
Monterey Bay Sanctuary Scenic Trail Network Master Plan

Addendum

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MONTEREY BAY SANCTUARY SCENIC TRAIL NETWORK MASTER PLAN FINAL ENVIRONMENTAL IMPACT REPORT

ADDENDUM

February 2014

1.0 Introduction

This document is an addendum to the Monterey Bay Sanctuary Scenic Trail (MBSST) Network Master Plan Final Environmental Impact Report (EIR) (SCH #2012082075, hereafter referred to as Final EIR).

In accordance with Section 15164 of the *State CEQA Guidelines*, the Lead Agency shall prepare an addendum to an EIR if some changes or additions are necessary that will not have significant new impacts or substantially increase previously identified significant impacts. Specifically, the Guidelines state:

- *The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred (Section 15164 (a));*
- *An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration (Section 15164 (c));*
- *The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project (Section 15164 (d)); and*
- *A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence (Section 15164 (e)).*

This Addendum has been prepared in accordance with relevant provisions of the California Environmental Quality Act (CEQA) of 1970 (as amended) and the *CEQA Guidelines*.

According to Section 15164 of the *CEQA Guidelines*, an addendum to a previously certified EIR or Negative Declaration is the appropriate environmental document in instances when “only minor technical changes or additions are necessary” and when the new information does not involve new significant environmental effects beyond those identified in the previous EIR.

The purpose of this addendum is to address the physical environmental effects associated with adoption of Master Plan policy language related to Segment 17 and an alternate alignment for Segment 17, which was not previously addressed in the EIR. The analysis will demonstrate that the proposed project description changes have no new adverse impacts or increased severity of adverse impacts and provides evidence that an addendum is the appropriate document.

2.0 Project History

The MBSST Network Master Plan Final EIR was certified by the Santa Cruz County Regional Transportation Commission (RTC) on November 7, 2013. The Final EIR evaluated the environmental effects of the proposed MBSST Network Master Plan. The MBSST Network Master Plan establishes a continuous alignment, connecting spurs, and set of design standards for a bicycle/pedestrian (multi-use) trail for the length of Santa Cruz County. The Final EIR concluded that the project would have no environmental effects that could not be mitigated to levels that are less than significant. The Final EIR is incorporated by reference and is available for review on the Commission's website.

The MBSST Network 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 Seascapes Boulevard; and the Watsonville reach extends from Seascapes Boulevard to Railroad Avenue in Monterey County. These reaches are further divided into smaller "segments." Segments one through six all lie within the northern reach; segments seven through 14 lie within the central reach; and segments 15 through 20 lie within the Watsonville reach. At the November 7, 2013 hearing, the RTC approved language for inclusion in the Master Plan related to future planning for Segment 17 within the Watsonville reach. Since certification of the Final EIR, additional planning has been conducted pursuant to this requirement. This planning effort resulted in identification of an alternative route for Segment 17 that should be considered in future project planning within the segment and a modification of the language related to future planning and selection of the alignment for that of the segment. The policy requirement for future planning of Segment 17 and the alternate alignment for Segment 17 are the subject of this addendum.

3.0 Proposed Changes to the Project Description

The proposed changes to the project description include a revised policy requirement for future Segment 17 planning and a new alternate alignment for this segment. The policy requirement, as revised from that adopted by the RTC on November 7, 2013, is:

For Segment 17 there shall be established a joint planning and implementation task force to make recommendations to the RTC and any other implementing agency prior to any trail design, development or construction activities for this segment. The task force shall consider alternative trail alignments, including those identified in the Final Environmental Impact Report, for Segment 17 and recommend a final alignment. Membership on the task force shall include representation from adjacent property owners recommended by the County Farm Bureau, representation from the disabled community as recommended by the Commission on Disabilities, and representation from the bicycle community.

Consistent with the expanded planning directives for Segment 17, the RTC identified a new alternate alignment within the segment. The original alignment, as analyzed in the Final EIR, has been re-named "Segment 17a," but otherwise remains unchanged. A new alignment to be considered is referred to as "Segment 17b" and would extend from the intersection of the rail line at Buena Vista Drive and San Andreas Road to West Beach Street via San Andreas Road

(refer to Figures 1 through 4). In addition, there would be a short connecting section on Lee Road between West Beach Street and the rail line, where the trail would connect with Segment 18 (refer to Figure 4). The total length of segment 17b is 3.58 miles (18,920 linear feet).

Starting from the intersection crossing at Buena Vista Drive and San Andreas Road, Segment 17b would utilize the existing San Andreas on-street network to provide connectivity to West Beach Street, then northeast to the intersection of West Beach Street and Thurwacher Road. San Andreas Road serves as the Pacific Coast Bicycle Route and connects down coast via Beach Street and Thurwachter to Monterey County.

The Segment 17b alignment would utilize Coastal Trail segment 18a along West Beach Street to reach the intersection of West Beach Street and Lee Road. Segment 17b would continue from this intersection north along Lee Road back to the rail trail at the Segment 18 up coast terminus. This portion of Segment 17b would require development of new right-of-way facilities.

Segment 17b improvements would include:

- 3.31 miles (17,490 LF) - Improvements to existing bicycle lane (Class II) facilities along San Andreas Road to West Beach Street
- 0.13miles (680 LF) - Improvements to existing bicycle lane (Class II) facilities along West Beach Street to Thurwacher Road
- 0.14 miles (750 LF) - Development of bicycle lane (Class II) facilities along Lee Road to the Rail Trail Segment 18 up coast terminus

Improvements associated with this alignment would be limited to bicycle facilities within public rights-of-way (Class II designated bicycle lanes or Class III designated bicycle routes), some of which may occur within existing roadway shoulders.





Source: RRM Design Group, 2014

Proposed Trail Alignment - Segment 17

Figure 2

RTC

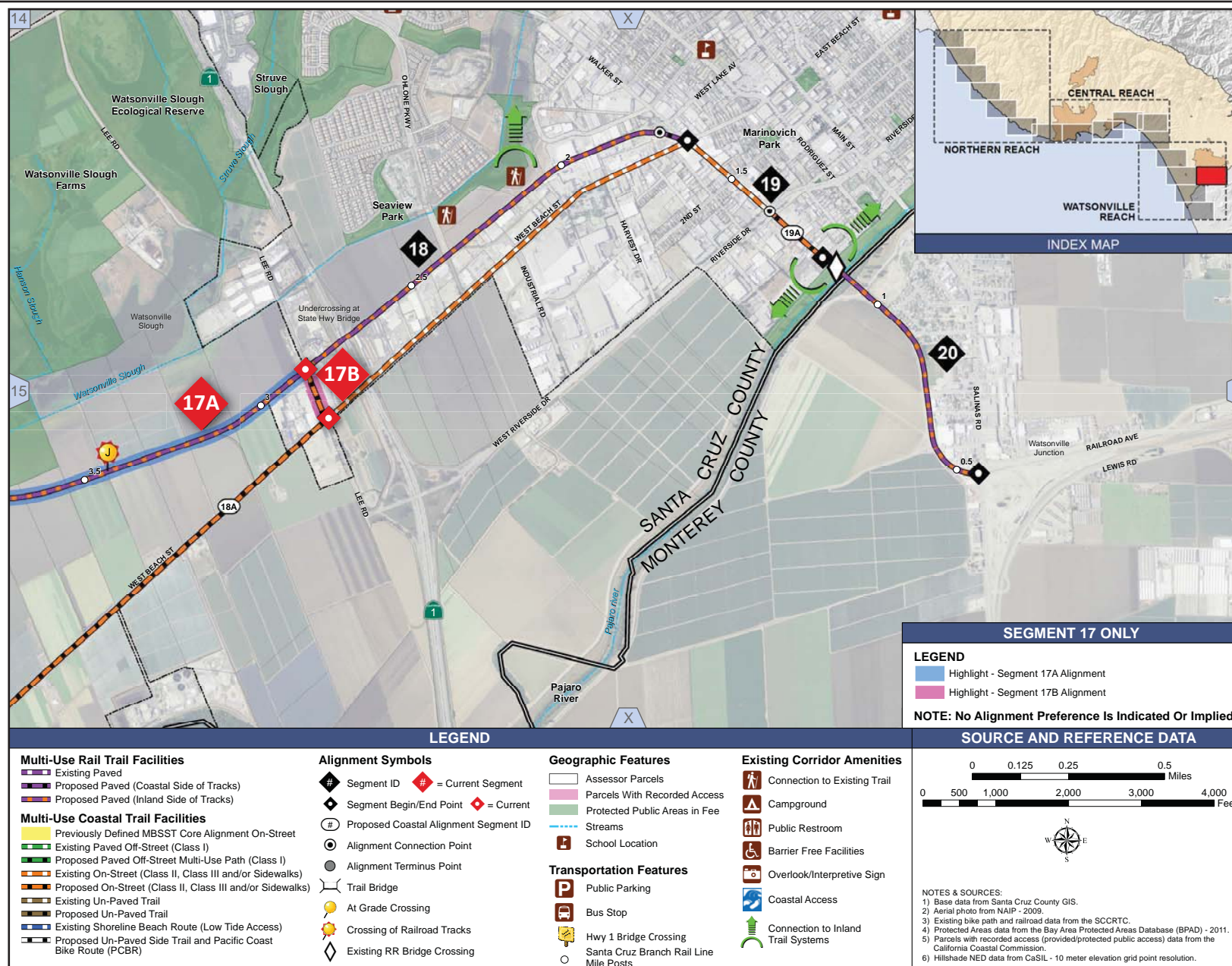


Source: RRM Design Group, 2014

Proposed Trail Alignment - Segment 17

Figure 3

RTC



Source: RRM Design Group, 2014

Proposed Trail Alignment - Segment 17

Figure 4

RTC

4.0 Environmental Impact Analysis

This addendum addresses each environmental issue from the Final EIR, comparing the effects of what is currently proposed to those found in the Final EIR dated November 2013. The policy requirement adopted by the RTC on November 7, 2013 and modified as proposed does not in and of itself result in any physical effects. The updated project analysis included herein therefore focuses on the newly identified Segment 17b. All environmental issues analyzed in the Final EIR are included in the discussion below.

4.1 Aesthetics

Segment 17b would utilize the existing right-of-way and construct new bicycle lane or bicycle route improvements where existing facilities are not available. Because improvements would be limited to relatively narrow right-of-way facilities, the extent of modification would be minimal. Overall effects to scenic vistas and visual character would be minimal, and would consist of signage, right-of-way striping, and facility operational features. No lighting would be added, so impacts from lighting sources would not occur. No new significant impacts to the visual environment would occur and no mitigation would be required.

4.2 Agricultural Resources

Improvements associated with Segment 17b would be limited to within existing street rights-of-way. Therefore, this alignment would not disturb any land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. However, San Andreas Road and West Beach Street are located adjacent to areas zoned for agriculture and used for ongoing agricultural operations. Users would travel adjacent to ongoing agricultural operations, similar to Segment 17a and other rural segments of the rail network, and could be exposed to agricultural pesticides and dust generated by farm equipment. Existing agricultural operations are subject to pesticide restrictions limiting spraying adjacent to roadways such as San Andreas Road, West Beach Street, and Lee Road. Therefore, the risk of pesticide exposure would be minimal with this alignment. Other conflicts between users and agriculture operations, such as movement conflicts between agricultural equipment and facility users, may occur. However, facility design and striping would be implemented in accordance with best management practices, and conflicts would be expected to be minimal.

Overall, a Segment 17b alignment would not create any new adverse agricultural resources impacts and no new mitigation would be required. Mitigation measure AG-3(a) (Notice of Agricultural Activities) would apply, and would adequately reduce impacts to a less than significant level. Mitigation measures AG-3(b) (Landscaping Coordination) and AG-3(c) (Chemical Spraying Impact Reduction Options) would not apply to Segment 17b because this segment would not include landscaping and because existing regulations limit pesticide spraying within the vicinity of roadways.

4.3 Air Quality

Segment 17b would not contribute to population growth, and would therefore be consistent with the growth assumptions in the *Air Quality Management Plan* (AQMP). Improvements

associated with Segment 17b would include bicycle facilities along the existing San Andreas Road and Lee Road rights-of-way. Construction of these improvements may involve minor grading along sections of roadway shoulder. However, these improvements would be minor and would not exceed construction emissions thresholds established by the Monterey Bay Unified Air Pollution Control District (MBUAPCD). No new significant impacts to construction emissions would occur, and no mitigation would be required.

Segment 17b would continue to connect Segment 16 with Segment 18; however, the improvements would be limited to on-road bicycle facilities, thereby limiting the use of this segment by pedestrians and runners. This may generate slightly fewer users along this segment than would be expected along Segment 17a. No new operational air quality impacts would occur and no mitigation would be required for this alignment.

4.4 Biological Resources

Ground disturbance associated with constructing Segment 17b would be limited to within the existing road rights-of-way. Because these areas are already disturbed with roadways and/or road shoulders, the effects to special status plant and animal species, riparian and other sensitive habitats, and wildlife movement would therefore be minimal along this segment. No new adverse impacts would occur and no mitigation would be required.

4.5 Cultural Resources

Ground disturbance associated with constructing Segment 17b would be limited to within the existing road rights-of-way. Because these areas are already disturbed, the potential for damaging known or previously unidentified prehistoric or archaeological resources would be minimal along this segment. Nonetheless, because some improvements may occur within roadway shoulders, which are unpaved, the potential for damaging prehistoric or archaeological resources would remain. Mitigation measures CR-1(a) (Cultural Resources Records Search), CR-1(b) (Pre-Construction Prehistoric and Archaeological Resources Survey), CR-2(a) (Archaeological Resource Construction Monitoring), and CR-2(b) (Unearthed Prehistoric or Archaeological Cultural Remains) would apply.

This segment would not require alteration of any existing bridges, and would not therefore have the potential to impact historic structures. No new adverse impacts associated with historic structures would occur and no mitigation would be required.

4.6 Geology and Soils

This alignment would not construct new bridges or other structures. Therefore, seismically induced ground shaking impacts to such structures would not occur. Similarly, Segment 17b would not be located adjacent to the coastline, and thus would not result in coastal erosion-related impacts. Although construction would be limited to on-road bicycle facilities within existing rights-of-way, users could still be exposed to seismic-related ground failure, soil stability impacts, or expansion. Mitigation measures GEO-3 (Geotechnical Study) and GEO-7 (Study of Soil Expansion) would apply. These would not be new impacts or mitigation measures compared to what was analyzed in the Final EIR.

4.7 Greenhouse Gas Emissions

As described under the *Air Quality* discussion above, Segment 17b would result in minimal construction-related and operational emissions. Similarly, this alignment would result in minimal greenhouse gas (GHG) emissions. There would be no new GHG-related impacts and no mitigation would be required.

4.8 Hazards and Hazardous Materials

Segment 17b would not utilize the rail line right-of-way. As a result, this alignment would avoid contamination present in areas of the rail corridor as a result of historic rail operations. This alignment would not require retrofitting of any existing bridges nor require any new rail crossings. Therefore, impacts related to asbestos and lead-based paint on these facilities would not occur.

Because some improvements may occur within roadway shoulders, construction of Segment 17b could expose construction workers to health hazards by releasing contaminants that could be present in the soil, such as metals, herbicides, polynuclear aromatics, petroleum hydrocarbons, and other contaminants. Mitigation measure HAZ-1(a) (Soil Sampling and Remediation) would therefore apply. This would not be a new impact or mitigation measure compared to what was analyzed in the Final EIR.

Due to the location of Segment 17b along existing roadways, roadway accidents that involve hazardous materials could potentially create a public safety hazard by exposing people to contaminants. Due to the transient nature of use and regulations already in place, this impact would not be significant.

Segment 17b would be located adjacent to agricultural activities, which may include the use of pesticides. As noted under the *Agricultural Resources* discussion above, existing agricultural operations are already subject to pesticide restrictions limiting spraying adjacent to roadways such as San Andreas Road, West Beach Street, and Lee Road. Therefore, risk of pesticide exposure would be limited. Because facilities would be located on existing rights-of-way, mitigation measure HAZ-3(a) (Trail Closure) would not apply. However, mitigation measure AG-3(a) (Notice of Agricultural Activities) would apply. There would be no new impacts and no mitigation would be required.

4.9 Hydrology and Water Quality

Ground disturbance associated with construction of Segment 17b would be limited to within existing roadway rights-of-way. Although these areas are already disturbed, they include unpaved road shoulders which may be paved as part of Segment 17b implementation. However, given the minimal level of disturbance, construction of Segment 17b would not significantly increase impervious surfaces. Stormwater runoff, interference with groundwater recharge, and degradation of water quality as a result of increased runoff would therefore be minimal. There would be no new impacts and no mitigation would be required.

This alignment would not construct any new bridges, thus reducing potential impacts related to increasing upstream flooding. Lastly, this alignment would not be located adjacent to the coastline, and would not be subject to tsunami inundation. There would be no new impacts and no mitigation would be required.

4.10 Noise

Construction of this segment would require minimal earth-moving activity, resulting in nominal increases in temporary noise related to project construction. Because pedestrian facilities would not be provided, this alignment would be expected to generate fewer users than the numbers analyzed in the Final EIR. Both construction-related and operational noise impacts would therefore be limited. No new impacts would occur, and no new mitigation would be required. Measures N-1(a) (Construction Hours), N-1(b) (Acoustical Shelters), and N-1(c) (Construction Equipment) would adequately reduce impacts associated with this alignment.

4.11 Transportation/Traffic

Because Segment 17b would not place users adjacent to an active rail line or include facilities for pedestrians, conflicts between users and rail traffic and among users (e.g. between bicyclists and pedestrians) would not occur.

Given the nature of proposed improvements along Segment 17b, overall construction activity associated with this segment would be minimal. Because specific pedestrian facilities would not be provided, this alignment would be expected to generate fewer trail users than the numbers analyzed in the Final EIR. As a result, construction vehicle activity and operational vehicle trips to trail staging areas in other segments of the MBSST Network would be limited. However, because this alignment would result in several roadway crossings, mitigation measures T-3(a) (Trail Crossing Warning Signs) and T-3(b) (Agricultural Access Safety) would apply, and would reduce conflicts between trail users and vehicle traffic to a less than significant level. Overall, no new transportation-related impacts would occur, and new mitigation measures would not be required.

4.12 Public Safety and Services

Segment 17b would not include a new restroom facility and would not include any new landscaping. Therefore, this alignment would not generate water demand. In addition, because users would utilize the existing road network, emergency access would be readily available. Because this alignment would only provide bicycle facilities, conflicts between different types of trail users would also be limited. No new impacts related to public safety and services would occur, and mitigation measures would not be required.

5.0 Conclusion

The above analysis examines whether or not the alternate alignment for Segment 17 would create any new or significant environmental impacts compared to the analysis in the Final EIR. Based on Section 15164 of the *State CEQA Guidelines*, a brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an

EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence. The following conclusions supported by the evidence within this addendum indicate that a subsequent EIR is not required.

- (1) As demonstrated in the analysis within this addendum, Segment 17b as analyzed in this document will not have any new significant effects or cause a significant increase in the severity of effects beyond those already addressed in the EIR.*
- (2) As demonstrated in the analysis within the addendum, Segment 17b will not exacerbate any significant effects that were previously identified in the EIR, nor will it create any new significant environmental effects.*
- (3) No new significant effects have been identified, and no significant increase in the severity of an impact has been identified. Moreover, there are no mitigation measures or alternatives that were previously found to be infeasible, that were identified as feasible and that the project proponent decline to adopt. Further, there are no mitigation measures or alternatives that are substantially different than those in the EIR that would reduce significant effects of the modified project, but that the project proponents decline to adopt.*

This addendum documents that the proposed project description changes have no new adverse impacts or increased severity of adverse impacts and provides evidence that an addendum is the appropriate document.