massing, placement of windows and doors, and large display windows. These two buildings are both typical and unremarkable examples of the One-Part Commercial Block, are not the work of a master and do not possess high artistic values. Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, two of the buildings on this parcel have been altered. The single-story building at 10670 Merritt Street, built in 1930, has been modified by the removal of Spanish tile from on top of the parapet, replacement of all storefront windows and doors, new tile applied to façade, and original bare brick exterior covered with stucco. The two-story building at 10680/10694 Merritt Street, built in 1930, has been altered by the replacement of all original multi-sash casement windows with fixed pane; installation of vertical and horizontal sliding windows; removal of most façade ornamentation; remodeling of the storefronts consisting of replacement of all windows and doors, repositioning of store entries from centered to off-set, removal of tile veneer skirt and its replacement with the tile of non-original colors and placed on additional wall surfaces than

originally; centrally placed front door to upstairs apartments replaced, and the original deeply recessed entryway closed to be flush with a façade wall surface. The visual inspection and the documentary evidence have not revealed any alterations to the building at 10696 Merritt Street, built in 1966.

The property (Assessor's Parcel Number 030-154-010) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10665 Merritt Street (Assessor's Parcel Number 030-161-008)

The commercial building on this parcel has a long, rectangular plan and a low-pitched gable roof with a parapet. Its façade (southwest side) consists of a stucco-clad wall and large, aluminum frame display windows with small spandrel panels below. A slightly recessed entryway has a full-glass, aluminum door and fixed pane window above. This building abuts adjacent buildings on both sides, and the rear was not visible from the public right-of-way.

This building was built in 1949 as the Castroville Pharmacy drug store. The property continued to house a drug store, later going by the name Rexall Drug Store, into the 1970s.

In 1977, the Rexall Drug Store closed, and the occupant of the building became the Castroville branch of the Monterey County Library and remained such until 1984 when Appliance Service and Repair opened. An appliance repair store continued to operate out of this building as late as 2000. Currently, the building houses a marijuana dispensary.

This property (Assessor's Parcel Number 030-161-008) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). This commercial property was developed in 1949 as a drug store, and its construction is associated with general and typical development trends in Castroville during the post-World War 2 period. Though Castroville experienced episodes of growth throughout this era, such trends were common both in California and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. This property is not importantly associated with any known local historic contexts, including settlement patterns, commercial and residential development, agriculture, or transportation network development. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property has made demonstrably important contributions to history at the local, state, or national level.

Under National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, the commercial building on this parcel is not significant as an important example of a type, period, or method of construction is not the work of a master and does not possess high artistic value. This building is a One-Part Commercial Block style, a building type characterized by a single-story, boxy massing, flat roof, façade fronting directly onto the sidewalk comprised of plate glass windows, and a large wall area between the windows and cornice for lettering and signage. The style started to become popular for main street commercial buildings in the late 19th century, and throughout the style's history, popular architectural trends influenced the exterior appearance of these buildings. Initially having a strong Victorian influence, the style became more reserved and embraced a Classical tradition around 1900, followed by Modernist influences. By the mid-20th century, the One-Part Commercial Block had become the most common type of commercial architecture for small and medium-sized buildings in the country, although its popularity began to wane in the 1950s. The building on the study parcel is a typical and unremarkable example of this style and does not meet the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, is not the work of a master, and does not possess high artistic values.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

The property (Assessor's Parcel Number 030-161-008) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10600 – 10614 Merritt Street, 10624 Merritt Street, and 10660 Merritt Street (Assessor's Parcel Number 030-154-009)

This parcel contains three single-story commercial buildings: 10600-10614, 10624, and 10660 Merritt Street. The first building at the corner of Merritt Street and Speegle Street has two storefronts addressed 10600 and 10614 Merritt Street. This building is rectangular in plan and has a low-pitched gable roof with a low parapet. Exterior walls are stuccoed, except for flagstone veneer skirt walls and columns framing the storefronts and forming planter boxes. The storefronts are dominated by recessed display windows and full-glass doors, each sheltered by a cantilevered roof with wide fascia incised

with horizontal grooves. Above this roof is a continuous band of fixed pane windows.

At 10624 Merritt Street is a rectangular-plan building with a low-pitched gable roof obscured by a low parapet. A rough stucco finish covers the façade of this concrete block building. Its storefront features a wide arched opening with aluminum frame picture windows and a door. At each side is a low flagstone skirt. A projecting sign is mounted above the front door.

Separated from the other buildings on the parcel by a vacant lot, 10660 Merritt Street is a rectangular-plan, stucco-clad building. The façade has a false front that obscures the front gable roof. There are two aluminum full-glass doors with transom lights and flanked by large fixed-pane windows at the main entrance. One of the doors has a row of additional fixed pane windows just above.

This parcel contains three commercial buildings. The first has two storefronts addressed 10600 and 10614 Merritt Street. Abutting this building to the southeast is 10624 Merritt Street. The third building is separated from the first two by a vacant lot and is at 10660 Merritt Street.

The building at 10600-10614 Merritt Street was built in 1929. The first occupant was Gambetta Hardware. In 1949, an interior wall was built dividing the building into two spaces, and the front was remodeled. Gambetta Hardware remained in the 10614 Merritt Street space, and Castroville Furniture opened in the 10600 Merritt Street space. In 1963, Gambetta Hardware went out of business and reopened as Ralph’s Hardware. In the other half of the building at this time was a laundromat. Ralph’s Hardware remained in business until 1991, followed by Topline Plumbing; the laundromat continued to operate into the 1990s. The current tenants of the building are Merritt Street Collective at 10600 Merritt Street and Roberto Hair and Makeup at 10614 Merritt Street.

The building at 10624 Merritt Street was built in 1966 as El Torito Café restaurant. It continued to operate under this name into the 1990s. The current restaurant, Mariscos El Nagarita, opened in 2003. The building at 10660 Merritt Street currently has only one address but has two entryways and was originally two discreet buildings, both built circa 1890. The early occupants in the 1890s and early 20th century were general merchandise stores, the names of which were not determined. By 1963, the two buildings had been consolidated as a single business, El Refuego Café. The building’s use changed to a bar called La Alcachofa in 1997 and to Moreno’s Bar and Restaurant in 2012. Currently, the building is vacant.

This property (Assessor’s Parcel Number 030-154-009) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California

Register of Historical Resources Criterion 1). The buildings on this property were constructed in circa 1890, 1929, and 1966, respectively, well after the founding and initial development of Castroville. Each building has historically housed small commercial businesses. While constructed during different periods, all of these buildings are associated with general and typical commercial building trends that occurred during the respective periods of their construction periods that were not times of historically significant growth in the local commercial sector. As such, these buildings and this parcel as a whole have not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance. Additionally, the buildings are not importantly associated with any known local historic contexts, including settlement patterns, residential and commercial development, agriculture, or development of transportation networks. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property, such as past owners and operators, has made demonstrably important contributions to history at the local, state, or national level.

Under National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, the buildings on this property are not significant as important examples of a type, period, or method of construction, nor are they work of a master or possess high artistic values. All of the buildings on this parcel are examples of the One-Part Commercial Block architectural style, a building type characterized by boxy massing, front-gable or flat roof, and a façade fronting directly onto the sidewalk comprised of plate glass windows and a large wall area above the windows forming a parapet and providing space for a sign or lettering. This style of the building started to become popular for main street commercial buildings in the late 19th century, and its exterior appearance was influenced by the popular architectural trends of the time. Initially having a strong Victorian aesthetic, the style became more reserved and embraced a Classical tradition around 1900, followed by Modernist influences. Many buildings, such as the three on this parcel, lacked a strong expression of any particular architectural style. By the mid-20th century, the One-Part Commercial Block had become the most common type of commercial architecture for small and medium-sized buildings in the country, although its popularity began to wane in the 1950s. The buildings on the study parcel exhibit the style’s characteristics in their massing, placement of windows and doors, and large display windows. These buildings, however, are typical, unremarkable, and modified examples of the One-Part Commercial Block style.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence. In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the complete remodeling of the façade of 10600-10614 Merritt Street has diminished its integrity of feeling, design, materials, and workmanship. The alterations to 10660 Merritt Street, including the complete remodeling of the façade and application of stucco to its exterior walls, have diminished its integrity of feeling, design, materials, and workmanship.

The property (Assessor's Parcel Number 030-154-009) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10639 Merritt Street (Assessor's Parcel Number 030-161-015)

On this parcel is a Spanish Revival-style building consisting of a main two-story element with a side-gable roof and a smaller single-story element with a flat roof. The roof of the main element is clad in Spanish tile, and the roof of the north half has exposed rafter tails. The exterior walls of the façade have a stucco finish, while walls on the other sides are unfinished brick. The original four arched openings along the first-floor façade have been filled. One of these is a recessed main entryway with glass blocks on both sides and a full glass door with a transom light above. The remaining three have been infilled with glass blocks and fixed pane windows. There are two other solid wood or metal personnel doors on the front, both with transom lights. A canvas awning runs nearly the length of the first floor. On the second floor are two pilasters, one in the center and one on the north end, and a row of replacement vertical sliding windows. The windows on the north half have surrounds and a low-relief timber course with small brackets running below. Windows on the south half are recessed with low-relief sills. At the southwest corner is an ornate wrought iron balconette. The rear of the building was not visible from the public right-of-way.

This building was built in 1929 as the Franco Hotel and Restaurant, the ground floor containing a restaurant and bar, and the upstairs being hotel rooms. By the 1950s, the property was sold and the nature of the business unchanged but made alterations to the façade in 1956. The present owner bought the building in 1987 and completely remodeled the first-floor interior, and re-opened the restaurant as Franco's Norma Jean Club Restaurant. At some unknown point in time, the use of the upstairs changed from hotel rooms to apartments. The small paqueteria store next to the restaurant has the same address and was formerly the Franco Hotel office.

This property (Assessor's Parcel Number 030-161-015) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). This commercial property was developed in 1929 as a restaurant and hotel in Castroville's commercial core long after the town's initial and formational period of development.

Construction of this building is associated with general and typical commercial development trends occurring during the 1920s, a period that was not an era of historically significant local commercial growth. As such, this property is not associated with a historically significant trend and has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance. Additionally, it is not importantly associated with any known local historic contexts, including commercial development patterns, agriculture, or transportation network development. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property has made demonstrably important contributions to history at the local, state, or national level.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this Spanish Colonial Revival-style building is not significant as an important example of a type, period, or method of construction, is not the work of a master, and does not possess high artistic values. The Spanish Colonial Revival style gained popularity in California in the early 20th century and continued to be a popular style for residential and commercial buildings through the 1930s. The style took inspiration from the architecture of Mexico, Spain, Italy, and Islamic North Africa. Characteristics defining Spanish Colonial Revival are low pitched or flat parapet roof clad in tile; recessed, arched topped window and door openings; stucco-clad exterior; wrought iron grilles on windows and balconies; arcaded walkways; doorways featuring pilasters; patterned tiles; carved stonework; and tiled chimney tops. This building at 10639 Merritt Street is an undistinguished example of the style, lacking most of the style's character-defining features, many of which were lost because of alterations. The remaining Spanish Colonial Revival features include the Spanish tile roof, pilasters, arched openings on the first floor, a second-story balconette on the southwest corner, and a stucco façade. This building is an unremarkable example of the style that lacks architectural distinction as a type, period, or method of construction. It is also not the work of a master and does not possess high artistic values, and does not meet this criterion.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, this building has been substantially altered and no longer retains integrity. Alterations include the filling in of the arched openings on the first floor with glass blocks and fixed pane windows, installation of a glass block main entryway, removal of French doors to the balconette, removal of an original neon sign, and replacement windows on the second floor. These alterations have diminished the integrity of materials, workmanship, design, and feeling.

The property (Assessor's Parcel Number 030-161-015) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10633 Merritt Street and 10635 Merritt (Assessor's Parcel Number 030-161-010)

This parcel contains two buildings—a single-story commercial building at the front (southwest end) and a two-story, two-unit apartment building at the rear. The front building is rectangular in plan and topped by a flat roof. The front wall rises above the roofline to form a stucco-clad parapet; the building's sidewall is also stuccoed. Two storefronts open directly onto the sidewalk and are faced with a brick veneer. Each has an aluminum frame full-glass door and a large fixed pane window. Sheltering the front façade is a canvas awning. This building also encloses an apartment unit that is accessed by a narrow fenced walkway along the edge of the parcel. The two-story rear building has a low-pitched, front-gable roof. Horizontal wood siding covers the walls, and windows appear to be double-hung vertical sliding. Visibility of this building was limited from the public right-of-way.

In the front of the parcel is a single-story commercial building with an apartment in the back, built in 1937. At the rear of the parcel is a two-story, two-unit apartment building constructed in 1948. The research did not determine the original owners or occupants of these buildings. By the 1950s, the property was leased as commercial space and apartments. The commercial space was split into two units—a barbershop on one side and a real estate office on the other. By the 1960s, Cava Real Estate had its office in this building, followed by D.R. Real Estate. The space is currently occupied by Romero Real Estate. The name of the original barbershop is unknown. The Acme Barber Shop occupied the space by the 1980s, and a barbershop by this name existed in Castroville since the 1940s but at an unknown location. The other commercial space is currently occupied by Kathy's Etc.

The research did not determine the names of any of the apartment occupants.

This property (Assessor's Parcel Number 030-161-010) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). This commercial and residential property was developed with two buildings constructed in 1937 and 1948, respectively, well after the town's initial and formational period of development.

The buildings provided two commercial small business spaces and several apartment units. Construction of these buildings is associated with general and typical commercial and residential development trends occurring during the periods of their construction, periods that were not eras of historically significant local commercial or residential growth. As such, this property is not associated with a historically significant trend and has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance. Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, residential and commercial development, agriculture, or transportation network development. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property has made demonstrably important contributions to history at the local, state, or national level.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, neither of the two buildings on this parcel are significant as important examples of a type, period, or method of construction, are not the work of a master and do not possess high artistic value. The commercial building in the front of the parcel is a One-Part Commercial Block style, a building type characterized by a single-story, boxy massing, flat roof, façade fronting directly onto the sidewalk comprised of plate glass windows, and a large wall area between the windows and cornice for lettering. The style started to become popular for main street commercial buildings in the late 19th century, and throughout the style's history, popular architectural trends influenced the exterior appearance of these buildings. Initially having a strong Victorian aesthetic, the style became more reserved and embraced a Classical tradition around 1900, followed by Modernist influences. By the mid-20th century, the One-Part Commercial Block had become the most common type of commercial architecture for small and medium-sized buildings in the country, although its popularity began to wane

in the 1950s. The commercial building on the study parcel is a typical and unremarkable example of this style.

The two-story residential building in the rear of the parcel was difficult to see during the field survey. Elements of the building that could be seen reveal a very basic and functional design that lacks any character-defining features signifying a particular architectural style. It is a simple, boxy building with horizontal wood siding, vertical sliding windows, a gable roof, and no visible ornamentation. As such, this building lacks architectural distinction.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

Neither field inspection nor documentary research revealed any notable alterations to either building; thus, this property retains a high degree of historic integrity relative to its early appearance.

The property (Assessor's Parcel Number 030-161-010) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10601 Merritt Street (Assessor's Parcel Number 030-161-011)

The building on this parcel is a single-story commercial bank with a flat roof and rectangular plan. The roof has a wide overhang and stout roof beams supported by brick-clad posts that project past the roof's edge on each side. Exterior wall cladding is alternating sections of stuccoed panels and brick veneer, and the street-facing façade (southwest side) features two large sections of full-height fixed windows. The main entrance is on Speegle Street and consists of a full glass, aluminum frame double door next to a large fixed window.

Wells Fargo constructed this building in 1966 for its new Castroville branch, which was previously located in another building on the same block. Wells Fargo continued to operate out of this building until it left in 1996 and the Bank of Salinas opened. The building has housed a series of banks since that time, including Community Bank of Central California, Mechanics Bank, and Rabobank.

This property (Assessor's Parcel Number 030-161-011) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). The commercial building on this parcel was built in 1966 as a bank. The construction of this building is associated with general and typical commercial development trends in Castroville during the post-World War 2 period. Though Castroville experienced episodes of growth during this era, such trends were common in

California and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. This property is not importantly associated with any known local historic contexts, including settlement patterns, commercial and residential development, agriculture, or transportation network development. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property, such as past owners and operators, has made demonstrably important contributions to history at the local, state, or national level.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, the commercial building on this parcel is not significant as an important example of a type, period, or method of construction, is not the work of a master and does not possess high artistic value. This building has characteristics of the Contemporary style, a style of building constructed in large numbers throughout California for both commercial and residential buildings beginning in the 1950s and continuing through the 1970s. The Contemporary style came out of the Modern architectural movement that began in the 1930s. The style is characterized by flat roofs, or low-pitch hipped or gable roofs, a strong emphasis on horizontality, smooth walls, cantilevered elements, clean lines, an absence of traditional detailing and ornamentation, and wood, brick veneer, or stone siding. The Contemporary style elements of this bank building are is massing, roof form, projecting roof and roof beams, brick veneer, and large wall sections of glass. Overall, however, this building is a modest, somewhat modified, and relatively late example of the Contemporary style, lacking many of the style's defining characteristics. It is also not the work of a master and does not possess high artistic value.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the replacement of the original main entryway on the façade with a window and relocation of the entryway to the Speegle Street side has diminished the integrity of materials, workmanship, and design.

The property (Assessor's Parcel Number 030-161-011) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10599 Merritt Street (Assessor's Parcel Number 030-125-003)

This parcel includes a two-story Italianate-style residence with an irregular T-shaped plan and two smaller outbuildings. The residence's flat roof has moderate eaves with a Classical cornice and scrolled brackets evenly spaced along the frieze. There is recessed paneled fascia between each bracket. Horizontal wood clapboard siding covers the building's walls. The main entrance (southwest side) consists of a recessed doorway with a wood-panel door and transom light. It is sheltered by a shed porch roof supported by Corinthian-style columns. Next to the entryway is a bay window with replacement single-hung windows with wood surrounds. This is the predominant window type found throughout the house, some of which have ornamental scrollwork above. Two windows at the rear are topped with bracketed pediments. Other windows are horizontal sliding and awning windows, all replacements. On the rear wing of the building are an enclosed former porch with a shed roof and a wood panel door. Another wood panel door and a small open porch area on the second floor can be accessed by an exterior wood stairway with an unpainted wood balustrade.

Behind the house are two outbuildings. The first, which fronts onto Speegle Street, is a wood frame shed with a simple rectangular plan, a front gable roof with corrugated metal panel sheathing, and a combination of vertical wood and corrugated metal siding. A large wood double door with a lattice pattern exterior opens onto the sidewalk. On the southwest side are a personnel door and two multiple-pane windows. The second building, which appears to be a secondary residence or workshop, has a rectangular plan, side-gable roof with composition shingles, wood shingle wall siding, solid personnel door, and two replacement single-hung windows. Some elements of this property were not visible from the public right-of-way because of fencing or vegetation.

Juan Bautista Henry Cooper built this house in 1871. Cooper was the son of Monterey County pioneer Juan Bautista Rogers (J.B.R.) Cooper who arrived in California in 1823. The elder Cooper acquired extensive property holdings in Monterey County, including in the Big Sur area, and in 1829 bought the Rancho Bolsa del Potrero y Moro Cojo west of present-day Castroville. Juan Bautista Henry Cooper inherited the rancho and other lands in Monterey County from his father. In 1871, he married Martha Brawley and built this house to live in with his bride. By 1880, Juan Bautista Henry and Martha Cooper lived in this house with children Alice, John, Abelardo, and Delfina, and two servants, Maggie Cahill and Katie Jordan. Juan Bautista Henry Cooper lived in this residence while managing his ranch land in the area. By 1890, the Cooper family had moved to San Francisco, yet Juan Bautista Henry Cooper retained possession of most of his vast holdings throughout Monterey County. Juan Bautista Henry Cooper died in 1899, and research did

not determine when Cooper or his heirs sold the study property, and also did not determine the immediate subsequent owners or occupants of this house. The next known owner is Lucille Gambetta, who owned and lived in the house by the 1950s. Gambetta, at this time, operated the building as a boarding house called the Gambetta Hotel, occupying the first floor herself and renting out the second-floor rooms. The building continued to be used in this manner through at least the 1970s.

The residence on this parcel, built in 1871 as the home of Juan Bautista Henry Cooper, has historical significance under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1 within the context of Castroville's foundational history, and may once have been significant under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3 for its architectural merits, but is not eligible for listing in either register because it lacks sufficient historic integrity to convey its significance.

Under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1, this property is significant for its important association with early Castroville development. Built within the first decade of Castroville's founding, this residence helped establish Castroville as a place during the town's formative period. Additionally, the residence's association with the Cooper family imparted status to the budding community. The building, however, has been substantially altered and no longer possesses the integrity necessary to convey its significance. While the exact dates of the alterations to this building are not known, a close examination of the historic photographs reveals significant alterations to the character-defining features of the building. Among these are removal of all bracketed pediments above windows except for two windows in the rear of the building; applied scrollwork added above some second-story windows; replacement of all double-hung windows with single-hung windows, including some replaced with single-hung/awning combination windows; removal of the paneled arched top of original windows; horizontal sliding windows installed; rear porch enclosed; second-story balcony above main entrance removed; replacement of front porch roof; widening of front porch; siding replaced resulting in loss of quoins at each corner and loss of the belt course below fascia panels; and removal of elaborately carved panels between first and second-floor bay windows. These alterations have greatly diminished the integrity of design, materials, workmanship, and feeling, thus compromising the building's ability to convey its significance under this criterion.

This property is not significant under the National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2 for an association with the lives of persons important to history. The research did not indicate the property was the sole surviving property most importantly associated with an individual who made demonstrably important contributions to history at the local, state, or national level. Juan Bautista Henry Cooper

owned a large amount of property in Monterey County in the late 19th century and was the son of a historically important person. Juan Bautista Henry Cooper, however, does not rise to the level of a person important to history. His wealth was a result of his inheritance from his father, and he was among many cotemporaneous wealthy landowners in Monterey County. Research does not indicate that the activities and achievements of Juan Bautista Henry Cooper were anything other than typical for someone of his wealth and were not of historical importance. This Italianate-style residence does not meet the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3 because it does not possess distinctive characteristics of a type, period, or method of construction, is not the important work of a master architect, and does not possess high artistic value. This property appears to meet the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3 as an example of Italianate architecture in Castroville dating to the town's early period. The Italianate style was popular for residential buildings from the 1850s through the 1870s. Characteristics of the style include bracketed cornices; tall, narrow windows with hoods, crowns, or molded window surrounds; bay windows; gable or hipped roofs; balustraded balcony; arcaded porch; and occasionally a cupola. Originally an excellent example of the Italianate style, the substantial multiple substantial alterations to the building described above have occurred since its construction in 1871, thus compromising its ability to convey its potential significance and making it ineligible for listing under this criterion.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

The property (Assessor's Parcel Number 030-125-003) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10501 Merritt Street (Assessor's Parcel Number 030-125-005)

On this parcel are two buildings, both originally single-family residences, one of which has been converted to retail commercial use. The rears of these two buildings were not visible from the public right-of-way. The current residence is one story with a rectangular plan. It has a front gable roof with composition shingles, exposed rafter tails, and brackets in the gable end. Offset to one side of the façade (southwest side) is a smaller front gable roof with a diamond vent in the gable peak covering an enclosed porch. Exterior walls are covered in narrow, horizontal wood clapboard siding, and windows throughout are replacement horizontal sliding sash, with the visible exception being a pair of multiple-light wood frame windows adjacent to the replacement front door in the enclosed porch.

The former residential building that has been converted to retail commercial use is similar to the other building in many respects. It is also one story with a rectangular plan and front-gable roof with exposed rafter tails and brackets in the gable ends. A diamond-shaped vent is in the gable peak. The storefront consists of a boarded-up, recessed front door and two boarded-up doors beneath a canvas awning. There are no other visible window openings on the building. Narrow horizontal wood siding covers all exterior walls.

The two buildings on this parcel were constructed in 1937 in northern Castroville, both originally as residences. In 1982, Ken and Son Produce opened in the converted commercial building. This business continued until 2000. Sam's Smoke Shop was the last occupant of this now-vacant building. No additional information was found for the residential building.

This property does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). These two buildings were built as single-family residences in 1937, well after the town's founding and initial development, and are associated with general and typical residential building trends during this period.

Though Castroville experienced residential growth in the 1930s, this was common for the period throughout California and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, development of the agricultural industry, or transportation network development. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property has made demonstrably important contributions to history at the local, state, or national level.

Under National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this property is not significant as an important example of a type, period, or method of construction, nor is it the work of a master or possess high artistic values. Both buildings on this parcel are modest examples of the Craftsman Bungalow, a style that gained widespread popularity in California and elsewhere during the early decades of the 20th century. Typical characteristics of the style include a low-pitched hipped or gable roof with wide overhangs, exposed rafters and decorative

brackets, double-hung windows, large porches with roofs supported by stout columns, horizontal wood siding, exposed roof beams, and rafter tails, and multiple-pane windows. The buildings on this parcel exhibit minimal and modest characteristics of the style in their massing, low-pitched gable roofs, brackets, and horizontal wood siding. As examples of the Craftsman Bungalow, however, these two buildings lack architectural distinction and are substantially modified from their original appearance. Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the buildings have several alterations, including an enclosure of the porch and replacement windows on the residence, and remodeling of the façade of the former residence into a storefront. These alterations have diminished the integrity of feeling, association, design, materials, and workmanship.

The property (Assessor's Parcel Number 030-125-005) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10460 Merritt Street and 10498 Merritt Street (Assessor's Parcel Number 030-152-004)

This parcel at the corner of Merritt Street and Sanchez Street contains an auto repair business consisting of several buildings and an adjacent residence. Much of this parcel was obscured from view by a wood fence. The main auto repair building, which faces northeast onto Merritt Street, contains a large shop and office space. It has a front-gable roof clad with corrugated metal panels. The walls on the façade have vertical groove wood siding; the wall rises above the gable end to form a stepped parapet. The façade also has a metal roll-up garage door, full-glass personnel door, and four replacement horizontal sliding windows. The walls of the southeast side of this building, along Sanchez Street, are sided with a combination of vertical groove wood siding and stucco.

Two additional buildings associated with the auto repair business are at the rear of this parcel and only partially visible from the street. The larger of the two, located near the center of the parcel, is a metal frame building with standing-seam metal walls, a gable roof, metal-frame horizontal siding windows, and a top-hung sliding garage door. The other is a tall, narrow building with exposed steel framing, plywood walls, a standing-seam metal roof with a flat top and sloping sides, and two tall hinged garage doors opening onto Tembladera Street.

The single-story Craftsman Bungalow residence, located northwest of the auto repair shop and facing Merritt Street, has a rectangular plan and a medium-pitched front-gable roof. Brackets adorn the corners of the gable ends, and a small gable roof shelters a front entryway featuring a concrete porch, stucco-clad side walls with arched openings, and a wood panel door. The remainder of the house is also stucco-clad, and windows throughout are replacement double-hung, horizontal sliding, and fixed pane vinyl sash. On one side of the house is a large, arch-topped window set. A concrete driveway next to the house leads to a rear garage, only a small part of which was visible from the public right-of-way during a field survey. The garage has a front-gable roof with vertical wood siding on the gable end and horizontal wood siding on the front. Also, on the front of the garage is a personnel door, and on the rear is a garage door. Two other buildings are at the rear of the parcel but were not visible during the field survey. The residence on this parcel was built in 1920, and in the early 1960s, the current garage was built in its place.

This property (Assessor's Parcel Number 030-152-004) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). The residence and auto repair shop on this parcel were constructed in 1920 and 1930, respectively, on Castroville's main street just north of the commercial core. Their construction occurred well after the founding of the town of Castroville and its initial development. The development of this property is associated with general residential and commercial development patterns happening in Castroville during the 1920s-1930s era, a period that was not a time of historically significant residential or commercial growth. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance.

Additionally, it is not importantly associated with any known local historic contexts, including residential and commercial development, agriculture, or transportation network development. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property has made demonstrably important contributions to history at the local, state, or national level.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, none of the buildings on this property are significant as important examples of a type, period, or method of construction, or as the works of a master, or for possessing high artistic values. The

residence at 10460 Merritt is a modest example of the Craftsman Bungalow, a style that gained widespread popularity in California and elsewhere during the early decades of the 20th century. Typical characteristics of the style include a low-pitched hipped or gable roof with wide overhangs, brackets under the eaves, double-hung windows, large porches with roofs supported by stout columns, horizontal wood siding, exposed roof beams, and rafter tails, and multiple-pane windows. The residence on this parcel exhibits minimal and modest characteristics of the style in its roof form, massing, brackets, and notched fascia boards on the porch roof. This house, however, is an unremarkable and somewhat modified example of the Craftsman Bungalow style that lacks architectural distinction.

Also, under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, the main auto repair building and its ancillary buildings are not significant as important examples of a type, period, or method of construction, or as the works of a master, or for possessing high artistic values. These buildings are basic, functional, and utilitarian in their design, construction, and building materials. The main shop on Merritt Street, constructed in 1930, is a wood frame building with an unadorned exterior covered in a variety of low-cost materials, including a standing seam metal panel roof and replacement vertical groove wood panels on the front. Such simple building design served to provide minimal necessary shelter for light industrial activities, and by the time this building was built had been in common usage for decades. This type of building became popular for its ease of construction, low cost, and fire resistance. Some examples, such as the building on this parcel, were built with a parapet false-front to provide space for the business name. The utilitarian buildings on this parcel are typical in their design and materials and do not exhibit distinctiveness in their architectural style.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, the buildings on this property are not significant or likely sources of important information about historic construction materials or technologies that are not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, this property has been substantially altered throughout its history. Modifications to the house include the replacement of the front door and windows throughout, the original wood siding replaced or covered with stucco, demolition of two outbuildings, and construction of a garage and carport. Alterations to the auto shop building include the application of stucco on the façade and construction of additions on the side and rear of the main building. These alterations have diminished this property’s integrity of materials, workmanship, design, feeling, and association.

The property (Assessor's Parcel Number 030-152-004) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10499 Merritt Street (Assessor's Parcel Number 030-126-002)

This corner parcel contains a commercial building facing southwest onto Merritt Street and a single-family residence at the rear of the parcel along Sanchez Street. Both buildings have the same address. The commercial building is one story and roughly square in plan and has a flat roof obscured by a stepped parapet on the façade.

Its walls are clad in stucco. The main entry is a full-glass door cutting the corner of the building. A second door is on the north end of the façade. Windows across the front are large, fixed pane, with one large opening covered with metal. Other windows on the sidewall are replacement horizontal sliding vinyl sash. Directly behind the building is a modern garage with standing seam metal panel walls and a metal roll-up door. At the rear of the parcel is a single-story, single-family residence with an irregular plan and cross-gable roof clad in composition shingles. Visible windows include replacement vinyl horizontal sliding and fixed pane sash. A sliding glass door on the west side opens onto a small open patio covered by a shed roof supported by plain wood posts. Much of this building was obscured from view by wood fencing.

The residence on this parcel was constructed in 1947. The commercial building on this parcel was built shortly after 1952 and a tavern opened in the building called Frank's Club. Frank's Club appears to have been in business until around 1984. In 1984, the business in the commercial building became Chapo's Bar, and it continued to be a bar and restaurant into the early 2000s. The building was converted into its current use as a convenience store between 2001 and 2006.

This property (Assessor's Parcel Number 030-126-002) does not have important associations with significant historic events, patterns, or trends of development. (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). Both buildings on this property, constructed in 1947 and circa 1956, are associated with general and typical development trends in Castroville during the immediate post-World War 2 period. Though Castroville experienced episodes of growth during this era, such episodes were common both in California and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, commercial and residential development, agriculture, or transportation network development. Therefore, the property is not eligible

under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with these buildings has made demonstrably important contributions to history at the local, state, or national level.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this property is not significant as an important example of a type, period, or method of construction, and it is not the work of a master, and it does not possess high artistic values. The residence on this parcel is a Minimal Traditional style building, a style developed in the 1930s as the popular Craftsman Bungalows and period revival dwellings began to give way to simpler styles. The Minimal Traditional style not only reflected a desire for economy, but also the influence of the Modern architectural movement and its rejection of elaborate decoration. Considered a “compromise style,” the Minimal Traditional house reflected the form and shape of earlier housing styles, but without the decorative detailing. Generally, these buildings had low to medium roof pitches with close rather than overhanging eaves, boxy massing, and wood, stucco, or brick siding. The Minimal Traditional style remained popular through the 1960s. This residence at 10499 Merritt Street is a modest, typical, and modified example of this style and is not distinctive for its architecture or design.

The commercial building on this parcel is an example of One-Part Commercial Block style, a commercial building type characterized by its one-story boxy massing, front-gable or flat roof, and a façade fronting directly onto the sidewalk comprised of plate glass windows and a large wall area above the windows forming a parapet and providing space for a sign or lettering.

This style of the building started to become popular for main street commercial buildings in the late 19th century, and its exterior appearance was influenced by the popular architectural trends of the time. Initially having a strong Victorian aesthetic, the style became more reserved and embraced a Classical tradition around 1900, followed by Modernist influences. Many buildings, such as the study property, lacked a strong expression of any particular architectural style. By the mid-20th century, the One-Part Commercial Block had become the most common type of commercial architecture for small and medium-sized buildings in the country, although its popularity began to wane in the 1950s. The building on the study parcel exhibits some aspects of the style’s characteristics in its massing, placement of windows and doors, façade fronting directly onto the sidewalk, and large display windows. This building, however, is a typical, unremarkable, and modified example of the One Part Commercial Block and is not distinctive for its architecture or design. Under the National Register of Historic Places

Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, alterations to this property have diminished its integrity of design, materials, workmanship, and feeling. For the residence, these changes include a large addition, conversion of the garage into a living space, and replacement of windows and doors. Alterations to the commercial space include the replacement of several original windows and doors.

The property (Assessor's Parcel Number 030-126-002) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10481 Merritt Street (Assessor's Parcel Number 030-126-003)

This parcel contains a single-story commercial building facing southwest onto Merritt Street and a single-story residence directly behind that was not visible from the public right-of-way. Both buildings have the same address. The commercial building has stucco-coated exterior walls and a low-pitched front-gable roof with a stepped parapet on the façade. A full-width awning shelters two storefronts, each with recessed entryways, featuring a replacement aluminum frame, full-glass double doors. Across the façade are several large replacement multiple-light windows with vinyl sash, a long row of which are recessed. Current online aerial imagery indicates the residence behind the commercial building has a gable roof. No other details are known.

The commercial building on this parcel was built in 1947 by an unknown party. Spray's Market is the earliest known occupant in 1964. The building's ownership changed hands multiple times since then, and it has been known subsequently as Food Corral and Montano Market. In 1966, the commercial building's storefront had a flat, non-recessed façade, a design that by 1990 had changed to the current recessed form of today. Also, by 1990, the market was turned into a consignment store and an arts and crafts vendor. Currently, space is occupied by multiple small vendors, including Beibz-On Signs, L-C's Tool Repair, and Furniture Plaza. The research did not determine the construction date of the residence behind the commercial building. Although a building appears in the same location on historic aerial photographs in 1941, it is unclear if this is the same building.

This property (Assessor's Parcel Number 030-126-003) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). The commercial building on this

property was built in 1947, apparently as a retail establishment. Its construction is associated with the general and typical commercial development trends in Castroville during the immediate post-World War 2 period. Though Castroville experienced episodes of growth during this era, such trends were common both in California and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. Although the research was unable to determine the date of construction of the residential building, no documentary or other evidence has indicated that it was built during Castroville's early settlement period in the 19th century, or that it is historically significant within the context of Castroville's residential development. Overall, this property is not importantly associated with any known local historic contexts, including settlement patterns, commercial and residential development, agriculture, or transportation network development. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property has made demonstrably important contributions to history at the local, state, or national level. Under National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this property is not significant as an important example of a type, period, or method of construction, nor is it the work of a master or possess high artistic values. The commercial building on this parcel is an example of the One-Part Commercial Block style, a commercial building type characterized by its one-story boxy massing, front-gable or flat roof, and a façade fronting directly onto the sidewalk comprised of plate glass windows and a large wall area above the windows forming a parapet and providing space for a sign or lettering. This style of the building started to become popular for main street commercial buildings in the late 19th century, and its exterior appearance was influenced by the popular architectural trends of the time. Initially having a strong Victorian influence, the style became more reserved and embraced a Classical tradition around 1900, followed by Modernist influences. Many buildings, such as the study property, lacked a strong expression of any particular architectural style. By the mid-20th century, the One-Part Commercial Block had become the most common type of commercial architecture for small and medium-sized buildings in the country, although its popularity began to wane in the 1950s. The building on the study parcel exhibits the style's characteristics in its massing, placement of windows and doors, façade fronting directly onto the sidewalk, and large display windows. However, this building is a typical, unremarkable, and modified example of the One-Part Commercial Block and is not distinctive for its architecture or design.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the complete remodel of the storefront has diminished the integrity of materials, workmanship, design, and feeling.

The property (Assessor's Parcel Number 030-126-003) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10440 Merritt Street (Assessor's Parcel Number 030-152-003)

This parcel has a single-story National Folkstyle residence and a detached garage located slightly behind the house. The house has a simple rectangular plan and a side-gable roof with composition shingles and very narrow eaves. Across nearly the width of the northeast-facing façade is a concrete porch with a short flight of concrete steps and a stucco-clad balustrade, all sheltered by a shed roof on plain square wood posts. There are two front doors – one multiple-light and one solid – flanked by replacement double-hung and vertical sliding windows with wood surrounds. Elsewhere on the building are additional replacement sliding windows with wood surrounds. Extending from the rear of the building is a cross-gabled element with a small shed roof element attached. Wall cladding includes a combination of horizontal channel groove rustic and clapboard siding, as well as and vertical groove panel siding. The detached garage is topped by a side-gable roof with exposed rafter tails. The only visible side of the garage has vertical groove wood panel siding and a top-hung sliding door. Two other small buildings are behind the house but were not visible from the public right-of-way. This residence was constructed in 1900 on the north side of Castroville. A beauty shop also operated out of this building during the late 1950s.

This property does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). This residence was built in 1900 on Castroville's main street just north of the commercial core. Castroville's initial and formational period of development had passed by this time, and the construction of this residence occurred during an era of general residential development, a period that was not a time of historically significant residential growth. As such, this property is not associated with a historically significant trend and has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance. Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, agriculture,

or development of transportation networks. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property has made demonstrably important contributions to history at the local, state, or national level.

Under National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this property is not significant as an important example of a type, period, or method of construction is not the work of a master and does not possess high artistic values. The residence exhibits elements of the National Folk architectural style, examples of which were built in California from early statehood into the 1930s in urban and rural areas. The overarching characteristic of National Folk houses is their simple form and lack of lacking elaborate stylistic design. Other traits include gable, hipped, and pyramidal roofs; horizontal wood siding; a central entrance either recessed or covered by a shed roof or small hood; and one-over-one windows devoid of decoration. National Folk houses also typically included stylistic detailing borrowed from other house types popular at the time of their construction. The residence on the study parcel is a modest, typical, and modified example of this style that lacks architectural distinction.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the replacement of siding, windows, and doors, as well as alterations to the porch, have diminished this property's integrity of materials, workmanship, design, and feeling.

The property (Assessor's Parcel Number 030-152-003) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10421 Merritt Street (Assessor's Parcel Number 030-126-006)

This single-story Craftsman Bungalow residence has a rectangular plan and front gable roof with moderate eaves, brackets, and composition shingles. Exterior walls are clad in horizontal wood siding. The enclosed, front gable main entry has low piers at the corners, a wood panel door, and fixed pane and horizontal sliding windows. Other windows on the building include fixed

pane, vertical sliding, and horizontal sliding. Most of the observed windows appear to be replacements. Behind the house (on the northeast side), and largely obscured from view, are an open-sided carport and a shed.

The residence on this parcel was constructed in 1930, north of downtown Castroville. The research did not determine the early owners and occupants of this property. Most of the building's original wood-frame casement-type windows have been replaced by aluminum frame windows.

This property (Assessor's Parcel Number 030-126-006) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). This residence was constructed in 1930 along Castroville's main street, north of commercial core, among a few other houses on this part of Merritt Street. Its construction occurred well after the founding and initial development of the town and is associated with general and typical residential building trends during this period. Though Castroville experienced episodes of growth in the 1920s-1930s period, such trends were common both in California and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, development of the agricultural industry, or transportation network development. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). The research did not identify any individual associated with this property that has made demonstrably important contributions to history at the local, state, or national level.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this property is not significant as an important example of a type, period, or method of construction, or as to the work of a master, or for possessing high artistic values. This residence is a modest and modified example of a Craftsman Bungalow, a style that gained widespread popularity in California and elsewhere during the early decades of the 20th century. Typical characteristics of the style include a low-pitched hipped or gable roof with wide overhangs, brackets under the eaves, double-hung windows, large porches with roofs supported by stout columns, horizontal wood siding, exposed roof beams, and rafter tails, and multiple-pane windows. The house on this parcel exhibits minimal characteristics of the style in its massing, low-pitched gable roof, brackets, and horizontal wood

siding. As an example of a Craftsman Bungalow, it lacks architectural distinction, does not possess high artistic value, and is not the work of a master.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the enclosure of the porch and replacement of most windows has diminished the integrity of materials, workmanship, design, and feeling of this property relative to its original construction.

The property (Assessor's Parcel Number 030-126-006) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10420 Merritt Street (Assessor's Parcel Number 030-152-002)

On this parcel is a residence with an attached garage and a small shed in the rear. This single-story residence has a rectangular plan and a side-gable roof clad with composition shingles. Exterior walls have horizontal wood siding and multiple window openings with wood surrounds and replacement vertical sliding windows with faux-muntins. On the façade, these windows are grouped in sets of three that wrap around the two front corners. Centered on the façade is the main entryway consisting of a small, three-step concrete porch covered by a shed roof supported at the corners by square wood posts with a cross-hatch decoration. On one side of the residence is an attached garage with a slightly lower side-gable roof; the garage door has been removed, and the opening is enclosed with vertical groove wood panel siding. There appear to be two small buildings behind the house, one with a flat roof and one with a gable roof. This part of the property was largely obscured from view during a field survey by a wood fence. This residence was built in 1940, but the research did not determine the original owners or occupants. The two small buildings behind the house were built sometime after 1993

This property (Assessor's Parcel Number 030-152-002) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). Built in 1940 in the northern section of Castroville on the town's main street, this residential property is located amidst other modest, single-family residences. Its construction occurred well after the town's founding and initial development and is associated with general and typical residential building trends during this period. Though Castroville experienced episodes of growth in the 1920-1941

period, such trends were common both in California and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, agriculture, or development of transportation networks. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property has made demonstrably important contributions to history at the local, state, or national level. Under National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this building is not significant as an important example of a type, period, or method of construction, nor is it the work of a master or possess high artistic values. The residence on this parcel is a Minimal Traditional style building, a style developed in the 1930s as the popular Craftsman Bungalows and period revival dwellings began to give way to simpler styles. The Minimal Traditional style not only reflected a desire for economy, but also the influence of the Modern architectural movement and its rejection of elaborate decoration. Considered a “compromise style,” the Minimal Traditional house reflected the form and shape of earlier housing styles, but without the decorative detailing.

Generally, these buildings had low to medium roof pitches with close rather than overhanging eaves, boxy massing, and wood, stucco, or brick siding. The Minimal Traditional style remained popular through the 1960s. This residence at 10380 Merritt Street is a modest, typical, and somewhat modified example of this style. It is also not the work of a master and does not possess high artistic value.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places California Register of Historical Resources, the replacement of most windows on the residence has diminished the historic integrity of materials, workmanship, design, and feel of this property.

The property (Assessor’s Parcel Number 030-151-002) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10400 Merritt Street (Assessor's Parcel Number 030-152-001)

This property is at the corner of Merritt Street and Cooper Street, with Tembladera Street running along the rear of the parcel. The only building on the parcel is a small shed located at the rear of the lot. The wood-frame building has a simple rectangular plan, a gable roof with narrow eaves, and a small shed roof element on one side. The roof is clad in composition shingles, and the walls are covered with board-and-batten siding. On the front (northeast side) of the building are a small board-and-batten personnel door and a broken, wood-frame multi-sash window. There are three swinging vertical wood plank doors on the northwest (Cooper Street) side of the building.

This shed was built in about 1890 behind a no longer existing house that was constructed the same year facing Merritt Street. The research did not determine the original owners or occupants of the house. The residence was demolished in 1982.

This property does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). The only built environment element on this parcel is a shed built circa 1890 as an ancillary building to a residence that was demolished in the 1980s. Its construction occurred well after the founding and initial development of the town and is associated with general and typical residential building trends during this period.

As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. Additionally, it is not associated with any known local historic contexts, including settlement patterns, development of the agricultural industry, or transportation network development. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property has made demonstrably important contributions to history at the local, state, or national level.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this property is not significant as an important example of a type, period, or method of construction, is not the work of a master, and does not possess high artistic values. This shed lacks

characteristics that would define it as any particular architectural style. Its basic form, standard design, and common materials make it strictly utilitarian in all respects, and it reflects a common building type that was constructed in large numbers throughout the state in the decades surrounding the turn of the 20th century. Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the removal of the original residence has substantially diminished the integrity of design, materials, workmanship, setting, feeling, and association of this property.

The property (Assessor's Parcel Number 030-152-001) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10398 Mc Dougall Street (Assessor's Parcel Number 030-127-012)

The parcel at the corner of Mc Dougall Street and Cooper Street contains two residences and two sheds. The primary residence is a two-story National Folkstyle building facing northeast onto Mc Dougall Street. It has a rectangular plan and steeply pitched side-gable roof with a shed roof extension on the rear. The roofs are clad in composition shingles and have narrow eaves. The building's wood-frame walls are covered in a combination of narrow and wide channel groove rustic wood siding. The main entryway, which faces onto Mc Dougall Street, consists of a ramshackle enclosed shed-roof vestibule made from a patchwork of plywood, horizontal wood siding, plexiglass windows, and horizontal sliding windows. Elsewhere on the building, windows include wood-sash double-hung, replacement vertical sliding and horizontal sliding sash, and multi-light fixed pane windows, all with wood surrounds. A small shed roof element on the rear corner of the residence has the same window types and a modern personnel door. Next to this is a small, prefabricated modern shed.

At the rear of the parcel behind the main residence is a second residence and large shed, both of which are in an advanced state of deterioration. The shed has a side-gable roof with most of the wood shingles gone and the rafters and purlins completely exposed. Covering the building is wide, horizontal wood siding, and nearly the entire south side facing Cooper Street is comprised of two side-hinged vertical plank double doors. On another side are a boarded-up window opening and a wood panel personnel door. Next to the shed stands a two-story National Folkstyle secondary residence. This building has a nearly collapsed side-gable roof with wood shingles. The house has smooth

stucco walls, empty or boarded-up window openings, and a wood panel front door that is falling off its hinges.

The primary residence on this parcel was built in 1878 on Mc Dougall Street, one block from Merritt Street, Castroville's main thoroughfare. The identities of the original or early period owners or occupants of this residence are not known.

The primary residence on this parcel, built in 1878, has historical significance under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1 for its important association with the early development of Castroville but lacks the integrity to that period. Built during the initial period of Castroville's growth, this residence helped to establish Castroville during the town's early formative period. However, the building lacks sufficient historic integrity of design, materials, workmanship, and feeling to convey its significance because of substantial alterations to the building. These alterations include most of the windows replaced, wall siding replaced, a modern door installed on the rear, and the construction of the front vestibule. The property is, therefore, not eligible for the National Register of Historic Places or California Register of Historical Resources under this criterion.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). The research did not determine that any individual associated with this property has made demonstrably important contributions to history at the local, state, or national level.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this property is not significant as an important example of a type, period, or method of construction, is not the work of a master, and does not possess high artistic values. The main house and secondary residence are both National Folkstyle buildings. This style is generally characterized by a simple form lacking elaborate stylistic design or detailing. Owing to their simplicity and affordability, houses of this style became common in working-class and rural areas and many were constructed in California from the beginning of Euro-American settlement into the 1930s. Other characteristics of the National Folk include horizontal wood siding, a central entrance covered by a recessed or shed roof porch, a rear extension of the main element, and one-over-one windows, and a lack of decoration. The two residences on this parcel are modest, typical, and modified examples of this style that lack architectural distinction. The large shed is utilitarian in all respects, employing common materials and methods for its period of construction.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely

source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

The property (Assessor's Parcel Number 030-127-012) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10399 Merritt Street (Assessor's Parcel Number 030-127-013)

This parcel contains a Folk Victorian-style residence facing southwest onto Merritt Street and a tankhouse located at the rear of the parcel. The single-story residence rests on a raised foundation. The foundation apron is clad with vertical wood siding, and the siding on the exterior walls of the building consists of narrow horizontal wood clapboard siding. The residence has a pyramidal principal roof with front and rear gabled projections. The roof has composition shingles and narrow eaves. The front-facing projection has fish-scale siding in the pediment, below which is a bay window that flanks a boarded-up main entrance whose staircase has been removed. Windows throughout are replacement vinyl double-hung and fixed-pane sash. The rear wall of the building has a personnel door accessed by a wood stairway and ramp. The tankhouse has walls that taper as they rise to the tank platform and are clad with narrow horizontal wood siding. On one side are a boarded-up doorway and a small boarded-up window opening. Another boarded-up window opening is on the opposite side.

The top element of the structure has been removed, including the tank. Visible on the top are exposed floor beams and joists. This residence, and presumably the tankhouse, were built in 1895. The research did not determine the original owner or occupant of the house. By the 1990s, the residence had been remodeled into a professional office space housing a dentist's office and an aromatherapy-massage studio. By 2015, it was used as a residential property again.

This property (Assessor's Parcel Number 030-127-013) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). This residence was constructed in 1895 on Castroville's main street just north of the commercial core. Castroville's initial and formational period of development had passed by this time, and the construction of this residence and tankhouse is instead associated with the ongoing general residential development trends occurring at the time of its construction, a period that was not an era of historically significant residential growth. As such, this property is not associated with a historically significant trend and has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance. Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, development of the agricultural industry, or transportation network development. Therefore,

the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This period was not an era of historically significant residential growth in Castroville, and the property 10399 Merritt Street does not meet this criterion for important associations within the context of residential development. This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property has made demonstrably important contributions to history at the local, state, or national level.

Under National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this property is not significant as an important example of a type, period, or method of construction, it is not the work of a master, or possesses high artistic values. The residence is a Folk Victorian-style building, a smaller and less elaborate version of the more ostentatious Queen Anne style. Folk Victorian homes achieved popularity during the late 19th century as affordable small houses. Typical characteristics of the style include a medium or steeply pitched gable or hipped roof, horizontal wood siding, decorative brackets, spindle work, bay windows, bargeboard detailing, and large porches.20 The residence on this parcel exhibits some of the characteristics of the style in its massing, steeply pitched hipped roof, front projecting gable with fish scale siding, narrow horizontal wood siding, and bay window. This residence, however, is a typical, modest, and modified example of the style that lacks architectural distinction.

Tankhouses, like the one found behind the residence on this property, were a distinctive part of the rural nineteenth-century landscape of California as settlers built these structures at underground well sites to elevate water tanks and provide a gravity flow domestic water supply. Because tanks were generally located near the main residence, builders usually enclosed the structures to improve their appearance and provide extra storage space below the elevated tank. Most tankhouses were constructed simply and with little ornamentation; however, in some cases owners tried to complement the style of the main residence in the design of the tankhouse. Of six identified types of tankhouses constructed in California, the straight-box type—like the one on the study parcel—was the most popular and widespread type in the state. Tankhouses continued to be built in significant numbers until the mid-1930s. The tankhouse on this property is a typical, modest, and highly modified example of its type that, with the absence of the tank itself, lacks key character-defining features necessary to meet this criterion.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely

source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in the National Register of Historic Places or California Register of Historical Resources, alterations to this property—that include the enclosure of the front porch, replacement of all windows, removal of front steps, boarded up front doorway, additions of a rear entrance stairway and ramp, removal of the tank from the tankhouse, and demolition of two other ancillary buildings that existed on the parcel throughout the historic period—all have diminished the integrity of materials, workmanship, feeling, and design of this property.

The property (Assessor's Parcel Number 030-127-013) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10380 Merritt Street (Assessor's Parcel Number 030-143-004)

The parcel at 10380 Merritt Street contains a residence and a detached garage. The residence has a hipped principal roof and hipped projections at the front and rear. The roof has composition shingles and eaves with no overhang. Horizontal channel groove rustic wood siding covers the wood-frame walls. The main entrance, located on the building's northeast side, is accessed via a small concrete stoop covered by a shed roof supported by square posts. Next to the door is an exterior brick chimney. A cross-hipped roof element at the rear of the building has an attached awning over the back door. Visible windows throughout the residence are wood frame double-hung. The garage is located behind the house and has a pyramidal roof, horizontal wood siding, and a personnel door. This property, located in northern Castroville, was developed in 1941 with a residence and garage.

This property (Assessor's Parcel Number 030-143-004) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). Built in 1941 in the northern part of Castroville, the construction of this house occurred well after the town's founding and initial development and is associated with general and typical residential building trends during this period. Though Castroville experienced episodes of growth in the 1920-1941 period, such trends were common both in California and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. Additionally, it is not importantly associated with any known local historic contexts, including settlement patterns, development of the agricultural industry, or transportation network development. Therefore,

the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property has made demonstrably important contributions to history at the local, state, or national level.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this property is not significant as an important example of a type, period, or method of construction, it is not the work of a master, and it does not possess high artistic values. The residence is a Minimal Traditional style building, a style developed in the 1930s as the popular Craftsman Bungalows and period revival dwellings began to give way to simpler styles. The Minimal Traditional not only reflected a desire for economy but also the influence of the Modern architectural movement and its rejection of elaborate decoration. Considered a “compromise style,” the Minimal Traditional house reflected the form and shape of earlier housing styles, but without the decorative detailing. Generally, these buildings had low to medium roof pitches with close rather than overhanging eaves, boxy massing, and wood, stucco, or brick siding. The Minimal Traditional style remained popular through the 1960s. This residence at 10380 Merritt Street is a modest and typical example of this style that lacks architectural distinction.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

The property (Assessor’s Parcel Number 030-143-004) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10341 Merritt Street (Assessor’s Parcel Number 030-127-014)

This parcel contains two buildings that are part of the present Coastal Valley Inn motel property, formerly an office building: a single-story building constructed in 1964 and a two-story building constructed in 198. Visibility of the single-story building was limited from the public right-of-way. This building is one story and has a C-shape plan topped by a gable roof with composition shingles and wide eaves supported by brackets. Wood panel siding covers the exterior walls with horizontal sliding windows and metal personnel doors. A canvas awning covers the motel office that has a full glass door. The two-story building has a hipped roof and irregular plan. It is of concrete block construction with some exterior wall sections clad in stucco. The motel room doors are sheltered by a wide roof overhang supported by pillars. The second-floor walkway is accessed by concrete stairways and has a wood

balustrade. This parcel contains a one-story building and a two-story building that are a part of the present Coastal Valley Inn property.

A real estate investment company called Castroville Properties, Incorporated, constructed the one-story building in 1964 for use as a professional office building. It initially housed a medical office, dental office, six business offices, and conference room. In 1987, the adjacent vacant lot was purchased, and the two-story motel building was built, as well as extensive renovation of the original single-story office. This project transformed the office spaces into motel rooms, a motel office, and the motel manager's residence. The new motel opened as the Artichoke Inn.

The two-story building on this parcel was built in 1987 when the property changed use into a motel; therefore, this building is less than 45 years old and not subject to formal evaluation.

This property (Assessor's Parcel Number 030-127-014) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). The office building on this parcel was built in 1964 as a professional office building and continued to be an office building until 1987. The construction of this building is associated with general and typical commercial development trends in Castroville during the post-World War 2 period. Though Castroville experienced episodes of growth during this era, such trends were common in California and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. This property is not importantly associated with any known local historic contexts, including settlement patterns, commercial and residential development, agriculture, or transportation network development. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property has made demonstrably important contributions to history at the local, state, or national level.

Under National Register of Historic Places Criterion C and California Register of Historical Resources Criterion 3, Under National Register of Historic Places Criterion C and California Register of Historical Resources Criterion 3, this property is not significant as an important example of a type, period, or method of construction, is not the work of a master, and does not possess high artistic value.

The single-story former professional offices building does not strongly evoke any particular architectural style but appears to have been inspired by the Ranch residential style in its long and low massing, rectangular plan, and low-pitched side-gable roof with overhanging eaves. The Ranch style became immensely popular in residential construction throughout the U.S. beginning in the 1950s and continuing into the 1970s, and it was sometimes used in commercial architecture. The characteristics defining the style are a single-story close to the ground; sprawling rectilinear plan with a wide façade; and a broad, low-pitched hipped, cross gable, or side gable roof; and wide to moderate overhanging eaves. Other common elements are sliding glass doors, exposed rafters, shutters, wooden porch supports, and brick or wood siding.

The single-story building on this parcel is largely functional in its design and has only minimal characteristics of the Ranch style; therefore, it fails to meet this criterion for architectural significance.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in the National Register of Historic Places or California Register of Historical Resources, the single-story building was remodeled in 1987, consisting of transforming the office spaces into motel rooms, the motel office, and the motel manager's residence, replacing all windows and doors, and removing original pergola sheltering in all office fronts. These alterations have diminished the integrity of materials, design, association, feeling, and workmanship.

The property (Assessor's Parcel Number 030-127-014) is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

10180 Merritt Street (Assessor's Parcel Number 030-141-022)

This 1.27-acre parcel is a mobile home park that contains ten single-wide mobile homes and a few small storage buildings. The mobile homes are all standard, rectangular, metal, prefabricated buildings. Some appear to be on concrete foundations, and many have wood entryway additions and porches. The buildings are all situated along a single driveway lined with a wood fence. Visibility of this property from the public right-of-way was limited by vegetation and fencing.

This mobile home park was developed circa 1952 as the Pleasant View Trailer Court. The land had previously been part of farmland, and the mobile home park developed next to the farmhouse, which is no longer extant. In

addition to spaces for mobile homes, Pleasant View Trailer Court originally included a washhouse building. Sometime between 1993 and 2003, major alterations occurred to the property with the demolition of the washhouse building, loss of several mobile homes, reconfiguration of the driveway, demolition of the circa 1900 farmhouse, and some of the property converted to agricultural land. Currently, the mobile home park has ten mobile homes and a few small storage buildings.

The origin of mobile home parks is tied to the popularity of auto-tourism in the 1920s and the need for inexpensive accommodations for motorists. To meet this demand, entrepreneurs opened auto-camps where travelers could pitch a tent or park a trailer for the night. Travel trailer popularity increased steadily in the 1930s, and by the end of that decade, there were sufficient numbers to justify exclusive “trailer parks” that did not permit tents. Trailers were arranged in rows along narrow streets and had communal facilities. It was also during this time that trailer parks, and their inhabitants, acquired a negative image, which, along with their ambiguous status between residential and commercial, led many communities to restrict construction of parks to industrial areas, near highways, or on the outskirts of town.

It was not until the 1950s that trailers were accepted as permanent, long-term housing, and the trailer park residential community first appeared. During this decade, sales of trailers continued to rise as consumers, particularly first-time homebuyers, were attracted to their mobility, affordability, and availability. Sales of trailers, in turn, pushed the development of new trailer parks designed specifically for long-term use by trailers. Trailer manufacturers also responded to consumer demands and built bigger and more comfortable units. This effort led to a breakthrough innovation in design that marked the industry’s transition from building trailers to building houses. It came in 1954 when Elmer Frey of Marshfield Homes ignored the common 8-foot-wide restriction on trailers and introduced the “Ten-wide,” a trailer 10 feet wide and 50 feet long.

Ten-wide trailers were a huge success, especially among first-time homebuyers, and almost immediately became the industry standard. The new trailers were more spacious but less mobile and required special permits to be towed on the highway. The intention was clearly that these trailers were to be towed once and never moved again. The invention of the Ten-wide also changed the nomenclature from “trailer” to “mobile home.” Mobile homes continued to increase in width and length, and by 1969, the first double-wide was introduced.

Coinciding with the transition from a trailer to a mobile home was a corresponding shift in the mobile home park. While mobile home parks still faced opposition and restrictive zoning, the accepted permanence of mobile homes contributed to mobile home parks appearing more like permanent residential communities. Forward-thinking designers sought to mimic

traditional neighborhood patterns with curvilinear street patterns, bigger lots, backyards, and playgrounds. Others were designed for specific groups such as senior citizens. The permanence of mobile homes also led to more site-built additions such as basements, entryways, porches, and carports. Another clear indication of permanence was homeowners surrounding their residences with hedges, flowers, and trees. Mobile home parks exhibited these features in varying degrees, and some not at all. The traditional trailer park design of trailers tightly packed in rows perpendicular to the street was still common.

This property (Assessor's Parcel Number 030-141-022) does not have important associations with significant historic events, patterns, or trends of development (National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1). This mobile home park, established circa 1952, is associated with the general commercial and residential development trends in Castroville during the post-World War 2 period. Though Castroville experienced episodes of growth during this era, such trends were common both in California and nationwide. As such, this property has not made any relatively significant contributions to the broad patterns of history at the national, state, or local levels of significance and does not meet the threshold for National Register of Historic Places or California Register of Historical Resources eligibility. Additionally, this building is associated with the trend of mobile home park development. As noted above, this trend began in the 1930s, and mobile home and trailer parks as property types were well established and numerous by the time Pleasant View Trailer Court was established. Therefore, this property does not have importance within the context of this trend. Overall, this property is not importantly associated with any known local historic contexts, including settlement patterns, commercial and residential development, agriculture, or transportation network development. Therefore, the property is not eligible under the National Register of Historic Places Criterion A/California Register of Historical Resources Criterion 1.

This property is not significant for an association with the lives of persons important to history (National Register of Historic Places Criterion B/California Register of Historical Resources Criterion 2). It does not appear that any individual associated with this property, such as past owners and operators, has made demonstrably important contributions to history at the local, state, or national level.

Under the National Register of Historic Places Criterion C/California Register of Historical Resources Criterion 3, this property is not significant as an important example of a type, period, or method of construction. The only buildings on this parcel, other than a few small storage sheds that were not visible from the public right-of-way, are mobile homes. Most appear to be Ten-wide type mobile homes, many with entryway additions. The overall general design of the mobile home park does not appear to have any

landscaping or other structural design features, and the layout along a single driveway is rudimentary and strictly functional. Additionally, as discussed below, the plan, layout, and composition of the property in many respects do not reflect a 1950s-era mobile home park. Therefore, both in terms of the overall property design, and the mobile homes themselves, this property does not meet this criterion.

Under the National Register of Historic Places Criterion D/California Register of Historical Resources Criterion 4, this property is not a significant or likely source of important information about historic construction materials or technologies that is not otherwise available through documentary evidence.

In addition to lacking historical significance and not meeting the criteria necessary for eligibility for listing in either the National Register of Historic Places or California Register of Historical Resources, the demolition of the washhouse building, loss of several mobile homes, reconfiguration of the driveway, demolition of the circa 1900 farmhouse, and some of the property converted to agricultural land has substantially diminished the property's integrity of design, materials, workmanship, setting, and feeling to the historic period.

The 10180 Merritt Street (Assessor's Parcel Number 030-141-022) property is not a Section 4(f) property; therefore, the provisions of Section 4(f) do not apply.

Appendix B Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

November 2019

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

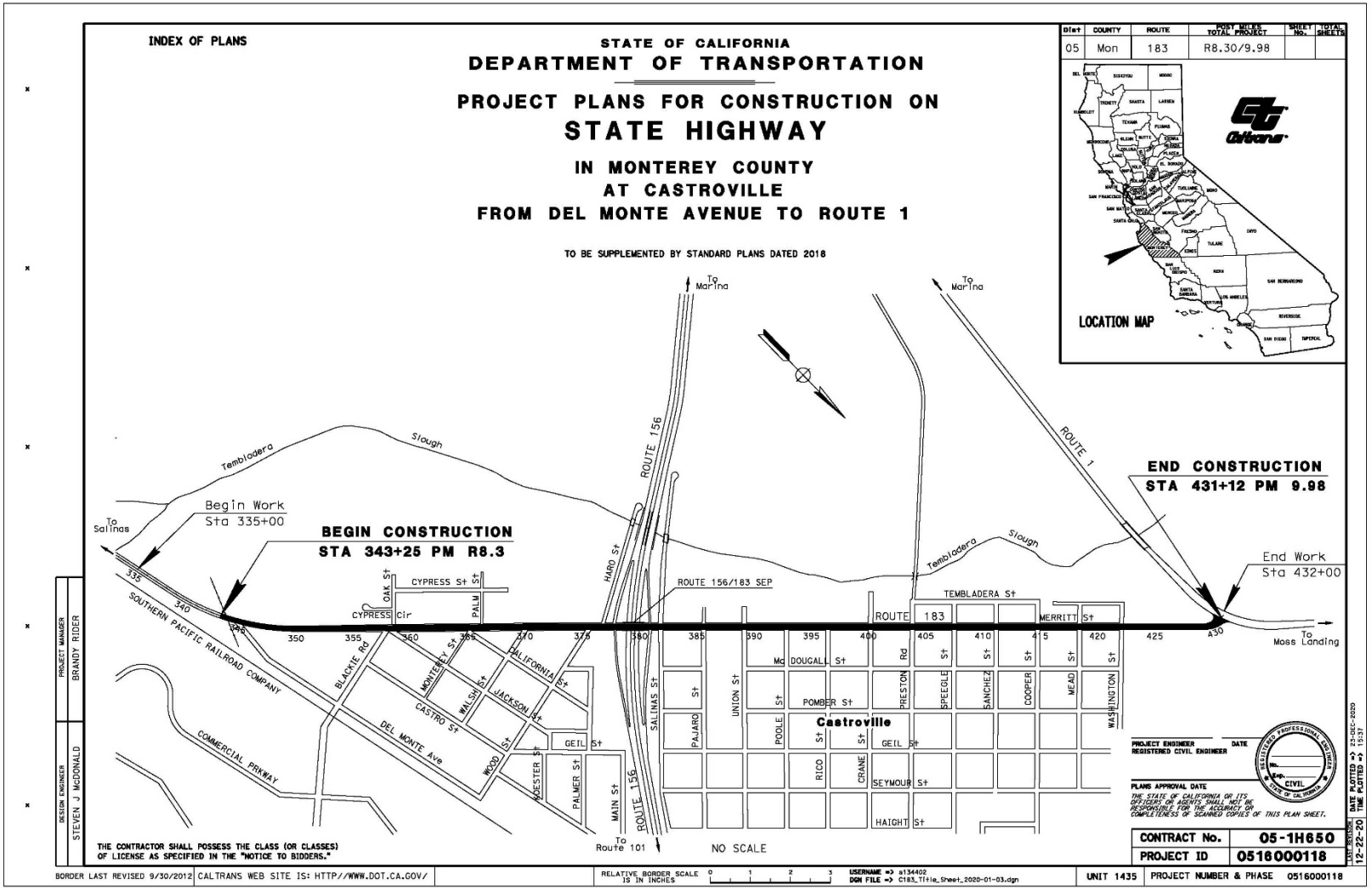
For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page: https://dot.ca.gov/programs/business-and-economic-opportunity/title-vi.

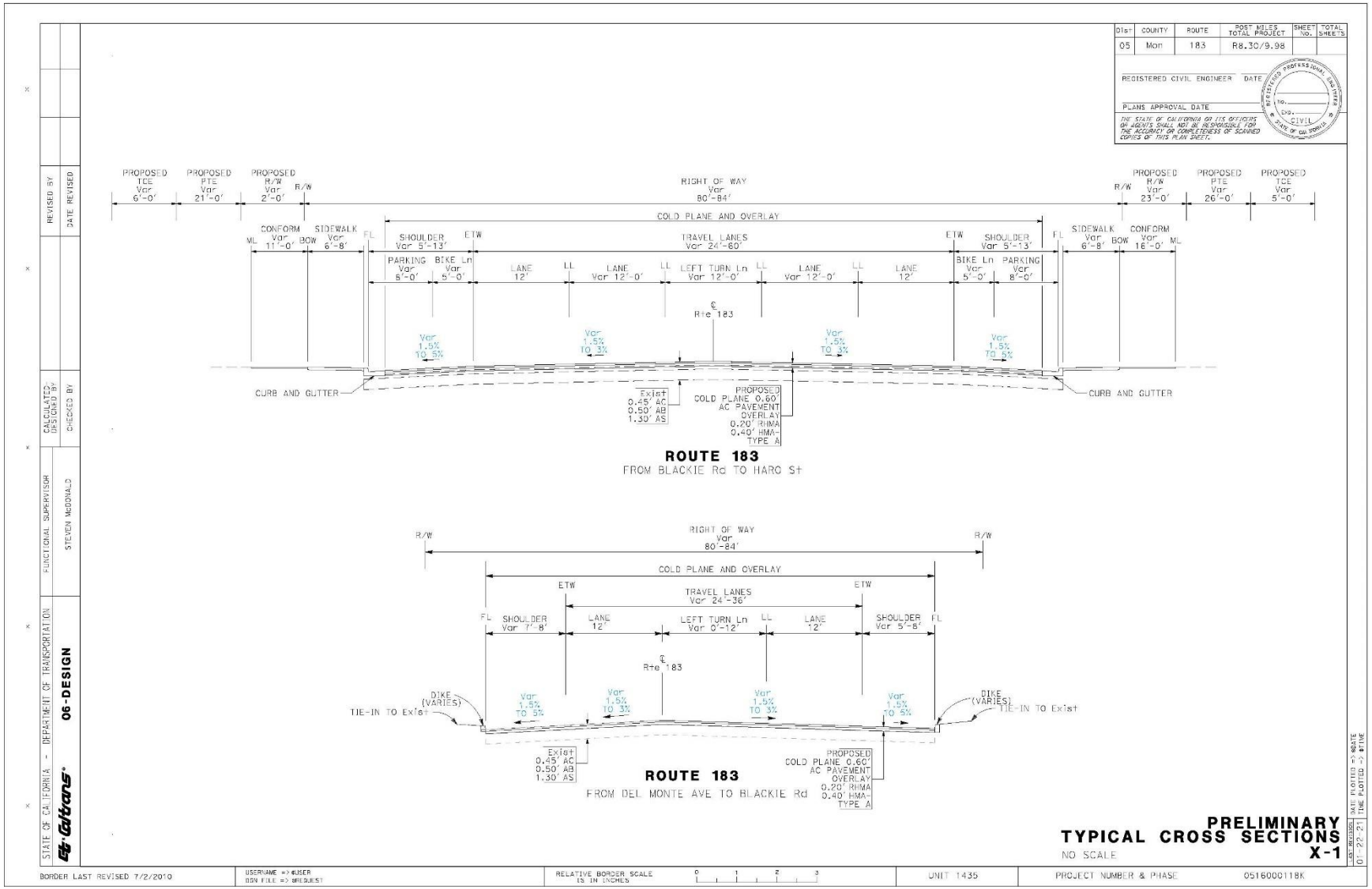
To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

Toks Omishakin
Director

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Appendix C Preliminary Design Layouts

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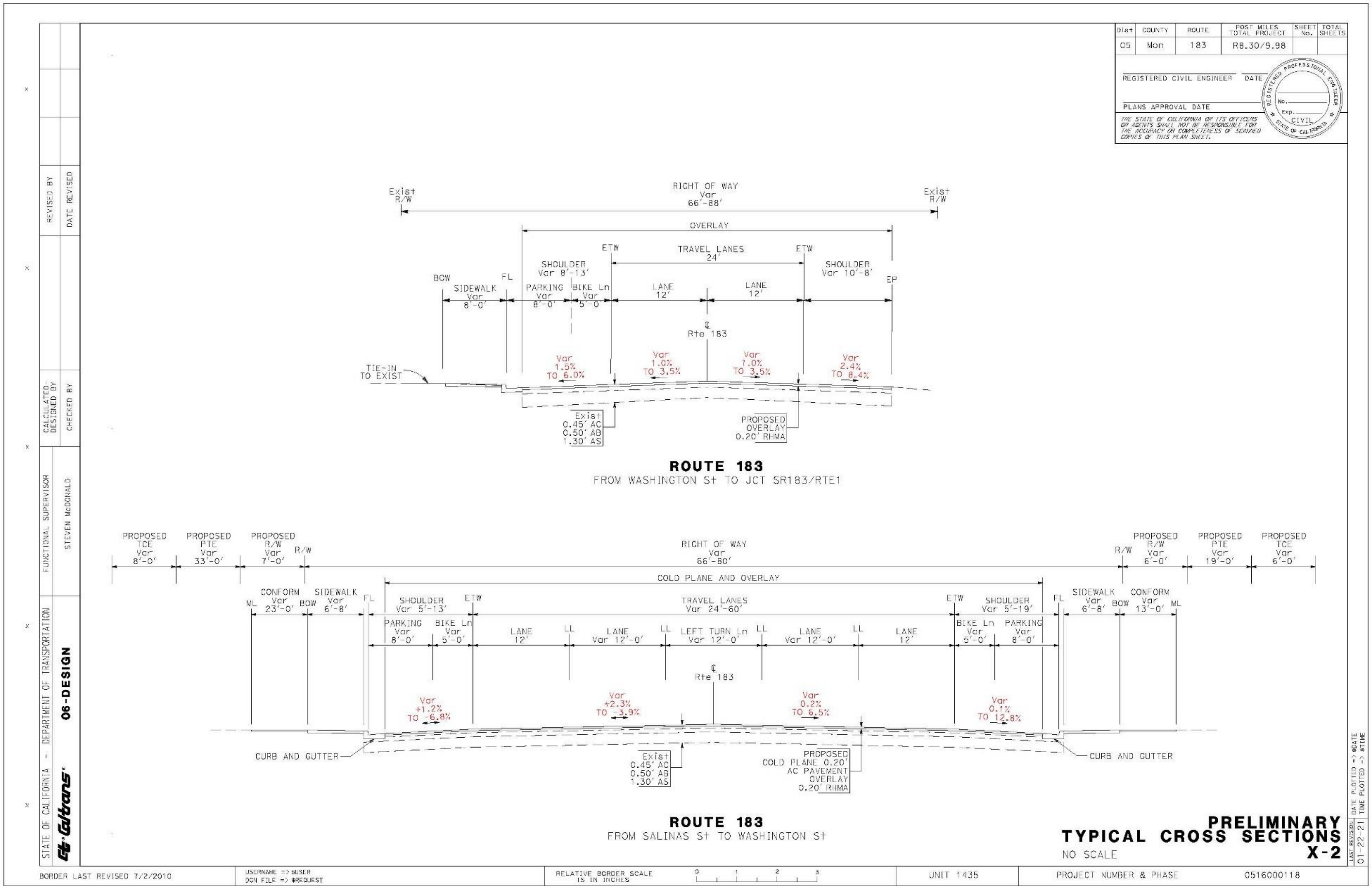
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
PROPOSED TCE Var 6'-0'
PROPOSED PTE Var 21'-0'
PROPOSED R/W Var 2'-0'
R/W
RIGHT OF WAY Var 80'-84'
PROPOSED R/W Var 23'-0'
PROPOSED PTE Var 26'-0'
PROPOSED TCE Var 5'-0'
COLD PLANE AND OVERLAY
CONFORM Var 11'-0'
SIDEWALK Var 6'-8'
SHOULDER Var 5'-13'
TRAVEL LANES Var 24'-60'
PARKING Var 8'-0'
BIKE Ln Var 5'-0'
LANE 12'
LANE Var 12'-0'
LEFT TURN Ln Var 12'-0'
CONFORM Var 16'-0'
Rte 183
Var 1.5% TO 5%
Var 1.5% TO 3%
CURB AND GUTTER
Exist 0.45' AC 0.50' AB 1.30' AS
PROPOSED COLD PLANE 0.60' AC PAVEMENT OVERLAY 0.20' RHMA 0.40' HMA-TYPE A
ROUTE 183
FROM BLACKIE Rd TO HARO St
RIGHT OF WAY Var 80'-84'
TRAVEL LANES Var 24'-36'
SHOULDER Var 7'-8'
SHOULDER Var 5'-8'
LEFT TURN Ln Var 0'-12'
DIKE (VARIES)
TIE-IN TO Exist
ROUTE 183
FROM DEL MONTE AVE TO BLACKIE Rd
PRELIMINARY
TYPICAL CROSS SECTIONS
X-1
NO SCALE
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
06-DESIGN
FUNCTIONAL SUPERVISOR STEVEN McDONALD
CALCULATED/DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
UNIT 1435
PROJECT NUMBER & PHASE 0516000118K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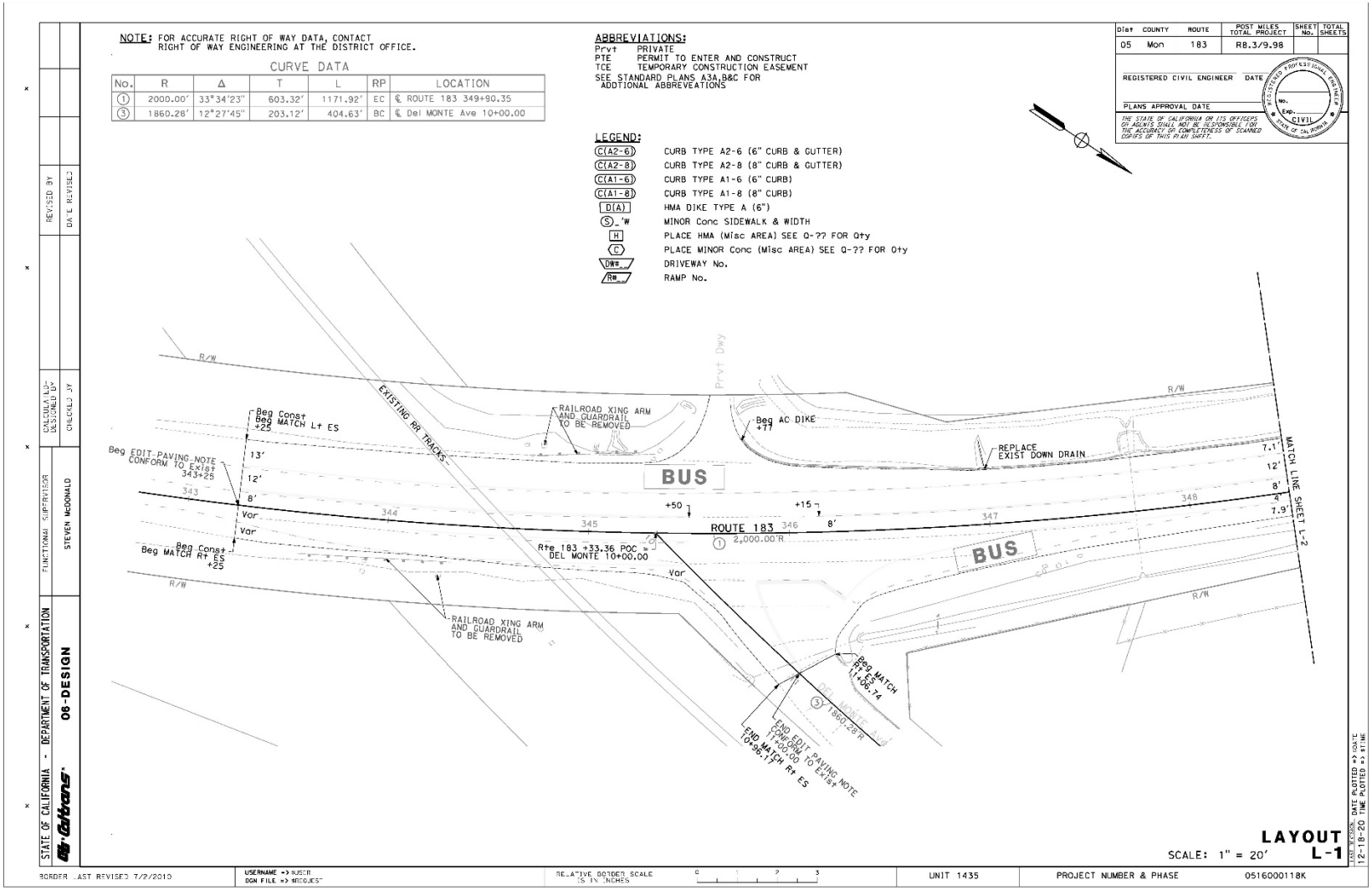
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
RIGHT OF WAY Var 66'-88'
OVERLAY
TRAVEL LANES 24'
SHOULDER Var 8'-13'
SHOULDER Var 10'-8'
SIDEWALK Var 8'-0'
PARKING Var 8'-0'
BIKE Ln Var 5'-0'
LANE 12'
Rte 183
TIE-IN TO EXIST
Exist 0.45' AC 0.50' AB 1.30' AS
PROPOSED OVERLAY 0.20' RHMA
ROUTE 183
FROM WASHINGTON St TO JCT SR183/RTE1
RIGHT OF WAY Var 66'-80'
COLD PLANE AND OVERLAY
TRAVEL LANES Var 24'-60'
LEFT TURN Ln Var 12'-0'
CURB AND GUTTER
PROPOSED COLD PLANE 0.20' AC PAVEMENT OVERLAY 0.20' RHMA
ROUTE 183
FROM SALINAS St TO WASHINGTON St
PRELIMINARY
TYPICAL CROSS SECTIONS
NO SCALE
X-2
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
06-DESIGN
FUNCTIONAL SUPERVISOR STEVEN McDONALD
BORDER LAST REVISED 7/2/2010
UNIT 1435
PROJECT NUMBER & PHASE 0516000118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3 1860.28' 12°27'45" 203.12' 404.63' BC ℄ Del MONTE Ave 10+00.00
ABBREVIATIONS:
Pryt PRIVATE
PTE PERMIT TO ENTER AND CONSTRUCT
TCE TEMPORARY CONSTRUCTION EASEMENT
SEE STANDARD PLANS A3A,B&C FOR ADDTIONAL ABBREVEATIONS
LEGEND:
C(A2-6) CURB TYPE A2-6 (6" CURB & GUTTER)
C(A2-8) CURB TYPE A2-8 (8" CURB & GUTTER)
C(A1-6) CURB TYPE A1-6 (6" CURB)
C(A1-8) CURB TYPE A1-8 (8" CURB)
D(A) HMA DIKE TYPE A (6")
S_'W MINOR Conc SIDEWALK & WIDTH
H PLACE HMA (Misc AREA) SEE Q-?? FOR Q+y
C PLACE MINOR Conc (Misc AREA) SEE Q-?? FOR Q+y
DW# DRIVEWAY No.
R# RAMP No.
Dist COUNTY ROUTE POST MILES TOTAL PROJECT SHEET No. TOTAL SHEETS
05 Mon 183 R8.3/9.98
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED CIVIL ENGINEER
No. Exp. CIVIL
STATE OF CALIFORNIA
R/W
EXISTING RR TRACKS
Pryt Dwy
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RAILROAD XING ARM AND GUARDRAIL TO BE REMOVED
Beg AC DIKE +77
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BUS
Beg EDIT PAVING NOTE CONFORM TO Exist 343+26
13'
12'
8'
Var
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+50
+15
ROUTE 183
2,000.00'R
Rte 183 +33.36 POC = DEL MONTE 10+00.00
RAILROAD XING ARM AND GUARDRAIL TO BE REMOVED
Beg MATCH Rt ES 11+06.74
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DEL MONTE Ave
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7.9'
LAYOUT
SCALE: 1" = 20'
L-1
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
08-DESIGN
FUNCTIONAL SUPERVISOR
STEVEN McDONALD
CALCULATED/DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
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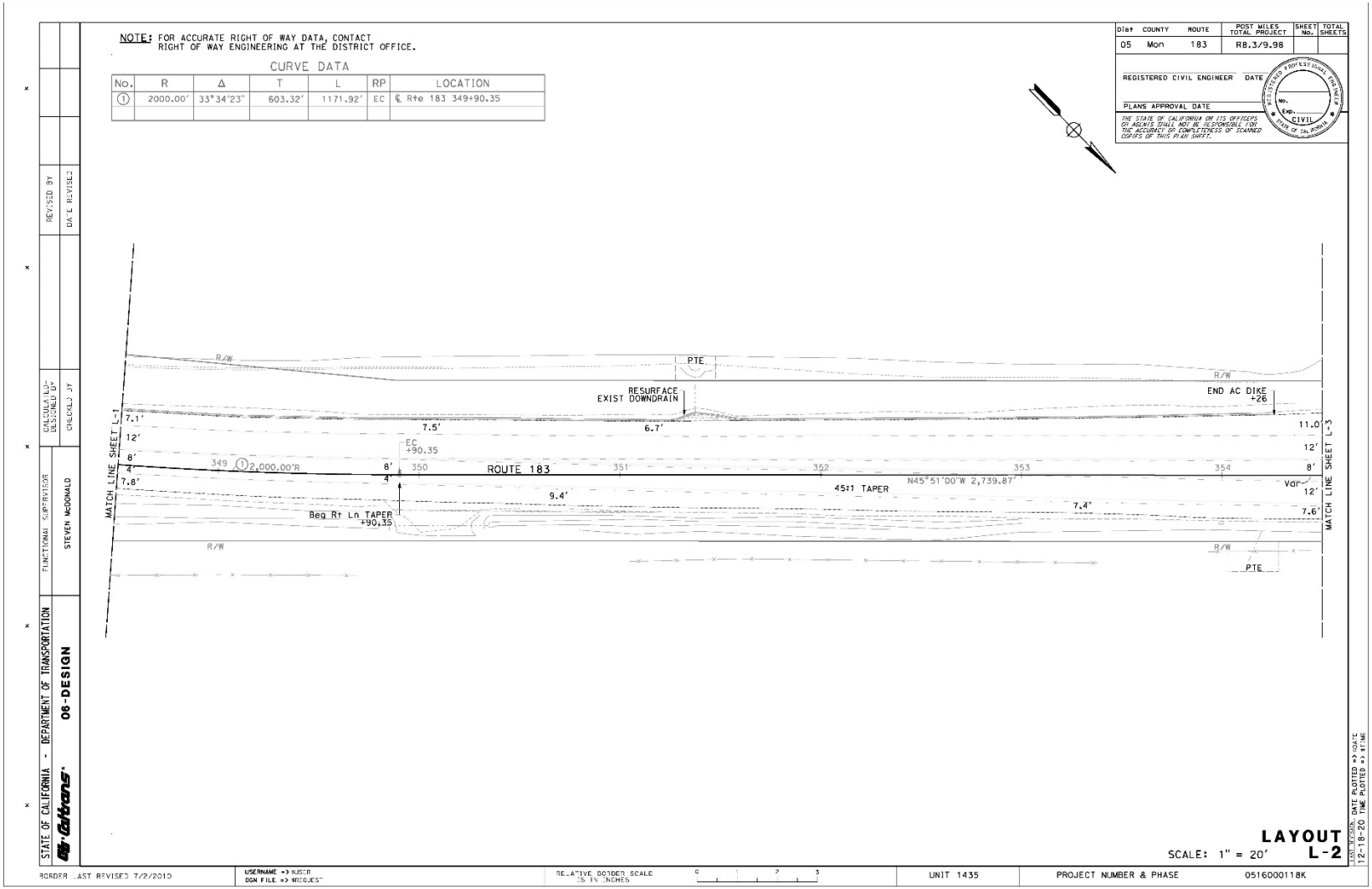
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REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
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EC +90.35
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N45°51'00"W 2,739.87'
45:1 TAPER
Beg Rt Ln TAPER +90.35
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12'
8'
4'
7.8'
7.5'
6.7'
9.4'
7.4'
11.0'
Var
7.6'
349
350
351
352
353
354
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
06-DESIGN
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STEVEN McDONALD
CALCULATED/DESIGNED BY
CHECKED BY
REVISED BY
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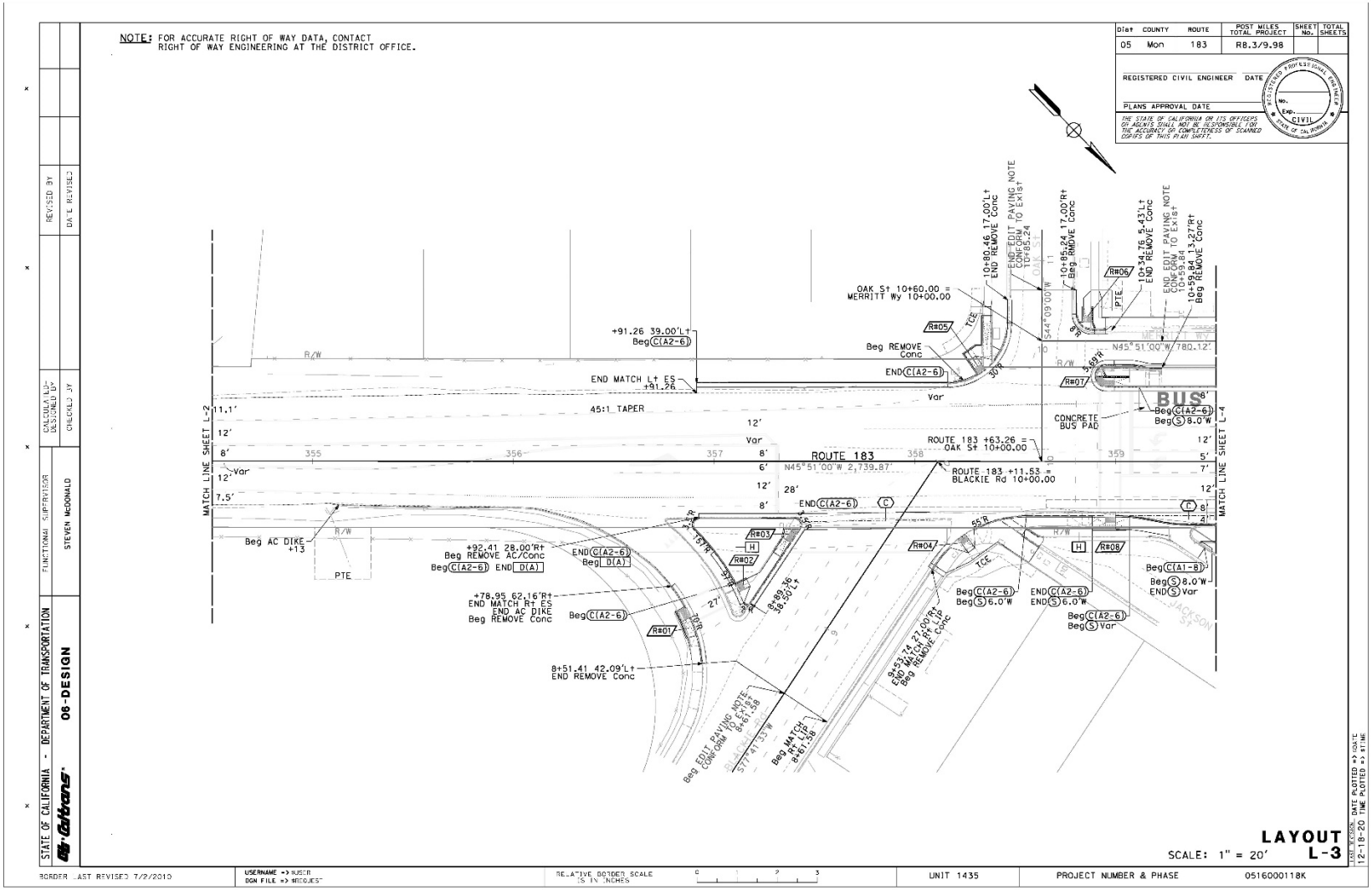
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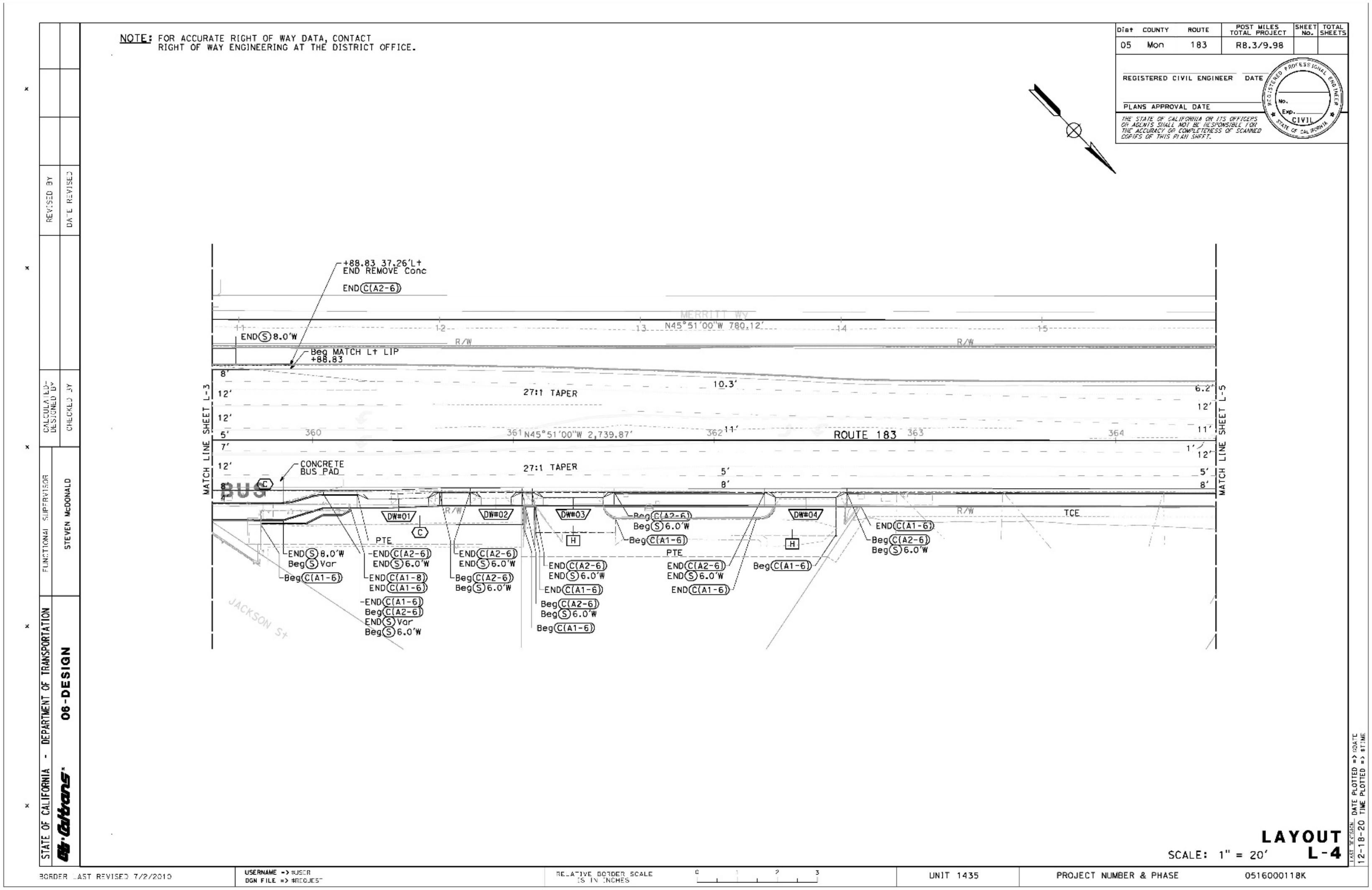
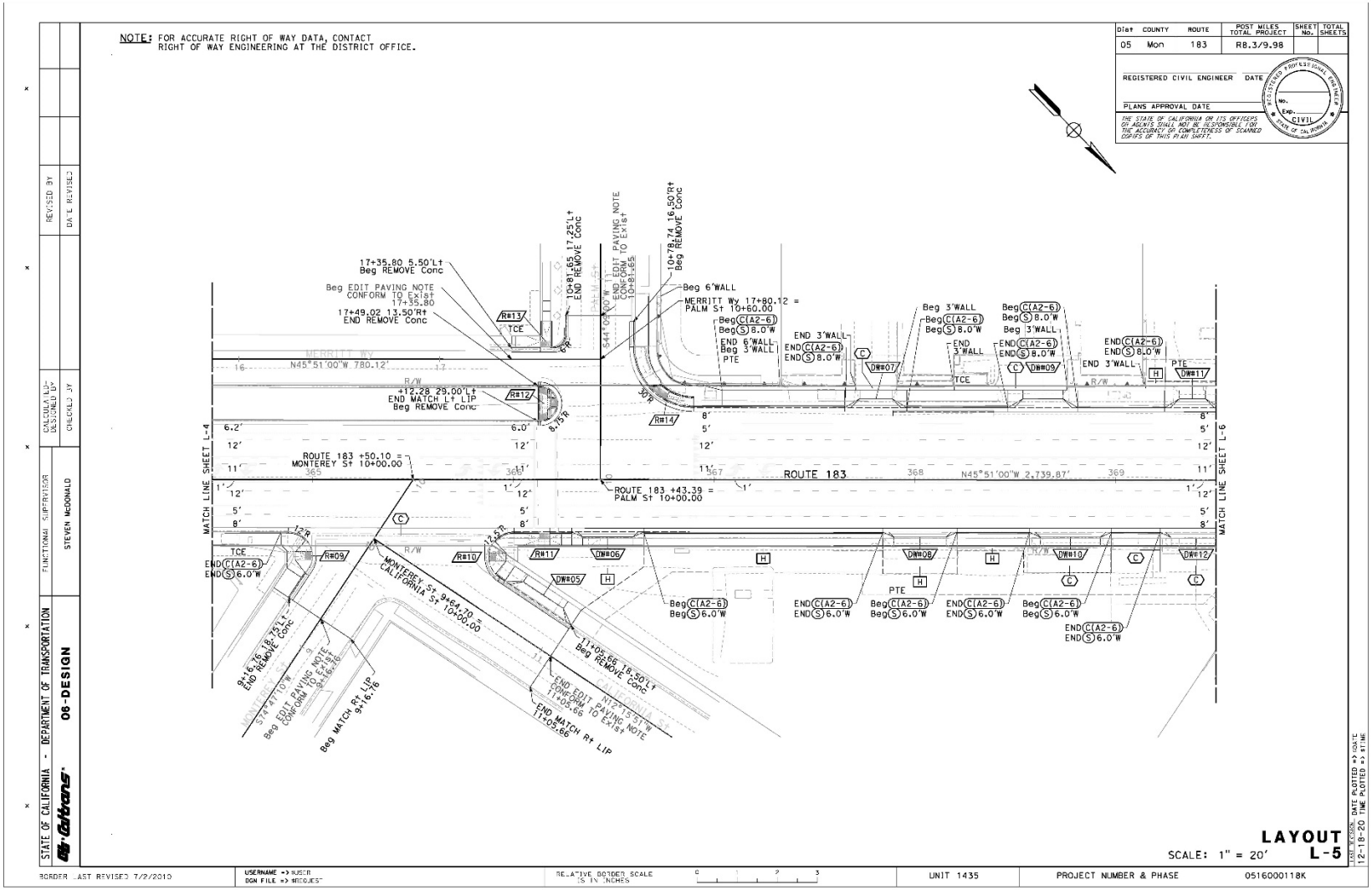
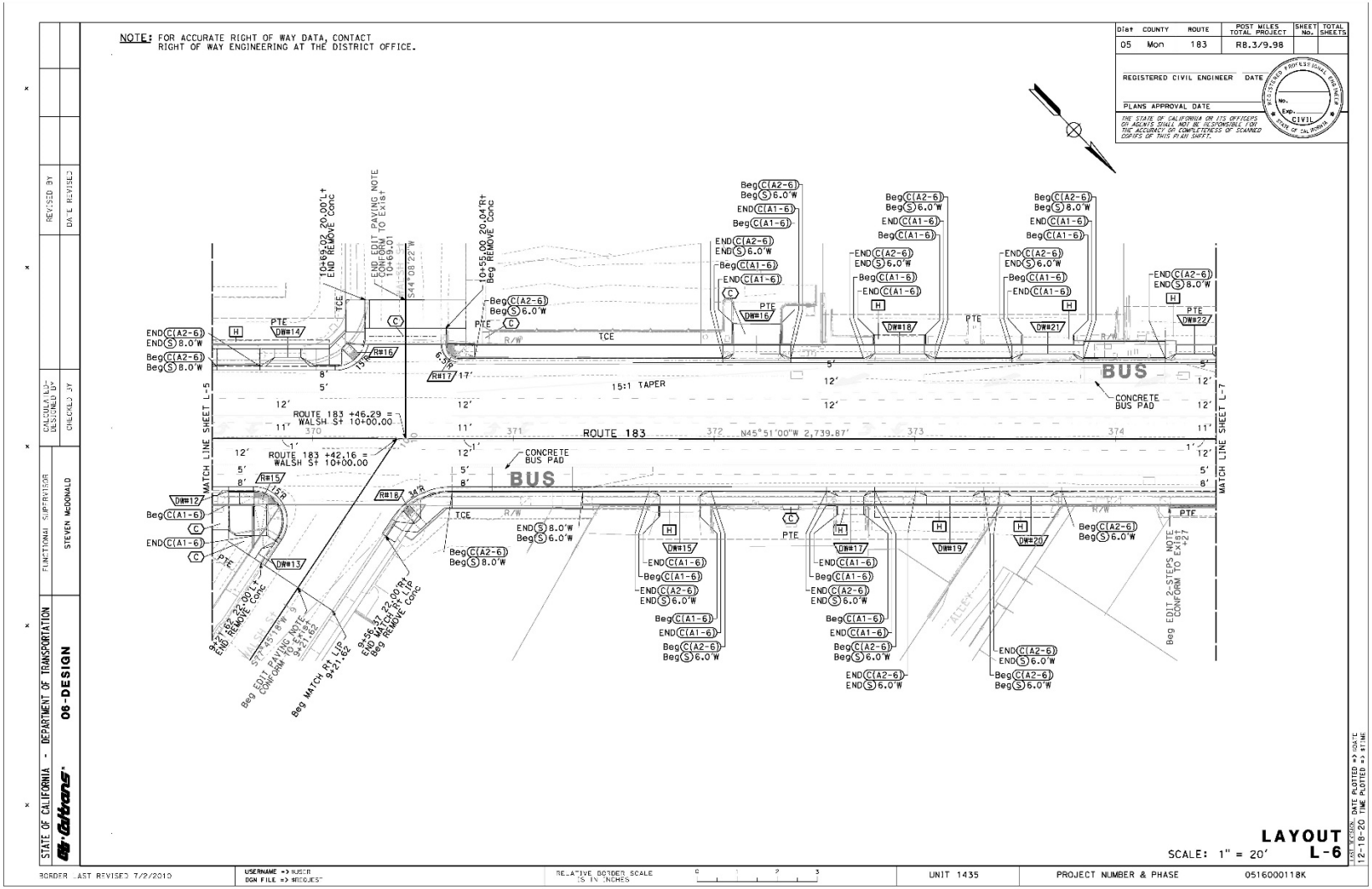
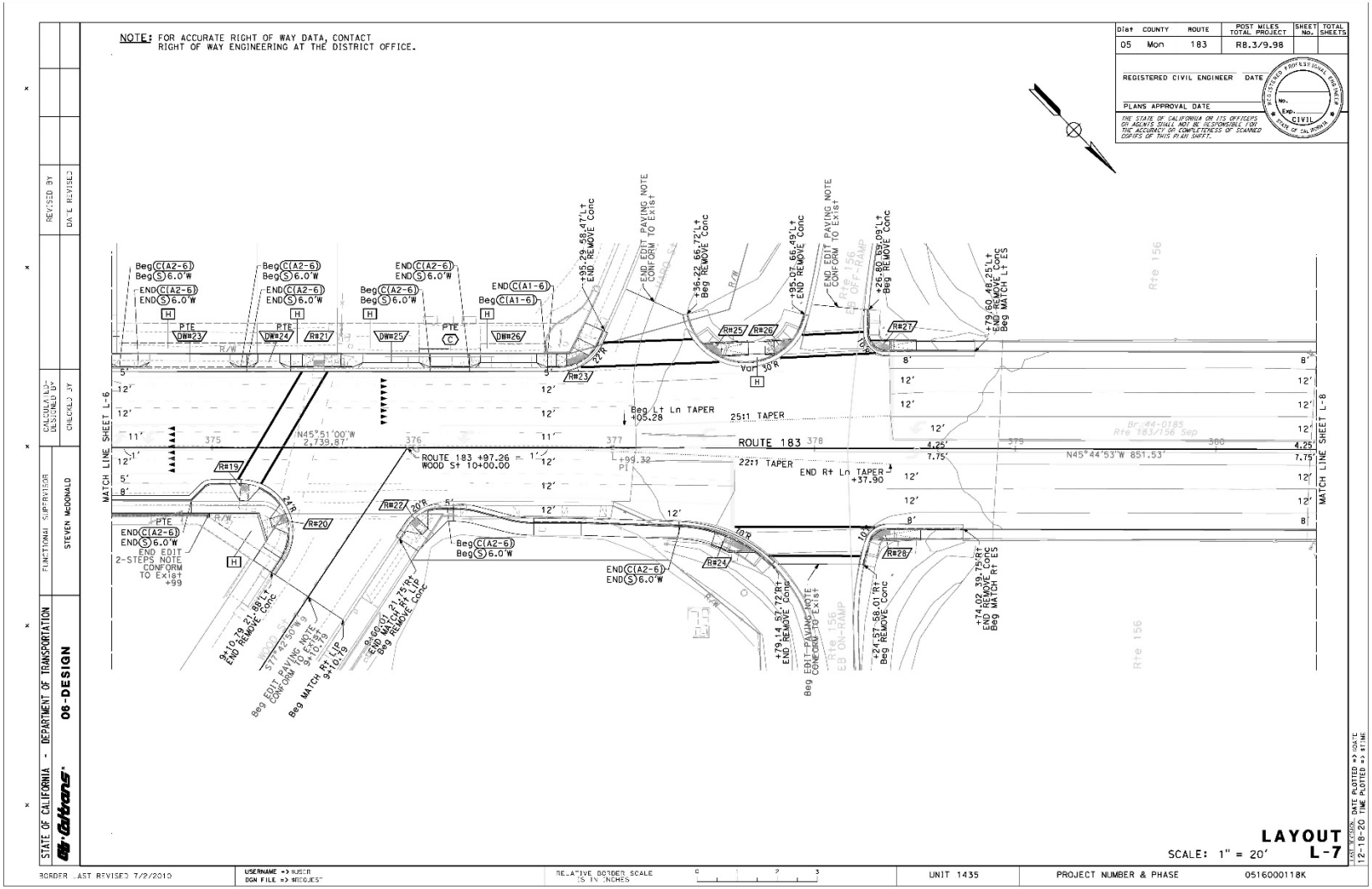
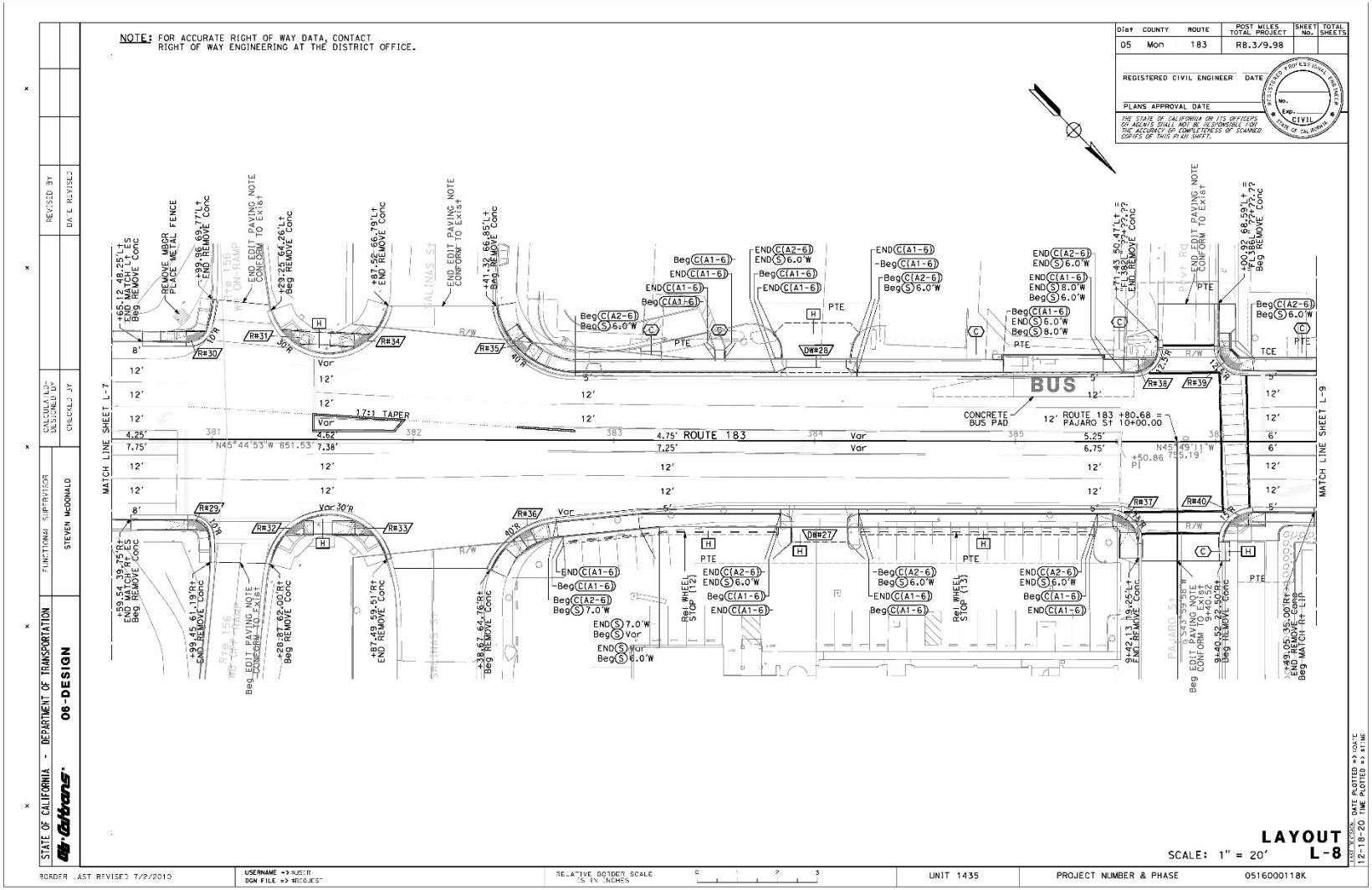
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REVISED BY
DATE REVISED
CALCULATED/DESIGNED BY
CHECKED BY
FUNCTIONAL SUPERVISOR
STEVEN MCDONALD
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
08-DESIGN
MATCH LINE SHEET L-2
MATCH LINE SHEET L-4
ROUTE 183
N45°51'00"W 2,739.87'
N45°51'00"W 780.12'
OAK St 10+60.00 = MERRITT Wy 10+00.00
ROUTE 183 +63.26 = OAK St 10+00.00
ROUTE 183 +11.53 = BLACKIE Rd 10+00.00
+91.26 39.00'Lt Beg C(A2-6)
END MATCH Lt ES +91.26
Beg REMOVE Conc
END C(A2-6)
45:1 TAPER
CONCRETE BUS PAD
BUS
Beg AC DIKE +13
PTE
+92.41 28.00'Rt Beg REMOVE AC/Conc
Beg C(A2-6) END D(A)
END C(A2-6) Beg D(A)
+78.95 62.16'Rt END MATCH Rt ES END AC DIKE Beg REMOVE Conc
Beg C(A2-6)
8+51.41 42.09'Lt END REMOVE Conc
Beg EDIT PAVING NOTE CONFORM TO EXIST 8+61.58
Beg MATCH Rt ES 8+61.58
8+89.56 38.50'Lt
8+53.74 27.00'Rt END MATCH Rt ES Beg REMOVE Conc
10+80.46 17.00'Lt END REMOVE Conc
END EDIT PAVING NOTE CONFORM TO EXIST 10+85.24
10+85.24 17.00'Rt Beg REMOVE Conc
10+34.76 5.43'Lt END REMOVE Conc
END EDIT PAVING NOTE CONFORM TO EXIST 10+59.84
10+59.84 13.27'Rt Beg REMOVE Conc
Beg C(A2-6) Beg S 8.0'W
Beg C(A2-6) Beg S 6.0'W
END C(A2-6) END S 6.0'W
Beg C(A2-6) Beg S Var
Beg C(A1-8) Beg S 8.0'W END S Var
R=01
R=02
R=03
R=04
R=05
R=06
R=07
R=08
LAYOUT
SCALE: 1" = 20'
L-3
BORDER LAST REVISED 7/2/2010
USERNAME => USER
DGN FILE => PROJECT
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1435
PROJECT NUMBER & PHASE 0516000118K
DATE PLOTTED => 12-18-20
TIME PLOTTED => 8:11AM

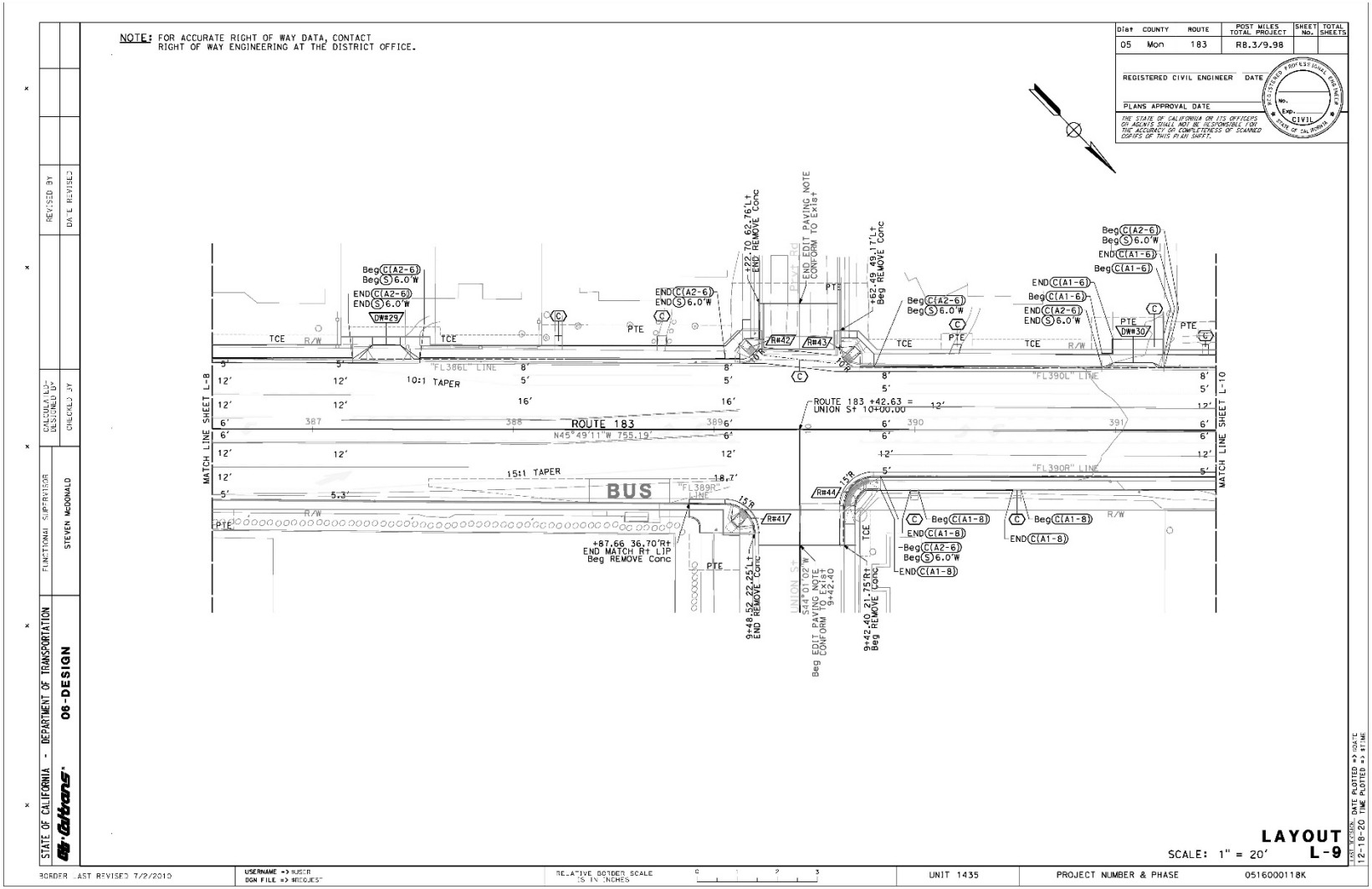

NOTE: FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
Dist COUNTY ROUTE POST MILES TOTAL PROJECT SHEET No. TOTAL SHEETS
05 Mon 183 R8.3/9.98
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
+88.83 37.26'Lt
END REMOVE Conc
MERRITT WY
N45°51'00"W 780.12'
R/W
27:1 TAPER
ROUTE 183
N45°51'00"W 2,739.87'
CONCRETE BUS PAD
MATCH LINE SHEET L-3
MATCH LINE SHEET L-5
JACKSON St
TCE
PTE
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
05-DESIGN
STEVEN McDONALD
LAYOUT
L-4
SCALE: 1" = 20'
BORDER LAST REVISED 7/2/2010
UNIT 1435
PROJECT NUMBER & PHASE
0516000118K

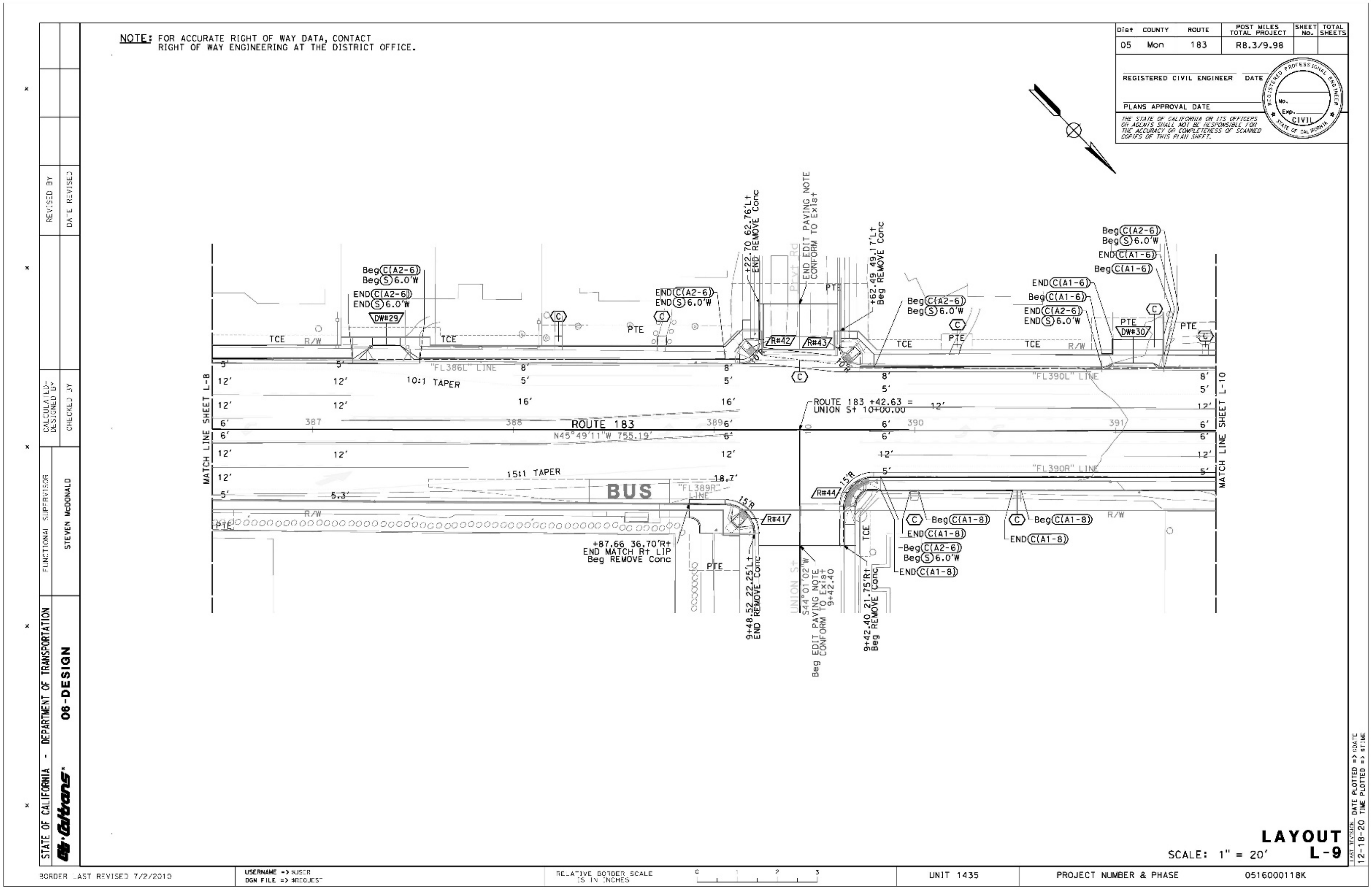

NOTE: FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
Dist COUNTY ROUTE POST MILES TOTAL PROJECT SHEET No. TOTAL SHEETS
05 Mon 183 R8.3/9.98
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REVISED BY
DATE REVISED
CALCULATED/DESIGNED BY
CHECKED BY
FUNCTIONAL SUPERVISOR
STEVEN McDONALD
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
08-DESIGN
17+35.80 5.50'Lt Beg REMOVE Conc
Beg EDIT PAVING NOTE CONFORM TO Exist
17+49.02 13.50'Rt END REMOVE Conc
10+81.65 17.25'Lt END REMOVE Conc
END EDIT PAVING NOTE CONFORM TO Exist
10+78.74 16.50'Rt Beg REMOVE Conc
Beg 6'WALL
MERRITT Wy 17+80.12 = PALM St 10+60.00
MERRITT Wy
N45°51'00"W 780.12'
R/W
+12.28 29.00'Lt END MATCH Lt LIP Beg REMOVE Conc
ROUTE 183 +50.10 = MONTEREY St 10+00.00
ROUTE 183 +43.39 = PALM St 10+00.00
ROUTE 183
N45°51'00"W 2,739.87'
MATCH LINE SHEET L-4
MATCH LINE SHEET L-6
TCE
PTE
MONTEREY St
CALIFORNIA St
9+16.16 18.25'Lt END REMOVE Conc
Beg EDIT PAVING NOTE CONFORM TO Exist
Beg MATCH Rt LIP 9+16.16
11+05.66 18.50'Lt Beg REMOVE Conc
END EDIT PAVING NOTE CONFORM TO Exist
END MATCH Rt LIP 11+05.66
LAYOUT
SCALE: 1" = 20'
L-5
DATE PLOTTED => 12-18-20
TIME PLOTTED => 8:11AM
BORDER LAST REVISED 7/2/2010
USERNAME => USER
DGN FILE => PROJECT
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1435
PROJECT NUMBER & PHASE
0516000118K

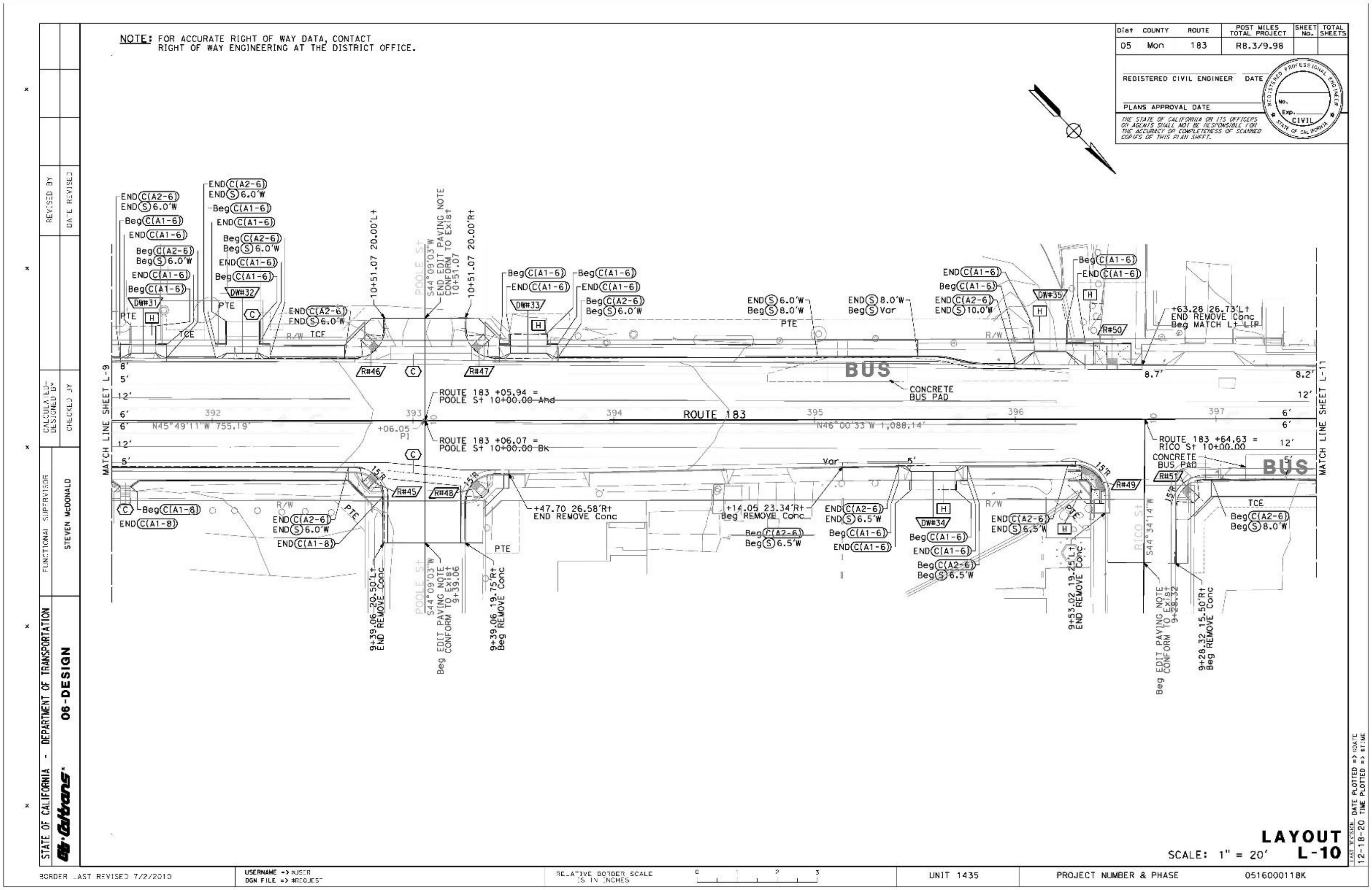

NOTE: FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
Dist COUNTY ROUTE POST MILES TOTAL PROJECT SHEET No. TOTAL SHEETS
05 Mon 183 R8.3/9.98
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
ROUTE 183
BUS
CONCRETE BUS PAD
ROUTE 183 +46.29 = WALSH St 10+00.00
ROUTE 183 +42.16 = WALSH St 10+00.00
N45°51'00"W 2,739.87'
15:1 TAPER
MATCH LINE SHEET L-5
MATCH LINE SHEET L-7
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
08-DESIGN
FUNCTIONAL SUPERVISOR STEVEN McDONALD
CALCULATED/DESIGNED BY CHLEKALO JY
CHECKED BY
REVISED BY
DATE REVISED
LAYOUT
SCALE: 1" = 20'
L-6
BORDER LAST REVISED 7/2/2010
USERNAME => USER
DGN FILE => SHEET.DGN
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1435
PROJECT NUMBER & PHASE 0516000118K
DATE PLOTTED => 12-18-20
TIME PLOTTED => 8:17AM


NOTE: FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
Dist COUNTY ROUTE POST MILES TOTAL PROJECT SHEET No. TOTAL SHEETS
05 Mon 183 R8.3/9.98
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REGISTERED CIVIL ENGINEER
No. Exp. CIVIL
STATE OF CALIFORNIA
REVISED BY
DATE REVISED
CALCULATED/ DESIGNED BY
CHECKED BY
FUNCTIONAL SUPERVISOR
STEVEN McDONALD
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
08-DESIGN
MATCH LINE SHEET L-6
MATCH LINE SHEET L-8
ROUTE 183
Beg Lt Ln TAPER
25:1 TAPER
22:1 TAPER
END Rt Ln TAPER
N45°51'00"W 2,739.87'
N45°44'53"W 851.53'
ROUTE 183 +97.26 = WOOD St 10+00.00
Br 44-0185 Rte 183/156 Sep
Rte 156
EB ON-RAMP
LAYOUT
SCALE: 1" = 20'
L-7
DATE PLOTTED => 12-18-20
TIME PLOTTED => 8:17AM
BORDER LAST REVISED 7/2/2010
USERNAME => RUSER
DGN FILE => SHEET01.DGN
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1435
PROJECT NUMBER & PHASE 0516000118K


NOTE: FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
Dist COUNTY ROUTE POST MILES TOTAL PROJECT SHEET No. TOTAL SHEETS
05 Mon 183 R8.3/9.98
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
MATCH LINE SHEET L-7
MATCH LINE SHEET L-9
ROUTE 183 +80.68 = PAJARO ST 10+00.00
4.75' ROUTE 183
N45°44'53"W 851.53'
N45°49'11"W 759.19'
CONCRETE BUS PAD
BUS
17:1 TAPER
PAJARO St
SALINAS St
LAYOUT
SCALE: 1" = 20'
L-8
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
08-DESIGN
FUNCTIONAL SUPERVISOR
STEVEN MCDONALD
CALCULATED/DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2010
USERNAME => $USER
DGN FILE => $MODEL
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1435
PROJECT NUMBER & PHASE
0516000118K
DATE PLOTTED => $DATE
TIME PLOTTED => $TIME
12-18-20


NOTE: FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
Dist COUNTY ROUTE POST MILES TOTAL PROJECT SHEET No. TOTAL SHEETS
05 Mon 183 R8.3/9.98
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
REVISED BY
DATE REVISED
CALCULATED/DESIGNED BY
CHECKED BY
FUNCTIONAL SUPERVISOR
STEVEN McDONALD
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
06-DESIGN
MATCH LINE SHEET L-8
MATCH LINE SHEET L-10
ROUTE 183
N45°49'11"W 755.19'
ROUTE 183 +42.63 = UNION St 10+00.00
"FL386L" LINE
"FL389R" LINE
"FL390L" LINE
"FL390R" LINE
BUS
10:1 TAPER
15:1 TAPER
TCE
R/W
PTE
DW#29
DW#30
R#41
R#42
R#43
R#44
+87.66 36.70'Rt END MATCH Rt LIP Beg REMOVE Conc
9+48.52 22.25'Lt END REMOVE Conc
+22.70 62.76'Lt END REMOVE Conc
+62.49 49.17'Lt Beg REMOVE Conc
9+42.40 21.75'Rt Beg REMOVE Conc
Beg EDIT PAVING NOTE CONFORM TO Ex1&1
END EDIT PAVING NOTE CONFORM TO Ex1&1
Beg C(A2-6) Beg S 6.0'W
END C(A2-6) END S 6.0'W
Beg C(A1-6)
END C(A1-6)
Beg C(A1-8)
END C(A1-8)
LAYOUT
SCALE: 1" = 20'
L-9
DATE PLOTTED => 12-18-20
TIME PLOTTED => 8:17AM
BORDER LAST REVISED 7/2/2010
USERNAME => BJSCR
DGN FILE => SHEET01.DGN
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1435
PROJECT NUMBER & PHASE 0516000118K


NOTE: FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
Dist 05 COUNTY Mon ROUTE 183 POST MILES TOTAL PROJECT R8.3/9.98
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
ROUTE 183
N45°49'11"W 755.19'
ROUTE 183 +42.63 = UNION St 10+00.00
10:1 TAPER
15:1 TAPER
BUS
MATCH LINE SHEET L-8
MATCH LINE SHEET L-10
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
06-DESIGN
STEVEN McDONALD
LAYOUT
L-9
SCALE: 1" = 20'
UNIT 1435
PROJECT NUMBER & PHASE
0516000118K
BORDER LAST REVISED 7/2/2010



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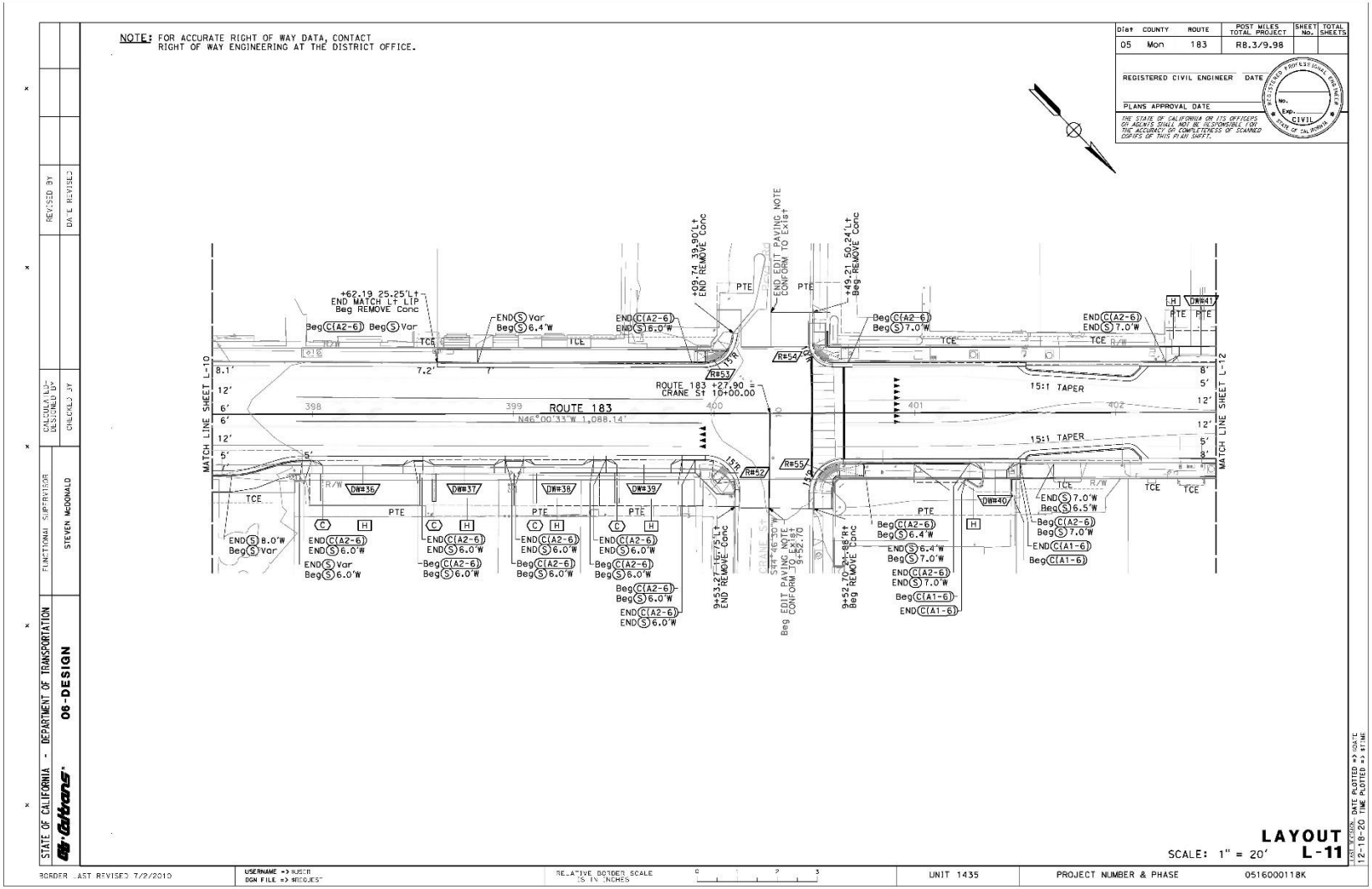
Dist COUNTY ROUTE POST MILES TOTAL PROJECT SHEET No. TOTAL SHEETS
05 Mon 183 R8.3/9.98
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
ROUTE 183
POOLE St
RICO St
BUS
CONCRETE BUS PAD
MATCH LINE SHEET L-9
MATCH LINE SHEET L-11
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
06-DESIGN
STEVEN McDONALD
LAYOUT
L-10
SCALE: 1" = 20'
UNIT 1435
PROJECT NUMBER & PHASE
0516000118K


NOTE: FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
Dist COUNTY ROUTE POST MILES TOTAL PROJECT SHEET No. TOTAL SHEETS
05 Mon 183 R8.3/9.98
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
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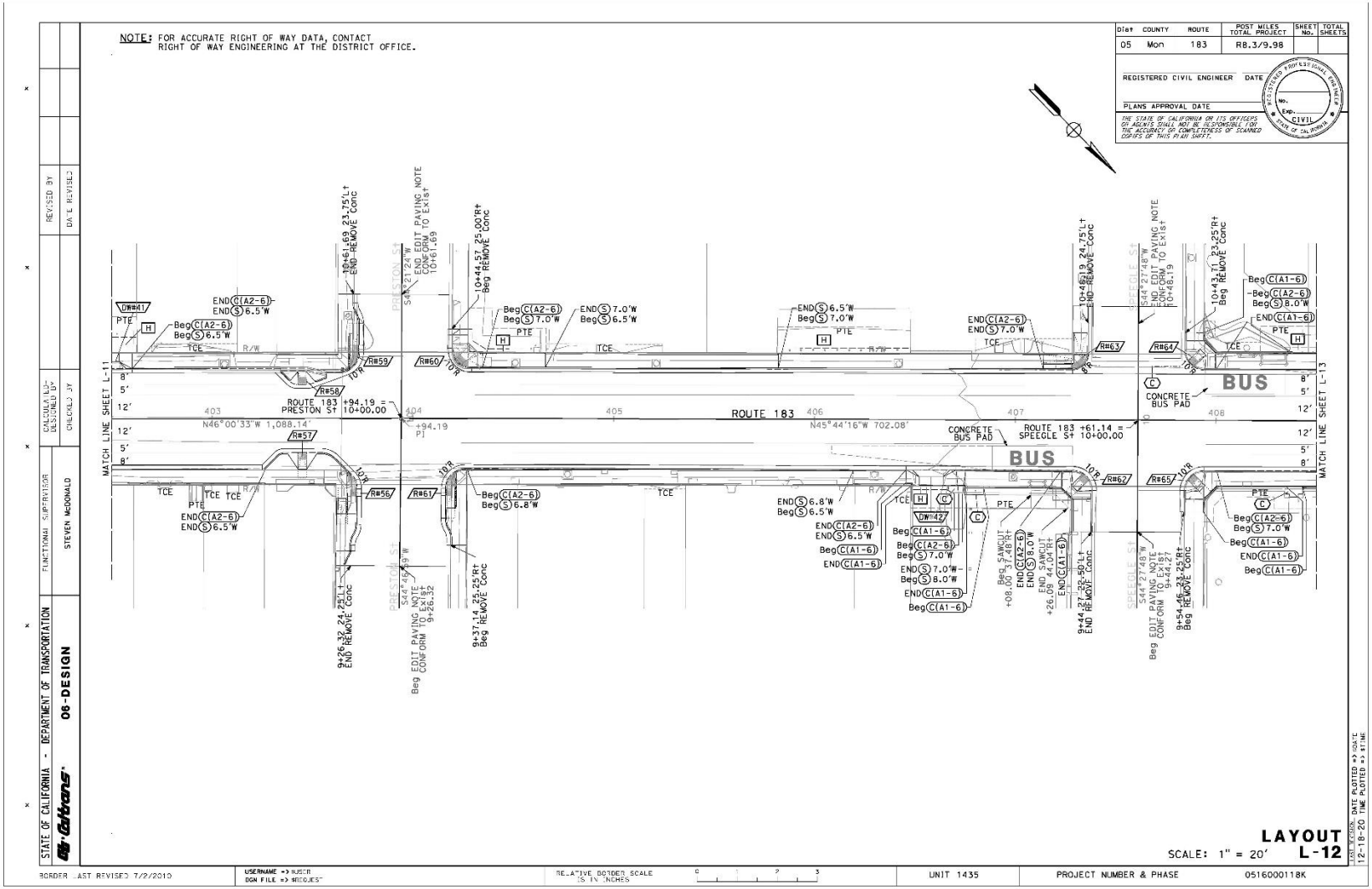
REGISTERED CIVIL ENGINEER
No. Exp. CIVIL
STATE OF CALIFORNIA
REVISED BY
DATE REVISED
CALCULATED/DESIGNED BY
CHECKED BY
FUNCTIONAL SUPERVISOR
STEVEN MCDONALD
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
06-DESIGN
MATCH LINE SHEET L-10
MATCH LINE SHEET L-12
ROUTE 183
N46°00'33"W 1,088.14'
ROUTE 183 +27.90
CRANE ST 16+00.00
+62.19 25.25'Lt
END MATCH Lt LIP
Beg REMOVE Conc
+69.74 33.90'Lt
END REMOVE Conc
END EDIT PAVING NOTE CONFORM TO Exist
+49.21 50.24'Lt
Beg REMOVE Conc
9+63.27 16.75'Lt
END REMOVE Conc
Beg EDIT PAVING NOTE CONFORM TO Exist
9+52.70
Beg REMOVE Conc
15:1 TAPER
15:1 TAPER
DW#36
DW#37
DW#38
DW#39
DW#40
DW#41
TCE
PTE
R/W
LAYOUT
SCALE: 1" = 20'
L-11
BORDER LAST REVISED 7/2/2010
USERNAME => USER
DGN FILE => SHEET1.DGN
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1435
PROJECT NUMBER & PHASE
0516000118K
DATE PLOTTED => 12-18-20
TIME PLOTTED => 8:11AM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Dist COUNTY ROUTE POST MILES TOTAL PROJECT SHEET No. TOTAL SHEETS
05 Mon 183 R8.3/9.98
REGISTERED CIVIL ENGINEER DATE
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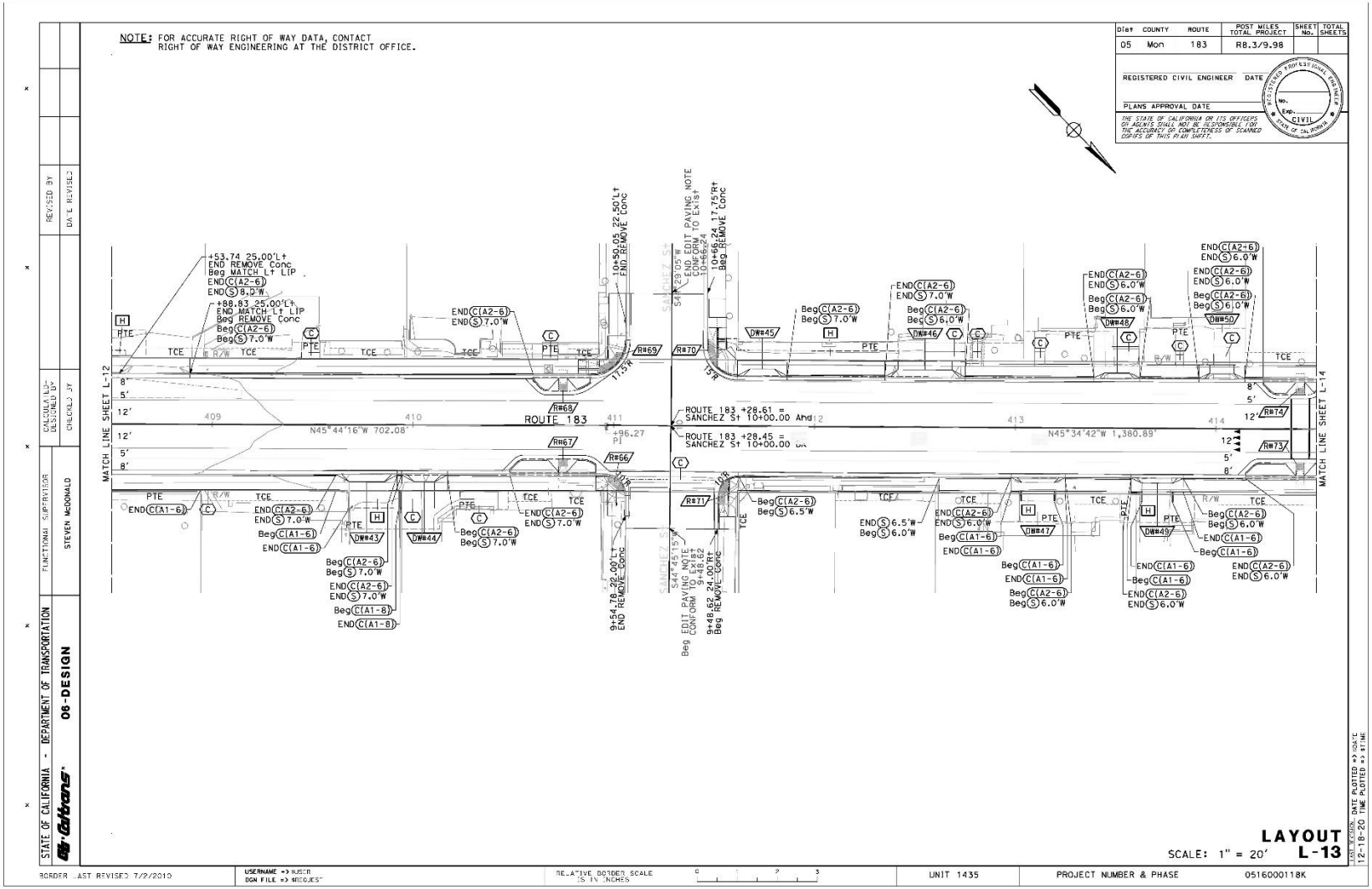
ROUTE 183
PRESTON St
SPEEGLE St
BUS
CONCRETE BUS PAD
MATCH LINE SHEET L-11
MATCH LINE SHEET L-13
N46°00'33"W 1,088.14'
N45°44'16"W 702.08'
ROUTE 183 +94.19 = PRESTON St 10+00.00
ROUTE 183 +61.14 = SPEEGLE St 10+00.00
LAYOUT
SCALE: 1" = 20'
L-12
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
06-DESIGN
FUNCTIONAL SUPERVISOR
STEVEN MCDONALD
CALCULA DES
CHECKED BY
REVISED BY
DATE REVISED
BORDER LAST REVISED 7/2/2019
USERNAME => USER
DGN FILE => SHEET.DGN
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1435
PROJECT NUMBER & PHASE
0516000118K
DATE PLOTTED => 12-18-20
TIME PLOTTED => 8:11AM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Dist COUNTY ROUTE POST MILES TOTAL PROJECT SHEET No. TOTAL SHEETS
05 Mon 183 R8.3/9.98
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
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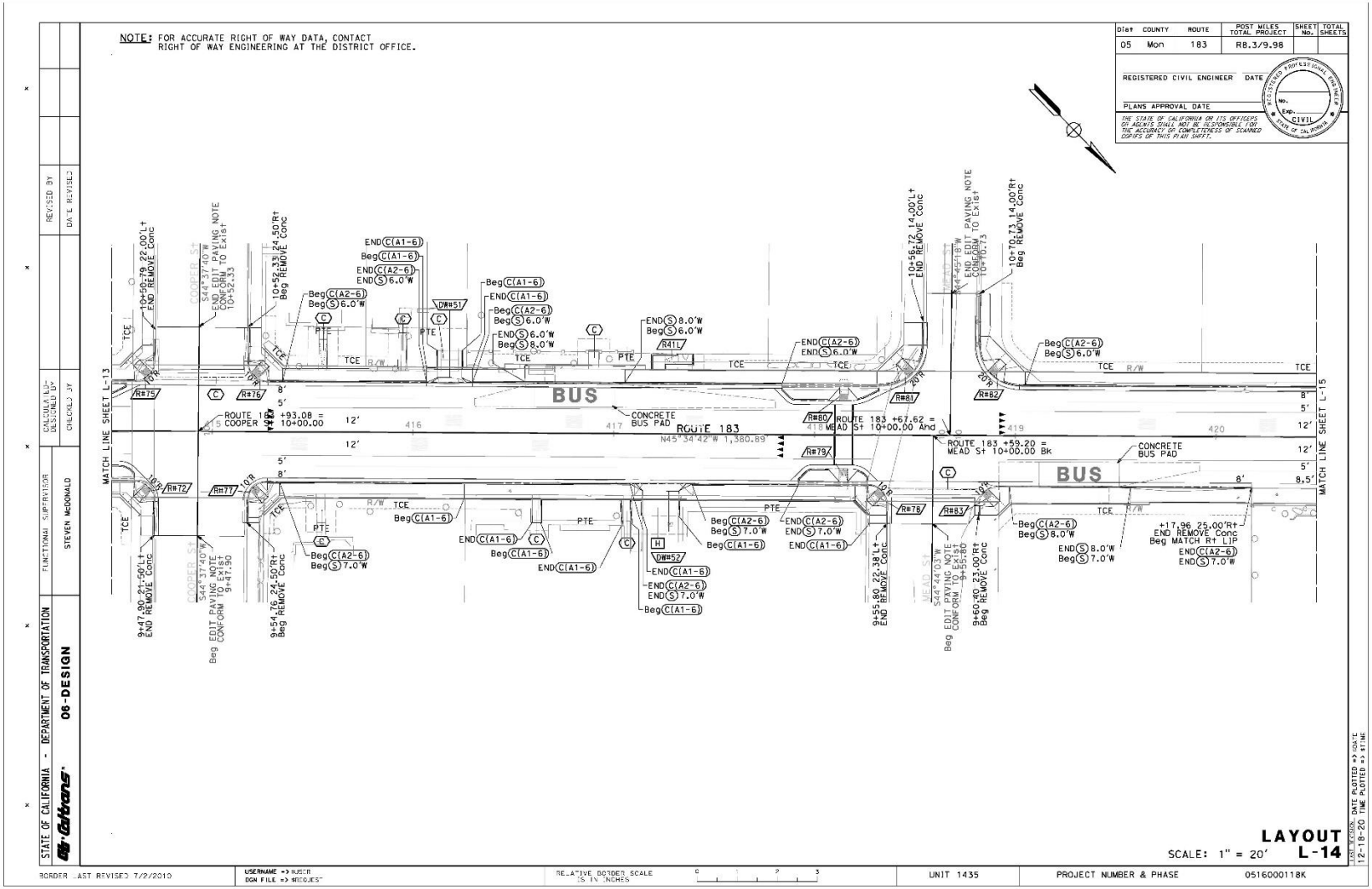
ROUTE 183
SANCHEZ St
MATCH LINE SHEET L-12
MATCH LINE SHEET L-14
N45°44'16"W 702.08'
N45°34'42"W 1,380.89'
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
06-DESIGN
FUNCTIONAL SUPERVISOR
STEVEN MCDONALD
CALCULATED/DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
LAYOUT
SCALE: 1" = 20'
L-13
BORDER LAST REVISED 7/2/2010
USERNAME => USER
DGN FILE => SHEET01
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1435
PROJECT NUMBER & PHASE
0516000118K
DATE PLOTTED => 12-18-20
TIME PLOTTED => 8:17AM


NOTE: FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
Dist COUNTY ROUTE POST MILES TOTAL PROJECT SHEET No. TOTAL SHEETS
05 Mon 183 R8.3/9.98
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PLANS APPROVAL DATE
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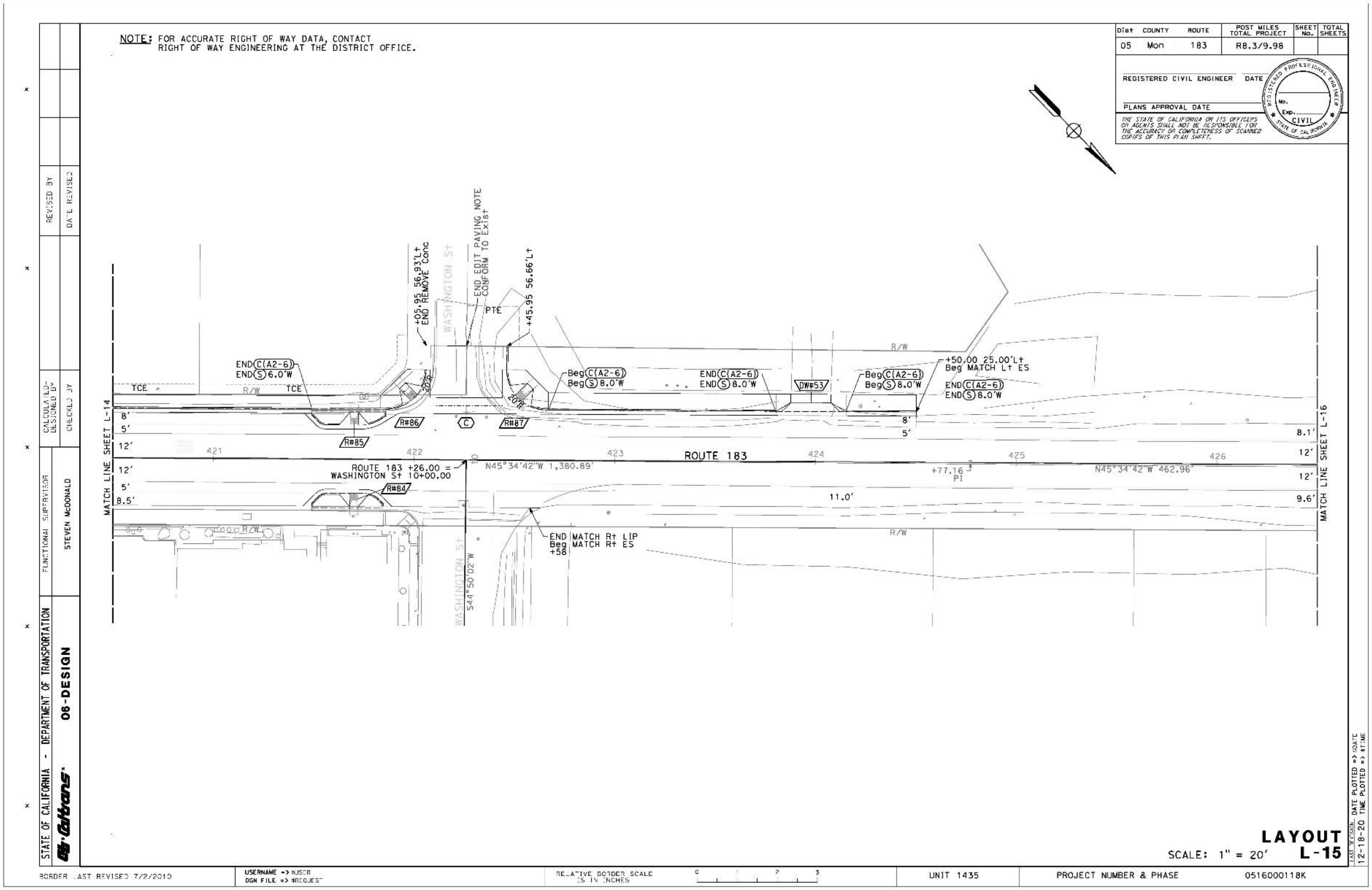
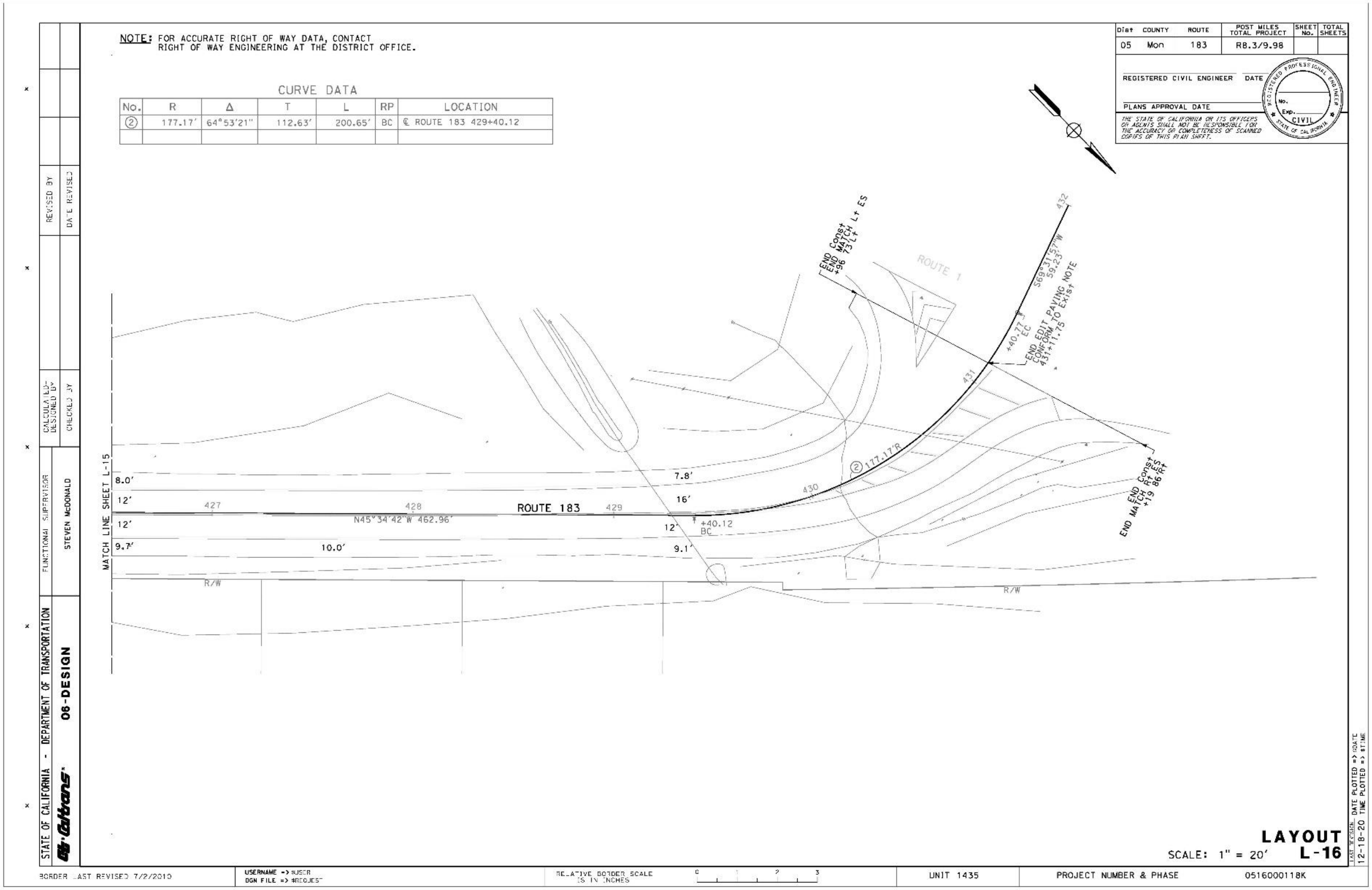
REVISED BY
DATE REVISED
CALCULATED/DESIGNED BY
CHECKED BY
FUNCTIONAL SUPERVISOR
STEVEN MCDONALD
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
06-DESIGN
MATCH LINE SHEET L-13
MATCH LINE SHEET L-15
ROUTE 183 COOPER ST +93.08 = 10+00.00
ROUTE 183 +67.62 = MEAD St 10+00.00 Ahd
ROUTE 183 +59.20 = MEAD St 10+00.00 Bk
ROUTE 183
N45°34'42"W 1,380.89'
CONCRETE BUS PAD
BUS
CONCRETE BUS PAD
BUS
LAYOUT
SCALE: 1" = 20'
L-14
DATE PLOTTED => 12-18-20
TIME PLOTTED => 8:11AM
BORDER LAST REVISED 7/2/2010
USERNAME => USER
DGN FILE => SHEET01
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1435
PROJECT NUMBER & PHASE
0516000118K


NOTE: FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
Dist COUNTY ROUTE POST MILES TOTAL PROJECT SHEET No. TOTAL SHEETS
05 Mon 183 R8.3/9.98
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
ROUTE 183
MATCH LINE SHEET L-14
MATCH LINE SHEET L-16
ROUTE 183 +26.00 = WASHINGTON St 10+00.00
N45°34'42"W 1,380.89'
N45°34'42"W 462.96'
WASHINGTON St
END MATCH Rt LIP
Beg MATCH Rt ES
+50.00 25.00'Lt
Beg MATCH Lt ES
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
06-DESIGN
STEVEN McDONALD
LAYOUT
L-15
SCALE: 1" = 20'
UNIT 1435
PROJECT NUMBER & PHASE
0516000118K
BORDER LAST REVISED 7/2/2010


NOTE: FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
CURVE DATA
No. R Δ T L RP LOCATION
② 177.17' 64°53'21" 112.63' 200.65' BC ℄ ROUTE 183 429+40.12
Dist COUNTY ROUTE POST MILES TOTAL PROJECT SHEET No. TOTAL SHEETS
05 Mon 183 R8.3/9.98
REGISTERED CIVIL ENGINEER DATE
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THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.
ROUTE 183
N45°34'42"W 462.96'
ROUTE 1
MATCH LINE SHEET L-15
+40.12 BC
177.17'R
END Const END MATCH Lt ES +96.73 Lt
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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
05-DESIGN
FUNCTIONAL SUPERVISOR
STEVEN McDONALD
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED
LAYOUT
SCALE: 1" = 20'
L-16
BORDER LAST REVISED 7/2/2010
UNIT 1435
PROJECT NUMBER & PHASE
0516000118K
RELATIVE BORDER SCALE IS IN INCHES

Appendix D Summary of Relocation Benefits and Right-of-Way Acquisition

California Department of Transportation Relocation Assistance Program

RELOCATION ASSISTANCE ADVISORY SERVICES

DECLARATION OF POLICY

"The purpose of this title is to establish a uniform policy for fair and equitable treatment of persons displaced as a result of federal and federally assisted programs in order that such persons shall not suffer disproportionate injuries as a result of programs designed for the benefit of the public as a whole."

The Fifth Amendment to the U.S. Constitution states, "No Person shall…be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use without just compensation." The Uniform Act sets forth in statute the due process that must be followed in Real Property acquisitions involving federal funds. Supplementing the Uniform Act is the government-wide single rule for all agencies to follow, set forth in 49 Code of Federal Regulations Part 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and financial benefits, as discussed below.

FAIR HOUSING

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the U.S. to provide, within constitutional limitations, for fair housing. This act, and as amended, makes discriminatory practices in the purchase and rental of most residential units illegal. Whenever possible, minority persons shall be given reasonable opportunities to relocate to any available housing regardless of neighborhood, as long as the replacement dwellings are decent, safe, and sanitary and are within their financial means. This policy, however, does not require the Department to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully utilized and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the initiation of negotiations (usually the first written offer to purchase), owner-occupants are given a detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted soon after the initiation of negotiations and also are given a detailed explanation of the Caltrans Relocation Assistance

Program. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Department relocation advisor.

RELOCATION ASSISTANCE ADVISORY SERVICES

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, the Department will provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the U.S. The Department will assist eligible displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are “decent, safe, and sanitary.” Nonresidential displacees will receive information on comparable properties for lease or purchase (for business, farm, and nonprofit organization relocation services, see below).

Residential replacement dwellings will be in a location generally not less desirable than the displacement neighborhood at prices or rents within the financial ability of the individuals and families displaced and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, national origin and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning federal and state-assisted housing programs and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days’ written notice. Residential occupants eligible for relocation payment(s) will not be required to move unless at least one comparable “decent, safe, and sanitary” replacement dwelling, available on the market, is offered to them by the Department.

RESIDENTIAL RELOCATION FINANCIAL BENEFITS

The Relocation Assistance Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of a replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential Relocation Assistance Program can be summarized as follows:

Moving Costs

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles or a fixed payment based on a fixed moving cost schedule. Lawful occupants who move into the displacement property after the initiation of negotiations must wait until the Department obtains control of the property in order to be eligible for relocation payments.

Purchase Differential

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their property for 90 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property) may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate.

Rent Differential

Tenants and certain owner-occupants (based on length of ownership) who have occupied the property to be acquired by the Department prior to the date of the initiation of negotiations may qualify to receive a rent differential payment. This payment is made when the Department determines that the cost to rent a comparable “decent, safe, and sanitary” replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the Down Payment section below. To receive any relocation benefits, the displaced person must buy or rent and occupy a “decent, safe and sanitary” replacement dwelling within one year from the date the Department takes legal possession of the property or from the date the displacee vacates the displacement property, whichever is later.

Down Payment

The down payment option has been designed to aid owner-occupants of less than 90 days and tenants in legal occupancy prior to the Department’s

initiation of negotiations. The one-year eligibility period in which to purchase and occupy a “decent, safe and sanitary” replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 Code of Federal Regulations 24) contain the policy and procedure for implementing the Last Resort Housing Program on Federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been designed primarily to cover situations where a displacee cannot be relocated because of lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the limits of the standard relocation procedure, because either the displacee lacks the financial ability or other valid circumstances.

After the initiation of negotiations, the Department will, within a reasonable length of time, personally contact the displacees to gather important information, including the following:

- Number of people to be displaced.
- Specific arrangements needed to accommodate any family member(s) with special needs.
- Financial ability to relocate into comparable replacement dwelling which will adequately house all members of the family.
- Preferences in area of relocation.
- Location of employment or school.

NONRESIDENTIAL RELOCATION ASSISTANCE

The Nonresidential Relocation Assistance Program provides assistance to businesses, farms, and nonprofit organizations in locating suitable replacement property and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for a particular business’s specific relocation needs. The types of payments available to eligible businesses, farms, and nonprofit organizations are: searching and moving expenses, and possibly reestablishment expenses; or a fixed in lieu payment instead of any moving, searching, and reestablishment expenses. The payment types can be summarized as follows:

Moving Expenses

Moving expenses may include the following actual, reasonable costs:

- The moving of inventory, machinery, equipment, and similar business-related property, including: dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property. Items identified as real property may not be moved under the Relocation Assistance Program. If the displacee buys an Item Pertaining to the Realty back at salvage value, the cost to move that item is borne by the displacee.
- Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move.
- Expenses related to searching for a new business site, up to $2,500, for reasonable expenses actually incurred.

Reestablishment Expenses

Reestablishment expenses related to the operation of the business at the new location, up to $25,000 for reasonable expenses actually incurred.

Fixed In Lieu Payment

A fixed payment in lieu of moving, searching, and reestablishment payments may be available to businesses that meet certain eligibility requirements. This payment is an amount equal to half the average annual net earnings for the last two taxable years prior to the relocation and may not be less than $1,000 nor more than $40,000.

ADDITIONAL INFORMATION

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954 or for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act or any other law, except for any federal law providing local “Section 8” Housing Programs.

Any person, business, farm, or nonprofit organization that has been refused a relocation payment by the Department relocation advisor or believes that the payment(s) offered by the agency are inadequate may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

California law allows for the payment for lost goodwill that arises from the displacement for a public project. A list of ineligible expenses can be obtained from the Department’s Division of Right of Way and Land Surveys. California’s law and the federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency.

Table C.1 Permanent Partial Property Acquisitions for Right-of-Way

Property Address	Assessor's Parcel Number	Property Area in Square Feet	Permanent Partial Property Acquisition in Square Feet	Percentage of Acquisition From Total Property Area
10241 Tembladera Street	030-142-004	17,572	21	0.12
10241 Tembladera Street	030-142-006	17,698	8	0.05
10275 Merritt Street	030-128-014	12,763	95	0.74
10300 Merritt Street	030-143-006	31,104	149	0.48
10341 Merritt Street	030-127-014	30,000	15	0.05
None Listed	030-127-013	15,000	17	0.11
10398 Merritt Street	030-151-006	7,537	17	0.23
10400 Merritt Street	030-152-001	6,891	14	0.20
10421 Merritt Street	030-126-006	15,000	11	0.07
10550 Merritt Street	030-153-003	7,537	14	0.19
10598 Merritt Street	030-153-004	7,537	45	0.60
10599 Merritt Street	030-125-003	14,782	12	0.08
10601 Merritt Street	030-161-011	12,036	44	0.37
10868 Merritt Street	030-166-010	58,370	420	0.72
None Listed	030-165-002	149,677	41	0.03
10899 Merritt Street	030-163-006	20,735	656	3.16
10961 Merritt Street	030-164-008	43124	20	0.05
Poole Street	030-171-001	66,647	41	0.06
11100 Merritt Street	030-171-014	17,810	179	1.01

Property Address	Assessor's Parcel Number	Property Area in Square Feet	Permanent Partial Property Acquisition in Square Feet	Percentage of Acquisition From Total Property Area
11150 Merritt Street	030-171-006	13,503	377	2.79
11198 Merritt Street	030-171-007	13,700	189	1.38
11221 Merritt Street	030-184-009	18,450	365	1.98
11261 Merritt Street	030-184-008	18,234	158	0.87
11284 Merritt Street	030-171-016	41,817	458	1.10
Wood Street	030-191-016	28640	2,443	8.53
11050 Wood Street	030-255-008	10,703	92	0.86
10502 Merritt Street	030-281-030	46,609	52	0.11
10570 Merritt Street	030-281-003	22,651	50	0.22
11595 Merritt Street	030-255-006	7,400	299	4.04
11601 Merritt Street	030-254-005	35,710	199	0.56
11616 Merritt Street	030-281-036	22,988	25	0.11
11700 Jackson Street	030-253-002	43,656	8	0.02
11797 Jackson Street	030-253-006	8,050	419	5.20
11001 Blackie Road	030-244-012	7,385	193	2.61

Table C.2 Temporary Partial Property Acquisitions for Construction

Property Address	Assessor's Parcel Number	Property Area in Square Feet	Temporary Partial Property Acquisition in Square Feet	Percentage of Acquisition From Total Property Area
None Listed	030-141-002	55,321	520	0.94
10241 Tembladera Street	030-142-006	17,698	602	3.43
10241 Tembladera Street	030-142-005	17,285	500	2.90
10241 Tembladera Street	030-142-004	17,698	657	3.71
10275 Merritt Street	030-128-014	12,763	697	5.46
10300 Merritt Street	030-143-006	31,104	1,441	4.63
10341 Merritt Street	030-127-014	30,000	1,911	6.37
None Listed	030-127-013	15,000	724	4.83
10380 Merritt Street	030-143-004	8,542	820	9.60
10398 Merritt Street	030-151-006	7,537	546	7.24
10400 Merritt Street	030-152-001	6,891	307	4.46
10420 Merritt Street	030-152-002	7,500	855	11.40
10421 Merritt Street	030-126-006	15,000	840	5.60
10440 Merritt Street	030-152-003	8,954	904	10.10
10441 Merritt Street	030-126-005	15,000	906	6.04
10460 Merritt Street	030-152-004	21,112	1,208	6.06
10481 Merritt Street	030-126-003	7,500	200	2.67
10499 Merritt Street	030-126-002	7,500	48	0.64
10500 Merritt Street	030-153-001	15,075	589	3.91

Property Address	Assessor's Parcel Number	Property Area in Square Feet	Temporary Partial Property Acquisition in Square Feet	Percentage of Acquisition From Total Property Area
10501 Merritt Street	030-125-005	7,457	822	11.02
10550 Merritt Street	030-153-002	15,007	561	3.74
10550 Merritt Street	030-153-003	7,537	427	5.67
10561 Merritt Street	030-125-004	15,000	1,032	6.88
10598 Merritt Street	030-153-004	7,537	488	6.47
10599 Merritt Street	030-125-003	14,782	661	4.47
10601 Merritt Street	030-161-011	12,036	771	6.41
10614 Merritt Street	030-154-009	15,107	1,275	8.44
10633 Merritt Street	030-161-010	1,907	11	0.58
10665 Merritt Street	030-161-008	3,705	37	1.00
10670 Merritt Street	030-154-010	18,000	820	4.56
10719 Merritt Street	030-162-008	2,550	35	1.37
10728 Merritt Street	030-167-001	4,250	213	5.01
10728 Merritt Street	030-167-003	10,302	450	4.37
10729 Merritt Street	030-162-007	2,975	69	2.32
10739 Merritt Street	030-162-013	8,200	58	0.71
10750 Merritt Street	030-167-004	31,215	546	1.75
10765 Merritt Street	030-162-015	8,237	250	3.04
10784 Merritt Street	030-167-006	39,690	1,540	3.88
10799 Merritt Street	030-162-011	14,066	1,621	11.52

Property Address	Assessor's Parcel Number	Property Area in Square Feet	Temporary Partial Property Acquisition in Square Feet	Percentage of Acquisition From Total Property Area
10830 Merritt Street	030-166-007	50,530	1,324	2.62
None Listed	030-165-002	149,677	4,597	3.07
10825 Merritt Street	030-163-012	3,877	738	19.04
10865 Merritt Street	030-163-011	9,104	1,831	20.11
None Listed	030-171-001	66,647	322	0.48
10868 Merritt Street	030-166-010	58,370	50	0.09
10899 Merritt Street	030-163-006	20,735	649	3.13
10961 Merritt Street	030-164-008	43,124	609	1.41
11010 Crane Street	030-163-013	11,310	1,306	9.16
11020 Merritt Street	030-171-002	8,276	677	8.18
11040 Merritt Street	030-171-003	8,276	700	8.46
11041 Merritt Street	030-185-005	64,904	113	0.17
11081 Merritt Street	030-185-004	18,450	115	0.062
11098 Merritt Street	030-171-013	94,125	2,153	2.29
11100 Merritt Street	030-171-014	17,810	1,919	10.77
11150 Merritt Street	030-171-006	13,503	520	3.85
11161 Merritt Street	030-182-001	303,997	1,765	0.58
11198 Merritt Street	030-171-007	13,700	698	5.09
11221 Merritt Street	030-184-009	18,450	2,694	14.60
11261 Merritt Street	030-184-008	18,234	2,305	12.64

Property Address	Assessor's Parcel Number	Property Area in Square Feet	Temporary Partial Property Acquisition in Square Feet	Percentage of Acquisition From Total Property Area
11284 Merritt Street	030-171-016	41,817	5,217	12.48
11050 Wood Street	030-255-008	10,703	910	8.45
11400 Merritt Street	030-281-023	21,780	1,852	8.50
11500 Merritt Street	030-281-002	4,356	1,050	24.10
11502 Merritt Street	030-281-030	46,609	1,466	3.15
11570 Merritt Street	030-281-003	22,651	2,200	9.71
11575 Merritt Street	030-255-007	36,800	2,998	8.15
11595 Merritt Street	030-255-006	7,400	560	7.57
11600 Merritt Street	030-281-035	26,571	2,194	8.26
11601 Merritt Street	030-254-005	35,710	7,844	21.97
11616 Merritt Street	030-281-036	22,988	1,383	6.02
11656 Merritt Street	030-281-017	25,650	1,830	7.13
10999 Palm Street	030-271-003	8,680	937	10.79
11700 Jackson Street	030-253-002	43,656	1,298	2.97
11700 Merritt Way	030-272-001	6,190	185	2.99
11755 Merritt Street	030-253-007	16,541	4,024	24.33
11798 Merritt Way	030-272-012	7,500	180	2.40
11797 Jackson Street	030-253-006	8,050	2,457	30.52
11001 Blackie Road	030-244-012	7,385	279	3.78
11296 Blackie Road	030-262-009	348,480	1,103	0.32

Property Address	Assessor's Parcel Number	Property Area in Square Feet	Temporary Partial Property Acquisition in Square Feet	Percentage of Acquisition From Total Property Area
10998 Oak Street	030-275-001	7,901	181	2.29
None Listed	133-061-019	1,900,087	240	0.01

Appendix E Glossary of Technical Terms

aesthetics—a pleasing experience of effect (Source: Merriam-Webster); visual resources under the California Environmental Quality Act.

aggregate—any of several hard inert materials (such as sand, gravel, or slag) used for mixing with a cementing material to form concrete, mortar, or plaster. (Source: Merriam-Webster)

alluvium—clay, silt, sand, gravel, or similar loose rock fragments or organic materials deposited by running water. (Source: Merriam-Webster)

arterial highway—a general term denoting a highway primarily for through travel, usually on a continuous route. (Source: California Department of Transportation Highway Design Manual, 7th Edition)

base—a layer of selected, processed, and/or treated aggregate material that is placed immediately below the surface course to provide additional load distribution and contributes to drainage. (Source: California Department of Transportation Highway Design Manual, 7th Edition)

Best Management Practices (BMPs)—schedules of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce the pollution of waters of the U.S. Best Management Practices also include treatment requirements, operating procedures, and practices to control plant site runoff, spillage or leaks, sludge or waste disposal, or drainage from raw material storage. (Source: Clean Water Act)

Class 1 Bikeway (bike path)—are facilities with exclusive right-of-way intended only for bicycles and pedestrians, with cross flows by vehicles minimized. Motor vehicles are prohibited from bike paths per the California Vehicle Code, which can be reinforced by signage. (Source: California Department of Transportation Highway Design Manual, 7th Edition)

Class 2 Bikeway (bike lane)—provides a striped facility for one-way bike travel on a street or highway. (Source: California Department of Transportation Highway Design Manual, 7th Edition)

Class 3 Bikeway (bike route)—provides for shared use with pedestrian or motor vehicle traffic (Source: California Department of Transportation Highway Design Manual, 7th Edition)

cold plane—also known as milling, is the construction process that removes portions of the asphalt pavement surface to the depth needed for the operations. (Source: Federal Highway Administration “Overview of Project Selection Guidelines for Cold In-place and Cold Central Plant Pavement Recycling”)

complete street—a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. (Source: Caltrans Deputy Directive 64-R2)

conventional highway—a highway without control of access which may or may not be divided. (Source: California Department of Transportation Highway Design Manual, 7th Edition)

delineate—to indicate or represent by drawn or painted lines; to mark the outline of something. (Source: Merriam-Webster)

curb return—the curved portion (radius) of a street curb at street intersections, or the curved portion of a curb in the wings of a driveway approach. (Sources: Federal Highway Administration; Law Insider, www.lawinsider.com/dictionary/curb-return)

curb ramp—a ramp cut into a street curb to provide access (as for wheelchairs and/or strollers) between the sidewalk and a street; also referred to as curb cut. (Source: Merriam-Webster)

deteriorate—to make inferior in quality or value; to impair or degenerate. (Source: Merriam-Webster)

easement—a right to use or control the property of another for designated purposes. (Source: California Department of Transportation Highway Design Manual, 7th Edition)

effluent—waste material (such as smoke, liquid industrial refuse, or sewage) discharged into the environment, especially when serving as a pollutant. (Source: Merriam-Webster)

encroachment permit—a form of license that provides permission to the owner to install a facility but does not convey any property rights, and it also imposes certain restrictions on the owner and contains a relocation clause that states the owner must relocate their facilities upon request at the owner's own expense. (Source: California Department of Transportation Right of Way Manual, January 2021)

exacerbate—to make more violent, bitter, or severe. (Source: Merriam-Webster)

excavation—the action or process of forming a cavity by cutting, digging, or scooping. (Source: Merriam-Webster)

grade separation—a crossing of two highways, highway and local road, or a highway and a railroad at different levels. (Source: California Department of Transportation Highway Design Manual, 7th Edition)

hot mix asphalt (asphalt concrete)—a graded asphalt concrete mixture (aggregate and asphalt binder) containing a small number of voids which is used primarily as a surface course to provide the structural strength needed to distribute loads to the underlying layers of the pavement structure (Source: California Department of Transportation Highway Design Manual, 7th Edition)

hydraulics—a branch of science that deals with practical applications (such as the transmission of energy or the effects of flow) of liquid (such as water) in motion. (Source: Merriam-Webster)

hydrology—a science dealing with the properties, distribution, and circulation of water on and below the earth's surface and in the atmosphere. (Source: Merriam-Webster)

impervious—not allowing entrance or passage of fluids. (Source: Merriam-Webster)

interchange—a system of interconnecting roadways in conjunction with one or more grade separations that provides for the movement of vehicles between two or more roadways on different levels. (Source: California Department of Transportation Highway Design Manual, 7th Edition)

intersection—the general area where two or more roadways join or cross, including the roadway and roadside facilities for movements in that area. (Source: California Department of Transportation Highway Design Manual, 7th Edition)

liquefaction—process by which water-saturated sediment temporarily loses strength and acts as a fluid, like when you wiggle your toes in the wet sand near the water at the beach. (Source: U.S. Geological Survey Earthquake Glossary)

median (numerical)—a value above and below which there are an equal number of values, or a middle point in a set of numbers. (Source: Merriam-Webster)

median (roadway)—the portion of a divided highway separating the traveled ways in opposite directions of lanes of traffic, excluding turn lanes. (Source: California Department of Transportation Highway Design Manual, 7th Edition

median lane—a speed change lane within the median to accommodate left-turning vehicles. (Source: California Department of Transportation Highway Design Manual, 7th Edition)

methacrylate—an acrylic resin or plastic made from a derivative of methacrylic acid. (Source: Merriam-Webster)

multimodal access—the consideration and accommodation of the many ways public transportation users get to and from a public transportation stop or center to access public transportation service, which can include walking, bicycling, riding feeder public transportation systems (for example, taking the bus to connect to commuter rail at a station), and driving. (Source: U.S. Department of Transportation)

overlay—a layer, usually hot mix asphalt, placed on existing flexible or rigid pavement to restore ride quality, to increase structural strength (load carrying capacity), and to extend the service life (Source: California Department of Transportation Highway Design Manual, 7th Edition)

palliative—something that reduces intensity (Source: Merriam-Webster)

pavement—the planned, engineered system of layers of specified materials (typically consisting of surface course, base, and subbase) placed over the subgrade soil to support the cumulative vehicle loading anticipated during the design life of the pavement. (Source: California Department of Transportation Highway Design Manual, 7th Edition)

permit to enter and construct—a legal agreement that grants rights to the state to perform work for the grantor's benefit, does not provide any permanent right to the state, and may be used when the state would not condemn the right. (Source: California Department of Transportation Right of Way Manual, January 2021)

Pleistocene—of, relating to, or being the earlier epoch of the Quaternary or the corresponding series of rocks. (Source: Merriam-Webster)

pneumatic hose–a hose or tube used to move or work pressurized gas to fill a vessel adapted for holding compressed air. (Source: adapted from Merriam-Webster definition for "pneumatic")

ramp—a connecting roadway between a freeway or expressway and another highway, road, or roadside area. (Source: California Department of Transportation Highway Design Manual, 7th Edition)

riparian—relating to or living or located on the bank of a natural watercourse (such as a river) or sometimes of a lake or a tidewater. (Source: Merriam-Webster)

roadbed—that portion of the roadway extending from curb line to curb line or shoulder line to shoulder line. Divided highways are considered to have two roadbeds. (Source: California Department of Transportation Highway Design Manual, 7th Edition)

roadway—that portion of the highway included between the outside lines of the sidewalks or curbs and gutters, or side ditches, including the appertaining structures and all slopes, ditches, channels, waterways, and other features necessary for proper drainage and protection. (Source: Caltrans Highway Design Manual)

rubberized hot mix asphalt—a material produced for hot mix applications by mixing either asphalt rubber or asphalt rubber binder with graded aggregate. (Source: California Department of Transportation Highway Design Manual, 7th Edition)

shoulder—the portion of the roadway contiguous with the traveled way for the accommodation of stopped vehicles, emergency use, errant vehicle recovery, and for lateral support of base and surface courses (pavement), which may also accommodate on-street parking and use by bicyclists and pedestrians. (Source: California Department of Transportation Highway Design Manual, 7th Edition)

site furniture—features such as newspaper boxes, bicycle racks, bus shelters, benches, trash receptacles, interpretive panels, art or drinking fountains that occupy space on or alongside pedestrian sidewalks. (Source: California Department of Transportation Highway Design Manual, 7th Edition)

splitter island—a raised or painted traffic island that separates traffic in opposing directions of travel and are typically used at roundabouts and on the minor road approaches to an intersection. (Source: California Department of Transportation Highway Design Manual, 7th Edition)

subbase—unbound aggregate or granular material that is placed on the subgrade as a foundation or working platform for the base and is intended to function primarily as structural support and for drainage. (Source: California Department of Transportation Highway Design Manual, 7th Edition)

surface course—one or more uppermost layers of the pavement structure engineered to carry and distribute vehicle loads. (Source: California Department of Transportation Highway Design Manual, 7th Edition)

temporary construction easement—a property encumbrance and acquisition item as defined in 23 Code of Federal Regulations 710.105 for a specific anticipated use over a specified time period [window of when proposed construction activity(ies) may occur]. (Source: California Department of Transportation Right of Way Manual, January 2021)

traffic lane/vehicle lane—the portion of the traveled way for the movement of a single line of vehicles, both motor vehicles and bicycles. (Source: California Department of Transportation Highway Design Manual, 7th Edition)

traveled way—the portion of the roadway for the movement of vehicles and bicycles, exclusive of shoulders. (Source: California Department of Transportation Highway Design Manual, 7th Edition)

turbidity—reduced clarity of surface water because of suspended particles, usually sediment. (Source: U.S Geological Survey National Water-Quality Assessment Project Glossary)

watershed—a region or area bounded on the edge by a divide and draining ultimately to a particular watercourse or body of water. (Source: Merriam-Webster)

Appendix F Avoidance, Minimization and/or Mitigation Summary

To ensure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated on the proposed Environmental Commitments Record that follows) will be implemented. During project design, avoidance, minimization, and/or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in the Environmental Commitments Record are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. Because the following Environmental Commitments Record is a draft, some fields have not been completed; they will be filled out as each of the measures is implemented.

Note: Some measures may apply to more than one resource area. Duplicated or redundant measures have not been included in this Environmental Commitments Record.

Caltrans Standardized Project Measures

This project contains standardized project measures (Caltrans Standard Specifications, Special Provisions, and) that are used on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures are included as project features and addressed in more detail in the Environmental Consequences sections found in Chapter 2 when appropriate.

- 7-1.01 (Legal Relations and Responsibility to the Public—General)
- 7-1.01G (Water Pollution)
- 7-1.02A and 7-1.02C (Emissions Reduction)
- 7-1.02K(6)(j)(ii) (Lead Compliance Plan)
- 7-1.02K(6)(j)(iii) (Earth Material Containing Lead)
- 7-1.02M(2) (Fire Protection)
- 7-1.03 (Public Convenience)
- 10-5 (Dust Control)
- 12-1 through 12-7 (Temporary Traffic Control)
- 14-1.02 (Environmentally Sensitive Area)
- 14-2.03A (Archaeological Resources—General)

- 14-6.04 (Wetland Protection)
- 14-8.02 (Noise Control)
- 14-9.02 (Air Pollution Control)
- 14-10.01 (Solid Waste Disposal and Recycling—General)
- 14-10.02 (Solid Waste Disposal and Recycling Report)
- 14-11 (Hazardous Waste and Contamination)
- 14-11.13B(2) (Debris Containment and Collection Plan)
- 36-4 (Residue Containing Lead from Paint and Thermoplastic)
- 41-3 (Crack Treatment)
- 41-4 (Spall Repair)
- 84-9.03C (Remove Traffic Stripes and Pavement Markings Containing Lead)
- Caltrans Construction Site Best Management Practices for the proper management of construction emissions and energy waste, stormwater discharge, surface water quality, water pollution, chemicals and concrete finishing runoff, spill prevention and control, solid waste management, hazardous waste management, liquid waste management, and soil retention and shoring
- A Transportation Management Plan will be prepared for the project.
- Public Awareness and Notification

Aesthetic/Visual (Sections 2.1.2 and 3.2.1)

The following context-sensitive measures will be implemented to ensure that the project will be consistent with local scenic values along Merritt Street.

- **Vegetation Preservation (CEQA Mitigation Measure)—**Existing vegetation within the project limits will be preserved as much as feasible. Prescriptive clearing and grubbing and grading techniques that save the most existing vegetation will be used by the project's construction contractor.
- **Fencing (CEQA Mitigation Measure)—**The type of metal fencing that will replace the existing metal beam guardrails to serve as a pedestrian barrier on the eastbound and westbound State Route 156 ramps will be determined and approved by the Caltrans District 5 Landscape Architecture Branch in consultation with the Caltrans District 5 Traffic Safety Branch in consideration of safety, spatial limitations, project budget, and maintenance requirements. Aesthetic style and details such as color and finish will be selected in consultation with Castroville community representatives.

- **Street Furniture (CEQA Mitigation Measure)—**The type and style of all street furniture (including but not limited to benches, bus shelters, trash cans, light fixtures, tree grates, and bicycle racks) built for the project will be determined and approved by the Caltrans District 5 Landscape Architecture Branch in consideration of safety, spatial limitations, project budget, and maintenance requirements.
- **Curb Extensions (CEQA Mitigation Measure)—**Aesthetic treatment of curb extensions, or bulb-outs, will be determined and approved by the Caltrans District 5 Landscape Architecture Branch in consultation with the Caltrans District 5 Traffic Safety Branch in consideration of safety, spatial limitations, project budget, and maintenance requirements. Specific forms, treatments, materials, textures, colors, and finishes for consistency with the Castroville Community Plan and Caltrans Complete Streets Program policy concepts and design guidance.
- **Retaining Walls (CEQA Mitigation Measure)—**Aesthetic treatment of all retaining walls built for the project will be determined and approved by the Caltrans District 5 Landscape Architecture Branch in consultation with the project's Structures Engineer in consideration of safety, spatial limitations, project budget, and maintenance requirements. Specific forms, treatments, materials, textures, colors, and finishes will be selected in consultation with the property owner and for consistency with the Castroville Community Plan and Caltrans Complete Streets Program policy concepts and design guidance.
- **Restoration (CEQA Mitigation Measure)—**Following construction, all new construction staging areas and other temporary use areas for construction activities will be regraded and recontoured to match the surrounding pre-project topography as much as feasible.
- **Light Fixtures—**All streetlight fixtures installed or relocated for the project will be shielded to avoid and minimize substantial light or glare, which could adversely affect day or nighttime views in the area, and will be selected by the Caltrans District 5 Landscape Architecture Branch.
- **Street Trees and Landscaping Replacement (CEQA Mitigation Measure)—**Street trees removed for construction of highway shoulder and sidewalk improvements will be replaced at a 1 to 1 ratio consistent with scenic and aesthetic policies and design guidelines prescribed in the Castroville Community Plan for the Merritt Street Corridor and the Caltrans Complete Streets Program. Street tree locations and species and any associated hardscape materials will be determined and approved by a Caltrans District 5 Landscape Architect in consultation with Castroville community representatives and in consideration of safety, cultivation, spatial limitations, water availability, and maintenance requirements. Caltrans will establish street trees and landscaping either by automatic or manual irrigation for a minimum period of 1 year. Agreements for long-term maintenance of landscaping within the project limits will be

prescribed and negotiated between Caltrans and the appropriate local community entity before the final project design.

Cultural Resources

Caltrans will take the following actions to avoid and minimize potential damaging vibration effects to built historic resources in the project's identified Area of Potential Effects:

- **Documentation and Repair (CEQA Mitigation)—**Per the National Park Service Technical Note Number 3 – Protecting a Historic Structure during Adjacent Construction, Caltrans will consult with the property owners of 10701-10709 Merritt Street and 10685 Merritt Street and document the pre-construction and post-construction condition of all properties. After comparing pre-construction and post-construction documentation, if it is determined that construction-related activities resulted in any unintended or unforeseen damage to 10701-10709 Merritt Street and/or 10685 Merritt Street, Caltrans will notify the State Historic Preservation Officer and proceed with any needed repairs according to the Secretary of the Interior's Standards for Rehabilitation.
- **Jackhammer Restriction (CEQA Mitigation)—**The curb, gutter, and sidewalk next to 10701-10709 Merritt Street and 10685 Merritt Street will be saw cut and removed without the use of jackhammers.
- **Vibratory Rollers Restriction (CEQA Mitigation)—No** vibratory rollers will be used within 25 feet of 10701-10709 Merritt Street and 10685 Merritt Street. The construction contractor will use static rollers at these locations with geogrid to assist with lower compaction rates.

Greenhouse Gas Emissions

The following avoidance and minimization measures for the reduction of construction greenhouse gas emissions are proposed:

- **Construction Waste and Recycled Materials—**The project's construction contractor will reduce construction waste and maximize the use of recycled materials.
- **Earthen Materials—**The project's construction contractor will reduce the need for transport of earthen materials by balancing cut and fill quantities.
- **Salvage Rebar—**The project's construction contractor will salvage rebar from demolished concrete and process waste to create usable fill.
- **Truck Trips—**The project's construction contractor will schedule truck trips outside of peak morning and evening commute hours when feasible.

Noise

Avoidance and minimization measures identified in Section 2.1.6 (Cultural Resources)—for documentation and repair, jackhammer restrictions, and

vibratory roller restrictions to minimize vibration effects to built historic resources—will be incorporated in addition to the following avoidance and minimization measures identified to minimize noise and vibration impacts during construction:

Equipment Noise Control

- **Equipment Shielding (CEQA Mitigation Measure)—**The construction contractor will shield especially loud pieces of stationary construction equipment.
- **Equipment Location (CEQA Mitigation Measure)—**The construction contractor will locate portable generators, air compressors, etc., as far away from sensitive noise receptors as feasibly possible and limit grouping major pieces of equipment operating in one area to the greatest extent feasible.
- **Equipment Noise Abatement (CEQA Mitigation Measure)—**The construction contractor will use newer equipment that is quieter and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators, intact and operational. Internal combustion engines used for any purpose on or related to the job will be equipped with a muffler or baffle of a type recommended by the manufacturer.
- **Nighttime Construction (CEQA Mitigation Measure)—**A Caltrans Resident Engineer will ensure that, whenever possible, construction work will be conducted during the day when work is near sensitive receptors. If nighttime construction activities are necessary, the noisiest and/or most vibratory construction activities will be conducted near residences as early in the evening as possible.

Administrative Measures

- **Public Notice (CEQA Mitigation Measure)—**Caltrans will notify surrounding residents and the public in advance of the construction schedule when construction noise and upcoming construction activities likely to produce an adverse noise environment are expected. This notice will be given two weeks in advance. A notice will be published in local news media of the dates and duration of the proposed construction activities. The District 5 Public Information Office will post notice of the proposed construction and potential community impacts after receiving notice from a Caltrans Resident Engineer.
- **Noise Complaints (CEQA Mitigation Measure)—**A Caltrans Resident Engineer will consult with District 5 Noise staff to determine appropriate steps to alleviate noise-related concerns if complaints are received during the construction process.

Appendix G Species Lists

U.S. Fish and Wildlife Service Species List – April 30, 2021

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ventura Fish And Wildlife Office
2493 Portola Road, Suite B
Ventura, CA 93003-7726
Phone: (805) 644-1766 Fax: (805) 644-3958

April 30, 2021

In Reply Refer To:
Consultation Code: 08EVEN00-2021-SLI-0333 Event Code: 08EVEN00-2021-E-01160
Project Name: 05-1H650, Castroville Improvement Project

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed list identifies species listed as threatened and endangered, species proposed for listing as threatened or endangered, designated and proposed critical habitat, and species that are candidates for listing that may occur within the boundary of the area you have indicated using the U.S. Fish and Wildlife Service's (Service) Information Planning and Conservation System (IPaC). The species list fulfills the requirements under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.). Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the species list should be verified after 90 days. We recommend that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists following the same process you used to receive the enclosed list. Please include the Consultation Tracking Number in the header of this letter with any correspondence about the species list.

Due to staff shortages and excessive workload, we are unable to provide an official list more specific to your area. Numerous other sources of information are available for you to narrow the list to the habitats and conditions of the site in which you are

interested. For example, we recommend conducting a biological site assessment or surveys for plants and animals that could help refine the list.

If a Federal agency is involved in the project, that agency has the responsibility to review its proposed activities and determine whether any listed species may be affected. If the project is a major construction project*, the Federal agency has the responsibility to prepare a biological assessment to make a determination of the effects of the action on the listed species or critical habitat. If the Federal agency determines that a listed species or critical habitat is likely to be adversely affected, it should request, in writing through our office, formal consultation pursuant to section 7 of the Act. Informal consultation may be used to exchange information and resolve conflicts with respect to threatened or endangered species or their critical habitat prior to a written request for formal consultation. During this review process, the Federal agency may engage in planning efforts but may not make any irreversible commitment of resources. Such a commitment could constitute a violation of section 7(d) of the Act.

Federal agencies are required to confer with the Service, pursuant to section 7(a)(4) of the Act, when an agency action is likely to jeopardize the continued existence of any proposed species or result in the destruction or adverse modification of proposed critical habitat (50 CFR 402.10(a)). A request for formal conference must be in writing and should include the same information that would be provided for a request for formal consultation. Conferences can also include discussions between the Service and the Federal agency to identify and resolve potential conflicts between an action and proposed species or proposed critical habitat early in the decision-making process. The Service recommends ways to minimize or avoid adverse effects of the action.
These recommendations are advisory because the jeopardy prohibition of section 7(a)(2) of the Act does not apply until the species is listed or the proposed critical habitat is designated. The conference process fulfills the need to inform Federal agencies of possible steps that an agency might take at an early stage to adjust its actions to avoid jeopardizing a proposed species.

When a proposed species or proposed critical habitat may be affected by an action, the lead Federal agency may elect to enter into formal conference with the Service even if the action is not likely to jeopardize or result in the destruction or adverse modification of proposed critical habitat. If the proposed species is listed or the proposed critical habitat is designated after completion of the conference, the Federal agency may ask the Service, in writing, to confirm the conference as a formal consultation. If the Service reviews the proposed action and finds that no significant changes in the action as planned or in the information used during the conference have occurred, the Service will confirm the conference as a formal consultation on the project and no further section 7 consultation will be necessary. Use of the formal conference process in this manner can prevent delays in the event the proposed species is listed or the proposed critical habitat is designated during project development or implementation.

Candidate species are those species presently under review by the Service for consideration for Federal listing. Candidate species should be considered in the planning process because they may become listed or proposed for listing prior to project completion. Preparation of a biological assessment, as described in section 7(c) of the Act, is not required for candidate species. If early evaluation of your project indicates that it is likely to affect a candidate species, you may wish to request technical assistance from this office.

Only listed species receive protection under the Act. However, sensitive species should be considered in the planning process in the event they become listed or proposed for listing prior to project completion. We recommend that you review information in the California Department of Fish and Wildlife's Natural Diversity Data Base. You can contact the California Department of Fish and Wildlife at (916) 324-3812 for information on other sensitive species that may occur in this area.

[*A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.] Attachment(s):

- Official Species List

Event Code: 08EVEN00-2021-E-01160

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Ventura Fish And Wildlife Office 2493
Portola Road, Suite B
Ventura, CA 93003-7726
(805) 644-1766

Project Summary

Consultation Code: 08EVEN00-2021-SLI-0333
Event Code: 08EVEN00-2021-E-01160
Project Name: 05-1H650, Castroville Improvement Project
Project Type: TRANSPORTATION
Project Description: The project proposes to rehabilitate the pavement from Del Monte to SR-156 to Highway 1. the project also proposes to address bridge maintenance needs, improve drainage, install Intelligent Transportation System (ITS) elements, and upgrade pedestrian facilities for compliance with ADA where practical.
Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@36.762998800000005,-121.7542525970629,14z

Counties: Monterey County, California

Endangered Species Act Species

There is a total of 18 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries (NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce), as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

Birds	Status
California Clapper Rail *Rallus longirostris obsoletus:* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4240	Endangered
California *Condor Gymnogyps californianus:* Population: U.S.A. only, except where listed as an experimental population There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/8193	Endangered
California Least Tern *Sterna antillarum browni:* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8104	Endangered
Least Bell's Vireo *Vireo bellii pusillus:* There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5945	Endangered
Marbled Murrelet *Brachyramphus marmoratus:* Population: U.S.A. (CA, OR, WA) There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/4467	Threatened
Southwestern Willow Flycatcher *Empidonax traillii extimus:* There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/6749	Endangered
Western Snowy Plover *Charadrius nivosus nivosus:* Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/8035	Threatened

Amphibians	Status
California Red-legged Frog *Rana Draytonii:* There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened
California Tiger Salamander *Ambystoma californiense:* Population: U.S.A. (Central CA DPS) There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/2076	Threatened
Santa Cruz Long-toed Salamander *Ambystoma macrodactylum croceum:* There is proposed critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/7405	Endangered

Fishes	Status
Tidewater Goby *Eucyclogobius newberryi:* There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/57	Endangered

Crustaceans	Status
Vernal Pool Fairy Shrimp *Branchinecta lynchi:* There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/498	Threatened

Flowering Plants	Status
Marsh Sandwort *Arenaria paludicola:* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2229	Endangered
Menzies' Wallflower *Erysimum menziesii:* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2935	Endangered
Monterey Gilia *Gilia tenuiflora:* ssp. arenaria No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/856	Endangered
Monterey Spineflower *Chorizanthe pungens var. pungens:* There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/396	Threatened
Santa Cruz Tarplant *Holocarpha macradenia:* There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/6832	Threatened
Yadon's Piperia *Piperia yadoni:* There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/4205	Endangered

Critical Habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

National Marine Fisheries Service Species List – April 30, 2021

Provided by Tori Escobar

Received via email

From: Escobar, Tori@DOT
Sent: Friday, April 30, 2021, 1:11 PM
To: nmfs.wcrca.species@noaa.gov
Subject: Caltrans: 05-1H650, Castroville Improvement Project

Non-federal Agency name and address:
Caltrans District 5
Central Coast Biology Branch
50 Higuera Street
San Luis Obispo, CA 93401
Point of Contact Name, email address, and phone number:
Tori Escobar (Biologist)
Tori.escobar@dot.ca.gov
805-49-3990

Quad Name **Moss Landing**
Quad Number **36121-G7**

ESA Anadromous Fish
SONCC Coho ESU (T) -
CCC Coho ESU (E) - **X**
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) -
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) - **X**
SCCC Steelhead DPS (T) - **X**
SC Steelhead DPS (E) -
CCV Steelhead DPS (T) -

Eulachon (T) -
sDPS Green Sturgeon (T) - **X**

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat - **X**
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat - **X**
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat - **X**

ESA Marine Invertebrates

Range Black Abalone (E) - **X**
Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) - **X**
Olive Ridley Sea Turtle (T/E) - **X**
Leatherback Sea Turtle (E) - **X**
North Pacific Loggerhead Sea Turtle (E) - **X**

ESA Whales

Blue Whale (E) - **X**
Fin Whale (E) - **X**
Humpback Whale (E) - **X**
Southern Resident Killer Whale (E) - **X**

North Pacific Right Whale (E) - **X**
Sei Whale (E) - **X**
Sperm Whale (E) - **X**

ESA Pinnipeds

Guadalupe Fur Seal (T) - **X**
Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH - **X**
Chinook Salmon EFH -
Groundfish EFH - **X**
Coastal Pelagics EFH - **X**
Highly Migratory Species EFH - **X**

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office
562-980-4000

MMPA Cetaceans - **X**
MMPA Pinnipeds - **X**

Quad Name **Prunedale**
Quad Number **36121-G6**

ESA Anadromous Fish

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) -
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -

SCCC Steelhead DPS (T) - **X**
SC Steelhead DPS (E) -
CCV Steelhead DPS (T) -
Eulachon (T) -
sDPS Green Sturgeon (T) -

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat - **X**
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) -
Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -
Olive Ridley Sea Turtle (T/E) -
Leatherback Sea Turtle (E) -
North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -

Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -
Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -
Chinook Salmon EFH -
Groundfish EFH - **X**
Coastal Pelagics EFH - **X**
Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office
562-980-4000

MMPA Cetaceans -
MMPA Pinnipeds -

California Department of Fish and Wildlife Species List – December 20, 2020

Provided by Tori Escobar

Received via PDF document

Selected Elements by Common Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria:

Quad IS (Moss Landing (3612177) OR Prunedale (3612176)<spanstyle='color:Red'> OR Marina (3612167)<spanstyle='color:Red'> OR Salinas (3612166)<spanstyle='color:Red'> ORSan Juan Bautista (3612175) OR Natividad (3612165))

Species: alkali milk-vetch *(Astragalus tener var. tener)*

Element Code: PDFAB0F8R1

Federal Status: None

State Status: None

Global Rank: G2T1

State Rank: S1

Rare Plant Rank/CDFW SSC or FP: 1B.2

Species: American badger *(Taxidea taxus)*

Element Code: PDFAB0F8R1

Federal Status: None

State Status: None

Global Rank: G2T1

State Rank: S1

Rare Plant Rank/CDFW SSC or FP: 1B.2

Species: American badger *(Taxidea taxus)*

Element Code: AMAJF04010

Federal Status: None

State Status: None

Global Rank: G5

State Rank: S3

Rare Plant Rank/CDFW SSC or FP: SSC

Species: American peregrine falcon *(Falco peregrinus anatum)*

Element Code: ABNKD06071

Federal Status: Delisted

State Status: Delisted

Global Rank: G4T4

State Rank S3S4

Rare Plant Rank/CDFW SCC or FP: FP

Species: bank swallow *(Riparia riparia)*

Element Code: ABPAU08010

Federal Status: None

State Status: Threatened

Global Rank: G5

State Rank: S2

Rare Plant Rank/CDFW SCC or FP:

Species: burrowing owl *(Athene cunicularia)*

Element Code: ABNSB10010

Federal Status: None

State Status: None

Global Rank: G4

State Rank: S3

Rare Plant Rank/CDFW SCC or FP: SSC

Species: California horned lark *(Eremophila alpestris actia)*

Element Code: ABPAT02011

Federal Status: None

State Status: None

Global Rank: G5T4Q

State Rank: S4

Rare Plant Rank/CDFW SCC or FP: WL

Species: California linderiella *(Linderiella occidentalis)*

Element Code: ICBRA06010

Federal Status: None

State Status: None

Global Rank: G2G3

State Rank: S2S3

Rare Plant Rank/CDFW SCC or FP:

Species: California red-legged frog *(Rana draytonii)*

Element Code: AAABH01022

Federal Status: Threatened

State Status None

Global Rank: G2G3

State Rank: S2S3

Rare Plant Rank/CDFW SCC or FP: SSC

Species: California Ridgway's rail *(Rallus obsoletus obsoletus)*

Element Code: ABNME05011

Federal Status: Endangered

State Status: Endangered

Global Rank: G5T1

State Rank: S1

Rare Plant Rank/CDFW SCC or FP: FP

Species: California tiger salamander *(Ambystoma californiense)*

Element Code: AAAAA01180

Federal Status: Threatened

State Status: Threatened

Global Rank: G2G3

State Rank: S2S3

Rare Plant Rank/CDFW SCC or FP: WL

Species: Central Dune Scrub *(Central Dune Scrub)*

Element Code: CTT21320CA

Federal Status: None

State Status: None

Global Rank: G2

State Rank: S2.2

Rare Plant Rank/CDFW SCC or FP:

Species: Central Maritime Chaparral *(Central Maritime Chaparral)*

Element Code: CTT37C20CA

Federal Status: None

State Status: None

Global Rank: G2

State Rank: S2.2

Rare Plant Rank/CDFW SCC or FP:

Species: Choris' popcornflower *(Plagiobothrys chorisianus var. chorisianus)*

Element Code: PDBOR0V061

Federal Status: None

State Status: None

Global Rank: G3T1Q

State Rank: S1

Rare Plant Rank/CDFW SCC or FP: 1B.2

Species: coast horned lizard *(Phrynosoma blainvillii)*

Element Code: ARACF12100

Federal Status: None

State Status: None

Global Rank: G3G4

State Rank: S3S4

Rare Plant Rank/CDFW SCC or FP: SSC

Species: Coast Range newt *(Taricha torosa)*

Element Code: AAAAF02032

Federal Status: None

State Status: None

Global Rank: G4

State Rank: S4

Rare Plant Rank/CDFW SCC or FP: SSC

Species: Coastal and Valley Freshwater Marsh *(Coastal and Valley Freshwater Marsh)*

Element Code: CTT52410CA

Federal Status: None

State Status: None

Global Rank: G3

State Rank: S2.1

Rare Plant Rank/CDFW SCC or FP:

Species: Coastal Brackish Marsh *(Coastal Brackish Marsh)*

Element Code: CTT52200CA

Federal Status: None

State Status: None

Global Rank: G2

State Rank: S2.1

Rare Plant Rank/CDFW SCC or FP:

Species: Congdon's tarplant *(Centromadia parryi ssp. congdonii)*

Element Code: PDAST4R0P1

Federal Status: None

State Status: None

Global Rank: G3T1T2

State Rank: S1S2

Rare Plant Rank/CDFW SCC or FP: 1B.1

Species: Contra Costa goldfields *(Lasthenia conjugens)*

Element Code: PDAST5L040

Federal Status: Endangered

State Status: None

Global Rank: G1

State Rank: S1

Rare Plant Rank/CDFW SCC or FP: 1B.1

Species: Cooper's hawk *(Accipiter cooperii)*
Element Code: ABNKC12040
Federal Status: None
State Status: None
Global Rank: G5
State Rank: S4
Rare Plant Rank/CDFW SCC or FP: WL

Species: Eastwood's goldenbush *(Ericameria fasciculata)*
Element Code: PDAST3L080
Federal Status: None
State Status: None
Global Rank: G2
State Rank: S2
Rare Plant Rank/CDFW SCC or FP: 1B.1

Species: ferruginous hawk *(Buteo regalis)*
Element Code: ABNKC19120
Federal Status: None
State Status: None
Global Rank: G4
State Rank: S3S4
Rare Plant Rank/CDFW SCC or FP: WL

Species: Fort Ord spineflower *(Chorizanthe minutiflora)*
Element Code: PDPGN04100
Federal Status: None
State Status: None
Global Rank: G1
State Rank: S1
Rare Plant Rank/CDFW SCC or FP: 1B.2

Species: fragrant fritillary *(Fritillaria liliacea)*
Element Code: PMLIL0V0C0
Federal Status: None

State Status: None

Global Rank: G2

State Rank: S2

Rare Plant Rank/CDFW SCC or FP: 1B.2

Species: globose dune beetle *(Coelus globosus)*

Element Code: IICOL4A010

Federal Status: None

State Status: None

Global Rank: G1G2

State Rank: S1S2

Rare Plant Rank/CDFW SCC or FP:

Species: golden eagle *(Aquila chrysaetos)*

Element Code: ABNKC22010

Federal Status: None

State Status: None

Global Rank: G5

State Rank: S3

Rare Plant Rank/CDFW SCC or FP: FP

Species: Hickman's onion *(Allium hickmanii)*

Element Code: PMLIL02140

Federal Status: None

State Status: None

Global Rank: G2

State Rank: S2

Rare Plant Rank/CDFW SCC or FP: 1B.2

Species: hoary bat *(Lasiurus cinereus)*

Element Code: AMACC05030

Federal Status: None

State Status: None

Global Rank: G5

State Rank: S4

Rare Plant Rank/CDFW SCC or FP:

Species: Hooker's manzanita *(Arctostaphylos hookeri ssp. hookeri)*
Element Code: PDERI040J1
Federal Status: None
State Status: None
Global Rank: G3T2
State Rank: S2
Rare Plant Rank/CDFW SCC or FP: 1B.2

Species: Kellogg's horkelia *(Horkelia cuneata var. sericea)*
Element Code: PDROS0W043
Federal Status: None
State Status: None
Global Rank: G4T1?
State Rank: S1?
Rare Plant Rank/CDFW SCC or FP: 1B.1

Species: least Bell's vireo *(Vireo bellii pusillus)*
Element Code: ABPBW01114
Federal Status: Endangered
State Status: Endangered
Global Rank: G5T2
State Rank: S2
Rare Plant Rank/CDFW SCC or FP:

Species: legenere *(Legenere limosa)*
Element Code: PDCAM0C010
Federal Status: None
State Status: None
Global Rank: G2
State Rank: S2
Rare Plant Rank/CDFW SCC or FP: 1B.1

Species: longfin smelt *(Spirinchus thaleichthys)*
Element Code: AFCHB03010

Federal Status: Candidate

State Status: Threatened

Global Rank: G5

State Rank: S1

Rare Plant Rank/CDFW SCC or FP:

Species: marsh microseris *(Microseris paludosa)*

Element Code: PDAST6E0D0

Federal Status: None

State Status: None

Global Rank: G2

State Rank: S2

Rare Plant Rank/CDFW SCC or FP: 1B.2

Species: Menzies' wallflower *(Erysimum menziesii)*

Element Code: PDBRA160R0

Federal Status: Endangered

State Status: Endangered

Global Rank: G1

State Rank: S1

Rare Plant Rank/CDFW SCC or FP: 1B.1

Species: mimic tryonia (California brackishwater snail) *(Tryonia imitator)*

Element Code: IMGASJ7040

Federal Status: None

State Status: None

Global Rank: G2

State Rank: S2

Rare Plant Rank/CDFW SCC or FP:

Species: monarch - California overwintering population *(Danaus plexippus pop. 1)*

Element Code: IILEPP2012

Federal Status: None

State Status: None

Global Rank: G4T2T3

State Rank: S2S3

Rare Plant Rank/CDFW SCC or FP:

Species: Monterey dusky-footed woodrat *(Neotoma macrotis Luciana)*

Element Code: AMAFF08083

Federal Status: None

State Status: None

Global Rank: G5T3

State Rank: S3

Rare Plant Rank/CDFW SCC or FP: SSC

Species: Monterey gilia *(Gilia tenuiflora ssp. arenaria)*

Element Code: PDPLM041P2

Federal Status: Endangered

State Status: Threatened

Global Rank: G3G4T2

State Rank: S2

Rare Plant Rank/CDFW SCC or FP: 1B.2

Species: Monterey hitch *(Lavinia exilicauda harengus)*

Element Code: AFCJB19013

Federal Status: None

State Status: None

Global Rank: G4T2T4

State Rank: S2S4

Rare Plant Rank/CDFW SCC or FP: SSC

Species: Monterey shrew *(Sorex ornatus salaries)*

Element Code: AMABA01105

Federal Status: None

State Status: None

Global Rank: G5T1T2

State Rank: S1S2

Rare Plant Rank/CDFW SCC or FP: SSC

Species: Monterey spineflower *(Chorizanthe pungens var. pungens)*

Element Code: PDPGN040M2

Federal Status: Threatened

State Status: None

Global Rank: G2T2

State Rank: S2

Rare Plant Rank/CDFW SCC or FP: 1B.2

Species: Northern California legless lizard *(Anniella pulchra)*

Element Code: ARACC01020

Federal Status: None

State Status: None

Global Rank: G3

State Rank: S3

Rare Plant Rank/CDFW SCC or FP: SSC

Species: Northern Coastal Salt Marsh *(Northern Coastal Salt Marsh)*

Element Code: CTT52110CA

Federal Status: None

State Status: None

Global Rank: G3

State Rank: S3.2

Rare Plant Rank/CDFW SCC or FP: S3.2

Species: northern curly-leaved monardella *(Monardella sinuata ssp. nigrescens)*

Element Code: PDLAM18162

Federal Status: None

State Status: None

Global Rank: G3T2

State Rank: S2

Rare Plant Rank/CDFW SCC or FP: 1B.2

Species: obscure bumble bee *(Bombus caliginosus)*

Element Code: IIHYM24380

Federal Status: None

State Status: None

Global Rank: G4?

State Rank: S1S2

Rare Plant Rank/CDFW SCC or FP:

Species: Pajaro manzanita *(Arctostaphylos pajaroensis)*

Element Code: PDERI04100

Federal Status: None

State Status: None

Global Rank: G1

State Rank: S1

Rare Plant Rank/CDFW SCC or FP: 1B.1

Species: pallid bat *(Antrozous pallidus)*

Element Code: AMACC10010

Federal Status: None

State Status: None

Global Rank: G5

State Rank: S3

Rare Plant Rank/CDFW SCC or FP: SSC

Species: pine rose *(Rosa pinetorum)*

Element Code: PDROS1J0W0

Federal Status: None

State Status: None

Global Rank: G2 S

State Rank: 2

Rare Plant Rank/CDFW SCC or FP: 1B.2

Species: pink Johnny-nip *(Castilleja ambigua var. insalutata)*

Element Code: PDSCR0D403

Federal Status: None

State Status: None

Global Rank: G4T2

State Rank: S2

Rare Plant Rank/CDFW SCC or FP: 1B.1

Species: Pinnacles buckwheat *(Eriogonum nortonii)*

Element Code: PDPGN08470

Federal Status: None

State Status: None

Global Rank: G2 S2

Rare Plant Rank/CDFW SCC or FP: 1B.3

Species: Pinnacles optioservus riffle beetle *(Optioservus canus)*

Element Code: IICOL5E020

Federal Status: None

State Status: None

Global Rank: G2

State Rank: S1

Rare Plant Rank/CDFW SCC or FP:

Species: Point Reyes horkelia *(Horkelia marinensis)*

Element Code: PDROS0W0B0

Federal Status: None

State Status: Non

Global Rank: G2

State Rank: S2

Rare Plant Rank/CDFW SCC or FP: 1B.2

Species: redwood shoulderband *(Helminthoglypta sequoicola consors)*

Element Code: IMGASC2421

Federal Status: None

State Status: None

Global Rank: G2T1

State Rank: S1

Rare Plant Rank/CDFW SCC or FP:

Species: robust spineflower *(Chorizanthe robusta var. robusta)*

Element Code: PDPGN040Q2

Federal Status: Endangered

State Status: None

Global Rank: G2T1

State Rank: S1

Rare Plant Rank/CDFW SCC or FP: 1B.1

Species: Salinas harvest mouse *(Reithrodontomys megalotis Distichlis)*

Element Code: AMAFF02032

Federal Status: None

State Status: None

Global Rank: G5T1

State Rank: S1

Rare Plant Rank/CDFW SCC or FP:

Species: saline clover *(Trifolium hydrophilum)*

Element Code: PDFAB400R5

Federal Status: None

State Status: None

Global Rank: G2

State Rank: S2

Rare Plant Rank/CDFW SCC or FP: 1B.2

Species: San Francisco popcornflower *(Plagiobothrys diffuses)*

Element Code: PDBOR0V080

Federal Status: None

State Status: Endangered

Global Rank: G1Q

State Rank: S1

Rare Plant Rank/CDFW SCC or FP: 1B.1

Species: sand-loving wallflower *(Erysimum ammophilum)*

Element Code: PDBRA16010

Federal Status: None

State Status: None

Global Rank: G2

State Rank: S2

Rare Plant Rank/CDFW SCC or FP: 1B.2

Species: sandmat manzanita *(Arctostaphylos pumila)*

Element Code: PDERI04180

Federal Status: None

State Status: None

Global Rank: G1

State Rank: S1

Rare Plant Rank/CDFW SCC or FP: 1B.2

Species: Santa Cruz clover *(Trifolium buckwestiorum)*

Element Code: PDFAB402W0

Federal Status: None

State Status: None

Global Rank: G2

State Rank: S2

Rare Plant Rank/CDFW SCC or FP: 1B.1

Species: Santa Cruz kangaroo rat *(Dipodomys venustus venustus)*

Element Code: AMAFD03042

Federal Status: None

State Status: None

Global Rank: G4T1

State Rank: S1

Rare Plant Rank/CDFW SCC or FP:

Species: Santa Cruz long-toed salamander *(Ambystoma macrodactylum croceum)*

Element Code: AAAAA01082

Federal Status: Endangered

State Status: Endangered

Global Rank: G5T1T2

State Rank: S1S2

Rare Plant Rank/CDFW SCC or FP: FP

Species: Santa Cruz tarplant *(Holocarpha macradenia)*

Element Code: PDAST4X020

Federal Status: Threatened

State Status: Endangered

Global Rank: G1

State Rank: S1 1B.1

Rare Plant Rank/CDFW SCC or FP:

Species: seaside bird's-beak *(Cordylanthus rigidus ssp. littoralis)*

Element Code: PDSCR0J0P2

Federal Status: None

State Status: Endangered

Global Rank: G5T2

State Rank: S2

Rare Plant Rank/CDFW SCC or FP: 1B.1

Species: short-eared owl *(Asio flammeus)*

Element Code: ABNSB13040

Federal Status: None

State Status: None

Global Rank: G5

State Rank: S3

Rare Plant Rank/CDFW SCC or FP: SSC

Species: Smith's blue butterfly *(Euphilotes enoptes smithi)*

Element Code: IILEPG2026

Federal Status: Endangered

State Status: None

Global Rank: G5T1T2

State Rank: S1

Rare Plant Rank/CDFW SCC or FP:

Species: tidewater goby *(Eucyclogobius newberryi)*

Element Code: AFCQN04010

Federal Status: Endangered

State Status: None

Global Rank: G3

State Rank: S3

Rare Plant Rank/CDFW SCC or FP:

Species: Toro manzanita *(Arctostaphylos montereyensis)*
Element Code: PDERI040R0
Federal Status: None
State Status: None
Global Rank: G2? S2?
State Rank: 1B.2
Rare Plant Rank/CDFW SCC or FP:

Species: Townsend's big-eared bat *(Corynorhinus townsendii)*
Element Code: AMACC08010
Federal Status: None
State Status: None
Global Rank: G3G4 S2
Rare Plant Rank/CDFW SCC or FP: SSC

Species: tricolored blackbird *(Agelaius tricolor)*
Element Code: ABPBXB0020
Federal Status: None
State Status: Threatened
Global Rank: G2G3
State Rank: S1S2
Rare Plant Rank/CDFW SCC or FP: SSC

Species: vernal pool bent grass *(Agrostis lacuna-vernalis)*
Element Code: PMPOA041N0
Federal Status: None
State Status: None
Global Rank: G1
State Rank: S1
Rare Plant Rank/CDFW SCC or FP: 1B.1

Species: western bumble bee *(Bombus occidentalis)*
Element Code: IIHYM24250
Federal Status: None

State Status: Candidate Endangered

Global Rank: G2G3

State Rank: S1

Rare Plant Rank/CDFW SCC or FP:

Species: western pond turtle *(Emys marmorata)*

Element Code: ARAAD02030

Federal Status: None

State Status: None

Global Rank: G3G4

State Rank: S3

Rare Plant Rank/CDFW SCC or FP: SSC

Species: western snowy plover *(Charadrius alexandrinus nivosus)*

Element Code: ABNNB03031

Federal Status: Threatened

State Status: None

Global Rank: G3T3

State Rank: S2S3

Rare Plant Rank/CDFW SCC or FP: SSC

Species: western spadefoot *(Spea hammondii)*

Element Code: AAABF02020

Federal Status: None

State Status: None

Global Rank: G3

State Rank: S3

Rare Plant Rank/CDFW SCC or FP: SSC

Species: white-tailed kite *(Elanus leucurus)*

Element Code: ABNKC06010

Federal Status: None

State Status: None

Global Rank: G5

State Rank: S3S4

Rare Plant Rank/CDFW SCC or FP: FP

Species: woodland woollythreads *(Monolopia gracilens)*
Element Code: PDAST6G010
Federal Status: None
State Status: None
Global Rank: G3
State Rank: S3
Rare Plant Rank/CDFW SCC or FP: 1B.2

Species: Yadon's rein orchid *(Piperia yadonii)*
Element Code: PMORC1X070
Federal Status: Endangered
State Status: None
Global Rank: G1
State Rank: S1
Rare Plant Rank/CDFW SCC or FP: 1B.1

Species: yellow rail *(Coturnicops noveboracensis)*
Element Code: ABNME01010
Federal Status: None
State Status: None
Global Rank: G4
State Rank: S1S2
Rare Plant Rank/CDFW SCC or FP: SSC

Record Count: 80

Appendix H State Historic Preservation Officer Concurrence

[The following text has been added since the draft environmental document.]

State Historic Preservation Officer Concurrence Letter – May 12, 2021

State of California • Natural Resources Agency **Gavin Newsom, *Governor***

DEPARTMENT OF PARKS AND RECREATION **Armando Quintero, *Director***
OFFICE OF HISTORIC PRESERVATION

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

May 12, 2021
VIA EMAIL In reply refer to: FHWA_2020_0710_001
CATRA_202_0710_001

David Price, Section 106 Coordinator
Cultural Studies Office
Division of Environmental Analysis
1120 N Street, PO Box 942873, MS-27

Sacramento, CA 94273-0001
Subject: Finding of Effect for the Proposed Castroville Improvement Project, Monterey County, California

Dear Mr. Price:

Caltrans is continuing consultation regarding the above project in accordance with the January 1, 2014 First Amended Programmatic Agreement Among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, the California State Historic Preservation Officer (SHPO), and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (106 PA) and the January 2015 Memorandum of Understanding Between the California Department of Transportation and the California State Historic Preservation Officer Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92 (5024 MOU). As part of your documentation, Caltrans submitted a Finding of Effect (FOE) and an Environmentally Sensitive Area Action Plan for the proposed project.

The Undertaking will construct roadway and sidewalk improvements on State Route 183 (Merritt Street), between Del Monte Avenue and Washington

Street in the census-designated town of Castroville. The purpose of the project is to improve connectivity and increase accessibility within the census-designated town of Castroville. The project will include pavement rehabilitation, bridge maintenance, drainage improvements, installation of Intelligent Transportation System elements, and upgrading pedestrian facilities for compliance with the Americans with Disabilities Act.

As part of its identification efforts Caltrans identified the following properties as being previously determined eligible for the National Register of Historic Places:

- CA-MNT-1382/H
- 10701-10709 Merritt Street
- 10685 Merritt Street

Pursuant to 106 PA Stipulation X.B.1.a, Caltrans found that the project will have no adverse effects to the above properties given the following conditions:

- Document the pre and post construction conditions of 10701-10709 Merritt Street and 10685 Merritt Street;
- Employ construction protocols limiting the use of certain equipment, including jackhammers and vibratory rollers, adjacent to 10701-10709 Merritt Street and 10685 Merritt Street;
- Ensure any construction related impacts to 10701-10709 Merritt Street and 10685 Merritt Street are repaired according to the Secretary of Interior Standards for Rehabilitation; and
- Establish an Environmental Sensitive Area to prevent project activities from impacting intact portions of CA-SBA-1382/H and RB-1
- Based on review of the submitted documentation, I have no objections to this finding.

Based on my review of the submitted documentation, I have no objections to the finding given the conditions proposed.

If you have any questions, please contact Natalie Lindquist at natalie.lindquist@parks.ca.gov.

Sincerely,

Julianne Polanco
State Historic Preservation Officer

Appendix I Comment Letters and Responses

[The following text has been added since the draft environmental document.] This appendix is intended to contain the comments received during the public circulation and comment period from May 7, 2021, to June 11, 2021. During this time, no formal comments were received by post or by email.

List of Technical Studies

The following technical studies were used in the preparation of this document.

- Air Quality, Greenhouse Gas, Noise, and Water Quality Assessment Memorandum, December 2020
- Community Impact Assessment, March 2021
- Initial Site Assessment, December 2020
- Finding of No Adverse Effect, February 2021
- Historic Property Survey Report, June 2020
    - Historical Resources Evaluation Report, May 2020
    - Archaeological Survey Report, June 2020
    - Planned Cultural Avoidance and Minimization Measures to be Included in the Project Description for the Castroville Improvement Project (05-1H650), February 2021
- Natural Environment Study (Minimal Impacts), February 2021
- Paleontology Scoping Review, January 2017
- Storm Water Data Report, August 2020
- Visual Impact Assessment, February 2021

To obtain a copy of one or more of these technical studies/reports or the Initial Study/Environmental Assessment, please send your request to the following email address: Info-d5@dot.ca.gov.

Please indicate the project name and project identifying code (under the project name on the cover of this document) and specify the technical report or document you would like a copy of. Provide your name and email address or U.S. postal service mailing address (street address, city, state, and zip code).).