

Appendix A

Initial Study, Notice of Preparation, and Responses



MONTEREY BAY SANCTUARY SCENIC TRAIL NETWORK MASTER PLAN

INITIAL STUDY

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INITIAL STUDY

PROJECT TITLE

Monterey Bay Sanctuary Scenic Trail Network Master Plan

LEAD AGENCY AND CONTACT PERSON

Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, California 95060

Contact Person: Cory Caletti, Sr. Transportation Planner, 831-460-3200, ccaletti@scrtc.org

PROJECT SITE CHARACTERISTICS

Project Location:

The Monterey Bay Sanctuary Scenic Trail Network (MBSST) corridor stretches the entire length of Santa Cruz County from the Pajaro River in Watsonville to the San Mateo County line north of Davenport. The trail network would extent through unincorporated Santa Cruz County and portions of the Cities of Santa Cruz, Capitola, and Watsonville. The MBSST corridor would primarily align with the Santa Cruz Branch Line right-of-way, a 31.7-mile, continuous travel corridor to be owned by the Santa Cruz County Regional Transportation Commission (RTC). North of the railroad right-of-way, the trail would align along the west side of Highway 1 for 7.5 miles, for a combined trail length of 39.2 miles. Other proposed new trails outside of the primary MBSST corridor would comprise approximately 10 additional miles of paved and unpaved coastal spur trails. The trail network would span a combined total of approximately 50 miles of bicycle and pedestrian facilities. The railroad generally runs along the coast, parallel to the Pacific Ocean, except where it turns inland near Manresa State Beach. From there, the tracks run inland toward Watsonville and ultimately end at the Watsonville Junction.

The corridor is separated into three reaches: the northern reach extends from the San Mateo County line to the western Santa Cruz city limit; the central reach extends from the western Santa Cruz city limit to Seascap Boulevard; and the Watsonville reach extends from Seascap Boulevard to the Monterey County line. These reaches are further divided into smaller “segments.” Segments 1 through 6 fall within the northern reach; segments 7 through 14 fall within the central reach; and segments 15 through 20 fall within the Watsonville reach.

Figure 1 illustrates the regional location of the MBSST corridor. Figure 2 illustrates the three reaches within MBSST Master Plan Area.

General Plan Designation:

Multiple Designations

Zoning:

Multiple Districts



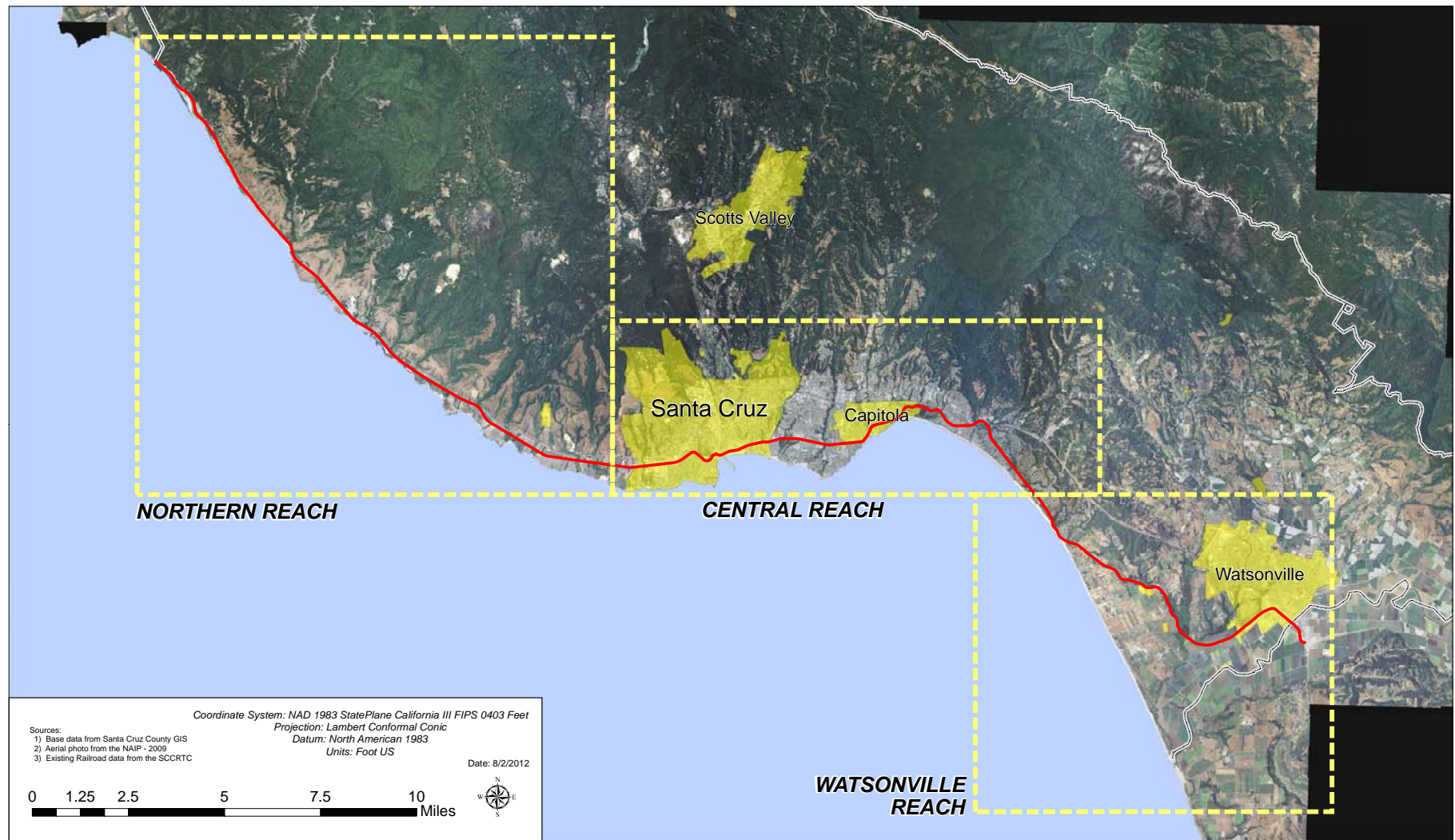


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Regional Location

Figure 1



Master Plan Area

Source: RRM Design Group, 2012.

Figure 2

RTC

PROJECT DESCRIPTION

The proposed trail alignment typically follows the Santa Cruz Branch Line right-of-way through the length of Santa Cruz County. The northern reach generally corresponds to a scenic coastal environment adjacent to Highway 1. The central reach primarily traverses through the existing urban environment of the Cities of Santa Cruz, Capitola, and the unincorporated Aptos community. The Watsonville reach is defined by rural agricultural and open space lands. Each reach and the segments within it are described in the sections that follow.

Northern Reach. The northern reach of the MBSST begins at the County's northernmost border on Highway 1, just north of the Waddell Bluffs, and extends south to the northern Santa Cruz city limits near Schaffer Road. Currently, the northern reach consists primarily of narrow steep coastal bluffs from Waddell Creek to Yellow Bank Beach at Coast Dairies, transitioning to rural agricultural land and natural coastal mesas south to Schaffer Road. There are numerous small coves and beach strands with informal footpaths down to the beach shore. Large sections of the coastal edge are owned by California State Parks with several scenic rest stops along Highway 1 with passive recreation access to beaches, coastal bluffs, and inland parkland trails. Much of the land between Highway 1 and the coastal bluffs is managed under agricultural leases with intermittent public coastal access adjacent to the agricultural land. These intermittent access points vary from paved parking lots with (existing) restrooms, potable water, and scenic overlooks to unpaved informal roadway pullouts, difficult access to steep coastal bluff tops and beaches.

Central Reach. Beginning at the City of Santa Cruz northern city boundary near Shaffer Road and extending southeast to Seascapes Park just south of Aptos, this reach of the MBSST corridor traverses through densely populated coastal urban areas. Within the Santa Cruz city limits, the corridor parallels with many existing segments of the previously defined "core route" of the Monterey Bay Sanctuary Scenic Trail alignment. The existing Sanctuary Scenic Trail in the central reach is made up of various pedestrian and bicycle facility types with limited consistency to the overall network. Some sections are strictly in the street as Class III bicycle routes with no sidewalks; other areas are coastal-edge pedestrian boardwalks with beach access and interpretive sites. The rail corridor parallels the entire length of the existing Sanctuary Scenic Trail alignment and could serve as an alternate off-street multi-use route connecting communities north and south to the regional network.

The central reach would include several existing large rail bridge and trestle structure crossings. These structures are old, narrow in width, and span steep drainages, roadways, and in one scenario, spans across a historic residential area in Capitola. The southern portion of the central reach parallels the coast, meandering atop the steep coastal bluffs and multiple residential and resort areas.

Watsonville Reach. The Watsonville reach of the MBSST begins at the railroad mile marker 10 near Seascapes Village Park and ends at the Santa Cruz and Monterey County border at the Pajaro River. This reach parallels the coastal edge for approximately one mile before it begins following the San Andreas Road alignment inland as it heads south and east. The landscape is primarily open space with some residential areas near Manresa and tapering off to rural farm and agricultural lands further to the south. The rail alignment eventually drifts away

from San Andreas Road just south of railroad mile maker 7 and follows the inland side of a steep sloping mesa.

This Watsonville reach travels through native woodlands flanked on the west by agricultural land on the top of the mesa and to the east rural land sloping away to the Galighan Slough below. The Watsonville Slough is a formidable wetland crossing with wide open fields intermittently flooded throughout the year. The rail crossing at the Watsonville Slough is a raised earthen dike with a stretch of wood trestle at the center of the slough crossing. The rail line eventually crosses the Watsonville Slough and passes through the center of the agricultural fields just west of the town of Watsonville, eventually connecting to City parkland and the downtown street network at Walker Street. The rail line crosses the Pajaro River to the south and ends at Main Street south of town.

SURROUNDING LAND USES AND SETTING

The trail corridor extends the length of the Santa Cruz County and weaves through the unincorporated areas of the County and three cities, for a combined trail length of 39.2 miles. Including other proposed new spur trails outside of the primary MBSST corridor, the trail network would include a total of approximately 50 miles of bicycle and pedestrian facilities. The trail spans a broad range of land uses along the trail corridor. In the northern and Watsonville reaches, land uses adjacent to the trail corridor largely consist of agricultural operations, but also include some residential, commercial, industrial, and open space/park uses in and near urban areas. Land uses adjacent to the trail corridor in the central reach are characterized primarily by urban uses, including residential, commercial, industrial, and open/space park uses with some agricultural uses. Because the trail is located primarily in railroad and roadway public rights-of-way, portions of the trail corridor are also located adjacent to public lands, such as coastal bluffs and beaches.

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

The proposed project requires the certification of this EIR and adoption of the Master Plan by the SCCRTC prior to the initiation of the project. In addition, the following discretionary approvals from other agencies would be required prior to project construction:

- *Local jurisdiction adoption (including the County of Santa Cruz and cities of Santa Cruz, Capitola, and Watsonville), including potential plan amendments to local circulation elements and supporting policy documents;*
- *Coastal Development Permit*
- *Approval by Caltrans of roadway crossings; and*
- *Approval by Federal Railroad Administration of railway crossings.*

The project may also require a Section 1600 permit from the California Department of Fish and Game and a Section 404 permit from the Army Corps of Engineers pursuant to the Clean Water Act. In addition, the U.S. Fish and Wildlife Service and the California Regional Water Quality Control Board may require consultation and approval, depending on the resources impacted.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED


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

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral and Other Natural 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/Traffic | <input checked="" type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

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 revisions in the project have been made by or agreed to by the project proponent. A MITIGATED 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 a previous EIR or negative Declaration may be utilized for this project - refer to Section E.


Signature

Luis Mendez
Printed Name

8/21/2012
Date

Deputy Director
Title



ENVIRONMENTAL CHECKLIST

I. AESTHETICS

		Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
	Would the project:				
a)	Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a, b) The proposed project is a multi-use recreation trail that would generally follow the Santa Cruz Branch Rail line right-of-way through Santa Cruz County. Views would vary along the 39.2-mile length of the trail, including agricultural and coastal vistas in the northern reach, urban and coastal views in the central reach, and agricultural vistas in the Watsonville reach. Structural improvements along the trail corridor may include: various types of trail fencing; trail furnishings such as benches and seating areas, trash receptacles, bike racks, and picnic and shade shelters; staging areas, including parking, picnic tables, public telephones, bike racks, and shade and shelter; night lighting (in some areas); and signage. The proposed trail, landscaping, and structural improvements may be visible from adjacent rural and urban areas of Santa Cruz County, as well as from portions of State Route (Highway) 1, which is a designated scenic highway. Therefore, impacts to scenic vistas, resources, and highways could be significant and will be discussed further in the EIR.

c) The proposed Master Plan includes design standards to ensure that visual character and quality are maintained throughout the length of the proposed trail alignment. For example, all trail furnishings would reflect an ocean theme through the use of wood, stone, self-weathering (rusted) steel and other rustic materials. The proposed Master Plan also includes standards for trail management to ensure that the trail is properly maintained. However, it is possible that use of the trail could result in litter and/or deterioration of the trail. In addition, construction of trail improvements, as discussed in *Item a-b* above, could degrade the existing visual character or quality of the trail corridor. Therefore, visual character impacts could be significant and will be discussed further in the EIR.



d) The project may include lighting fixtures in certain locations, especially where there is considerable evening pedestrian and bicycle commuter traffic. Fixtures would face downward without releasing light upwards into the atmosphere or outward past the intended projected path. However, the additional lights may be visible to nearby residents and may alter existing dark sky conditions. Impacts regarding new sources of light could be significant and will be further discussed in the EIR.

II. AGRICULTURAL 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 Dept. 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 Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board.

Would the project:		Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
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 non-agricultural use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

II. AGRICULTURAL AND FOREST RESOURCES (*Continued*)

Would the project:		Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a, b, e) Several segments of the proposed Master Plan trail alignment would be located adjacent to agricultural uses, primarily in the northern and Watsonville reaches. Implementation of the proposed Master Plan could result in the conversion of these lands to a non-agricultural use and could lead to potential conflicts between recreational trail users and agricultural operations. Impacts to agricultural resources could be significant, and will therefore be analyzed in the EIR.

c, d) A portion of the northern reach would be sited adjacent to timber resources, as designated by the County of Santa Cruz. In addition, a portion of the central reach would be located within the New Brighton State Beach area, which is a designated riparian woodland (County of Santa Cruz, 2005). Pursuant to Public Resources Code Section 12220(g), forest land is defined as land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. This riparian woodland could potentially meet this definition.

However, construction and operation of trail features facilitated by the proposed Master Plan would occur within the railroad and roadway rights-of-way and would not conflict with designated farmland, forestry or timberland resources. It is possible that some trees may need to be removed during trail construction and the removal of these trees is addressed in Section IV, *Biological Resources*. Impacts to forestry and timberland resources would be less than significant.

III. AIR QUALITY

Where available, the significance criteria established by the Monterey Bay Unified Air Pollution Control District may be relied upon to make the following determinations.

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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 (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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-d) The proposed MBSST would be located within the North Central Coast Air Basin (NCCAB) and falls under the jurisdiction of the Monterey Bay Unified Air Pollution Control District (MBUAPCD). Due to climatic and topographical factors, circulation of air in the Santa Cruz Mountains and coastal areas, airborne pollutants tend to be carried away from the area. As of January 2009, the MBUAPCD is in non-attainment for the state 8-hour ozone standards and particulate matter less than 10 microns in diameter (PM₁₀). The MBUAPCD is in attainment for the state and federal PM_{2.5}, Carbon Monoxide, Nitrogen Dioxide, Sulfur Dioxide, and lead standards. Local sources of emissions include industrial operations, automobiles, and agricultural operations.

The proposed multi-purpose recreation trail would facilitate increased use of bicycle and pedestrian modes of transportation. By providing an opportunity for zero- to low-emission transportation, the proposed trail alignment would be expected to have a nominally beneficial effect on overall emissions in the air basin. As such, implementation of the proposed trail alignment would be consistent with the goals of the MBUAPCD to improve air quality.



On the other hand, the majority of the trail would be developed along an active railway, which could expose sensitive receptors to diesel particulate matter, which is a toxic air contaminant (TAC). Furthermore, construction of the proposed trail would generate temporary, short-term impacts to air quality. Sensitive receptors include residences, places of worship, hospitals, and schools. Due to the nonattainment status of ozone and PM₁₀ in the MBUAPCD, as well as the alignment of the trail past a large number of sensitive receptors, impacts could be potentially significant. Air quality impacts resulting from the proposed Master Plan will therefore be further analyzed in the EIR.

e) The proposed Master Plan would facilitate the construction of a multi-use recreation trail across the length of Santa Cruz County. Construction activities may generate some odors associated with paving or painting activities. In addition, equestrian uses on some segments of the proposed trail may result in minor objectionable odors that would affect other trail users. However, these impacts would be temporary and would not affect a substantial number of people. Therefore, impacts would be less than significant.

IV. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
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 Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

IV. BIOLOGICAL RESOURCES (*Continued*)

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) There are various threatened, endangered, and special status species known to occur within the MBSST corridor. Sensitive species are listed in Table 1 below.

Table 1 Sensitive Species

Species	Status
Burrowing owl	SSC
California red-legged frog	FT, SSC
Western pond turtle	SSC
San Francisco garter snake	FE, SE
Coho salmon - central California coast ESU	FE, SE
Steelhead - central California coast DPS	FT
tidewater goby	FE
black swift	SSC
saltmarsh common yellowthroat	
tricolored blackbird	SSC
western snowy plover	FT
California black rail	CT
monarch butterfly	
Zayante band-winged grasshopper	FE
sandy beach tiger beetle	SSC
California brackish snail	SSC
pallid bat	SSC
hoary bat	SSC
moestan blister beetle	SSC
black legless lizard	SSC
globose dung beetle	SSC
Dudley's lousewort	
Blasdale's bent grass	1B.2
Northern Coastal Salt Marsh	
elongate copper moss	2.2



Table 1 Sensitive Species

Species	Status
Kellogg's horkelia	1B.1
Point Reyes horkelia	1B.2
white-rayed pentachaeta	FE, SE, 1B.1
Coastal Brackish Marsh	
San Francisco collinsia	1B.2
marsh microseris	1B.2
Monterey pine	1B.1
Monterey Pine Forest	
Choris' popcorn-flower	1B.2
pine rose	1B.2
San Francisco campion	1B.2
Santa Cruz microseris	1B.2
Santa Cruz clover	1B.2
Santa Cruz tarplant	FT, SE
maple-leaved checkerbloom	4.2
woodland woollythreads	1B.2
Loma Prieta hoita	1B.1
Monterey spineflower	FT
sand-loving wallflower	1B.2
sand gilia	FE, ST
Coastal and Valley Freshwater Marsh	
Central Dune Scrub	

FE – Federally Endangered

FT – Federally Threatened

SE – State Endangered

ST – State Threatened

SSC – Species of Special Concern

1B – Rare Plant

Source: Rincon Consultants, Inc., Constraints Analysis. 2011.

Trail construction activities, such as grading and paving, could result in habitat disturbances or direct loss of habitat, including wetlands and riparian vegetation. Impacts to sensitive species could be significant and will be analyzed further in the EIR.

b, c, d) The proposed Master Plan trail alignment would cross numerous streams and traverse wetlands and vegetation communities/wildlife habitats. The wildlife habitats also include critical habitat for various sensitive species, including steelhead, red-legged frog, marbled murrelet, western snowy plover, tidewater goby, Zayante band-winged grasshopper, Santa Cruz tarplant, robust spineflower, Yadon's piperia, and Monterey spineflower. Impacts to habitats, wetlands, natural communities, and wildlife corridors could be significant and will be analyzed further in the EIR.

e, f) Due to the large number of sensitive species and habitats in the project area, impacts regarding consistency with habitat and natural community policies would be potentially significant. Relevant plans that guide biological policy in the trail corridor area include: County of Santa Cruz plans, such as the Interim Habitat Conservation Plan, the Local Coastal Program/General Plan; City of Santa Cruz plans, such as the Local Coastal Program, the General Plan, and the Draft Habitat Conservation Plan; the City of Capitola General Plan/Local Coastal Plan; and the City of Watsonville General Plan and Local Coastal Program. The proposed Master Plan's consistency with local policies regarding sensitive species and habitats will be analyzed in the EIR.

V. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Cause a substantial adverse change in the significance of an historical resource as defined in Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-e) The proposed project would be located in Santa Cruz County, which is a region rich in historical, cultural, and archaeological resources related to California's patrimony. The Master Plan would facilitate the construction and operation of a multi-use recreation trail that traverses the length of the county. Several historic landmarks have been identified along the proposed trail alignment, including several parks, historic areas, and historic buildings. The plan calls for interpretation of these features through signage and information displays, which would enhance public understanding of these resources. Nevertheless, there is a potential that existing cultural, archaeological, and paleontological resources are present in undeveloped areas of the proposed alignment, and that project construction activities, including ground clearing, grading, and excavation, could have adverse impacts on existing identified and previously unidentified historical and archaeological resources, or other archaeological features. Impacts to cultural resources could be potentially significant, and will be further discussed in the EIR.



VI. GEOLOGY/SOILS

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Expose people or structures to 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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

a.i) The proposed project is located within Santa Cruz County, which is included in the list of Counties defined as Alquist-Priolo Earthquake Fault zones (California Department of Conservation, 1999). Specifically, a small portion of the northern reach of the proposed trail



alignment would be located within State and County designated fault zones. Therefore, there is a potential for surface rupture in this area of the proposed trail alignment. These impacts are potentially significant, and will be further discussed in the EIR.

a.ii) According to the Santa Cruz County General Plan Public Safety and Noise Element (1994), the San Andreas Fault runs through the County, approximately ten miles northeast of the City of Santa Cruz. In addition, there are County-designated fault zones located as close as one half-mile to the proposed trail in the Watsonville reach, as well as an Alquist-Priolo fault zone located in the northern reach. The proposed Master Plan would facilitate the construction of a multi-use recreation trail, which would be exposed to seismic ground-shaking from earthquakes within these fault zones. Therefore, the impacts could be significant and will be discussed further in the EIR.

a.iii) Liquefaction is a temporary, but substantial, loss of shear strength in water-saturated sediment (such as granular solids, including sand, silt, or gravel), usually occurring during or after a major earthquake. Liquefaction is most likely to occur in unconsolidated, sandy sediments which are water-saturated within less than 30 feet of the ground surface. As indicated in the County of Santa Cruz Local Hazard Mitigation Plan 2010-2015, soils in the vicinity of the proposed trail alignment are subject to liquefaction. In the event of an earthquake, soils could become loose, resulting in slope and foundation failure, posing a potential risk of injury or harm to trail users. Therefore, impacts could be significant and will be further discussed in the EIR.

a.iv) Landslides typically occur in areas where steep slopes exist, such as hillsides or mountain regions. The proposed Master Plan would facilitate the construction of a multi-use recreation trail that would be located on or near slopes that are subject to landslides due to unstable soils. According to Santa Cruz County Flood and Landslide Maps (2009), potential landslide areas are present in the northern reach and the Watsonville reach of the proposed trail. Therefore, impacts related to landslides would be potentially significant and will be further discussed in the EIR.

b, c, d) The proposed Master Plan would facilitate the construction of a multi-use recreation trail. Construction of the trail would occur along coastal bluffs in the northern reach and along beaches in the central and Watsonville reaches. The presence of steep slopes and sandy soils could result in impacts related to erosion, loss of topsoil, or liquefaction. In addition, Santa Cruz County Expansive Soils Map (2009) indicates that there is a potential for expansive soils to exist in all reaches of the proposed trail. Expansive soils are those possessing clay particles that react to moisture changes by shrinking (when they dry) or swelling (when they become wet). Impacts would be potentially significant and will be addressed in the EIR.

e) The proposed project may require the construction of new restrooms along the trail. The use of septic disposal systems may be necessary if restrooms are constructed in rural areas where there is no connection to wastewater collection infrastructure. However, compliance with the existing Santa Cruz County Environmental Health regulations, including required permitting, and the Regional Water Quality Control Board policies and regulations would ensure that impacts resulting from the construction of new wastewater treatment systems would be less than significant.

VII. GREENHOUSE GAS EMISSIONS

Would the project:		Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) The proposed multi-purpose recreation trail would provide additional facilities for active modes of transportation, including bicycles and pedestrians. Active transportation has been credited with not producing greenhouse gases (GHGs) that contribute to climate change, and are therefore modes that are generally consistent with statewide emissions reduction goals pursuant to AB 32.

However, construction of the proposed trail would generate temporary emissions, primarily from construction equipment emissions and paving, but also through the use of motorized transportation to deliver materials and laborers to the trail construction sites. The project would also produce operational greenhouse gas emissions from project-generated vehicle trips to trailhead locations and trips related to on-going maintenance of the trail. A quantitative analysis would determine the extent of impacts related to GHG emissions. As these impacts could be potentially significant, they will be discussed further in the EIR.

b) Santa Cruz County is currently in the process of developing a Climate Action Strategy (CAS), and the City of Santa Cruz has completed the final draft of their Climate Action Plan (CAP). The City of Watsonville is also expected to begin drafting a CAP by late 2012. The proposed project's consistency with the Santa Cruz County Preliminary Draft CAS and subsequent drafts of the CAS, as well as the City of Santa Cruz CAP, and other climate planning efforts in the SCCRTC service area will be discussed further in the EIR.

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 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 result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



a) Hazardous materials include solids, liquids, or gaseous materials which, because of their quantity, concentration or physical, chemical or infectious characteristics may: (1) cause or contribute to an increase in mortality or serious illness; or (2) pose a substantial present or potential harm to human health or the environment when improperly handled, used, transported, stored or disposed. The construction and operation of trail segments would not involve the routine transport, use, or disposal of hazardous materials. However, portions of the proposed trail alignment would be located adjacent to agricultural operations and industrial facilities, which could expose trail users to pesticide spraying and other hazardous materials. Impacts would be potentially significant and will be discussed further in the EIR.

b) Future use of the proposed trail would be restricted to bicyclists and pedestrians, who would not be expected to transport hazardous materials. As such, accidents internal to the trail would not result in the release of hazardous materials into the environment. However, the trail would be located adjacent to rail and roadway corridors used to transport hazardous materials, and would cross these corridors a total of 108 times (85 road crossings and 23 railroad bridge/trestle crossings). Therefore, the transport of hazardous materials along railroad and roadway travel corridors could pose a risk to trail users in the event of an accident. Impacts could be significant and will be analyzed further in the EIR.

c) The MBSST Master Plan proposes a continuous alignment and set of design standards for a multi-use recreational trail through Santa Cruz County. The proposed corridor would be located within one-quarter mile of 13 schools, including seven elementary schools, four junior/senior high schools, and two colleges. However, construction and operation of the proposed trail alignment would not require the use, disposal, or transportation of hazardous materials. Therefore, no impacts related to hazardous materials within one-quarter mile of a school would occur.

d) The construction of trail segments would involve grading and other ground disturbance activity. There is a potential that soil contamination could exist along the proposed trail alignment, due to proximity to agricultural operations, the railroad tracks, Highway 1, and other roadways. Impacts related to the presence of hazardous material sites could be significant and will be analyzed in the EIR.

e, f) The closest public airport to the MBSST corridor is the Watsonville Municipal Airport, which is located approximately 1.5 miles northeast of Segment 17 in the Watsonville reach. A portion of the trail would be located within the outer limits of the airport safety zone. A private air strip, Monterey Bay Academy, is also located approximately 100 feet from the existing sandy beach access route portion of the trail near the Watsonville reach. While trail users would access portions of the trail located near airports, the proposed trail corridor would not facilitate any activities that could pose a safety hazard to people residing or working in the area. In addition, hazards to trail users would be minimal as trail users would be moving along the trail and only exposed to airport safety areas for brief periods of time. Impacts to airport safety hazards would be less than significant.

g) The proposed Master Plan includes design elements to facilitate emergency access. For example, emergency access response agencies would be provided maps of all access points and gates for the proposed trail. Additionally, the trail may include emergency call boxes with a

direct link to the emergency services, and mile markers would be provided to assist in effectively transmitting the location of incidents. Furthermore, the proposed Master Plan would not interfere with any existing emergency or evacuation plan, as no project element would alter the existing routes. Impacts to emergency response or emergency evacuation would be less than significant.

h) The proposed Master Plan would facilitate the construction of trail segments located within and adjacent to Moderate, High, and Very High Fire Hazard Severity Zones according to the CalFire Fire Safety Hazard Zone map for Santa Cruz County. In the event of a wildland fire near the MBSST corridor, trail users could be exposed to a risk of loss, injury, or death. In addition, there is potential for trail users in rural areas to increase the risk wildland fires. Impacts related to wildland fires would be potentially significant, and will be discussed further in the EIR.

IX. HYDROLOGY AND WATER QUALITY

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



IX. HYDROLOGY AND WATER QUALITY (*Continued*)

<i>Would the project:</i>		Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
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 runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f)	Otherwise substantially degrade surface or groundwater quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
j)	Inundation by seiche, tsunami, or mudflow?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a, f) The MBSST trail corridor would traverse through the following watersheds: North Coastal, Gazos/Scott Creeks, San Lorenzo, and Pajaro River. All of these watersheds are within the jurisdiction of the Central Coast Regional Water Quality Control Board (RWQCB). The RWQCB establishes requirements prescribing the quality of point and nonpoint sources of discharge and establishes water quality objectives through the Water Quality Control Plan for the local basin. A point source is defined as waste emanating from a single, identifiable point such as a wastewater treatment plant. A nonpoint source of discharge results from drainage and percolation of activities such as agriculture and stormwater runoff. Construction activities such as grading and paving of the trail segments envisioned under the proposed Master Plan could result in temporary water quality impacts due to the proximity to streams and wetlands. Therefore, water quality impacts would be potentially significant and will be discussed further in the EIR.

b) The proposed MBSST corridor would extend for 39.2 miles, plus approximately 10 additional miles of paved and un-paved coastal spur trails, for a combined total of approximately 50 miles of bicycle and pedestrian facilities through Santa Cruz County. The finished width of the paved trail would vary between 8 and 12 feet. The project would also include a number of staging



areas, some of which would include paved parking areas. As such, future construction of the multi-use recreation trail would introduce new impervious surfaces, resulting in a reduction of groundwater recharge in the project area. As such, impacts to groundwater supplies would be potentially significant and will be further discussed in the EIR.

c, d) The proposed trail alignment would require a total of 52 stream crossings, most of them occurring in the northern reach. Improvements at stream crossings have the potential to alter the course of the streams. In addition, construction activities throughout the corridor would potentially alter existing drainage patterns, and could result in erosion, siltation, or flooding. Impacts would be potentially significant and will be addressed in the EIR.

e) The increase in impervious surfaces could contribute additional stormwater runoff to existing drainage systems. Construction and operation of the multi-purpose trail could contribute to polluted runoff due to temporary storage of construction materials and waste, litter, and pet waste. Impacts could be significant and will be addressed in the EIR.

g) Trail segments near Capitola State Beach and Pajaro River and its tributaries, would be located in a 100-year flood hazard area as designated by the FEMA Flood Insurance Rate Map (2009). However, the project does not propose to build any housing. Therefore, there would be no impacts to placing housing within a 100-year flood hazard area.

h) The proposed Master Plan includes trail amenities such as staging and picnic areas that would place new structures within flood hazard zones, which could impede or redirect flood flows. Impacts would be potentially significant and will be discussed further in the EIR.

i) Santa Cruz County has two dams that, in the event of failure, would potentially affect proposed trail segments facilitated by the proposed Master Plan: the Bay Street reservoir, located approximately one mile north of the trail alignment in Segment 7, and the Newell Creek Dam, located approximately 9 miles northeast of Segment 5. However, according to the County of Santa Cruz Local Hazard Mitigation Plan 2010-2015, there is currently no indication of failure or damage to either dam. In addition, the multi-use recreation trail would not expose people or structures to a significant risk of loss, injury, or death as a result of dam failure. Therefore, impacts would be less than significant.

j) Some segments of the proposed MBSST alignment would be located within tsunami run-up zones. Seiches could also pose a threat in the Santa Cruz Harbor, and areas subject to landslides could also experience mudflows. Tsunami and seiche inundation, as well as mudflows, could be significant, and will be analyzed further in the EIR.

Trail safety hazards may also occur between different types of trail users (i.e. between bicyclists and pedestrians, bicyclists and equestrians, and/or pedestrians and equestrians); among trail users within the same group (i.e. between two bicyclists); and as a result of factors not related to users' trail activities at all. Conflicts may be related to activity style (mode of travel, level of technology, or trail dominance), focus of trip, and attitudes toward other trail users. Specific hazards include collisions or near misses among users, reckless behavior, or accident caused by unsafe trail conditions (e.g. uneven pavement or presence of debris). In addition, a lack of trail security could result in safety concerns related to crime, emergency response, and vandalism.

To address potential safety hazards to trail users, each local agency would be responsible for the day-to-day maintenance of the trail facility components within their respective jurisdictions. This includes trash clean up and disposal and repairs to trail features. This would help ensure proper maintenance of the trail, thereby avoiding potential collisions or accidents caused by unsafe trail conditions (e.g. uneven pavement or presence of debris). In addition, the proposed trail would include speed controls and may include a speed limit to reduce hazards related to bicyclists traveling at excessive speeds. The trail may also include features to facilitate emergency services, such as access points and gates that would be accessible to emergency responders, emergency call boxes with a direct link to the emergency services, and mile markers to assist in effectively transmitting the location of incidents. The trail may also include signage to educate trail users on trail etiquette, which would enhance user safety. The trail safety elements would reduce impacts to safety hazards and user conflicts to a less than significant level.

X. LAND USE AND PLANNING

Would the project:		Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) The proposed MBSST trail alignment would not physically divide established communities as the facility's width and composition is not physically large enough and it is mainly a feature that is constructed at grade with the ground surface. The trail would be primarily located within existing railroad and roadway rights-of-way. Any fencing would provide private property protection and buffering, but would not impede cross traffic at rights-of-way. Instead, the proposed project would be expected to better link cities and neighborhoods within Santa Cruz County. Therefore, no impacts relating to the physical division of communities would occur.

b, c) Implementation of the proposed MBSST Master Plan would require multi-jurisdictional coordination between the SCCRTC, County of Santa Cruz, the cities of Santa Cruz, Capitola, and Watsonville and other implementing entities. Each segment of the trail would be implemented individually and must comply with the land use plans policies that correspond to

the respective jurisdiction. Prior to construction, each trail segment would require jurisdictional approval, which would ensure compliance with existing plans and policies. In addition, conflicts between trails and roads/railways are discussed in Section XVI, *Transportation/Traffic*, and conflicts between trails and agriculture are discussed in Section II, *Agricultural and Forest Resources*. Conflicts between trails and urban uses, such as industrial, commercial, and residential would be minimal, as the trail primarily follows the railroad corridor through urban areas. Furthermore, conflicts between trails and urban uses would be addressed during design and implementation of the specific trail segments. Impacts would therefore be considered less than significant.

XI. MINERAL AND OTHER NATURAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Result in a loss of availability of a known mineral or other natural 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) The proposed Master Plan would set forth the planning framework to create a multi-use trail across the length of Santa Cruz County. The construction or operation of the trail would not interfere with existing mining operations or result in the loss of any natural resources. Impacts to timberland are discussed under *Item 2, Agriculture and Forest Resources*. There would be no impact to mineral or natural resources.

XII. NOISE

Would the project result in:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
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 other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



XII. NOISE (*Continued*)

Would the project result in:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
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 within the vicinity of a private airstrip, 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"/>

a-d) Some land uses are considered more sensitive to noise levels than others, due to the amount of noise exposure (in terms of both exposure time and insulation from noise) and the types of activities typically involved. Residences, lodging facilities, schools, libraries, churches, hospitals, nursing homes, auditoriums, parks, and outdoor recreation areas are generally considered more sensitive to the noise than are commercial and industrial land uses. Sensitive receptors in the project area include residences, places of worship, schools, and hospitals located adjacent to the proposed trail corridor. Because of the proximity of the proposed trail alignment to sensitive uses in some locations, construction equipment and activities would be expected to cause temporary noise impacts to sensitive receptors. Operational use of the proposed trail may also cause intermittent increases in ambient noise levels due to trail users talking, barking dogs, and project-generated traffic. Noise impacts could be significant and will be analyzed in the EIR.

e) The proposed trail alignment would be located approximately 1.5 miles from the Watsonville Municipal Airport. However, the trail alignment is located outside of the airport noise impact contours (City of Watsonville, General Plan, 2012). In addition, the project would not place residences or office buildings within an area exposed to airport noise, and would therefore not expose residents or workers to excessive noise levels. There would be no impact.

f) A portion of the existing sandy beach access route near the Watsonville reach of the proposed trail corridor is located approximately 100 feet from the Monterey Bay Academy Airport, which is a private airstrip located south of Manresa State Beach. Airstrip operations may generate intermittent noise levels above local standards. However, the project does not include the construction of residences or office buildings, and would therefore not expose residents or workers to excessive noise levels. There would be no impact.

XIII. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
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 checked="" type="checkbox"/>	<input 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 construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) The proposed Master Plan would facilitate the design and construction of a multi-use trail that would accommodate identified recreation and transportation needs of Santa Cruz County communities and would facilitate active forms of transportation for commuters within the area. The multi-use trail facilitated by the proposed Master Plan would generate short-term employment opportunities during construction of the proposed trail and long-term employment opportunities associated with the maintenance and security of the trail. In addition, the availability of a regional multi-use trail could attract new tourists to the project area. An increase in the tourist population could create demand for new hospitality industry jobs and services with the project area. However, the project-generated employment opportunities would be nominal, and would be expected to be filled from within the existing community. Therefore, impacts related to indirect population growth would be less than significant.

b, c) The proposed Master Plan would not include the demolition of existing housing, construction of new housing, or displacement of people, and therefore would not displace housing or people. As a result, no impacts related to population and housing would be anticipated.

XIV. PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered government and public services facilities, need for new or physically altered government 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Fire Protection.* The proposed Master Plan would not require the construction of new fire stations or the expansion of fire facilities. Local fire departments, including the City of Santa Cruz Fire Department, the Capitola Fire Department, and the Watsonville Fire Department, as well as the Santa Cruz County Fire Department would provide fire and emergency services for the proposed trail alignment within their respective jurisdictions. The proposed Master Plan would not result in the construction of buildings that could present unique or special challenges for fire protection services on-site or result in an increase in population that would warrant the construction of new facilities to provide adequate fire protection services. Additionally, the project would be subject to review by the respective local fire department prior to the issuance of a grading permit. Therefore, impacts would be less than significant.

Police Protection. The proposed Master Plan would not require the construction of new police stations or the expansion of police facilities. Local police departments, including the City of Santa Cruz Police Department, the Capitola Police Department, and the Watsonville Police Department, as well as the Santa Cruz County Sheriff's Department would provide police services for the proposed trail alignment within their respective jurisdictions. The proposed project would create new access to portions of properties that are not currently readily accessible to the public. This circumstance could be either positive or negative to crime protection, as more regular use of trail corridors would provide more active vigilance by trail users. National studies have shown that the installation of local and regional trail facilities generally has the effect of reducing property crime (Rails to Trails Conservancy, 1998). Therefore, impacts would be less than significant.



Schools. The proposed MBSST would not generate an increase in population that would warrant the construction of new school facilities. The project may, however, increase safe access to some school campuses through provision of dedicated pedestrian and bicycle routes. Therefore, no adverse impacts related to schools are anticipated.

Parks. The proposed Master Plan would enhance public recreation within the area by facilitating the construction of a multi-use trail that would provide connectivity across the length of Santa Cruz County, and through the inherent provision of a new recreational corridor or linear park through the trail itself. The proposed trail alignment would link various cities within the County and provide connectivity to other recreational facilities, such as local beaches and parks. By increasing accessibility to beaches, parks, and open space systems, the proposed Master Plan could result in potential impacts to these facilities. However, this use would be passive, and would not be expected to create physical deterioration of the facilities. Impacts to park services and recreation facilities would be less than significant.

Other Public Facilities. The proposed MBSST would include the construction of new trail facilities, such as paved parking lots, information kiosks, bike racks, picnic tables, safety lighting, shade and shelters, and benches. The project would additionally increase accessibility to destinations such as downtown centers and historic landmarks, and would increase connectivity between cities within the County, which could increase the demand on commuter services, such as Park and Ride lots or public transportation. However, the proposed Master Plan includes standards for trail management to ensure that the trail is properly maintained. Therefore, the project would not result in substantial adverse physical impacts associated with other public facilities, and impacts would be less than significant.

XV. RECREATION

Would the project:		Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Trail proposed MBSST corridor would create a new multi-purpose recreation trail through Santa Cruz County and would additionally link to existing on- and off-street facilities throughout the area. This trail network would provide connectivity to a variety of existing recreational facilities, such as local beaches and parks. This is in accordance with the overall goals of the trail to serve both recreational and commuter needs throughout the county. In

addition, the proposed Master Plan includes goals and policies to establish a protocol to determine who would be responsible for trash clean up and disposal, repairs to trail features, and management of accessory features. Therefore, impacts would be less than significant.

b) The proposed MBSST is a recreational facility; the potential adverse physical effects of which will be the topic of the EIR.

XVI. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards 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 results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



a, b) The proposed project would establish a continuous alignment and set of design standards for a multi-use recreation trail for the length of Santa Cruz County. The trail would provide a new opportunity for active forms of transportation within and between these areas, and would therefore be expected to reduce some vehicle trips. However, the proposed project may also generate some new vehicle trips, including trips to trail access and staging areas and trips for maintenance. In addition, the proposed trail alignment would intersect public roadways at 96 locations. The increase in bicycle and pedestrian traffic at these intersection locations could impact intersection levels of service. Overall, transportation impacts could be significant, and therefore further analysis will be provided in the EIR.

c) The closest public airport is the Watsonville Municipal Airport, which is located approximately 1.5 miles northeast of Segment 17 in the Watsonville reach. A small portion of the trail would be located within the outer limits of the airport safety zone. A private air strip is also located approximately 100 feet from the existing sandy beach route portion of the trail near the Watsonville reach. However, the proposed Master Plan would not affect public or private airport facilities and would not cause a change in the directional patterns of aircraft. The proposed Master Plan does not include the construction of any buildings that would interfere with flight patterns. Therefore, there would be no impact to air traffic patterns.

d) The MBSST Master Plan contains design measures intended to promote the safety of its users, including lighted street crossings and guard rails over bridges. However, the trail would cross local roadways at 96 locations. In addition, the project is located adjacent to an active railway and the trail alignment would cross over 23 existing rail bridges and trestles. Therefore, impacts related to traffic safety will be discussed further in the EIR.

e) Construction of the proposed trail alignment would include access points and gates that would be designed specifically for emergency vehicle access. In addition, the trail may feature emergency call boxes providing a direct link to emergency services and mile markers to assist in the location of incidents. Therefore, impacts to emergency access would be less than significant.

f) The proposed project would be consistent with policies, plans, and programs to support alternative transportation and recreational trails. Specifically, the RTC's *2010 Regional Transportation Plan* includes goals and policies for increasing multi-modal transportation and reducing greenhouse gas emissions. The trail corridor would provide the infrastructure for alternative modes of transportation, such as bicycling and walking, which do not generate greenhouse gas emissions. The proposed Master Plan would also be consistent with the *Santa Cruz County Bicycle Plan* and Santa Cruz County Circulation Element, which set forth goals to increase bicycle commuting, improve bicycle safety, and establish regional continuity. Similarly, the proposed Master Plan would also be consistent with other local transportation plans, such as the *City of Santa Cruz General Plan Mobility Chapter*, the *City of Santa Cruz Bicycle Transportation Plan*, the *City of Capitola Bicycle Transportation Plan*, the *City of Capitola General Plan Circulation Element*, the *City of Watsonville General Plan Circulation Element*, the *University of California Santa Cruz Bicycle Plan*, and the *Draft City of Watsonville Trails and Bicycle Master Plan*. There would be no impacts resulting from a conflict with local, state, or federal policies, plans, or programs.

The proposed Master Plan is not anticipated to generate an increase in traffic that would accelerate the deterioration of roads. The proposed multi-purpose trail would encourage the use of non-motorized modes of transportation and result in an overall decrease in the use of roadways. Therefore, impacts related to physical roadway conditions would be less than significant.

XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>

a, e) Implementation of the proposed MBSST Master Plan may include the installation of new public restroom facilities and could increase the use of existing public restrooms. If located in urbanized areas, new public restrooms would likely connect to existing wastewater service



lines. Table 2 shows the capacity and flow projections for the wastewater treatment facilities within Santa Cruz County.

Table 2 Treatment Capacity and Flow Projections for Wastewater Treatment Facilities in Santa Cruz County (million gallons per day)

Treatment Facility/Areas Served	Permitted Capacity	2010	2015	2020	Average Annual Increase
City of Santa Cruz Wastewater Treatment Facility City of Santa Cruz City of Capitola Live Oak Soquel Aptos CSA 57 – Graham Hill UC Santa Cruz	17.00	10.25	10.50	10.78	0.5%
Scotts Valley Wastewater Treatment Facility City of Scotts Valley	1.5	0.92	0.93	0.95	0.2%
Watsonville Wastewater Treatment Facility City of Watsonville Salsipuedes Sanitary District Freedom County Sanitation District Pajaro County Sanitation District	12.10	9.39	9.58	10.12	2%
Davenport County Sanitation District	0.05	0.04	0.04	0.04	0%
CSA 5 – Sand Dollar Beach / Canon del Sol	0.05	0.021	0.021	0.021	0%
CSA 7 – Boulder Creek Country Club	0.125	0.04	0.04	0.04	0%
CSA 10 – Rolling Woods	0.013	0.007	0.007	0.007	0%
CSA 20 – Trestle Beach	0.01	0.002	0.002	0.002	0%
San Lorenzo Valley Water District	0.0165	0.013	0.013	0.013	0%

Source: Santa Cruz LAFCO Countywide Service Review, Wastewater Services, June 2005.

As shown in Table 2, wastewater treatment providers and existing infrastructure would have additional capacity to treat and convey the minimal volume of wastewater generated by the proposed project.

The use of septic disposal systems may be required in rural areas that are not connected to a wastewater infrastructure system. Design and construction of septic disposal systems would be subject to review and approval by the appropriate local agency. Because the proposed trail would require minimal wastewater services for public restrooms located throughout the trail corridor and area wastewater treatment facilities have sufficient capacity, the proposed Master Plan would not be expected to exceed wastewater treatment requirements or require the construction of new wastewater treatment facilities. Impacts would be less than significant.

b, d) Water required for the construction and operation of the proposed trail alignment would include water for inhibiting the generation of fugitive dust during construction activities, landscaping maintenance, and water for bathrooms and drinking fountains. According to the City of Santa Cruz *Water Supply Assessment for General Plan 2030* (2011), it was estimated that 3.5 acres of new park development would require an additional 2 million gallons per year of water, which yields a duty factor of approximately 571,429 gallons per acre. The proposed trail would

be approximately 39.2 miles long, plus 10 miles of spur trails, for a total length of 49.2 miles. The trail would be up to 12 feet wide. Conservatively assuming the entire trail is 12 feet wide, the proposed trail corridor would total approximately 3,117,312 square feet, or approximately 71.56 acres. Using the duty factor of 571,429 gallons per acre for park uses, the proposed trail corridor would conservatively require approximately 40,891,459 gallons per year or 125.5 acre feet per year. It should be noted that this estimate is very conservative because it assumes that the entire length of the trail would require irrigation. However, the trail may not include landscaping in some sections, and the trail would also utilize existing public facilities that require water, such as bathrooms and drinking fountains. Table 3 shows the projected surplus water supplies for water districts within the project area.

Table 3 Projected Water Supply Surplus for Water Purveyors Serving the Master Plan Area (acre-feet)

	2015	2020	2025	2030
City of Santa Cruz Water District	1,000	654	503	350
City of Watsonville Water District	16,263	16,122	15,914	15,733
Soquel Creek Water District (includes the City of Capitola)	0	0	0	0

City of Santa Cruz, 2010 Urban Water Management Plan

City of Watsonville, 2010 Urban Water Management Plan

Soquel Creek Water District, Urban Water Management Plan 2010, September 2011.

As shown in Table 3, Soquel Creek Water District does not currently have a surplus of water. Segments 11 through 13 fall within the Soquel Creek Water District purview, and trail corridor bathrooms, drinking fountains, and landscaping irrigation may be included in these areas. The limited availability of water and need for water supply infrastructure in the Soquel Creek Water District would be a potentially significant impact. While the City of Santa Cruz Water District and the City of Watsonville Water District would have sufficient capacity to serve the segments of trail within their respective jurisdictions, further analysis would be required to determine the quantity of water that would be required within each specific jurisdiction. In addition, further analysis would be required to determine the availability of water within the rural areas of the trail that do not fall within the jurisdiction of a water district. Impacts related to water availability and water infrastructure would be potentially significant and will be discussed in the EIR.

c) The proposed trail corridor would introduce new impervious surfaces to the project area, which could result in an increase in stormwater runoff flows and the need for new stormwater drainage systems. However, the proposed Master Plan stipulates that trail design would be engineered so as not to increase any historic runoff onto a property. In addition, a combination of culverts, channelization, and improved bridge crossings would occur in conjunction with trail construction. Drainage improvements included in the proposed project would ensure that runoff flows would not exceed historic flows. Therefore, the proposed project would not be expected to result in the need for new storm drain facilities. Impacts would be less than significant.

f, g) Trash receptacles would be provided throughout the proposed trail and maintained by the designated trail maintenance entities. The proposed Master Plan includes standards for waste removal to occur twice a week to ensure each segment of the trail is properly maintained. The proposed trail is not anticipated to generate significant amounts of solid waste and, therefore,

would not cause a landfill to exceed its permitted capacity or violate any regulations related to solid waste. Landfills serving Santa Cruz County include the City of Santa Cruz Sanitary Landfill, the City of Watsonville Landfill, and Buena Vista Drive Sanitary Landfill. Table 4 shows the remaining capacity and closure date for the landfills in Santa Cruz County.

Table 4 Remaining Capacity of Santa Cruz County Landfills

Landfill	Remaining Capacity (cubic yards)	Estimated Closure Date
City of Santa Cruz Sanitary Landfill	6,150,000	January 1, 2052
City of Watsonville Landfill	2,009,550	December 31, 2029
Buena Vista Drive Sanitary Landfill	3,303,649	July 1, 2031

Source: CalRecycle Solid Waste Information System Database, Facility Site Listings. Accessed July 25, 2012.

As shown in Table 4, landfills serving the jurisdictions within Santa Cruz County have sufficient remaining capacity to serve the limited waste generated by the proposed trail corridor. Impacts would be less than significant.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Does the project have the potential to 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, 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-c) As described in the sections above, the proposed project may generate impacts in the following areas: Aesthetics, Agriculture Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Transportation/Traffic, and Utilities and Service Systems. These issue areas, as well as potential cumulative impacts, will be evaluated in the EIR, and any feasible mitigation measures will be identified to avoid and/or reduce any significant impacts.

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August 23, 2012

NOTICE OF PREPARATION AND SCOPING MEETING

SUBJECT: Notice of preparation of a Draft Environmental Impact Report (DEIR) for the Monterey Bay Sanctuary Scenic Trail Network (MBSST) Master Plan Project. The Santa Cruz County Regional Transportation Commission (RTC) will be the Lead Agency and will prepare an EIR for the project identified below. The RTC would like input on the scope and content of the environmental analysis. Your agency or party may need to use the EIR prepared by RTC when considering your permit or other approval for the project.

PROJECT NAME: Monterey Bay Sanctuary Scenic Trail Network Master Plan

PROJECT LOCATION/ADDRESS: The MBSST corridor stretches the entire length of Santa Cruz County from the Pajaro River in Watsonville to the San Mateo County line north of Davenport. The trail would extend through unincorporated Santa Cruz County and portions of the Cities of Santa Cruz, Capitola, and Watsonville. The MBSST corridor would primarily align with the Santa Cruz Branch Rail Line right-of-way, a 31.7-mile, continuous travel corridor to be owned by the RTC. North of the railroad right-of-way, the trail would align along the west side of Highway 1 for 7.5 miles, for a combined trail length of 39.2 miles. Other proposed new trails outside of the primary MBSST corridor would comprise approximately 10 additional miles of paved and un-paved coastal spur trails. The trail network would span a combined total of approximately 50 miles of bicycle and pedestrian facilities. The railroad generally runs along the coast, parallel to the Pacific Ocean, except where it turns inland near Manresa State Beach. From there, the tracks run inland toward Watsonville and ultimately end at the Watsonville Junction.

DUE DATE FOR COMMENTS: Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than: **September 22, 2012**

PROJECT DESCRIPTION: The proposed project is the Monterey Bay Sanctuary Scenic Trail (MBSST) Master Plan. The purpose of the Master Plan is to establish the continuous alignment and set of design standards for a multi-use trail for the length of Santa Cruz County. The proposed trail alignment typically follows the Santa Cruz Branch line right-of-way, and is separated into three reaches: the northern reach; the central reach; and the Watsonville reach.

The northern reach begins at the County's northernmost border on Highway 1, just north of the Waddell Bluffs, and extends south to the northern Santa Cruz city limits near Schaffer Road. This reach generally corresponds to a scenic coastal environment adjacent to Highway 1. The central reach primarily traverses through the existing urban environment of Santa Cruz, Capitola, and the unincorporated Aptos community. Beginning at the City of Santa Cruz northern city boundary near Schaffer Road and extending southeast to Seascape Park just south of Aptos, this reach of the MBSST corridor traverses through densely populated coastal urban areas. The Watsonville reach begins at the railroad mile marker 10 near Seascape Village Park and ends at the Santa Cruz and Monterey County border at the Pajaro River. This reach parallels the coastal edge for approximately one mile before it begins following the San Andreas Road alignment inland as it heads south and east. The Watsonville reach is defined by rural agricultural and open space lands.

The majority of the proposed corridor would include construction of a new multi-use recreation trail that provides bicycle, pedestrian, wheelchair, and non-motorized scooter travel on a paved right-of-way completely separated from any vehicular traffic on streets or highways. The multi-use paved path may include a paved

surface of 8 to 12 feet wide, center lane striping in some segments, separation from adjacent roadways by at least 12 feet where feasible, fencing, landscaping, and signage. Through its length, the corridor would cross over 23 existing railroad bridges and trestles, and pass through public roadways in 85 locations.

Implementation of the proposed trail includes land clearing, grading, and construction. Construction of the proposed trail would include laying asphalt for the trail and staging areas, constructing fencing, establishing signage, and landscaping. Administration of the proposed MBSST would involve the RTC, the local jurisdictions including the City of Santa Cruz, City of Capitola, City of Watsonville, and the County of Santa Cruz, and any other implementing entity. The primary role of the RTC is to provide on-going coordination services and funding for implementation of the MBSST. Some of the land underlying the trail network alignment would be owned by the RTC; therefore, the RTC would be responsible for regional policy oversight. The local jurisdictions or implementing entities would be responsible for designing the trail construction documents. Each jurisdiction, implementing entity and/or the RTC would be responsible for overseeing the operations and maintenance of the MBSST within their jurisdiction.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Aesthetics, Agricultural Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Transportation/Traffic, and Utilities and Service Systems.

PUBLIC SCOPING MEETINGS: Pursuant to the public participation goals of CEQA, the RTC will host two EIR Scoping Meetings to gather additional input on the content and focus of the environmental analysis to be conducted and presented in the EIR. The dates, times, and locations of the scoping meetings are listed below.

Wednesday September 5, 2012 6:00 PM	Santa Cruz	Louden Nelson Community Center Room 3 (Senior Lunchroom) 301 Center Street Santa Cruz, CA 95060
Thursday September 6, 2012 6:00 PM	Aptos	Community Foundation Solari Room East and West 7807 Soquel Drive Aptos, CA 95003

COMMENTING ON THE SCOPE OF THE EIR: The RTC welcomes all comments regarding the potential environmental impacts of the proposed project. All comments will be considered in the preparation of the EIR. **Written comments** must be submitted by **September 22, 2012**.

Please direct your comments to:

Cory Caletti, Sr. Transportation Planner
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060
ccaletti@scrtc.org

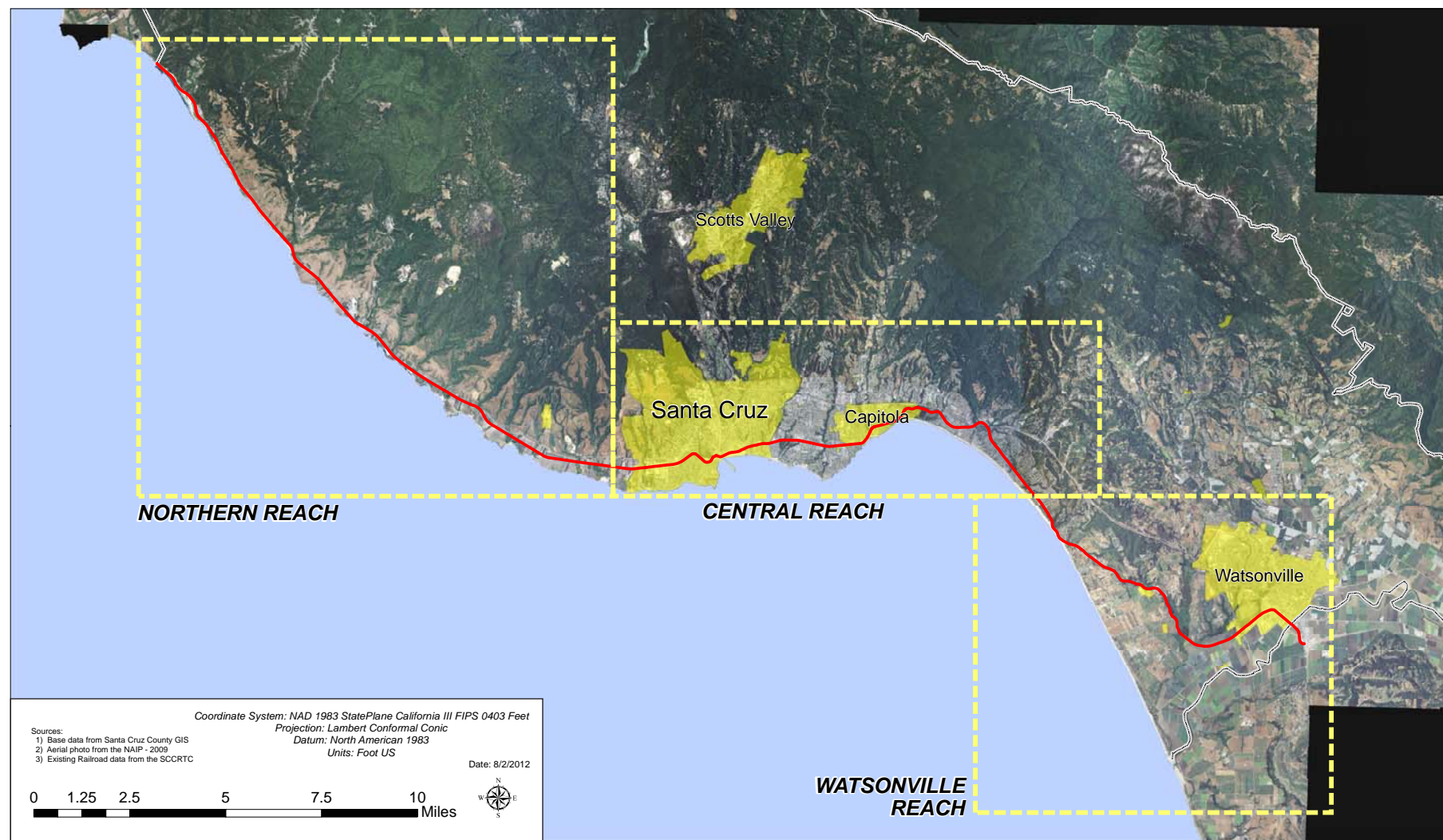


Imagery provided by National Geographic Society, ESRI and its licensors © 2012.



Regional Location

Figure 1



Master Plan Area

Source: RRM Design Group, 2012.

Figure 2

RTC

Comment Sheet

Please let us know your concerns so we can address them in the Environmental Impact Report.

Name: Ryan Hoffman

Affiliation: resident
(resident, businessperson, agency representative,
community group member)

Address: 918 Corcoran Ave
SC CA 95062

Phone: 831 234 5441

Email: rhoffman@scu.edu

Comments:

I'm concerned that the email I received regarding this meeting listed different time/location from the website - I want this project to go forward, and all the supporters voices to be heard.

Thank you

Ryan

PS - please let me know ~~to~~ how to get more involved



Please submit by September 22, 2012 to:
Cory Caletti, Santa Cruz County RTC
1523 Pacific Avenue
Santa Cruz, CA 95060
ccaletti@sccrtc.org or info@sccrtc.org

From: [Cory Caletti](#)
To: [Megan Jones](#)
Subject: FW: Sanctuary Scenic Trail meetings location
Date: Monday, August 27, 2012 3:18:34 PM

-----Original Message-----

From: Patricia Matejcek [<mailto:pmatejcek831@gmail.com>]
Sent: Friday, August 24, 2012 11:02 AM
To: Cory Caletti
Subject: Sanctuary Scenic Trail meetings location

Hello, Cory ~

I am wondering why no public meeting has been scheduled for the SST south of Aptos?

The city of Watsonville has a draft of a City Bike/Ped Trails Plan on its way to the City Council that acknowledges the prospect of the SST but didn't have very robust linkages to it and that completely missed connecting to the planned Pajaro Rail Station.

I know there was an earlier presentation of the plan in Watsonville several months ago, as there was at some north county locations, so I'm just wondering why south county isn't on the "show and tell" list again? There's been a concerted effort by staff of "Safe Routes to School" to recruit youngsters into bike outings to learn handling skills in addition to the Brown Beret program, so I think there's a build-in interest group for such a meeting.

Regards,
Patricia Matejcek

From: [Cory Caletti](#)
To: [Megan Jones](#)
Subject: FW: Kirby Nicol / Monterey Bay Sanctuary Scenic Trail Network Master Plan.
Date: Monday, August 27, 2012 3:19:22 PM

Cory.

I received today a copy of the.....MBSSTNMP.....egad, even the acronym is a mouthful!

Looking through it, I did not see any mention of the fact that the rail/trail right-of-way varies in width from 15 to 350 feet and that 20 feet of its width10 feet either side of the rail centerline.....is reserved by law for train traffic.....which becomes problematic/dangerous for bike/pedestrian trails along those stretches that are less than, say 40 feet wide. Is this issue addressed in the document? If not.....it should be. It's a critical piece of the design discussion, especially because the narrowest stretches are in the most densely populated urban areas of Santa Cruz City, Live Oak and Capitola.

Feedback.

Kirby Nicol.

From: [Cory Caletti](#)
To: [Megan Jones](#)
Subject: FW: going forward with a rail trail
Date: Monday, August 27, 2012 3:21:05 PM

From: r hart [mailto:vespaschmitt_2000@yahoo.com]
Sent: Saturday, August 25, 2012 12:30 PM
To: Cory Caletti
Cc: Regional Transportation Commission
Subject: going forward with a rail trail

I, like many walking and biking enthusiasts look forward to an actual trail system along our County rail corridor. I hope that in the future there will be some way interested parties such as myself will be able to help this project along. I would again like to sincerely thank all who have put in the many many hours of time and much labor so far. Their efforts are very much appreciated.

I have been following the proposed rail/trail progress by talking with my Supervisor, reading the People Power Newsletter, and by reading the e-mails sent out regarding upcoming public participation meetings.

Unfortunately I have not been to any meetings yet but hope to attend the one in Aptos in September. Thank you for sending the e-mail letting us know about it.

Regards,

Rob Hartzell

From: [Cory Caletti](#)
To: [Megan Jones](#)
Subject: FW: (no subject)
Date: Monday, August 27, 2012 3:20:25 PM

From: Cooldon26@aol.com [<mailto:Cooldon26@aol.com>]
Sent: Friday, August 24, 2012 7:45 AM
To: Cory Caletti
Subject: (no subject)

Will the proposed Coastal Trail provide Equestrian Access? Diane P. Cooley

September 4, 2012

Dear MBST Committee Members,

I live in Aptos near Cabrillo College and am interested in giving input concerning the Monterey Bay Sanctuary Trail (MBST) for the section that will be constructed in the area where I live (specifically, the neighborhoods along Soquel Drive between Bay-Porter to State Park Drive on both sides of Highway 1).

My hope is that the project will help to reduce traffic congestion in this area by, 1.) creating a network of safe routes where students can get to school by bike or by walking, 2.) establishing designated routes (or "Greenways") where there are sidewalks, bike lanes, and speed bumps to slow down automobiles that connect to Willowbrook Park, the Aptos library, both sides of Cabrillo College, and to the numerous businesses along Soquel Drive, 3.) providing an alternative way for walkers and cyclists to cross Highway 1 near Cabrillo College.

There is a lot of traffic congestion in the neighborhoods in this area. The freeway bisects the densely populated neighborhoods off of Soquel Drive from numerous recreational attractions on the coastal side of Highway 1, such as beaches, state parks, and shopping areas like Capitola Village. These are exactly the destinations that families would enjoy arriving at by bicycle or by foot. Similarly, thousands of students get to Cabrillo College by car when they might be more likely to bike or walk if there was a safer way to cross the freeway.

Three roads cross the freeway in this area: State Park Drive (goes over Highway 1), Bay-Porter and Park Avenue (both go under the freeway). These are heavily trafficked roads: cycling on them is dangerous as cars are rushing on and off the freeway. Walking along them is unpleasant due to noise and fast cars rushing by. For the many children that attend school on the opposite side of the freeway from where they live, these roads are hazardous obstacles to bicycling or walking to school. Children should not be forced to take the same path as cars who are merging onto a freeway. Safe paths to school should be included as spur trails in the MBST project. Many parents don't feel comfortable letting their kids walk or bicycle to

school, thus traffic around the schools during drop-off and pick-up times is thick and engines pollute the air as they idle their engines while waiting in long lines.

Ideally, a bridge over Highway 1 near Cabrillo College would be part of the MBST project. However, I went to a meeting last year where they discussed putting a tunnel under the freeway at Mar Vista. I do not support this idea. A tunnel would be better than nothing, but a bridge would be a far better solution. As a woman, I would not feel comfortable going through a tunnel, nor would I want my child walking to school on a route where he would have to go into a tunnel. I often see mothers walking small children or pushing strollers with babies. I doubt they would feel comfortable entering a tunnel, either. Tunnels are scary. They're dark and often reek of urine and have no visibility. Some commuters travel to and from work at night and some Cabrillo College students attend classes at night. A tunnel would prevent many people from using that route. Dangerous people can easily lurk in tunnels, especially at night. A well-lit bridge brings visibility to users, or at least a sense that they can be seen.

A bridge over Highway 1, connecting the Cabrillo College area and the New Brighton State Park area would link neighborhoods to parks, schools, libraries and businesses that are used on a daily basis by residents. I am in favor of a bridge being constructed near Cabrillo College rather than Mar Vista because I think it would serve more users. There are approximately 14,000 students who attend Cabrillo College. Twin Lakes Church alone has 800-1200 attendees for their 3 services (two services on Sunday mornings, one service Saturday evening). It makes sense to construct the pedestrian and cycling route as close as possible to the source of the traffic congestion, making it more tempting for this large number of people to use alternative ways to get to Cabrillo College. In addition, there are numerous schools and parks near Cabrillo College.

If a bridge or a way to cross Highway 1 safely by bike or walking is not to be included in the MBST plan, I'd like to suggest that at least some spur trails be connected to existing streets (like Willowbrook and Cabrillo College Drive), which could then be turned into "Greenways" for cyclists and pedestrians. The city of Seattle has established several "Greenways" which are residential streets near main arterials designated as routes where cyclists and pedestrians are given priority. The automobile traffic is light and often there are speed bumps or other measures in place to keep automobile speeds low.

Willowbrook and Cabrillo College Drive would be perfect roads to establish as "Greenway" routes for cyclists and pedestrians. Currently, the Willowbrook neighborhood, where families frequently take their kids to Willowbrook Park, is cut off from the beach. Also, the neighborhood on Rosemarie Court, near Bangkok West, just off of Cabrillo College Drive is also completely cut off. They don't even have a sidewalk along Cabrillo College Drive past Willowbrook or past the other side heading to Cabrillo College. There wouldn't need to be too much structural change to make these streets safe for walking and bicycling, and to better connect these neighborhoods to the coast (even without constructing a bridge or tunnel). Cabrillo College Drive needs to be opened up closer to Highway 1 at Park (right now there is a chain-link fence immediately after crossing Highway 1, going toward Soquel Drive on Park Avenue. This fence blocks walkers and cyclists from reaching Cabrillo College Drive sooner. One must continue up Park Avenue to the stop-light). Sidewalks would need to be created (there seems to be space). Willowbrook would need better markings and signage, and perhaps speed-bumps to slow traffic. This road leads to Willowbrook Park, Cabrillo Fitness, Santa Cruz Montessori, and is extremely close to Cabrillo College, and not too far from Mar Vista Elementary School. Going the opposite direction (toward the coast from Soquel Drive), this route would provide a safe route for kids going to New Brighton Middle School (which has approximately 1,400 students), from neighborhoods on the non-coastal side of Highway 1. Simple modifications to infrastructure could create a huge benefit for these neighborhoods, allowing people to more easily walk and cycle along these two roads.

Another neighborhood that could be better connected by the MBST and spur trails is the Seacliff neighborhood (just above Seacliff State Park). Connecting the Seacliff neighborhood to their public schools (Mar Vista Elementary School and New Brighton Middle School), or to the Santa Cruz Montessori School, and Cabrillo College would be important. Many families would reduce their driving to get their kids to schools if a safe bike/walking route were available to cross the freeway, or to parallel the freeway. Frontage Road is the only way to get to New Brighton Middle School from the Seacliff neighborhood, which is not safe for kids. Cars drive fast on Frontage Road, the shoulder is narrow and the pavement is bad. Again, if a bridge across Highway 1 cannot be constructed, maybe Frontage Road could be turned into a "Greenway" route. It would need better pavement, wider shoulders, signage and preferably a way for cyclists and walkers to have some separation from automobiles.

Jeanie Vogelzang
jeanie_vogelzang@yahoo.com

To conclude, I am very excited about the benefits of the Monterey Bay Sanctuary Trail. I hope my input will be considered. I plan to attend the meeting in Aptos on September 6th and hope that I can help with anything needed. Thank you.

Sincerely,
Jeanie Vogelzang
(831) 465-1354

September 13, 2012

Cory Caletti, Senior Transportation Planner/Project Manager
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

RE: Initial Study for Monterey Bay Sanctuary Scenic Trail Network Master Plan

Dear Ms. Caletti:

Thank you for the opportunity to comment on the Initial Study for this exciting project.

Regarding Section X, Land Use and Planning, a) Would the project physically divide an established community?

Comment:

If the reference to “cross traffic at rights-of-way” in the middle of the paragraph discussing this question (page 23 of the Initial Study) includes **pedestrian and bicycle traffic**, then I concur with this discussion. If, however, pedestrian and bicycle cross traffic over the railroad right-of-way is not assumed to be referenced, I’d suggest that this response needs elaboration.

Currently, in particular along the Central Reach, many pedestrians and cyclists cross the railroad right-of-way at numerous locations which may or may not be adjacent to a public roadway; we do this because the rail line runs right through our urban and suburban neighborhoods. This is one reason it will be wonderful to have the rail corridor in public ownership! In the same vein, the Initial Study states (also on p.23), “...the proposed project would be expected to better link cities and neighborhoods within Santa Cruz County.” To achieve this objective, the current, relatively unimpeded pedestrian and bicycle access between existing neighborhoods on either side of the rail right-of-way will be need to be addressed in the design features of the trail network.

Thank you very much for your consideration of this comment.

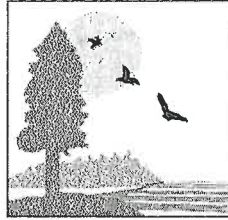
Sincerely,

A handwritten signature in black ink that reads "Linda Wilshusen". The signature is written in a cursive, flowing style.

Linda Wilshusen
1115 Live Oak Ave.
Santa Cruz, CA 95062

CALIFORNIA STATE LANDS COMMISSION

100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202



CURTIS L. FOSSUM, Executive Officer
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from Voice Phone 1-800-735-2922

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Contact FAX: (916) 574-1885



September 21, 2012

File Ref: SCH # 2012082075

Santa Cruz County Regional Transportation Commission
Attn: Cory Caletti
1523 Pacific Avenue
Santa Cruz, CA 95060

**Subject: Notice of Preparation (NOP) for an Environmental Impact Report (EIR)
for the Monterey Bay Sanctuary Scenic Trail Network Master Plan, Santa
Cruz County**

Dear Ms. Caletti,

The California State Lands Commission (CSLC) staff has reviewed the subject NOP for an EIR for the Monterey Bay Sanctuary Scenic Trail Network Master Plan (Master Plan or Project), which is being prepared by the Santa Cruz County Regional Transportation Commission (SCCRTC). The SCCRTC, as a public agency proposing to carry out a project, is the lead agency under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.). The CSLC will is a trustee agency because of its trust responsibility for projects that could directly or indirectly affect sovereign lands, their accompanying Public Trust resources or uses, and the public easement in navigable waters. Additionally, if the Master Plan proposes work on sovereign lands, the CSLC will act as a responsible agency.

CSLC Jurisdiction and Public Trust Lands

The CSLC has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. The CSLC also has certain residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions (Pub. Resources Code, §§ 6301, 6306). All tidelands and submerged lands, granted or ungranted, as well as navigable lakes and waterways, are subject to the protections of the Common Law Public Trust.

As general background, the State of California acquired sovereign ownership of all tidelands and submerged lands and beds of navigable lakes and waterways upon its admission to the United States in 1850. The State holds these lands for the benefit of all people of the State for statewide Public Trust purposes, which include but are not limited to waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. On tidal waterways, the State's sovereign fee ownership extends landward to the mean high tide line, except for areas of fill or artificial accretion

or where the boundary has been fixed by agreement or court decision. On navigable non-tidal waterways, including lakes, the State holds fee ownership of the bed of the waterway landward to the ordinary low water mark and a Public Trust easement landward to the ordinary high water mark, except where the boundary has been fixed by agreement or court decision. Such boundaries may not be readily apparent from present day site inspections.

The SCCRTC has proposed an approximately 50-mile-long Monterey Bay Sanctuary Scenic Trail Network (Trail) that runs adjacent to the Pacific Ocean and across various rivers, creeks and sloughs in Santa Cruz County. The NOP does not provide large-scale maps of the Trail or detailed locations of Project components. Based on CSLC staff's review of in-house records and maps, as well as information provided in the NOP, some, or all, of the proposed Trail may be located on lands owned in fee by the State and managed by CSLC.

Staff requests continued communication as project details become available to determine if a lease will be required. Please send updates on the trail alignment's location to Sharron Guerrieri (contact information listed at the end of this letter).

Project Description

The SCCRTC proposes to adopt the proposed Master Plan to meet the agency's objective to ensure that the planned bicycle/pedestrian network will provide connectivity throughout the county and into the Monterey Bay region, as well as tie in the larger California Coastal Trail and Pacific Coast Bicycle Trails. Based on the information provided in the NOP, it appears the Master Plan would include recommendations for:

- Design standards;
- Prioritization of projects;
- Implementation mechanisms; and
- Ongoing maintenance.

Environmental Review

The CSLC requests that the following potential impacts be analyzed in the EIR:

General Comments

1. Project Description: A thorough and complete Project Description should be included in the EIR in order to facilitate meaningful environmental review of potential impacts, mitigation measures, and alternatives. Although descriptions of work in a Master Plan may not include all project-specific details, the EIR should still be as precise as possible in describing the details of all allowable activities. For example, the EIR should provide details that include:

- types of equipment or methods that may be used;
- maximum area of impact or volume of sediment removed or disturbed;

- seasonal work windows;
- locations for material disposal; and
- timing and length of activities.

The document should also clarify what action or actions approval or adoption of the Master Plan would technically authorize, as well as specifying what further CEQA analysis, if any, would be conducted for the actual trail/facility construction activities. Thorough descriptions will facilitate CSLC staff's determination of the extent and locations of its leasing jurisdiction, make for a more robust analysis of the work that may be performed, and minimize the potential for unanticipated subsequent environmental analysis to be required.

Biological Resources

2. Sensitive Species: The area encompassed by the Master Plan includes habitat for several sensitive or special status species that could be affected by construction depending on the time of year, including but not necessarily limited to State and federally protected shorebirds and raptors, mammals, and fish. In order to ensure the EIR is as complete and thorough as possible in disclosing and analyzing potential impacts to biological resources, the SCCRTC should conduct queries of the California Department of Fish and Game's (DFG) California Natural Diversity Database (CNDDB) and U.S. Fish and Wildlife Service's (USFWS) Special Status Species Database to identify any special-status plant or wildlife species that may occur in the Master Plan area. In addition, the SCCRTC should initiate consultation with the above agencies to ensure the information is current and accurate. The EIR should analyze the potential for such species to occur in the Master Plan area and, if impacts to special-status species are found to be significant, identify measures that would avoid or lessen the impact to the extent feasible.

Climate Change

3. Greenhouse Gases: A greenhouse gas (GHG) emissions analysis consistent with the California Global Warming Solutions Act (AB 32) and required by the State CEQA Guidelines¹ should be included in the EIR. This analysis should identify a threshold for significance for GHG emissions, calculate the level of GHGs that will be emitted as a result of construction and ultimate build-out of the Trail, determine the significance of the impacts of those emissions, and, if impacts are significant, identify mitigation measures that would reduce them to less than significant.
4. Sea Level Rise: The EIR should also consider the effects of sea level rise on all resource categories potentially affected by the proposed Master Plan. At its meeting on December 17, 2009, the CSLC approved the recommendations made in a previously requested staff report, "A Report on Sea Level Rise Preparedness" (Report), which assessed the degree to which the CSLC's grantees and lessees

¹ The State "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

have considered the eventual effects of sea level rise on facilities located within the CSLC's jurisdiction. (The Report can be found on the CSLC's website, <http://www.slc.ca.gov>). One of the Report's recommendations directs CSLC staff to consider the effects of sea level rise on hydrology, soils, geology, transportation, recreation, and other resource categories in all environmental determinations associated with CSLC leases.

Please note that, when considering lease applications, CSLC staff is directed to (1) request information from applicants concerning the potential effects of sea level rise on their proposed projects, (2) if applicable, require applicants to indicate how they plan to address sea level rise and what adaptation strategies are planned during the projected life of their projects, and (3) where appropriate, recommend project modifications that would eliminate or reduce potentially adverse impacts from sea level rise, including adverse impacts on public access.

Cultural Resources

5. Title to Resources: The EIR should include a discussion about the potential for implementation of the Master Plan to impact cultural and historic resources, and should state that the title to all abandoned shipwrecks, archaeological sites, and historic or cultural resources on or in the tide and submerged lands of California is vested in the State and under the jurisdiction of the CSLC. Depending on the ultimate location of the trail and extent of related Project activities, it may be appropriate to conduct a search of the CSLC Shipwrecks Database that is maintained by CSLC staff. The County should consult with Senior Staff Counsel Pam Griggs at the contact information noted at the end of this letter for a database search request and should include in the EIR a provision for notifying the CSLC if any cultural resources on state lands are discovered during surveys for or construction of the proposed Trail.

Additional Review

6. Programmatic Document: It is unclear from the NOP whether the SCCRTC intends for the Master Plan EIR to be "programmatic," determining the regional or areawide cumulative impacts of the work recommended in the Master Plan, or "project-level," analyzing both the cumulative and project-specific impacts of ultimate build out of the Trail.

If the EIR is programmatic, the CSLC expects the Trail project will be presented as a series of distinct but related sequential activities (i.e., the Northern, Central and Watsonville Reaches). The State CEQA Guidelines, section 15168, subdivision (c)(5) states that a program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible. In order to avoid the improper deferral of mitigation, a common flaw in program-level environmental documents, mitigation measures should either be presented as specific, feasible, enforceable obligations, or should

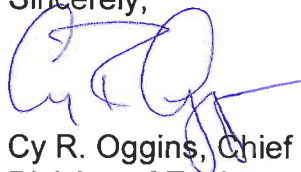
be presented as formulas containing "performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way" (State CEQA Guidelines, § 15126.4, subd. (b)). As such, the EIR should make an effort to distinguish what activities and their mitigation measures are being analyzed in sufficient detail to be covered under the EIR without additional project-specific environmental review, and what activities will trigger the need for additional environmental analysis (See State CEQA Guidelines, § 15168, subd. (c)).

Alternatively, if the EIR is meant to also consider and, if necessary, mitigate impacts at the project level, the description of work and impact analysis will need to be correspondingly more detailed.

Thank you for the opportunity to comment on the NOP for the Project. As a responsible agency, the CSLC will need to rely on the Final EIR for the issuance of any amended or new lease and, therefore, we request that you consider our comments prior to adoption of the EIR and send additional information on the Master Plan to the CSLC as plans become finalized.

Please send copies of future Master Plan-related documents, including an electronic copy of the Draft and Final EIR, Mitigation Monitoring and Reporting Program (MMRP), Notice of Determination (NOD), CEQA Findings and, if applicable, Statement of Overriding Considerations when they become available, and refer questions concerning environmental review to Sarah Sugar, Environmental Scientist, at (916) 574-2274 or via e-mail at Sarah.Sugar@slc.ca.gov. For questions concerning archaeological or historic resources under CSLC jurisdiction, please contact Senior Staff Counsel Pam Griggs at (916) 574-1854 or via email at Pamela.Griggs@slc.ca.gov. For questions concerning CSLC leasing jurisdiction, please contact Sharron Guerrieri, Public Land Management Specialist at (916) 574-1868, or via email at Sharron.Guerrieri@slc.ca.gov.

Sincerely,



Cy R. Oggins, Chief
Division of Environmental Planning
and Management

cc: Office of Planning and Research
Sharron Guerrieri, CSLC, LMD
Sarah Sugar, CSLC, DEPM
Pam Griggs, CSLC, Legal