

Appendix I  
NOTICE OF PREPARATION

To: California State Clearinghouse  
1400 Tenth Street  
(Address)  
Sacramento, CA 95814

From: Linda Wilshusen  
1523 Pacific Avenue  
(Address)  
Santa Cruz, CA 95060-3911

Subject: **Notice of Preparation of a Draft Environmental Impact Report**

Santa Cruz County Regional Transportation Commission will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (  is  is not ) attached.

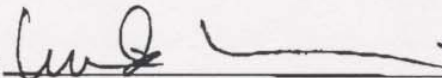
Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Linda Wilshusen at the address shown above. We will need the name for a contact person in your agency.

Project Title: Capitola to Aptos Recreational Rail Service with Extension to Seascope

Project Applicant, if any: \_\_\_\_\_

Date October 16, 2003

Signature   
Title Executive Director  
Telephone (831) 460-3200

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

INITIAL STUDY

# **Capitola to Aptos Recreational Rail Service with Extension to Seascapes**

The Santa Cruz County  
Regional Transportation Commission

October 2003

## Capitola to Aptos Recreational Rail Service with Extension to Seascapē – Initial Study

The 2001 Santa Cruz County Regional Transportation Plan (RTP) requires that an Environmental Impact Report (EIR) be completed for this project. RTP Policy 2.4.6 states:

“Retain the option of future in-county passenger rail service for when it is financially feasible, acceptable to the community, and only after the completion of an environmental impact report that concludes that all the significant impacts can be satisfactorily mitigated.” (2001 RTP, Policy 2.4.6)

Therefore, the Regional Transportation Commission has initiated an EIR process under CEQA. This Initial Study (IS) has been prepared to determine the scope of the EIR. Under CEQA (Section 15082) an IS can be prepared to determine the scope of the analysis to be contained in the EIR. Based on the IS, the SCCRTC has determined that the analysis in the EIR will focus on the issues of noise, safety and traffic.

### **Project Description:**

1. ***Project Title and Number:*** Capitola to Aptos Recreational Rail Service with Extension to Seascapē (State Clearinghouse # \_\_\_\_).
2. ***Lead Agency Name and Address:*** Santa Cruz County Regional Transportation Commission, 1523 Pacific Avenue, Santa Cruz, CA 95060-3911
3. ***Contact Person and Phone Number:*** Linda Wilshusen, Executive Director, Santa Cruz County Regional Transportation Commission, (831) 460-3213.
4. ***Project Location:*** The Recreational Rail Service would be located within Santa Cruz County and in the City of Capitola (Figure 1). The service would begin in the incorporated City of Capitola and run to Aptos in Santa Cruz County with a proposed extension to Seascapē, also in Santa Cruz County. The length of the entire rail service would be approximately six miles from Capitola to Seascapē. Six passenger platforms would be located along the rail line, as well as two siding locations, as shown in Figure 1.
5. ***Project Sponsor's Name and Address:*** Santa Cruz County Regional Transportation Commission, 1523 Pacific Avenue, Santa Cruz, CA 95060-3911
6. ***General Plan Designations:*** County of Santa Cruz General Plan: Public Facilities (P), City of Capitola: Public Facilities/Visitor Serving Use (PF/VS),

7. **Zoning:** County of Santa Cruz Zoning: Public and Community Facilities (PF), City of Capitola: Public Facilities - Facility/Visitor Serving Use (PF-F/VS)
8. **Project Description:** SCCRTC is proposing a recreational rail service that would introduce weekend and summer visitor oriented passenger rail service in Santa Cruz County and the City of Capitola. The rail service would extend a distance of approximately six miles and would serve the communities of Capitola, Aptos and Seascap.

### **Operations**

The proposed project would utilize a portion of the existing Santa Cruz and Davenport Branch Rail Lines (branch line), which extend 31.8 miles from Watsonville Junction in Pajaro, Monterey County, to RMC Pacific Materials cement plant in Davenport, Santa Cruz County. The branch line is currently owned by Union Pacific Railroad, which runs freight service on the branch line. The freight service typically runs three round trips per week on Monday, Wednesday and Friday between Watsonville and Davenport. The recreational rail service would be in addition to the freight service.

The rail vehicle used for this service would be a two-car self propelled Rail Diesel car, or a similar self-propelled rail car. Rail Diesel cars meet all of the federal requirements for operating a passenger train service and freight rail service on the same railroad track.

The proposed project would make hourly round trips between 11:00 am and 8:00 pm during specific months and days of the year. SCCRTC proposes to operate the line a maximum of 120 days during the peak tourist months in the spring, summer and fall seasons, with an option of additional service to accommodate special events.

SCCRTC anticipates that the proposed project would operate at approximately 15 mph average speed over the course of the route. The train speed would not exceed 25 mph between stations, which is the standard residential street speed limit.

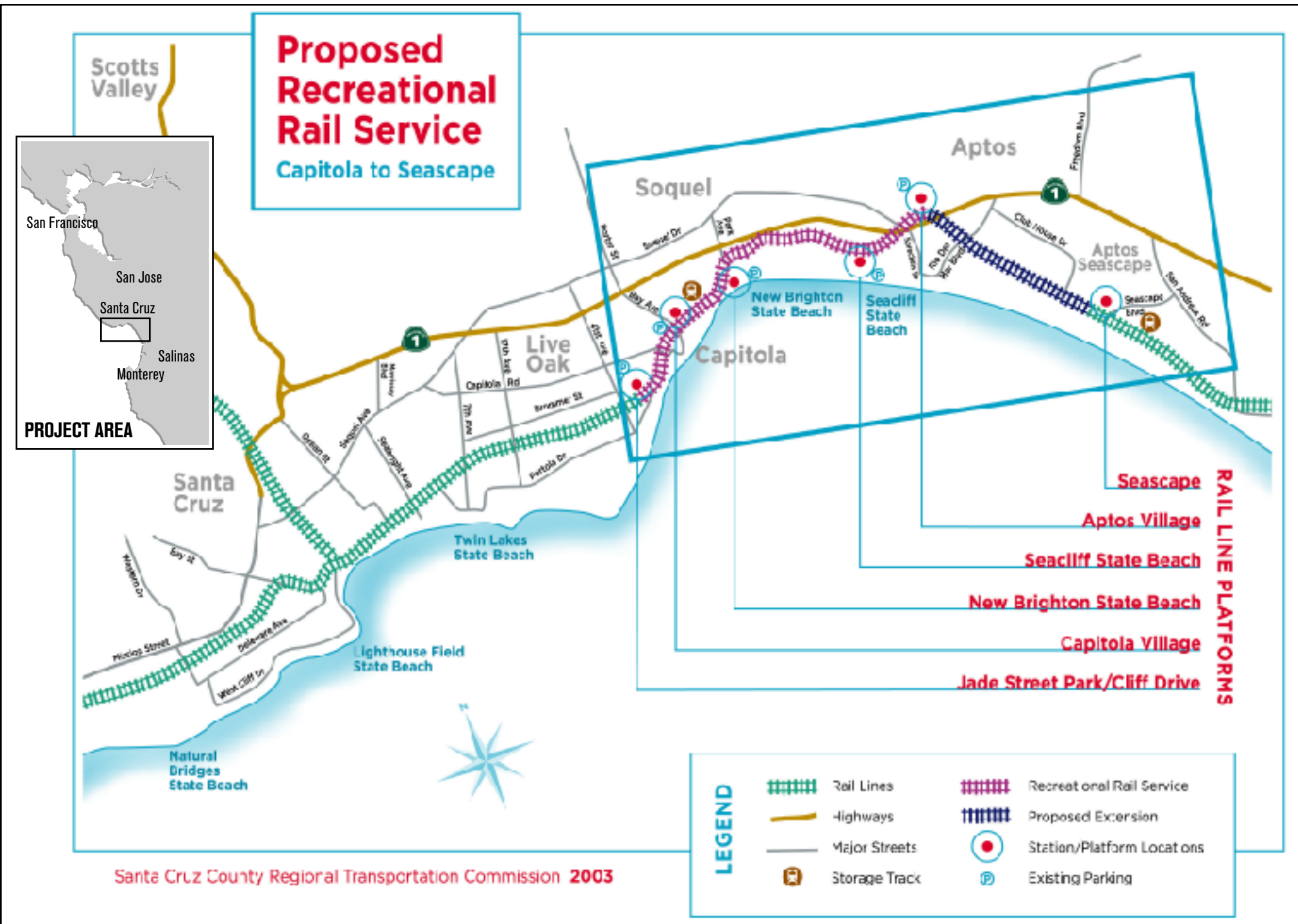


Figure 1. Project & Stations Location

The project would consist of the installation of passenger platform facilities at six key recreational locations and two additional track sidings (See Figure 1). No new parking is planned for the project.

The proposed project would be operated by a private operator without a public operating subsidy. The contract operator would provide staff, servicing, maintenance and marketing to meet the needs of the proposed service. The contract operator may use their own rail vehicles or use the proposed Commission-owned vehicles. If operator-owned vehicles are used, maintenance and safety standards would meet standards and specifications required by the Commission. In addition, vehicles would be required to provide accommodation for bicycles, wheelchairs, and strollers.

### **Passenger Platforms**

Passenger platforms would be located at Jade Street Park, Capitola Village, New Brighton State Beach, Seacliff State Beach, Aptos Village, and Seascape. Cliff Drive is an alternative location for the Jade Street Park Platform, (See Figure 1).

The station locations are located near many popular coastal destinations such as Capitola and Aptos Villages; two popular state beaches: New Brighton State Beach and Seacliff State Beach; two community parks: Jade Street Park and Aptos County Park; and the major resort complex at Seascape.

Each passenger platform location would include the construction of an eight foot to ten foot wide and one hundred and fifty foot long passenger waiting platform, with associated shelters, lighting, bike racks and related amenities to allow passengers safe, convenient and accessible boarding and disembarking. Lighting would be installed and would utilize down-facing lights to reduce glare on adjacent properties. Each station would also have message boards to inform travelers of the expected arrival of the next train. It is expected that local communities would participate in the design of each station with input and optional funding contributions for enhancements which express the community's character. Details of each platform description are as follows:

#### **Jade Street Park Platform**

The Jade Street Park Platform is the most westerly end of the service. It would provide a convenient terminus for the service and would allow access to Capitola's Jade Street Park facilities and community center.

The Jade Street Park Platform would be located west of 47<sup>th</sup> Avenue along the north side of the track, between the track and Jade Street Park. No parking would be constructed as part of the project. Patrons would be expected to utilize existing on-street parking and public parking in the area.

#### Cliff Drive Platform (an Alternative to Jade Street Park Platform)

As an alternative to the platform at Jade Street Park Platform, a passenger platform could be located adjacent to Cliff Drive, west of Capitola Village.

Metered parking is located along Cliff Drive at this location, and up to two of the spaces may have to be relocated to provide access to the platform. Cliff Drive provides convenient access from the west to Capitola Village and the beach.

#### Capitola Village Station/Platform

The Capitola Village Station would be located east of Monterey Avenue, between the track and the south side of Park Avenue <sup>1</sup>. This location would provide convenient access to the historic train station in Capitola that is now operating as a bed and breakfast inn, as well as access to Capitola Village and the beach.

Parking would be available at a large parking lot operated by the City of Capitola located immediately to the west, across Monterey Avenue.

#### New Brighton State Beach Platform

The New Brighton State Beach Platform would be located adjacent to Park Avenue, opposite Coronado Street. This site provides convenient access to a popular state beach and to the residential area across Park Avenue. The track's proximity to the state beach day-use parking lot makes it convenient for beach visitors and campers to use the train for access to other tourist sites along the route, then return to their cars.

---

<sup>1</sup>This is the location of a storage track that will be close to the position of a historic siding. A future project may be developed by the City of Capitola to improve pedestrian facilities on Park Avenue at the existing Metro bus stop adjacent to this site, thus creating an improved multi-modal transfer site.

### Seacliff State Beach Platform

The Seacliff State Beach Platform would be located west of State Park Drive on the south side of the track. The platform would be placed approximately fifteen feet west of the road so the train may stop clear of State Park Drive. A walkway and ramp would be required to extend from the street to the platform.

The entrance to Seacliff State Beach is one block from this stop, and the beach is less than one-quarter-mile to the south. Again, similar to New Brighton State Beach, the stop's proximity to state beach parking provides convenient access to other tourist destinations without driving.

### Aptos Village Station/Platform

The Aptos Village Platform would be located at the site of the historic train station, adjacent to the "Aptos Station" shopping complex, on the north side of the track.

Aptos Village shops, services and parking, are adjacent to the platform. The Aptos Village Plan, which is currently being updated, will include plans for additional parking near the proposed station. Aptos County Park and the roadway entrance to Nisene Marks State Park are one-tenth of a mile to the west. A bus connection to Cabrillo Community College is located next to the proposed platform.

### Seascape Station/Platform

The Seascape Platform would be located at the intersection of Seascape Boulevard and Sumner Avenue, which is northwest of the entrance to the Seascape Conference Center and Resort, between the track and Sumner Avenue. The platform will be placed approximately 15-feet northwesterly of the intersection so that the train may stop without blocking the entrance road.

Seascape Village shops and services are immediately across Sumner Avenue to the east. The station is adjacent to the Seascape Conference Center and Resort and just west of the entrance to the Seascape County Park and cliffside walkway.

### **Details of Siding Locations**

Two sidings (track extensions) would be constructed for the recreational rail line to allow the train to move off the main track while waiting for the scheduled time of departure



and/or schedule recovery and to avoid potential conflicts with the freight service. Trains also need a location to be stored for short periods (overnight) without having to return to a permanent storage facility. As shown in Figure 1, the sidings would be located in Capitola and Seascap.

### Capitola Storage Track

A turnout and 250 feet of siding are proposed to be constructed at this location. A siding formerly existed at this site when it was operated as the Capitola Depot. Restricted right-of-way width west of Capitola Village prevents construction of a new siding at the Jade Street Park location.

### Seascap Storage Track

A turnout and 250-foot track extension would also be constructed in Seascap approximately 0.2 miles east of the passenger platform on the north side of the main track. Excavation would be necessary for construction of a six-foot retaining wall and landscaping that would completely screen the train and storage facility from the nearby residences. There is sufficient space within the existing railroad right-of-way for this construction.

### **Road Crossings**

The project would not create any new at-grade crossings. Eight existing at-grade crossings currently accommodate the railroad right-of-way at its intersection with various streets and roads. The existing at-grade crossings are listed below. Additional grade-separated crossings exist where the railroad right-of-way traverses creeks and other minor waterways.

<b>At-Grade Crossings</b>
➤ 47 <sup>th</sup> Avenue in Capitola
➤ Monterey Avenue in Capitola
New Brighton Road at New Brighton State Beach
➤ Estates Drive in Seacliff
➤ Mar Vista Avenue in Seacliff
➤ State Park Drive in Seacliff
➤ Aptos Creek Road in Aptos
➤ Trout Gulch Road in Aptos

## **Maintenance Facilities**

The project does not propose any new maintenance facilities. Maintenance and long term storage facilities are already available in the area via existing rail services. These facilities would be contracted out to the private operator interested in providing recreational rail service.

## **Site Preparation and Construction**

Site preparation and construction would consist of the installation of six passenger waiting platforms, each of which would be eight to ten foot wide and 150 feet long and two storage track sidings (one in Capitola and one in Seascape). Construction would also include shelters, sidewalks, lighting, bike racks and related amenities. Some grading would be necessary to construct the facilities. A retaining wall would be necessary to construct the storage track siding in Seascape. Most construction activities would occur within existing railroad right-of-way with the exception of New Brighton State Beach Platform. In this location, access from the State Beach parking lot to the platform would be constructed on State Park land outside of the right-of-way.

Construction activities would be conducted consistent with Occupational Safety and Health Administration (OSHA) and Cal OSHA regulations and local requirements to ensure worker and public safety. Health and safety measures would include, but may not be limited to, security fencing, appropriate signage and restriction of public access to the site.

### ***9. Surrounding Land Uses and Setting:***

*City of Capitola:* The Northern portion of the alignment lies within the City of Capitola jurisdiction. Land uses adjacent to the right-of-way include low/medium and high density residential, commercial, visitor serving uses, parks and open space, and community facilities. From Jade Street Park, the tracks run along the cliffs parallel to Portola Drive. The tracks are bounded by a city parking lot to the south and single family homes to the north. A trestle then carries the tracks high above a ravine created by Soquel Creek near the historic downtown area of Capitola. The trestle meets the east side of the ravine and the tracks continue through the residential areas of Capitola. Capitola Elementary School and New Brighton Middle School are located north of the tracks in this area. The tracks are effectively screened in this area by a dense mature forest of eucalyptus.

*County Of Santa Cruz:* County of Santa Cruz jurisdiction for this project begins east of the City of Capitola at the City Limits line near New Brighton State Beach and continues through Aptos to Seascap. The County portion of the project consists mostly of low to medium residential, State Parks, open space and commercial uses. The rail line passes through the northern portion of New Brighton State Beach. The campground and park facilities are located south of the tracks on the bluffs above the beach. One footpath, the Oak Trail, crosses the tracks at-grade from the park. The rail line continues through mostly single-and multi-family residential development until it reaches more commercial uses at State Park Drive in Aptos. East of State Park Drive, single family residences back up to the south side of the tracks. A 13-acre site is located next to the tracks and is owned by Dominican Hospital and developed with a church and related structures. The rail line then continues through Aptos, spans Aptos Creek and a densely forested area before heading into the historic Aptos Village and commercial district of Aptos. From Aptos Village the rail line continues through heavily forested areas near an elementary school and single family residential neighborhoods near Soquel Drive. Single family residential development extends along the length of the west side of this segment of track. Land uses to the east include medium density country club residential, the Aptos Seascap Golf Course, and Rio Del Mar elementary school. A public beach trail leads under the railroad trestle to a local beach. The rail line then reaches its terminus in Seascap Village. Seascap resort is south of the tracks, on the water, and Seascap Village Shopping Center is on the east side of the tracks.

**10. Other public agencies whose approval is required (e.g. permits, financing approval, or participation agreement):** A Coastal Permit may be necessary through the City of Capitola and the County of Santa Cruz.

**Environmental Factors Potentially Affected:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- |   |  |
|---|--|
| <input type="checkbox"/> Aesthetics                               | <input type="checkbox"/> Agricultural Resources                        |
| <input checked="" type="checkbox"/> Air Quality                   | <input type="checkbox"/> Biological Resources                          |
| <input checked="" type="checkbox"/> Cultural Resources            | <input type="checkbox"/> Geology & Soils                               |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology & Water Quality                     |
| <input type="checkbox"/> Land Use & Planning                      | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Mineral Resources                        | <input checked="" type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population & Housing                     | <input type="checkbox"/> Public Services                               |
| <input type="checkbox"/> Recreation                               | <input checked="" type="checkbox"/> Transportation & Circulation       |
| <input type="checkbox"/> Utilities & Service Systems              |  |

**Determination**

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment there will not be a significant effect in this case because the mitigation measures described in the attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a “potentially significant impact” or “potentially significant unless mitigated.” An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

\_\_\_\_\_  
Linda Wilshusen  
**Executive Director**

\_\_\_\_\_  
Date

**ENVIRONMENTAL IMPACT CHECKLIST**

---

**I. Aesthetics**

	<b>Potentially Significant Impact</b>	<b>Significant Unless Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to: trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a - c. Less Than Significant Impact.** The Santa Cruz County General Plan discusses the importance of preserving public ocean vistas, wooded forests and open meadows. The location of the rail line is along a highly scenic corridor with dramatic views of coastal scenery and coastal forests. However, the proposed project would utilize an existing rail line that is already used for freight service. The project would involve constructing low platforms approximately eight inches above the level of the track with a bus-like shelter and minimal amenities at six locations to allow passengers to board and disembark from trains, which would not affect scenic resources. The proposed project would be a relatively slow moving train (15 mph average), and the height and width of the train would not adversely impact any scenic resources, even when temporarily parked in areas for loading or storage.

**d. Less Than Significant Impact.** Exterior lighting would be installed at passenger platform facilities to provide passenger safety and security. While there are light sensitive land uses

(residences and parks) near several of the proposed station locations, the lighting used would be down-focused to reduce glare around these areas. The lighting would also be switched off after the last train has passed. Trains would run primarily during day-light hours, therefore the headlights of passing trains would not produce substantial glare that would affect day or nighttime views.

## II. Agricultural Resources

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or with a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a-c.** While Santa Cruz County contains extensive agricultural resources, the proposed project would have no effect on these resources because it would utilize an existing rail line. The station platforms would be constructed in suburban locations within existing railroad right-of-way.

### III. Air Quality

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan or Congestion Management Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Environmental Setting

Ambient Air Quality Standards: Both the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for common pollutants. These ambient air quality standards set levels of contaminants required to avoid specific adverse health effects associated with each pollutant. In general, the California state standards are more stringent than Federal Standards. This is particularly true for ozone and PM<sub>10</sub> (particulate matter).

The project site is within the North Central Coast Air Basin, which is comprised of Santa Cruz, San Benito and Monterey Counties and is regulated by the Monterey Bay Unified Air Pollution Control District (MBUAPCD).

The air basin is classified as a Federal Maintenance Area for ozone and either unclassified or attainment for all other pollutants. In 1997, the EPA adopted new Federal Standards for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>. The new eight-hour Federal ozone standard has been exceeded eight times in the North Central Coast Air Basin from 1997 -1999, including one (1) time in 1999, six (6) times in 1998, and one (1) in 1997. Currently, both the one-hour and eight-hour Federal ozone standards apply; however, due to a current lawsuit, regulation compliance cannot be enforced for the new ozone and PM<sub>2.5</sub> standards.

The MBUAPCD shares responsibility with the CARB and EPA for ensuring that the State and Federal ambient air quality standards are met within Monterey County. The District adopted Air Quality Management Plans in 1991 and 1994 to address attainment of the State air quality standards. In 1997, the MBUAPCD published its 1997 Air Quality Management Plan, the most recent adopted plan.

**a - b. No Impact.** The project would not conflict with or obstruct implementation of the Air Quality Attainment Plan or violate any air quality standards because there would be no new improvements along the existing rail line. The proposed project would act as alternative mode of transportation for residents and visitors. The rail line would serve key locations near public attractions and other transit oriented services, thus promoting better air quality. Due to the small size and low speed of the train, the potential for increased dust emissions from train operations would be minimal.

The construction of low platforms to allow for passengers boarding and disembarking from trains would not substantially degrade the existing air quality of the site even during construction.

**c - e. Potentially Significant Impact.** Additional information will be provided from an air quality specialist regarding diesel emissions from the project and the potential effect of emissions upon the sensitive receptors and cumulative criteria.



**IV. Biological Resources**

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse impact on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to: marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with an established	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, Regional, or state habitat Conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a-f. No Impact.** The proposed project would utilize an existing rail corridor to provide recreational service. Station platforms would be constructed at six locations within existing railroad right-of-way and would only affect existing landscaped areas. Impacts to habitat and biological resources would therefore be less than significant.

## V. Cultural Resources

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
archeological resource, pursuant to Section 15064.5?				
c) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic features?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**a – d. Significant Impact Unless Mitigation Incorporated.** A review of literature and maps from the office of the California Historical Resources Information System (CHRIS) (September 18, 2003) identify seven recorded Native American archaeological sites in the area. State and Federal inventories list the Southern Pacific Railroad trestle over Soquel Creek as a listed historical property.

The proposed project would utilize the existing rail line and would not require any modification or alteration to the Soquel Creek Railroad Trestle, mentioned above. All construction for platforms and sidings would occur within the existing right-of-way, which has likely been disturbed by previous construction activities. However, it is possible that construction activities could encounter unknown prehistoric or historic archaeological resources, or paleontological resources. The following mitigation measure would be implemented for potential construction-related impacts:

**Mitigation Measure V.1:**

A qualified archaeologist shall be present on-site during all ground disturbing activities. If previously unidentified archaeological or paleontological resources or human remains be discovered during this time, the project sponsor shall cease work in the immediate area until the archaeologist can assess the significance of the find and make mitigation recommendations, if warranted. The archaeologist shall make these decisions in consultation with the County of Santa Cruz or the City of Capitola, and with the Coroner in the case of human remains. To achieve this goal, the contractor shall ensure that all construction personnel understand the need for proper and timely reporting of such finds,

and the consequence of any failure to report them. Project personnel shall not collect cultural resources.

The CHRIS search indicated that there is a high possibility of identifying Native American sites and of identifying additional historic-period archaeological resources in the project area. If additional ground disturbing activities other than station platforms construction are necessary, further archival and field studies by an archaeologist is recommended.

**Significance after Mitigation:** The implementation of this Mitigation Measure would ensure that potential impacts to archaeological resources during construction of the project would be less than significant. No additional analysis would be necessary in the EIR.

**VI. Geology and Soils**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Expose people or structures to potential substantial adverse effects including the risk of loss, injury or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslide?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in table 18-1b of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Rail line for the proposed project has undergone major rehabilitation within the last six years. A majority of the railroad ties have been replaced, many tons of ballast has been added, and railroad crossings, such as the Seacliff crossing has been upgraded, making it safer and more able to withstand geological impacts.

- a.i. *No Impact.*** The project site is not located within an Alquist-Priolo Earthquake Fault Zone.
- a.ii. *Less Than Significant Impact.*** There are no active faults that underlie the rail line; however, active faults are located nearby in the Santa Cruz Mountains and offshore in Monterey Bay. The project is in close proximity to the San Andreas Fault, the Zayante Fault, the Ben Lomond Fault, the San Gregorio Fault, the Butano Fault, and the Monterey Bay Fault. There is potential for intense groundshaking at the project location during a seismic event. However, the proposed project is located along an existing rail line and no alteration of the rail line is proposed. Station platforms would be constructed according to the seismic standards of the Uniform Building Code. Potential impacts would be less than significant.
- a.iii. *Less than Significant Impact.*** Liquefaction only occurs in saturated soils, i.e., soils in which the space between individual particles is filled with water. Liquefaction occurs when the strength and stiffness of such soils is reduced by earthquake shaking. Areas near the rail line that are subject to liquefaction would be along the numerous drainages and areas where there are erosion hazards near the cliffs and bluffs.

The proposed project is located on an existing rail line that has experienced numerous earthquakes of fairly high magnitudes, without being subject to liquefaction. The possibility of ground failure or liquefaction occurring in this location is therefore considered less than significant. This can be attributed to a number of factors as listed below.

- The open bluff face provides a large surface through which groundwater can drain, which under current conditions prevents groundwater levels from rising.
- Surface drainage systems intercept much of the rainfall, downward vertical movement of this rainwater through the terrace soils is impeded by shallow clays, the permeability of the soils is slow, and a large proportion of the land area in the vicinity of the projects are covered by impervious surfaces, such as streets, houses, and concrete. Each of these factors reduces the potential for groundwater to rise within the terrace deposits.
- The terrace deposits are weakly cemented, which resists liquefaction; therefore, under normal conditions, the deposits are not highly susceptible to liquefaction. The

possibility of ground failure or liquefaction occurring in this location is therefore considered less than significant.

- a.iv. *Less than Significant Impact.*** Landslides occur as a result of ground failure in unstable slope materials, as well as seismic shaking on steep slopes. There are several areas in the coastal zone that have potential for landslides, however none of these areas are along the rail line. Impacts would therefore be less than significant.
- b. *No Impact.*** The project would not result in soil erosion or loss of topsoil. Construction of station platforms would require minor grading and soil movement. However, these platforms would be constructed in level areas and would not contribute to soil erosion. Furthermore, the six platform locations would not be located in agriculturally productive areas, therefore loss of topsoil would not be a concern.
- c. *Less than Significant Impact.*** The proposed project would be located along an existing rail line and would not therefore increase the likelihood of landslides, lateral spreading, subsidence, liquefaction or collapse.
- d. *Less than Significant Impact.*** The rail line is located on potentially expansive soil that could damage the rail line during a seismic event. However, the project would utilize an existing rail line that has already been properly engineered to reduce potential impacts related to expansive soils to a less than significant level.
- e. *No Impact.*** Septic tanks would not be needed for the project and therefore no adverse impacts would be anticipated.

**VII. Hazards and Hazardous Materials**

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Potentially Significant Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
materials?				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
physically interfere with an adopted emergency response plan or emergency evacuation plan?				
h) Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The proposed project would be a recreational passenger train, and would carry no hazardous materials.

**a. Potentially Significant Impact.** A Phase I Environmental Assessment was conducted for the entire project right-of-way in March, 1997. The report concluded that there is likely to be environmental contamination in the right-of-way based on a historical review of the site. A Phase II environmental site assessment is currently being conducted. The results of the Phase I and Phase II site assessments and recommended mitigation will be reported in the EIR.

**b,d. No Impact.** The proposed project would not involve the transport or disposal of hazardous materials other than the diesel fuel used to run the train. While diesel fuel could leak from trains during operated or refueling, standard maintenance activities that would be required of the train operator would reduce this potential source of pollutants to a less than significant level.

Wood railroad ties are often treated with creosote to preserve the wood. The Department of Toxic Substance Control has determined that most treated wood products, such as railroad ties, can be classified for disposal purposes as non-hazardous waste in California. The proposed project would not affect the existing wood ties along the rail line. Construction of the two storage track sidings would include use of additional railroad ties, but this would not be considered a significant impact because railroad ties are classified as non-hazardous waste in California.

*c. Less than Significant.* The proposed project is located within ¼-mile of two existing schools: Capitola Elementary School and New Brighton Middle School. However, the train would emit no toxic emissions, and therefore, the impacts would be less than significant. (See Air Quality, Section III, for further discussion regarding air emissions).

*e. No Impact.* The proposed project is not located in the vicinity of a public airport. Therefore, no impacts would be anticipated.

*f. No Impact.* The proposed project is not located in the vicinity of a private airstrip.

*g. Less Than Significant Impact.* The proposed project could cause delays at at-grade crossings due to the additional trips on the rail line. This could affect emergency response or emergency evacuation plans. A traffic study will be prepared and the results reported in the EIR.

*h. Less Than Significant Impact.* The rail line passes through different terrains and land use areas. The rail line is mostly located along an urbanized corridor; however, there are also State Parks and forested areas either within or in close proximity to the proposed project, which could be prone to wildfires. However, although the project would increase the number of trains, the trains would be slow moving on level terrain which would reduce the likelihood of sparks, making the potential for wildfires less than significant. Station locations and new sidings would be constructed in suburban areas that would not be prone to wildfires.

**VIII. Hydrology and Water Quality**

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<hr/>				
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) lowering of the local groundwater table level e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?				
c) Substantially alter the existing drainage patterns of the site or area including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a – f. No Impacts.** The project would utilize an existing rail line so it would not affect local flood plains or drainage patterns. Station platforms and sidings would be constructed within the existing right-of-way, which would not be located within a floodplain. New impervious surfaces would be limited to platforms (10 feet by 150 feet) and sidewalks, which would not create substantial run-off. Construction activities would be limited to minor grading and site preparation, which would not substantially affect water quality.

The station platforms would not have facilities that would require water or disposal of wastewater. Construction of the station platforms would be in the railroad right-of-way and would not alter drainage patterns or substantially increase impermeable surfaces.

**g. No Impact.** The project does not involve the construction of housing.

**h. No Impact.** According to County of Santa Cruz and City of Capitola General Plan, The rail line and station locations are not located within the 100-Year FEMA Flood Zone.

i. **No Impact.** The project would not expose people or structures to risk from flooding.

j. **No Impact.** The rail line is located above 7 feet mean sea level, the critical elevation below which moderate to severe tsunami damage might be expected to occur. The project site is also not susceptible to seiche, due to its distance from an enclosed body of water or mudflow.

**IX. Land Use and Planning**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The County of Santa Cruz General Plan designation for the rail line right-of-way is Public Facility and the City of Capitola General Plan designation is Public Facilities/Visitor Serving Use. The rail line is also zoned for public facilities, and portions of it are covered by the Local Coastal Plan. The proposed project is consistent with all applicable County and City General Plan and other related policies.

- a. **No Impact.** The proposed project would utilize an already existing rail line. However, six station platforms would be built as well as new sidings in two locations to allow for train storage. This new construction would not divide an established community; therefore, no impacts would be anticipated.
- b. **No Impact.** There are no land use plans, policies, or regulations that conflict with the proposed project; therefore, no impacts would be anticipated.
- c. **No Impact.** There are no applicable habitat conservation plans or natural community conservation plans applicable to the project site.

**X. Mineral Resources**

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<hr/>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a – b. No Impact.** This area is developed primarily with residential and commercial land uses and the County of Santa Cruz and City of Capitola’s General Plans do not identify any mineral resources along the existing rail line. No impacts would therefore be anticipated.

**XI. Noise**

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of the other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located within the vicinity of a private airstrip, would the project expose people	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
residing or working in the project area to excessive noise levels?				

**a-d. Potentially Significant Impact.** The project would increase train traffic and train noise along the existing rail line that traverses through residential areas of Capitola and Santa Cruz County. This is a potentially significant impact. A noise study will be conducted and the results will be presented in the EIR.

**e.f. No Impact.** The project is not located within two miles of a public airport or within the vicinity of a private airstrip.

**XI. Population and Housing**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
construction of replacement housing elsewhere?				

**a. No Impact.** The project would not introduce housing units or businesses that could induce growth in the housing or business sectors.

**b – c. No Impact.** The proposed project would not displace any housing units or people because the project would be located in an already existing railroad right-of-way.

**XII. Public Services**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. **i-v. No Impact.** Although the six station locations and two storage locations could potentially require extra security, the proposed station locations and rail sidings are in areas near public roads and parks, which are routinely patrolled and therefore would not necessitate the need for new public services.

#### XIV. Recreation

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project would provide transportation to recreational areas, including city parks and local beaches. Passenger platforms are located at or near many recreational locations.

a. **Less Than Significant.** The project may increase usage of existing parks or other recreational facilities along the proposed route because many of the station locations are at or near city parks and state beaches. However, the main effect of the train service

would be to allow people who are already planning to use the facilities to access them by rail rather than car. The volume of estimated additional visitors would not require the construction of new facilities.

- b. **No Impact.** The proposed project would not include recreational facilities nor require the construction or expansion of recreational facilities.

**XV. Transportation and Traffic**

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<hr/>				
Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

---

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
equipment)?				
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a – b. Potentially Significant Impact.** Additional trips on the existing rail line could cause delays for vehicles and pedestrians at streets and intersections where there are at-grade crossings. This could be a significant impact. A detailed traffic study will be prepared and the results presented in the EIR.

**c. No Impact.** There would be no change in air traffic patterns as a result of this project.

**d. No Impact.** There would be no new construction or change in design features on roadways as a result of this project.

**e. Potentially Significant Impact.** Additional trips on the existing rail line could cause delays for emergency vehicles at streets and intersections where there are at grade crossings. This could be a significant impact. A detailed traffic study will be prepared and the results presented in the EIR.

**f. Potentially Significant Impact.** The project could result in parking impacts. The traffic study will include a discussion of parking impacts and the results will be presented in the EIR.

**g. No Impact.** The proposed project would not conflict with policies related to alternative transportation. The project would further policies related to alternative transportation by providing rail service to destinations that people commonly access by car.

## XVI. Utilities and Service Systems

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

No new utilities would be required to operate the recreational train. Stations would not include restrooms or other facilities that would require water or wastewater disposal services. Utilities for station areas would include electrical services for lighting and signage. Also, the project would not affect existing storm water drainage facilities nor would it create additional impervious surfaces where additional stormwater drainage would be necessary because new impervious surfaces would be limited to platforms (10 feet by 150 feet) which would create minimal run-off. Construction activities would be limited to minor grading and site preparation for platforms and sidings, which would not affect water quality.

- a. **No Impact.** The project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board. There would not be substantial new stormwater run-off as a result of the project.
- b. **No Impact.** The project would not require the City or County to expand its existing water or wastewater treatment facility.
- c. **No Impact.** The project would not be expected to require the construction of new storm water drainage facilities or the expansion of existing facilities.
- d. **No Impact.** The project would not require new or expanded entitlements or resources for water supplies.
- e. **No Impact.** The project would not impact existing wastewater treatment providers.

f. **No Impact.** The project would not create new solid waste disposal needs.

g. **No Impact.** The project would not generate new sources of solid waste.

**XVII. Mandatory Findings of Significance**

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<hr/>				
Would the project:				
a) Have the potential to degrade 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, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which will cause substantial	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

---

adverse effects on human beings,  
either directly or indirectly?

---

- a. **No Impact.** The proposed project would be along an existing rail corridor. It would not have the potential to degrade the quality of the environment and would not affect fish or wildlife species. The project would not impact any known historic or pre-historic resources.
- b. **Potentially Significant Impact.** The project may result in significant cumulative impacts related to air quality, noise, hazardous materials, and traffic and safety. These potential impacts will be discussed further in an EIR. As discussed in the other topics areas of this initial study, the project would not result in any other potentially cumulative impacts, and no further analysis will be required.
- c. **Potentially Significant Impact.** The project may result in significant impacts related to air quality, noise, hazardous materials, and traffic and safety. These potential impacts will be discussed further in an EIR.



---

---

**Sources:**

- Aptos Village Town Plan. June, 1985.
- California Historical Resources Information System, Record Search Results, September 18, 2003.
- City of Capitola. General Plan and Local Coastal Plan. September, 1989.
- City of Capitola Zoning Ordinance, Updated 1995.
- County of Santa Cruz. General Plan and Local Coastal Plan. 1994.
- County of Santa Cruz. Zoning Ordinance. Updated September, 2003.
- Environmental Technical Screening Report for the Watsonville Junction to Santa Cruz Corridor. April, 1998.
- Final Initial Study for the Santa Cruz Rail Line Acquisition. April 2002
- Preliminary Site Assessment, Davenport and Santa Cruz Branch Rail Lines. March 1997.
- SCCRTC. Preliminary Project Report, Passenger Platforms and Related Improvements to the Santa Cruz Branch Line for recreational Rail Service. September 2003.

*Personal Communications*

- Janet Brenon, MBUAPCD
- David Kraft, MBUAPCD
- Damon Haydu, Sonoma State
- Don Ballanti, Air Quality