NORTH COAST RAIL TRAIL
FINAL ENVIRONMENTAL IMPACT REPORT

ADDENDUM
March 2020

1.0 Introduction

The Santa Cruz County Regional Transportation Commission (RTC), in cooperation with the Federal Highway Administration's Central Federal Lands Highway Division (CFL), is proposing the North Coast Rail Trail Project to be developed along an existing rail corridor parallel to the coastline and Highway 1 in northern Santa Cruz County.

This document is an addendum to the North Coast Rail Trail Final Environmental Impact Report (EIR) (SCH #2017092034, hereafter referred to as Final EIR).

The RTC is considering changes to its March 2019 approval of the North Coast Rail Trail Project (the Project), which occurred after certification of a Final Environmental Impact Report (Final EIR) for the Project. These changes are being made pursuant to a June 7, 2019 settlement agreement that the RTC entered into with certain parties engaged in agricultural activities along the trail corridor ("the Ag Parties").[1] Additionally, the RTC is considering minor design modifications and clarification of language in the Traffic Impact Analysis. Because the approval of such changes would be a discretionary action, the RTC must comply with the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.) and the *State CEQA Guidelines* (Cal. Code Regs., tit. 14, § 15000 et seq.). Because of the existing certified Final EIR for the project, the rules governing "supplemental review" under CEQA apply. Under these rules, lead agencies contemplating project changes must prepare either a subsequent EIR, a supplement to an EIR, or an addendum to the EIR. (See *State CEQA Guidelines*, §§ 15162-15164.)

As will be demonstrated below, the proposed changes to the Project do not trigger the need for either a subsequent EIR or a supplement to the existing Final EIR. This is because the changes do not give rise to either a new significant environmental effect or a substantial increase in the severity of a previously identified significant effect. (See *State CEQA Guidelines*, §§ 15162, 15163.) Rather, the Project changes qualify for an addendum, in that there are no grounds for preparing either a subsequent EIR or supplement to an 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:

[1] "Ag Parties" collectively includes: Siri Rodoni and Billy Rodoni, individually, and dBA M. Rodoni & Co and Rodoni Farms; Larry Jacobs, individually, and dBA Jacobs Farms; Robert Rodini, individually, and Sunset Farms, Inc.; Jim Cochran, individually, and Swanton Berry Farms, Inc.; and Bob Goode, individually, and dBA Younger Ranch.

- *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 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 the minor project clarifications and revisions contained in the Settlement Agreement executed June 7, 2019, between the RTC, project proponent and CEQA lead agency, on the one hand, and the "Ag Parties", on the other. This addendum also addresses minor design modifications and clarification of language in the Traffic Impact Analysis that was conducted for the Project.

The analysis will demonstrate that the 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 RTC certified the North Coast Rail Trail Final EIR on March 7, 2019. The Final EIR evaluated the environmental effects of the North Coast Rail Trail. The North Coast Rail Trail is a 7.5-mile multi-use bicycle and pedestrian trail proposed by the RTC to extend along the RTC-owned railroad corridor from Davenport on the north to Wilder Ranch State Park on the south in unincorporated Santa Cruz County. The Project would include a paved path with striping, parallel unpaved path and shoulder, and parking improvements with trail connections at three locations along the alignment.

The Final EIR concluded that the Project, as proposed by the RTC, would have no environmental effects that could not be mitigated to levels that are less than significant, with the exception cumulative traffic impact. The cumulative traffic impact would be significant because cumulative projects would have a significant and unavoidable cumulative impact on traffic conditions on Highway 1 at the intersections with Davenport Beach, Bonny Doon Beach, and Panther/Yellowbank Beach parking lots; and it would not be feasible to prevent the addition of any vehicle trips to Highway 1. The Final EIR is incorporated by reference and is available for

review on RTC's website (www.sccrtc.org/projects/multi-modal/monterey-bay-sanctuary-scenic-trail/north-coast-rail-trail/).

The North Coast Rail Trail will be part of the larger Monterey Bay Sanctuary Scenic Trail (MBSST) Network Master Plan to establish the continuous alignment and a set of design standards for a bicycle and pedestrian (multi-use) trail along the 32-mile-long Coastal Rail Trail spine (RTC-owned rail corridor) and associated spur trails, for the length of Santa Cruz County. On November 7, 2013, after a 2.5-year planning and public outreach process, the MBSST Network Master Plan was adopted and the Master Plan EIR was certified (with a revision adopted in February 2014). The RTC's March 7, 2019, approval of the Project was consistent with the Master Plan. In the period following this approval, the Ag Parties informed the RTC that, absent a tolling agreement followed by a formal settlement agreement, the Ag Parties would file litigation challenging the March 7, 2019, approval under CEQA. The RTC and Ag Parties entered into a tolling agreement followed by a Settlement Agreement, which created the need for this Addendum.

In entering into the Settlement Agreement, both the RTC and the Ag Parties recognized that, although the RTC was a proponent of the Project and would have certain responsibilities in building and implementing it, other agencies would have the final say over many aspects of Project design. These other agencies included the Central Federal Lands Division of the Federal Highway Administration, the California Public Utilities Commission, the California Coastal Commission, and the California Department of Parks and Recreation. Through the Settlement Agreement, RTC agreed to recommend various design changes to these other agencies, recognizing that those agencies would have the final say.

3.0 Proposed Changes to the Project Description

The proposed changes to the Project include minor changes to the Project Description and mitigation measure language, as agreed upon in the Settlement Agreement as amended and as it may be further amended, Paragraphs 1(a) through 1(h) as summarized below. The affected text in the Final EIR, Volume 2, is indicated in brackets at the end of each change, with the full pages and text revisions included in sequential order in Section 6.0, Errata.

a. A new rail crossing would be opened approximately 1,000 feet south of existing formal crossing #20 and 400 feet north of existing formal crossing #21, and crossing #20 and #21 would be closed instead of remaining open. The existing rail crossings are shown in Figure 2-8b in the EIR. The new rail crossing would be located where existing farm roads extend perpendicular to and terminate at the tracks. If this new crossing is not approved by the CPUC, then rail crossing #21 would remain open, and there would be no new crossings. These locations are also shown in Appendix A.PP, Sheet 9 of 10 at station 337+41 (crossing #20) and station 350+00 (crossing #21). [Final EIR, Volume 2, Draft EIR, Chapter 2, Project Description, Section 2.4, Project Characteristics, under the heading Trail Crossings]

b. The statement "No gates are proposed as part of the Project" has been removed from the project description for consistency with Mitigation Measure AG-4(b), Design and

Maintain Trail Crossings to Accommodate Farm Equipment and Restrict Access, which includes the installation of gates where farm roads cross the trail. [Final EIR, Volume 2, Chapter 2, under the heading Trail Crossings; and Section 2.5, Project Operation and Maintenance, under the heading Hours and Closures]

Additionally, Mitigation Measure AG-4(b) has been modified to indicate that the RTC will install electronic or solar gates for the life of the project, dependent on the consultation with the California Coastal Commission, and that Ag Parties will be responsible to provide electricity or solar energy and maintain the gates. [Final EIR, Volume 2, Section 3.2, Agricultural Resources, Section 3.2.4, Project Impact Analysis, Mitigation Measure AG-4(b)]

c. The list of general maintenance activities for the trail and parking lots has been modified to include the following additional details. [See Final EIR, Volume 2, Draft EIR, Chapter 2, Section 2.5 under the heading Responsibility]
   - Empty all trash/recycling containers within the Project limits at least twice weekly or more as needed [Final EIR, Volume 2, Chapter 2, Section 2.5 under the heading Routine Trail Maintenance]
   - Repair damaged signage and fencing with the time period specified in "d" and "e" below [Final EIR, Volume 2, Chapter 2, Section 2.5 under the heading Routine Trail Maintenance]
   - Address homeless encampments in the Project area. [Final EIR, Volume 2, Chapter 2, Section 2.5 under the heading Responsibility]
   - Prohibit pets and horses in the Project area [Final EIR, Volume 2, Chapter 2, Section 2.5 under the heading Trail Use and Restrictions]
   - Make efforts to limit trespassing onto properties contiguous to Project area. The Trail Manager would have the enforcement authority available to the entity through which the Trail Manager is provided, if any. Beyond that authority, the Trail Manager would work with the County Sheriff, the California Department of Parks and Recreation (State Parks) or other law enforcement entities as necessary.

d. The signage would meet at least the minimum requirements for consistency with Penal Code Section 602(1) and 602.8(a), provided signage is designed to minimize visual intrusion, the content is developed in collaboration with the California Coastal Commission and Ag Parties, and any signs removed or vandalized in the Project area would be replaced by the RTC no more than 30 days after the RTC has notice of the removal or vandalism. [Final EIR, Volume 2, Chapter 2, Section 2.4 under the heading Trail Amenities and Features, and Section 2.5 under the heading Routine Trail Maintenance]

e. Another type of unobtrusive fencing made of noncorrosive materials would be considered, as long as the fencing limits trespassing onto contiguous properties and is consistent with Project goals and the FEIR. Any portion of the fencing that is damaged, destroyed or taken down would be repaired, replaced, or otherwise made whole by the RTC within 30 days of the damage, destruction or removal or as soon thereafter as reasonably possible based on the nature of the damage, unless damage was caused by

Ag Parties. [Final EIR, Volume 2, Chapter 2, Section 2.4 under the heading Fencing, and Section 2.5 under the heading Routine Trail Maintenance]

f. Benches would not be placed at Scaroni Road. [Final EIR, Volume 2, Chapter 2, Section 2.4 under the heading Trail Amenities and Features]

g. The Project shall include posting notices of the trail closure from sunset to sunrise, or at the very least from 12:00 AM to 5:00 AM, to allow for pesticide application, and pesticide application would not be limited in any way during the times when the trail is closed, provided the Ag Parties comply with the regulatory requirements relating to application of pesticides and the terms of existing or future leases negotiated with State Parks. [Final EIR, Volume 2, Chapter 2, Section 2.5 under the heading Hours and Closure]

h. Farm roads to be replaced as a result of the Project would accommodate vehicles 19-feet-wide. The agriculture parties using the farm roads would be permitted to use farm equipment, including those with metal tracks, to cross the rail ROW at CPUC-approved crossing locations provided the equipment is operated in a manner consistent with its manufacturing guidelines. Agriculture parties would not be held liable or responsible for normal wear and tear caused by non-negligent use of their farm equipment. [Final EIR, Volume 2, Chapter 3.2, Agricultural Resources, Section 3.2.4, Project Impact Analysis, Impact AG-4, Mitigation Measure AG-4(a)]

Additionally, the RTC and CFL have made the following design modifications to the proposed project and clarification of potential transportation-related impacts at the Davenport crossing and construction timing. The affected text in the Final EIR, Volume 2 or 3, is indicated in brackets at the end of each change, with the full page and text change included in sequential order in Section 6.0, Errata.

i. Rest areas would not be located in agricultural areas, except at Wilder Ranch State Park, and there would be an overall reduction in the number of rest areas (i.e., they would not necessarily be 0.5-1.0 mile apart). [Final EIR, Volume 2, Chapter 2, Section 2.4 under the heading Trail Amenities and Features]

j. There may not be rail crossing improvements at the 13 formal CPUC crossings that are existing and to remain open. Rail crossing improvements would be made consistent with CPUC requirements. [Final EIR, Volume 2, Chapter 2, Section 2.4 under the heading Trail Crossings]

k. The restroom at Davenport Beach parking lot would have a sink with water and flush toilet, and would be located within the RTC ROW and outside the Caltrans ROW. [Final EIR, Volume 2, Chapter 2, Section 2.4 under the heading Davenport Beach Lot and Highway 1 Crossing]

l. In the southern portion of the alignment that extends through Wilder Ranch along Coast Road (shown in Final EIR Appendix A.PP, Sheet 10 of 10, bottom), the trail would be on the coastal side of the existing utility poles. [Final EIR, Volume 2, Chapter 2, Section 2.4 under the heading Trail Alignment]

m. In locations where the unpaved shoulder on the coastal side was 6 feet, the unpaved shoulder on the coastal side would be 2 feet, thus the total trail width would be 16 feet instead of 20 feet. [Final EIR, Volume 2, Chapter 2, Section 2.4, under the heading Trail Width]

n. Realign the portion of the trail extending through dune habitat near Bonny Doon parking lot, so it remains in the rail cut rather than above the rail cut on the coastal side (between Stations 86+00 and 90+00, as shown in Final EIR Appendix A.PP, Sheet 2 of 10, bottom). This would negate the requirement for Mitigation Measure BIO-8(b), Construct a Boardwalk in Coastal Dune Habitat. [Final EIR, Volume 2, Chapter 3.4 Biological Resources, Section 3.4.4, Project Impact Analysis, Impact BIO-8]

o. Clarify the discussion in the Traffic Impact Analysis about improvements associated with the pedestrian crossing in Davenport [Final EIR, Volume 3, Appendix K, Section 1, Page 2]

p. Clarify that project construction would be completed "as early as 2021" rather than "by 2021" [Final EIR, Volume 2, Chapter 2, Section 2.3, Project Purpose and Objectives]

4.0 Environmental Impact Analysis

This addendum addresses each environmental topic from the Final EIR, comparing the effects of the project changes described above to those found in the Final EIR dated February 2019. All environmental topics analyzed in the Final EIR are included in the discussion below. The changes described above are addressed collectively under each environmental topic.

4.1 Aesthetics

The project changes described in Section 3.0 would result in minor modifications to the visual appearance of the trail and its surroundings. The total trail width would be reduced from 20 feet to 16 feet, thus narrowing the disturbance area and reducing changes to the existing visual character of the project area. The trail connection to Wilder Ranch would be shifted very slightly to the south, to the coastal side of the existing utility poles. Near the Bonny Doon Beach parking lot, an approximately 300-foot section of the trail would extend within the rail cut, rather than above it, thus reducing visibility of the trail from State Route (SR) 1. The trail design would otherwise not be altered, and thus there would be no change to aesthetic effects.

The minor changes to trail alignment, trail width, and trail design would not substantially alter the project's aesthetic impacts. No new or substantially more severe adverse impacts related to scenic vistas, scenic resources, visual character, or light and glare would occur.

4.2 Agricultural Resources

Most of the Project Description changes outlined in Section 3.0 above are minor and would have no effect on agricultural resources, or would benefit the interests of existing agricultural

operators. For example, requirements for electronic or solar powered gates at farm road crossings, or increasing the width of farm roads replaced as a result of the project, would make ongoing farming operations easier. These changes would not result in new or substantially more severe adverse impacts to agricultural resources, as they would not convert Important Farmland nor conflict with ongoing operations.

The realignment near the Bonny Doon Beach parking lot would route the trail within the rail cut, rather than above it. This would slightly increase the amount of separation between this portion of the trail and nearby agriculture, and would not result in new or substantially more severe adverse effects on agriculture.

Along Coast Road at the Wilder Ranch connection, the proposed changes include siting the trail on the coastal side of the existing utility poles rather than running more closely along Coast Road. The trail alignment in this area would be shifted several feet to the south, resulting in slight encroachment into existing agricultural land. This change would result in a loss of 0.21 acre of Grazing Land and 0.02 acre of Urban and Built-Up Land. No Important Farmland or active cropland would be lost. Under the applicable significance threshold, the loss of agricultural land is not significant unless the lost land qualifies as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The lost acreage associated with this project change would not affect any such lands, and thus would not cause any significant effect. Therefore, the project changes would not result in a new adverse or substantially more severe impact on agricultural resources.

Changes to the alignment near Wilder Ranch would incrementally increase the project's effects on agriculture by slightly increasing the amount of Grazing Land on which the project would intrude. As noted above, this would not result in a significant new impact. Furthermore, narrowing the trail width from 20 feet to 16 feet would reduce impacts to agricultural operations throughout the trail alignment, by decreasing the trail's placement within and near Important Farmland. Overall, the change in impacts would be negligible, and would be a net decrease due to the overall reduction in disturbance area.

EIR Chapter 3.2, *Agricultural Resources*, has been revised to incorporate these changes into the environmental analysis.

4.3 Air Quality

The project changes described in Section 3.0 would not result in changes to vehicular traffic and associated emissions. The trail realignment near Bonny Doon Beach and Wilder Ranch and the new crossing would result in earth movement and construction-related emissions comparable to those of the approved March 2019 Project, with a minor increase at most. However, these additional emissions would be offset by the minor decrease that would occur from reducing the overall trail width from 20 feet to 16 feet. Therefore, the project changes would not result in a new adverse or substantially more severe impact on air quality.

4.4 Biological Resources

Compared with the approved March 2019 Project, the trail alignment changes described in Section 3.0 would result in minor or reduced impacts to biological resources, and the other changes would have little to no implications on biological resources.

Initial Project designs aligned a short portion of the proposed trail onto an elevated terrace containing coastal dune habitat immediately southeast of Bonny Doon Beach. To reduce impacts to this sensitive habitat type, Mitigation Measure BIO8-(b) called for construction of an approximately 250-foot elevated boardwalk through the dune habitat located immediately southeast of Bonny Doon Beach (refer to Appendix A.PP, from approximately station 87+00 to 89+50). Additional mitigation would have required enhancement of adjacent dune by removing non-native vegetation and planting native dune species. After evaluation of proposed engineering designs and public access constraints, it was determined that the proposed alignment and boardwalk through the coastal dune habitat was impractical.

The trail realignment would keep the trail adjacent to the rail for an additional 175 feet, crossing through the existing sand dune that has begun to form on and adjacent to the railbed due to lack of maintenance, before beginning to climb up on to the bluff through ruderal and coastal scrub habitat located immediately southeast of Bonny Doon Beach (refer to Appendix A.PP, approximately station 90+00). An approximately 8-foot-high, 125-foot-long rockery retaining wall using native materials would be constructed on the coastal side of the trail (refer to Appendix A.PP, from approximately station 88+25 to 89+50). The retaining wall would be positioned below the bluff to eliminate the need to cut and lay back the sandy slope, thereby reducing the project footprint to accommodate the trail.

The trail realignment would permanently affect the same total acreage of coastal dune (0.08 acres), while reducing impacts to coastal scrub (*Toxicodendron diversilobum* Alliance) from 0.06 acres to 0.05 acres within the footprint of the realigned Bonny Doon Beach trail segment. Moreover, the majority of coastal dune habitat identified within the rail corridor adjacent to the tracks is comprised of unconsolidated, aeolian sand deposits lacking vegetation. These unvegetated areas do not meet the CDFW sensitive habitat requirement because they lack cover by dominant vegetation Alliances and/or Associations. In addition, keeping the trail in the rail cut would not require construction of a boardwalk which could prove difficult due to unpredictable dune morphology and construction of a minimum of 52 helical pier supports at a depth of 15 feet or more. Temporary construction related impacts increased slightly to coastal dune from 0.10 acres to 0.16 acres, and to coastal scrub from 0.10 acres to 0.15 acres within the footprint of the realigned Bonny Doon Beach trail segment. These areas are expected to revegetate naturally or with minimal active restoration (i.e. planting or seeding). Overall, the change in impacts would be negligible or slightly less than the initial trail alignment.

Changes to the trail alignment in Wilder Ranch would not impact sensitive habitats or special status species. The previous alignment was located on an existing paved road covering approximately 0.23 acres. The revised alignment is located on the coast side of this road and now affects 0.08 acres of developed, 0.06 acres of agriculture, and 0.09 acres of non-native grassland habitats within the footprint of the realigned Wilder Ranch trail segment. These habitats are not classified as sensitive and are highly degraded due to repeated and ongoing

anthropogenic disturbance (e.g. introduction of invasive species, mowing, discing). Additionally, these habitats in the realigned Wilder Ranch alignment do not support special-status plants or wildlife, and do not function as an important wildlife movement corridor. In summary, the project changes would not result in new or substantially more severe adverse impacts related to biology would occur.

EIR Chapter 3.4, *Biological Resources*, has been revised to incorporate these changes into the environmental analysis.

4.5 Cultural Resources

Cultural resources of concern in the Project area include the historical Davenport Branch Line and the Town of Davenport, and the potential for buried archaeological and paleontological resources. The Project changes described in Section 3.0 would not alter the scope of the Project in a manner that would impact the Davenport Branch Line or the Town of Davenport, or the broader cultural setting in and around the Project area. Reducing the total trail width from 20 feet to 16 feet would decrease the Project's ground disturbing activities that could unearth previously unidentified resources. Therefore, the Project changes would not result in new or substantially more severe adverse impacts related to cultural resources would occur.

4.6 Geology/Soils

Narrowing the total trail width from 20 feet to 16 feet would reduce the amount of ground disturbance required for trail construction, thus reducing the Project's impacts related to geology and soils. The proposed changes also include specified accommodations for agricultural vehicle use on farm roads that would be replaced as part of the Project; these specifications do not alter the impacts analyzed in the EIR, which accounts for continued agricultural use of farm roads. Other minor Project changes, such as adding fence gates, would not result in impacts related to geology and soils. Therefore, there would be no new or substantially more severe adverse impacts related to geology and soils.

4.7 Greenhouse Gas Emissions/Climate Change

As described under Air Quality, the project changes would not result in an increase in vehicular emissions, and construction-related emissions from trail realignment and width reduction would be comparable to those identified in the EIR for the Project approved March 2019.

There would be a minor increase in water use from adding a sink to the Davenport parking lot restroom and if the RTC installs electronic gates (instead of solar gates) at farm road crossings. Increased water and electricity use would increase GHG emissions. The analysis of estimated GHG emissions in Section 3.7 of the EIR already considered the possibility of a sink at the Davenport restroom, and it would not generate enough GHG emissions to contribute to the annual estimate of emissions, as shown in Table 3.7-3. Regarding new gates, it is likely the RTC would install solar gates, not electrical gates, because they would not extend new electrical lines where there currently is not a power source. If there is an existing power source where gates would be installed, the required electricity would be minor. An electric gate system uses

approximately 100 watts per day on standby and approximately 700 watts when active[2]. This would result in a negligible increase in the estimated GHG emissions of less than 1 MT CO_2e annually. Therefore, there would be no new or substantially more severe adverse impacts related to GHG emissions.

4.8 Hazards and Hazardous Materials

The Project changes include minor modifications to address trail user exposure to agricultural activities. These include designating responsibility for repair of damaged signage and fencing. The Project changes, which are intended to increase public safety precautions, would not result in increased exposure of trail users to pesticides or other hazardous materials. Therefore, there would be no new or substantially more severe adverse impacts related to hazards and hazardous materials.

4.9 Hydrology and Water Quality

The Project changes described in Section 3.0 would not result in any substantial changes to the potential hydrology and water quality impacts identified in the EIR. Narrowing the total trail width from 20 feet to 16 feet would narrow the unpaved shoulder, not the paved trail, so the potential impacts to drainage and water quality from new impervious surface and ground disturbance would be similar to, or slightly less than, those of the Project approved March 2019. Altering the trail alignment in Wilder Ranch would shift a short portion of the trail (approximately 100 feet) from the existing roadway to existing unpaved land, resulting in a slight increase in new impervious surface. Overall, there would be no new or substantially more severe adverse impacts to hydrology and water quality.

4.10 Land Use and Planning

The Project changes described in Section 3.0 would not result in any changes to the potential land use impacts identified in the EIR, including the potential to physically divide an established community or conflict with applicable plans and policies. Therefore, there would be no new or substantially more severe land use impacts.

4.11 Noise

The Project changes described in Section 3.0 would not create additional construction-related or operation noise that would expose persons to greater noise or vibration levels than already identified in the EIR analysis. Reducing the trail width from 20 feet to 16 feet may have a negligible reduction in noise impacts because the trail would be four feet further from the nearest residences considered sensitive receptors. Therefore, there would be no new or substantially more severe adverse impacts related to noise.

[2] Electricity usage is based on information obtained from https://pacificgatesinc.com/news/45/37/The-Cost-Of-Electric-Gates-A-Price-Analysis/ and https://www.linkcare.net/linkcare-gate-automation-blog/how-much-do-electric-gates-cost. GHG emissions from annual energy use estimated using the electrical utility emissions factors from Appendix D, Default Data Tables, of the California Emissions Estimator Model User's Guide, prepared by BREEZE Software for the California Air Pollution Control Officers Association (2017).

4.12 Public Safety and Services

The Project changes would not result in changes to potential public safety and services impacts identified in the EIR, including the need for additional emergency response, fire and police protection, or new/additional park and health services facilities. The gates added to trail crossings would be fully accessible by emergency and law enforcement personnel. Increased efforts to limit trespassing onto contiguous properties and reducing the number of rest areas is expected to discourage loitering and related calls to emergency and law enforcement personnel. There would be no new or substantially more severe adverse impacts to public safety and services.

4.13 Recreation

The Project changes described in Section 3.0 would not result in any changes to the potential recreation impacts identified in the EIR, including increased use of existing recreational facilities or construction of a new recreational facility. Therefore, there would be no new or substantially more severe recreation impacts.

4.14 Transportation/Circulation

The Project changes would not change the number of vehicle trips associated with construction or operation of the Project, nor alter the proposed parking for the Project. The text of the project's Traffic Impact Analysis, included as EIR Appendix K, has been revised to clarify improvements associated with the pedestrian crossing in Davenport. These changes have also been incorporated into EIR Chapter 3.14, *Transportation/Circulation*. These changes would not result in new or substantially more severe adverse impacts related to transportation or circulation.

4.15 Tribal Cultural Resources

As described above under *Cultural Resources* and *Geology/Soils*, the Project changes would reduce the total trail width from 20 feet to 16 feet, thus decreasing the Project's ground disturbing activities that could unearth previously unidentified tribal cultural resources. Therefore, Project changes would not result in new or substantially more severe adverse impacts related to tribal cultural resources.

4.16 Utilities and Service Systems

The Project changes include adding a sink to the restroom at the Davenport Beach parking area. This minor modification to the Project would only incrementally add to the Project's water supply needs. Adding the sink to the Project would increase the water needs from 729 gallons per day to approximately 1,184 gallons per day, which would constitute approximately 0.03 percent of the remaining capacity at the Davenport Water Treatment Plant. This amount of water use would generate wastewater treatment demand that would account for 0.07 percent of the Davenport Wastewater Treatment Plant's available capacity. Therefore, the addition of a single sink would not result in significant effects related to water supply or wastewater treatment capacity. Other proposed changes would not impact utilities and service systems.

Therefore, Project changes would not result in new or substantially more severe adverse impacts to utilities and service systems.

EIR Chapter 3.16, *Utilities*, has been revised to incorporate the changes into the environmental analysis.

5.0 Conclusion

The above analysis examines whether or not the changes described in Section 3.0 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 preceding and 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, the project changes described in Section 3.0 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 the project changes described in Section 3.0 will not substantially 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 declines 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.

6.0 Errata

The Final EIR has been revised as described below to reflect the changes described in Section 3.0. The final EIR section is presented in ***italics,*** followed by the text revisions. The text additions are shown with double <u>underline</u> and deletions with double ~~strikeout~~, so they can be distinguished from additions and deletions that were made after circulation of the Draft EIR, which have single <u>underline</u>; and ~~strikeout~~. The figure revisions are provided at the end.

Final EIR, Volume 2, Draft EIR

Executive Summary, under the heading Trail Crossings

The 7.5-mile Project corridor currently has 25~~24~~ existing trail crossings, including 16 that are formal paved or unpaved roads for farm vehicles or personal vehicles, seven~~six~~ that are informal trails used by pedestrians/bicyclists to access the coast, and two that are informal roads used by farmers. The Project would retain ~~and formalize~~ some crossings and close others. A summary of trail crossings is provided in **Table 2-1** in Section 2.0, *Project Description.*

Executive Summary, under Table ES-1, Summary of Project Impacts

Impact	Significance Before Mitigation	Mitigation[2]	Significance After Mitigation
BIO-8. The Project would result in adverse effects to sensitive natural communities and Coastal Act ESHA	Potentially Significant	BIO-8(a,~~b~~,c,d), BIO-9(a,b) ~~with mitigation~~	Less than Significant

Executive Summary, under Table ES-2, Comparison of Impacts for Proposed Project and Project Alternatives

Resource Topics and Impacts	Proposed Project (Coastal Side)	Alternative 1 (Trail Only)	Alternative 2 (Inland Side)	Alternative 3 (Farmers' Alternative)	Alternative 4 (No Project)
BIO-8. The Project would result in adverse effects to sensitive natural communities and Coastal Act ESHA	LTSM MM BIO-8(a,~~b,~~c,d), BIO-9(a,b)	LTSM Similar, but less because of the narrower footprint centered on the disturbed habitat of the rail bed. MM BIO-8(a,~~b,~~c,d), BIO-9(a,b)	LTSM More, because the southern portion of the trail remains along the rail bed where there are more sensitive habitats. MM BIO-8(a,~~b,~~c,d), BIO-9(a,b)	LTSM Similar, but less because of the narrower footprint centered on rail bed in northern portion, and less sensitive natural communities adjacent to the highway corridor. MM BIO-8(a,~~b,~~c,d), BIO-9(a,b)	LTS Substantially less

Executive Summary, under Table ES-3, Summary of Mitigation Measures Identified for Proposed Project and Project Alternatives

Mitigation Measure	Proposed Project (Coastal Side)	Alternative 1 (Trail Only)	Alternative 2 (Inland Side)	Alternative 3 (Farmers' Alternative)	Alternative 4 (No Project)
~~**BIO-8(b): Construct a Boardwalk in Coastal Dune Habitat**~~	~~Yes~~	~~Yes~~	~~Yes~~	~~Yes~~	~~No~~

Chapter 2, Project Description, Section 2.3, Project Purpose and Objectives

11. Complete Project construction as early as ~~by~~ 2021 ~~2020~~ to maximize funding for the Project, and meet current funding obligations (Master Plan objective 4.6, policy 4.6.2 speak to maximizing funding)

Chapter 2, Project Description, Section 2.4, Project Characteristics, under the headings Trail, Proposed Project, Trail Alignment

At the south end of the trail alignment, the Project includes a trail connection to Wilder Ranch. The trail connection would extend alongside and on existing paths between the rail corridor and Coast Road, and then continue along the coastal side of Coast Road. The alignment was determined in coordination with State Parks. The trail delineation along Coast Road, separating the trail from the roadway (e.g., context appropriate redwood fencing, cycle track), would be determined in coordination with State Parks and California Coastal Commission. Prior to Coast Road crossing Wilder Creek, the trail would extend along ~~be entirely on~~ Coast Road, which is closed to public traffic at this location, on the coastal side of the existing utility poles with minimal encroachment into the fallow agricultural land ~~and there would be striping only to delineate the trail and no new ground disturbance~~. Refer to **Appendix A.PP**, Sheet 10, Station 409+80.00.

Chapter 2, Project Description, Section 2.4, Project Characteristics, under the heading Trail, Proposed Project, Trail Width

The typical trail cross-section would be 16 ~~20~~ feet wide and would consist of:

- 12-foot-wide paved path with striping to separate northbound and southbound
- 2 ~~6~~-foot-wide unpaved shoulder on the coastal side of the paved path
- 2-foot-wide unpaved shoulder on the inland side of the paved path
- Safety fencing between the trail and tracks

This trail width is based on that identified in the MBSST Network Master Plan and is consistent with the width identified in the Unified Corridor Investment Study. Section 1.0, *Introduction*, includes additional information about these documents.

Representative cross-sections of the Proposed Project are shown in **Figure 2-3a** through **Figure 2-3c**. The 12-foot-wide paved path would be consistent throughout the length of the alignment, with the exception of ~~but the width of the 6-foot-wide unpaved shoulder on the coastal side could be reduced to 4 or 2 feet to minimize slope cuts and maintain the required distance between the paved trail and railroad tracks. The locations of reduced width total approximately 4,400 linear feet. For both design options at Shark Fin Cove, the width would be 16 feet total, with 12-foot-wide paved path and 2-foot-wide unpaved shoulders on each side; and the total length is approximately 3,900 linear feet. T~~the trail connection to Wilder Ranch which would be a 10-foot-wide paved path.

Chapter 2, Project Description, Section 2.4, Project Characteristics, under the heading Trail, Figures 2-3a, 2-3b and 2-3c, North Coast Rail Trail Representative Cross-Section of Proposed Project

The revised figures are included at the end of this Section 6.0.

Chapter 2, Project Description, Section 2.4, Project Characteristics, under the heading Davenport Beach Lot and Highway 1 Crossing

The restroom facility would be a prefabricated structure, with up to two ADA-accessible toilets, located on a 12-foot by 18-foot pad within RTC ROW. There would be a sink with water and ~~The toilets would be either waterless vault toilets or~~ flush toilets that connect to the Davenport water and wastewater system. ~~The waterless version would be designed with a 1,000-gallon concrete storage vault that would be periodically emptied with a septic truck. The restroom facility would not include a sink, but would include a dispenser for hand sanitizer.~~

Chapter 2, Project Description, Section 2.4, Project Characteristics, under the heading Trail Crossings, Proposed Project

Of the 25 ~~24~~ existing crossings, the Proposed Project would retain 15 and close 10~~nine~~. This plan would require collaboration between various stakeholders and therefore could be subject to change.

Of the 10 ~~nine~~ crossings to be closed, six ~~seven~~ ~~six~~ are informal crossings created by farmers to access operations or by pedestrians and bicyclists in order to access beaches, and four ~~three~~ are formal CPUC crossings. For all farmer crossings being closed, other adjacent crossings would remain open ~~be formalized~~ to maintain farmer access. Of the 15 crossings to be retained, 12 ~~13~~ are formal CPUC crossings and may ~~would~~ be improved with the standard treatments for the Project (e.g., grading, pavement, concrete crossing panels, signage) in compliance with CPUC requirements.

T~~he other t~~wo of the crossings to be retained are informal crossings, located near the proposed Bonny Doon Beach and Panther/Yellowbank Beach lots. They would become formalized pedestrian/bicycle (non-vehicular) crossings. To formalize crossings, a concrete crossing panel would be inserted between the tracks to facilitate traversing the tracks by both bicyclists and farm equipment, and the signs and pavement markings would be updated. In addition to the 15 crossing to remain open ~~be improved or formalized~~, two new formal pedestrian crossings and one new vehicle crossing would be constructed. The~~se~~ new pedestrian crossings are proposed at the Davenport Beach and the Wilder Ranch lots. The new vehicle crossing would be located approximately 400 feet north of existing formal crossing #21, where existing farm roads extend perpendicular to and terminate at the tracks.

At all formal crossings, there would be a break in the fencing that extends between the trail and the railroad tracks. Where farm equipment would be allowed access across the trail, there would be concrete pavement on the trail to minimize asphalt damage from the equipment. Additional design features, such as mud mats for the crossing approaches, may be incorporated to reduce the amount of dirt and debris being deposited on the trail. ~~No gates are proposed as part of the Project.~~

Table 2-1. Summary of Existing Trail Crossings

Existing Rail Crossing #[a]	Crossing Type[2]	Proposed Project	Alternative 1	Nearest Crossing[b]
1	Informal Pedestrian	Closing	Closing	310 N
2	Informal Pedestrian	Closing	Closing	1,868 S
3	Formal CPUC	~~Improving~~ Remain Open	Converting to Trail Crossing	
4	Informal Pedestrian	Closing	Closing	186 N
5~~4~~	Informal Pedestrian	Converting to Formal Pedestrian-only Crossing	Converting to Formal Pedestrian Trail Crossing	
6~~5~~	Informal Pedestrian	Closing	Closing	538 N
7~~6~~	Formal CPUC	~~Improving~~ Remain Open	Converting to Trail Crossing	
8~~7~~	Informal Pedestrian	Converting to Formal Pedestrian-only Crossing	Converting to Formal Pedestrian Trail Crossing	
9~~8~~	Formal CPUC	~~Improving~~ Remain Open	Converting to Trail Crossing	
10~~9~~	Informal Pedestrian	~~Closing~~ Remain Open	Closing	2,051 N
11~~10~~	Formal CPUC	~~Improving~~ Remain Open	Converting to Trail Crossing	
12~~11~~	Formal CPUC	~~Improving~~ Remain Open	Converting to Trail Crossing	
13~~12~~	Formal CPUC	~~Improving~~ Remain Open	Converting to Trail Crossing	
14~~13~~	Formal CPUC	Closing	Closing	1,185 N
15~~14~~	Formal CPUC	~~Improving~~ Remain Open	Converting to Trail Crossing	
16~~15~~	Formal CPUC	~~Improving~~ Remain Open	Converting to Trail Crossing	
17~~16~~	Informal Farmer	Closing	Closing	539 N
18~~17~~	Formal CPUC	~~Improving~~ Remain Open	Converting to Trail Crossing	
19~~18~~	Formal CPUC	~~Improving~~ Remain Open	Converting to Trail Crossing	
20~~19~~	Formal CPUC	~~Improving~~ Closing	Converting to Trail Crossing	
21~~20~~	Formal CPUC	Closing[c]	Closing	1,280 N
22~~21~~	Informal Farmer	Closing	Closing	751 S
23~~22~~	Formal CPUC	~~Improving~~ Remain Open	Converting to Trail Crossing	1,000 S
24~~23~~	Formal CPUC	Closing	Closing	400 N ~~546 N~~
25~~24~~	Formal CPUC	~~Improving~~ Remain Open	Converting to Trail Crossing	

[a] Existing crossing locations shown in **Figure 2-8** and **Appendix A**

[b] For the trails that would be closed, this is the distance (feet) to the nearest trail crossing northward (N) or southward (S) from the crossing that would be closed.

[c] A new rail crossing would be opened approximately 1,000 feet south of existing formal crossing #20 and 400 feet north of existing formal crossing #21, where existing farm roads extend perpendicular to and terminate at the tracks. If this is determined to be infeasible by the CPUC, then existing crossing #21 would remain open, and there would be no new crossing. These locations are also shown in Appendix A.PP, Sheet 9 of 10, at station 337+41 (crossing #20) and station 350+00 (crossing #21).

Chapter 2, Project Description, Section 2.4, Project Characteristics, under the heading Trail Crossings, Alternative 1

Of the 2524 ~~24~~ existing crossings, the same 14 ~~15~~ crossings to be retained and improved or formalized for the Proposed Project would be converted to trail crossings to enable vehicles and farm equipment to cross over the trail where they currently cross over the tracks. The same 11 ~~10~~nine crossings proposed for closure in the Proposed Project would be closed under Alternative 1. No new formal crossings or crossing closures would be required.

Chapter 2, Project Description, Section 2.4, Project Characteristics, under the heading Fencing

The fencing would be constructed using concrete posts (4 feet 6 inches in height) etched to resemble wood, and multiple (5-7) smooth wire strands, similar to what is shown in **Figure 2-11**. Wherever feasible and especially in areas determined to be critical to wildlife movement by a qualified biologist, proposed fencing would be modified to be wildlife permeable, which includes five (5) wire strands. Options would include split rail fencing or a post and smooth wire fencing of no more than four strands, with a maximum height of 3.5 feet, and a slighter larger clearance (18 – 20 inches) between the bottom wire and the ground. Fencing would be marked to be visible to wildlife. Another type of unobtrusive fencing made of noncorrosive materials would be considered, as long as the fencing limits trespassing onto contiguous properties and is consistent with the aforementioned specifications for wildlife movement.

Chapter 2, Project Description, Section 2.4, Project Characteristics, under the heading Trail Amenities and Features

Most of these trail amenities would be located in the three parking lots, as described above. Rest areas would be developed at strategic locations along the trail, and would not be located directly adjacent to active farmland except at Wilder Ranch State Park ~~approximately a half-mile to one mile apart depending on terrain and beach access locations~~. Rest areas would typically include a bench, bike rack, signage, and/or trash and recycling containers. Benches would not be placed at Scarnoi Road. There would be restroom facilities located at the Davenport Beach lot and the Panther/Yellowbank Beach lot, but not at the Bonny Doon Beach lot or along the trail.

The informational and educational signage would be placed at strategic locations along the trail and in the parking lots (e.g., near trail access points and crossings). In accordance with the MBSST Network Master Plan (RTC 2014), the exhibits would include information about the Monterey Bay National Marine Sanctuary, Natural Bridges State Marine Reserve, coastal resources and sensitive species (e.g., California red-legged frog); history of railroads and agriculture; and information related to trail use and stewardship (e.g., "leave no trace" education). Additionally, trail entrances would be posted with notices of ongoing agricultural activities stating that the trail user agrees to trail use at their own risk.

The signage would meet at least the minimum requirements for consistency with Penal Code Section 602(1) and 602.8(a), provided signage is designed to minimize visual intrusion and the content is developed in collaboration with the California Coastal Commission and agricultural operators.

Chapter 2, Project Description, Section 2.5, Project Operations and Maintenance, under the heading Responsibility

The trail and parking lots would be operated and maintained by RTC, likely through a contract with a private firm, State Parks, County Public Works, County Parks and Recreation, or some combination thereof through formal agreements. Funding for maintenance is anticipated to be provided or secured by RTC, but may include other sources. Refer to Section 1.0, *Introduction,* for additional detail. Once the operations and maintenance responsibility is determined, a Trail Manager would be identified and an Operations and Maintenance (O&M) Plan would be developed, based on the O&M Plan included in the MBSST Network Master Plan and additional mitigation measures identified herein. As such, the Project O&M Plan is anticipated to include components described herein.

Additionally, the Trail Manager would have the enforcement authority available to the entity through which the Trail Manager is provided, if any, to make efforts to limit trespassing onto properties contiguous to the Project area. Beyond that authority, the Trail Manager would work with the County Sheriff, the California Department of Parks and Recreation (State Parks) or other law enforcement entities as necessary.

Further, the Trail Manager would address homeless encampments in the Project area by identifying garbage, feces, and trampling associated with human activity, including homeless/transient encampments, and reporting such activity to the County Sheriff, State Parks, or other law enforcement entities as necessary.

Chapter 2, Project Description, Section 2.5, Project Operations and Maintenance, under the heading Hours and Closures

Signs would be installed to indicate that the trail is closed at night from sunset to sunrise, or at the very least from 12:00 AM to 5:00 AM, to support existing agriculture adjacent to the trail and protect the public from pesticide spraying necessary for the continued viability of agricultural use, and to discourage illegal camping. Pesticide application would not be limited in any way during the times when the trail is closed, provided the agricultural operators comply with the regulatory requirements relating to application of pesticides and the terms of existing or future leases negotiated with State Parks.

It is anticipated the restrooms and parking lots providing access to the trail would also be closed at night, possibly from 12:00 a.m. to 5:00 a.m. or from sunset to 8:00 a.m. consistent with State Parks hours. ~~No gates are proposed as part of the Project.~~ The exact hours of parking lot, restroom, and trail closure would be determined through coordination with State Parks, the Coastal Commission, and Caltrans, as well as through consultation with other affected property owners.

Chapter 2, Project Description, Section 2.5, Project Operations and Maintenance, under the heading Trail Use and Restrictions

- Dogs and other pets would be prohibited on the trail, consistent with current California State Parks Rules and Regulations (State Parks 2018).

Chapter 2, Project Description, Section 2.5, Project Operations and Maintenance, under the heading Routine Trail Maintenance

- Trash/recycling collection and disposal, and waste collection bags restock at least twice weekly or more as needed
- Fence repair and replacement, when any portion of the fencing is damaged or destroyed or taken down, within 30 days from the time RTC receives notice, unless damage was caused by agricultural operators
- Signage repair and replacement, when they are removed or damaged such that they are no longer legible, within 30 days from the time RTC receives notice

Chapter 3.2, Agricultural Resources, Section 3.2.1, Existing Conditions, under the heading Project Corridor Agriculture, Existing Farmland

Table 3.2-2. FMMP Designations in the Project Corridor

	Acres		
	Proposed Project		
Designation	Shark Fin Cove Option A	Shark Fin Cove Option B	Alternative 1
Prime Farmland	2.0	2.6	0.7
Farmland of Statewide Importance	4.4	4.4	3.0
Unique Farmland	0.6	0.6	0.6
Farmland of Local Importance	0.0	0.0	0.0
Grazing Land	~~2.0~~ 2.2	~~1.9~~ 2.1	1.3
Urban and Built-Up Land	0.2	0.2	0.5
Other Land	9.1	8.7	6.8
Total[1]	**18.4**	**18.4**	**12.8**
Important Farmland Total	**7.0**	**7.6**	**4.2**

[1] The Proposed Project acreage is higher than the Alternative 1 acreage because the Proposed Project includes improvements to existing rail crossings that fall outside the trail ROW. This results in a larger disturbance area than would occur for Alternative 1. Important Farmland includes Prime Farmland, Farmland of Statewide Importance, and Unique Farmland.

Chapter 3.2, Agricultural Resources, Section 3.2.4, Project Impact Analysis, under Impact AG-4: The Project could temporarily disrupt utilities during construction and require the permanent relocation of some farm-related infrastructure

Mitigation Measure AG-4(a): Relocate Farm Utilities Affected by Trail Construction

The RTC shall be responsible for the actual and reasonable costs to disconnect, dismantle, remove, reassemble, and reinstall agricultural utilities and infrastructure (including, but not limited to, irrigation system components, farm access roads at 19-feet-wide, and power supplies) which was installed originally pursuant to legal entitlements to occupy or use the affected land (e.g., leases, contracts, agreements) in or immediately adjacent to the trail ROW. Utilities shall be relocated in a timely manner to avoid service disruptions.

Farm roads to be replaced as a result of the Project would accommodate vehicles 19-feet-wide. The agriculture parties using the farm roads will be permitted to use farm equipment, including those with metal tracks, to cross the rail ROW at CPUC-approved crossing locations provided the equipment is operated in a manner consistent with its manufacturing guidelines. Agriculture parties will not be held liable or responsible for normal wear and tear caused by non-negligent use of their farm equipment.

Mitigation Measure AG-4(b): Design and Maintain Trail Crossings to Accommodate Farm Equipment and Restrict Access

The FHWA CFL shall design trail crossings to accommodate farm equipment. This shall include the following:

- Crossings shall accommodate farm equipment measuring 19-foot in width, and shall be paved with a surface that can withstand tractor grousers
- If permitted by the California Coastal Commission, g~~G~~ates shall be installed by RTC for the life of the project at entrances to each crossing to restrict ~~prevent~~ access to farmlands by trail users. The gates shall be electronic or solar and shall include lock system to ensure access by agricultural operators, the Trail Manager, State Parks personnel, and emergency first responders. The gates shall be maintained by agricultural operators
- The Trail Manager shall be responsible for clearing excessive soil, mud, and other debris carried onto the trail by farm vehicles, as needed to ensure safe crossing by pedestrians and bicyclists

Chapter 3.4, Biological Resources, under Table 3.4-1, Summary of Project Impacts on Biological Resources

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
BIO-8. The Project would result in adverse effects to sensitive natural communities and Coastal Act ESHA	Potentially Significant	BIO-8(a,~~b,~~c,d), BIO-9(a,b)	Less than Significant with Mitigation

Chapter 3.4, Biological Resources, Section 3.4.1, Existing Conditions, under the heading Project Corridor Biological Setting, Figures 3.4-1b and 3.4-1f, Study Area Habitat Types; Figures 3.4-2b and 3.4-2f, Study Area Sensitive Habitat Types; Figures 3.4-3b and 3.4-3f, Study Area Wetlands and Other Waters; Figure 3.4-4c, CRLF Habitat; Figure 3.4-5b, Study Area Woodrat Occurrences

The revised figures are included at the end of this Section 6.0.

Chapter 3.4, Biological Resources, Section 3.4.1, Existing Conditions, under the heading Project Corridor Biological Setting

Table 3.4-2, Habitat Types in the North Coast Rail Trail Study Area

Habitat Type	Study Area (acres)	Proposed Project		Alternative 1 (acres)
		Shark Fin Cove Option A (acres)	Shark Fin Cove Option B (acres)	
Coastal Scrub[a]	61.02	3.00~~3.01~~	3.10~~3.11~~	0.72
Coast Live Oak Forest	1.58	0.26	0.26	0.00
Arroyo Willow Scrub	15.54	2.26	1.57	0.32
Arroyo Willow Riparian Forest	23.84	0.32	0.32	0.05
Palustrine Emergent Wetland	5.15	0.20	0.19	1.43
Aquatic	1.30	0.00	0.00	0.00
Coastal Dune	1.71	0.08	0.08	0.02
Sandy Beach/Mudstone	7.50	0.01	0.01	0.00
Non-native Grassland	8.93	0.31~~0.22~~	0.31~~0.22~~	0.00
Non-native Forest	2.71	0.00	0.00	0.08
Iceplant	0.73	0.00	0.00	0.00
Agriculture	77.65	1.06~~1.00~~	1.06~~1.00~~	0.00
Fallow Agriculture	32.98	0.24	0.38	0.00
Developed/Landscaped	59.85	10.10~~10.27~~	10.77~~10.94~~	10.72
Ruderal	43.59	2.51~~2.52~~	2.39~~2.40~~	1.11
Total	**344.08**	20.35~~**20.39**~~	20.44~~**20.48**~~	**14.45**

[a]There are five distinct vegetation alliances within this habitat type.

Chapter 3.4, Biological Resources, Section 3.4.4, Project Impact Analysis, under Impact BIO-8, The Project could result in adverse effects to sensitive natural communities and Coastal Act ESHA, Proposed Project

Table 3.4-4. Temporary and Permanent Impacts to Sensitive Habitat from the Proposed Project

	Shark Fin Cove Option A			Shark Fin Cove Option B		
Habitat Type[a]	Temporary Impacts (acres)	Permanent Impacts (acres)	Total (acres)	Temporary Impacts (acres)	Permanent Impacts (acres)	Total (acres)
Coastal scrub	3.08~~3.03~~	3.00~~3.01~~	6.09~~6.04~~	2.06~~2.01~~	3.10~~3.11~~	5.17~~5.12~~
Arroyo willow scrub	1.73	2.26	3.99	1.54	1.57	3.11
Arroyo willow riparian	0.56	0.32	0.88	0.57	0.32	0.89
Coastal dune	0.18~~0.12~~	0.08	0.26~~0.20~~	0.18~~0.12~~	0.08	0.26~~0.20~~
Coast live oak forest	0.13	0.26	0.39	0.13	0.26	0.39
Total	5.68~~5.57~~	**5.92~~5.93~~**	11.61~~11.5~~	4.48~~4.37~~	**5.33~~5.34~~**	9.82~~9.71~~

[a] These habitat types, except coastal dune, are considered potential nesting bird habitat

Implementation of Mitigation Measures BIO-8(a,~~b~~,c,d) would protect sensitive habitat during construction to the greatest extent feasible; and prevent permanent and temporary losses where possible through avoidance, minimization, and construction related BMPs. Compensatory mitigation outlined in BIO-8(c)within the Study Area or on suitable State Park lands immediately coastward of the alignment would address permanent loss of coastal scrub, arroyo willow scrub, arroyo willow riparian forest, coastal dune, and coast live oak forest habitats. The construction-related impact of the Proposed Project would be **less than significant with mitigation**.

Operation

Once constructed, the trail use could result in adverse effects on sensitive habitats by disturbing vegetation immediately adjacent to the pathway and by directly and indirectly affecting wildlife using these areas for nesting/denning, foraging, dispersal and movement. In areas north of Scaroni Road, the trail would be located in and immediately adjacent to sensitive coastal scrub, arroyo willow scrub, coastal dune, and coast live oak forest. These sensitive habitat areas may be impacted by user activities including, but not limited to, unpermitted off-trail access, transient encampments, litter, and elevated noise.

As described in Section 2.4, *Project Characteristics (Trail Amenities and Features)*, the Project includes rest areas, with benches and informational/interpretive signage, at strategic locations along the trail. Implementation of Mitigation Measure BIO-8(c) would reduce permanent impacts on sensitive habitats by developing a Project-specific resource management plan to deter encroachment into sensitive habitats with fencing, dense vegetative barriers, and interpretative panels, and through the creation and restoration of in-kind habitats with similar or greater ecological functions and values to those displaced by the Proposed Project. Mitigation habitats would be located within the Study Area and/or on suitable State Parks lands immediately coastward of the alignment. ~~Mitigation Measure BIO-8(b) specifically addresses the loss of dune habitat associated with the Project.~~ Together with similar mitigations for

aquatic features (Mitigation Measures BIO-9 (a,b), edge habitats and habitat mosaics would be protected and/or replaced/enhanced.

Therefore, this impact of the Proposed Project would be **less than significant with mitigation**.

~~Mitigation Measure BIO-8(b): Construct a Boardwalk in Coastal Dune Habitat~~
~~The trail alignment shall include a boardwalk pathway, instead of pavement, where it extends through coastal dune habitat areas, as required by the County of Santa Cruz Sensitive Habitat Ordinance (Santa Cruz County Code 16.32). The boardwalk shall be constructed of untreated natural wood, composite decking, or other approved materials and shall be elevated enough to allow for continual movement of sand and colonization of native plants adjacent to the pathway. Split rail or post and wire fencing shall extend on either side of the boardwalk to prevent intrusion by visitors into the sensitive coastal dunes. Interpretative signs shall educate users to the presence and unique ecological value of coastal dune habitat and direct users to stay on the pathway.~~

~~Because construction of a boardwalk could result in the direct loss of coastal dune habitat and native vegetation immediately beneath the pathway, native species including beach bur, American dune grass, and sand verbena shall be planted in nearby degraded coastal dune habitat. Additionally, invasive weeds and non-native vegetation including iceplant, sweet alyssum, and purple ragweed shall be removed from the surrounding area to enhance the existing coastal dune formation. Specific coastal dune enhancement strategies shall be detailed in the Biological Resources MMMP, prepared as part of Mitigation Measure BIO-8(c).~~

Chapter 3.4, Biological Resources, Section 3.4.4, Project Impact Analysis, under Impact BIO-8, The Project could result in adverse effects to sensitive natural communities and Coastal Act ESHA, Alternative 1

As described in Section 2.4, *Project Characteristics (Trail Amenities and Features)*, the Project includes rest areas, with benches and informational/interpretive signage, at strategic locations along the trail. Implementation of Mitigation Measure BIO-1(b) would reduce permanent impacts on sensitive habitats by developing a Project-specific resource management plan to deter encroachment into sensitive habitats with fencing, dense vegetative barriers, and interpretative panels, and through the creation and restoration of in-kind habitats with similar or greater ecological functions and values to those displaced by the proposed project. ~~Mitigation Measure BIO-8(b) specifically addresses the loss of dune habitat associated with the Project. Together with similar~~ mitigations for aquatic features (Mitigation Measures BIO-9(a,b), edge habitats and habitat mosaics would be protected and/or replaced/enhanced.

This impact from Alternative 1 would be **less than significant with mitigation**.

~~Mitigation Measure BIO-8(b): Construct a Boardwalk in Coastal Dune Habitat~~

Note: Because Alternative 1 was not approved by the RTC, the impact revisions from this minor change were not calculated; therefore, the corresponding Table 3.4-6, Temporary and Permanent Impacts to Sensitive Habitat from Alternative 1, was not updated and revised.

Chapter 3.7, Greenhouse Gas Emissions/Climate Change, Section 3.7.4, Project Impact Analysis, under Impact GHG-1, The Project would be consistent with the Climate Action Strategy, cut could generate GHG emissions that would conflict with the 2017 Scoping Plan

Operational Emissions

Following construction, operation of the Proposed Project would generate GHG emissions from the net increase in vehicle trips to and from the trail, water use at the restroom at the Davenport Beach parking (if connected to the Davenport County Sanitation District wastewater treatment plant), and solid waste disposal. Additionally, it is possible that electrically powered gates are installed at trail crossings instead of solar powered gates (from implementing Mitigation Measure AG-4[b]). These sources are described below, and the GHG emissions that would result from each source are summarized in **Table 3.7-3**. There would be no difference in operational emissions between Shark Fin Cove Options A and B.

Table 3.7-3 Estimated Annual Operational GHG Emissions

Emissions Source	Annual Emissions ($MTCO_2e$)
Mobile (Vehicular Use)	535
Solid Waste Disposal	67
Water Use	0
Electricity Use	<1
Maximum Amortized Construction Emissions	15
Total	**618** ~~**617**~~

Note: GHG emissions are rounded to the nearest whole number. Refer to **Appendix F** for exact values.

Source: CalEEMod 2016.3.2. Refer to **Appendix F** for model output. Electricity use for gates calculated manually using the electrical utility emissions factors in CalEEMod for PG&E. Electrical usage conservatively assumed to be 700 watts per day, based on estimate daily energy consumption for an active gate (https://www.linkcare.net/linkcare-gate-automation-blog/how-much-do-electric-gates-cost).

Electricity Use

The Proposed Project would potentially install low-level lighting at the proposed restrooms and at the Highway 1 crossing to the unincorporated community of Davenport. These areas are currently not connected to the electrical grid and no extension of service lines is proposed at this time. Lighting at the three restrooms would likely be powered by small, self-contained solar-powered motion-sensor fixtures (refer to Section 2.4, *Project Characteristics/Trail Amenities and Features*). However, it's possible that electrical powered gates would be installed at trail crossings instead of solar powered gates, if existing electrical lines are available (from implementing Mitigation Measure AG-4[b]). ~~As such, the Proposed Project would not result in a net increase in GHG emissions from electricity use.~~ Operation of electrical gates would generate approximately 1 MT CO_2e annually.

As shown in **Table 3.7-3**, the Proposed Project would result in a net increase in annual GHG emissions of 61~~7~~8 MT CO_2e.

Chapter 3.14, Transportation/Circulation, Section 3.14.4, Project Impact Analysis, under Impact T-3, The Project may increase design hazards and traffic risks at roadway crossings and parking lots

Pedestrian use of the northern section of the trail alignment and trail users accessing the Davenport Lot: South parking lot could result in increased jaywalking behavior beyond existing conditions near this lot. ~~Although t~~The proposed improvements to the formalized pedestrian crossing of Highway 1 by the Davenport Lot: North would incentivize use of that crossing~~, pedestrians walking to and from the Davenport Lot: South may continue to engage in potentially unsafe crossings for the sake of convenience. A potential increase in jaywalking behavior may represent a hazardous condition~~. Informational signage that directs pedestrians to the crosswalk would be required as mitigation to further ensure a safe crossing. Outside of Davenport, new trail users traveling by motor vehicle could increase the number of people parking on the shoulder of Highway 1 during peak days, as discussed in Impact T-4. If trail users park on the inland side of Highway 1, they would need to cross the highway to access the Proposed Project on the coastal side of Highway 1. ~~These pedestrian crossings in areas without crosswalks or signage would be potentially unsafe. However, s~~Sufficient parking space is available on the coastal side of Highway 1 to accommodate additional parking demand by trail users. As shown in **Figure 3.14-2**, several miles on the coastal side of Highway 1 parallel to the Proposed Project corridor are not subject to no-parking restrictions, thus allowing daytime parking on the shoulder. Because of the abundance of parking capacity on the coastal side of Highway 1, it is expected that few trail users would park on the inland shoulder of Highway 1. The Proposed Project would not result in a substantial increase in unsafe pedestrian crossings by people parking on the shoulder of Highway 1.

Chapter 3.16, Utilities and Service Systems, Section 3.16.4, Project Impact Analysis, under Impact UTIL-1, The Project would not generate wastewater in excess of existing wastewater capacity nor require construction of new wastewater treatment facilities or expansion of existing facilities

As described in Section 2.4, *Project Characteristics*, the Proposed Project would include the installation of restrooms at the Davenport Beach and the Panther/Yellowbank Beach parking lots. The restroom at the Davenport Beach lot would include two toilets, and would either connect to the existing DCSD water/wastewater system or consist of waterless vault toilets that would be emptied via septic truck. The restroom at Davenport Beach would also include one sink. The restroom at the Panther/Yellowbank Beach lot would include two waterless vault toilets. Each waterless vault toilet (up to four for the Proposed Project) would have a 1,000-gallon concrete storage vault that would be emptied regularly with a septic truck. The frequency of disposal would be determined by the Trail Manager when the Operations & Maintenance (O&M) Plan is developed, as described in Section 2.5, *Project Operation and Maintenance*.

Assuming that the Davenport Beach parking lot restroom is connected to the existing DCSD wastewater infrastructure, wastewater would ultimately be disposed of at the DCSD WWTP in Davenport. The DCSD WWTP has a dry-weather treatment capacity of 50,000 gpd and had an average daily flow rate of approximately 32,000 gpd in 2017. Following federal standard of 1.6 gallons per flush (USEPA 2013), and conservatively estimating one gallon of water for hand washing per trail user at the Davenport Beach restroom (assuming half of trail users use this restroom), wastewater generated by the Davenport Beach parking lot restroom is anticipated to be ~~729~~1,184 gallons, representing approximately 0.0~~4~~7 percent of the DCSD WWTP's remaining daily treatment capacity. Therefore, the Proposed Project would not exceed the treatment capacity of the applicable receiving facility.

Chapter 3.16, Utilities and Service Systems, Section 3.16.4, Project Impact Analysis, under Impact UTIL-2, The Project would not generate water demand in excess of existing supplies nor require construction of new water treatment facilities or the expansion of existing facilities

~~Assuming the restrooms at the Davenport Beach and Panther/Yellowbank Beach parking lots are both waterless vault toilets that would not connect to existing water infrastructure, the bathrooms would not have any operational water demand. However, if the Davenport Beach parking lot restroom is connected to DCSD water infrastructure, the restroom is estimated to generate a water demand of approximately 729 gpd, based on the assumptions described above and the federal standard of 1.6 gallons per flush (USEPA 2013). The Proposed Project restrooms would not include sinks and the only water demand would be associated with flush toilets at the Davenport Beach parking lot.~~ The restroom at the Davenport Beach parking lot would include a sink and flush toilets connected to the Davenport water and wastewater system. As described above under Impact UTIL-1, the toilets would demand approximately 729 gpd, based on the assumptions described above and the federal standard of 1.6 gallons per flush (USEPA 2013). The sink would demand approximately 455 gpd, conservatively estimating one gallon of water for hand washing per trail user. Therefore, total water demand for the project is conservatively estimated at 1,184 gpd. ~~Furthermore, t~~The Davenport WTP currently has a treatment capacity of 100,000 gpd and experienced a water demand of 55,000 gpd in 2017. As the Proposed Project would generate a water demand of approximately ~~729~~1,184 gpd, it would constitute approximately 0.0~~2~~3 percent of remaining treatment capacity at the Davenport WTP.

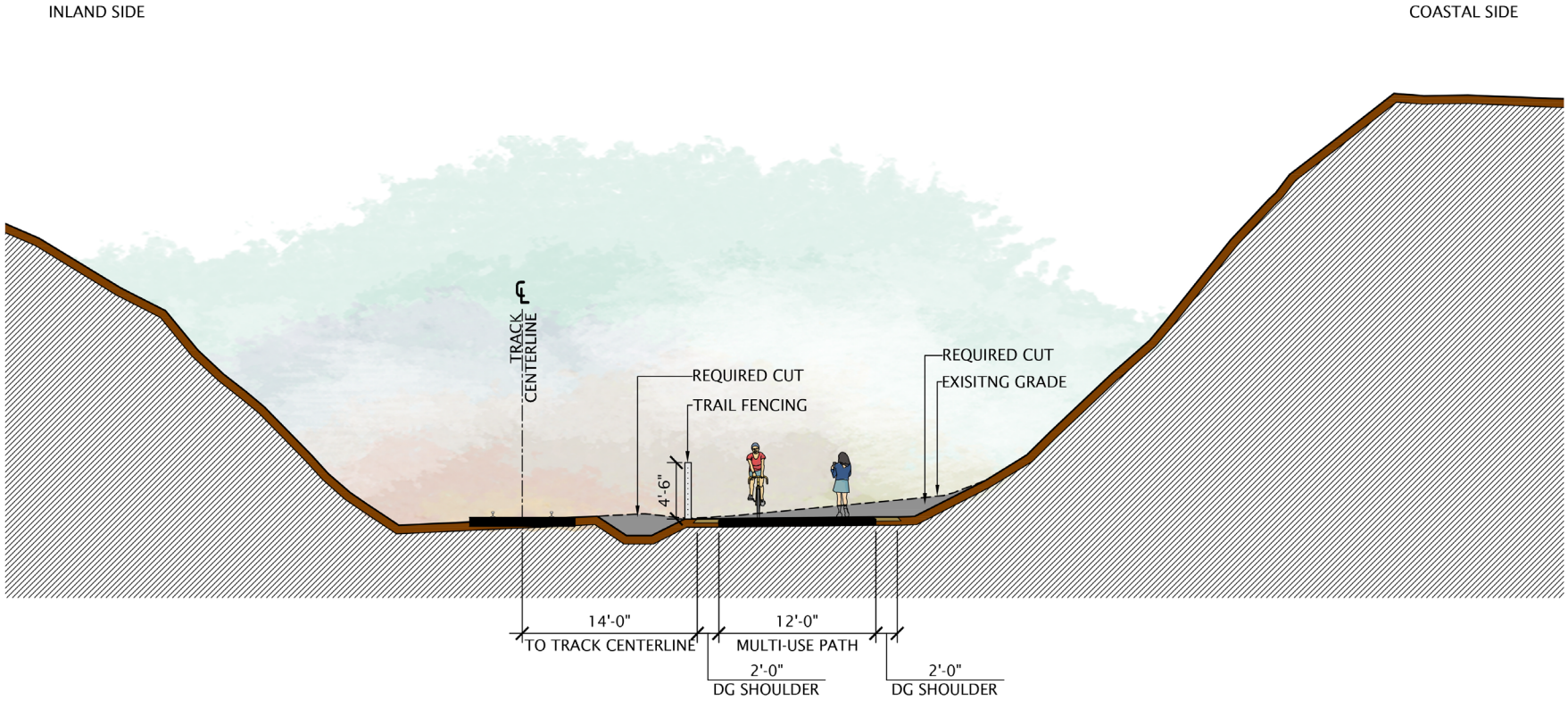
Final EIR, Volume 3, Appendices

Appendix K, North Coast Rail Trail EIR Transportation Impact Analysis, Secti0n 1, Introduction, Page 2

Left turn lanes are provided at Panther/Yellowbank Bach and Bonny Doon. The project includes the addition of a crosswalk, and a dual turn lane in Davenport. It is recommended that the turn lane be extended through Davenport to accommodate multiple left turns. It is recommended to also install a HAWK signal system at the crossing. Alternatively, a Rectangular Rapid Flashing Beacon (RRFB) would also warn drivers when pedestrian cross. It is more familiar to roadway users, but if installed, should also be placed on a mast arm to increase visibility. The proposed project crosswalk in Davenport will provide a single point of crossing for pedestrians and with warning devices will improve visibility of pedestrians. The private dirt lot immediately south of the proposed paved lot will however continue to be used on an informal basis by visitors. This dirt lot does not connect to the paved lot and the dirt lot does not have a path for visitors to walk to the proposed crosswalk at the paved lot. Visitors from the dirt lot may also still jaywalk across Highway1 because of a lack of crossing facilities at this location. ~~Having the controlled crosswalk and jay walkers will not necessarily improve safety and could create ambiguous crossing situations between vehicles and pedestrians. This is considered a potentially significant impact on traffic safety because drivers would expect pedestrian only at the crosswalk, but instead, they may be jaywalking just south of the crosswalk as well.~~ As such additional improvements are recommended to guide pedestrians from the dirt lot to the proposed crosswalk. These improvements would include signage that direct pedestrians to the crosswalk, a fence that physically restrain pedestrians from crossing Highway 1 at various locations along the dirt lot frontage, striping a crosswalk on the driveway leg of the proposed paved lot, and providing access from the dirt lot to the paved lot. These measures would direct visitors to use a formal cross walk at Ocean Street and would improve crossing conditions. Access to informal lot will also remain with its multiple entry and exit locations Currently, a warning sign

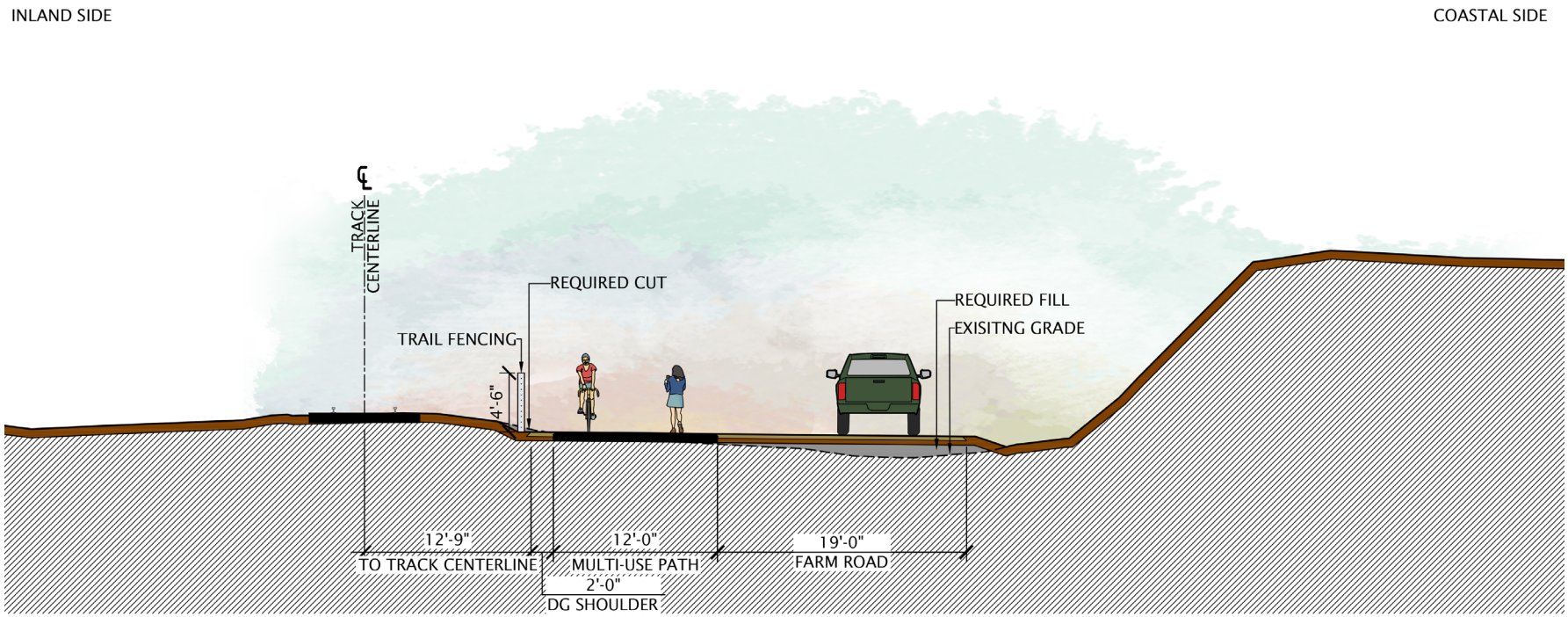
and beacon tell drivers of pedestrians crossing the road in Davenport. The crosswalk will provide an opportunity for pedestrian to feel safer crossing the road and would be used, but the drivers jaywalking from the south lot will remain and drivers may perceive that the crosswalk is the only location to expect pedestrians.

Figure 2-3a North Coast Rail Trail Representative Cross-Section of Proposed Project



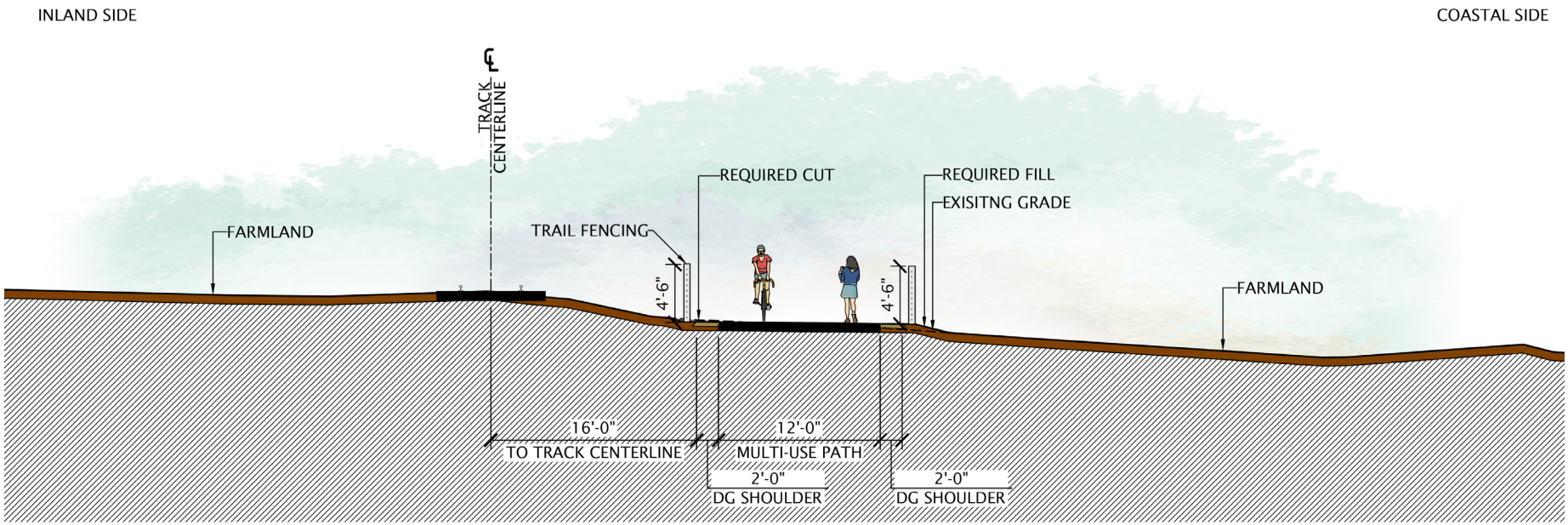
Source: RRM Design Group 2020

Figure 2-3b North Coast Rail Trail Representative Cross-Section of Proposed Project



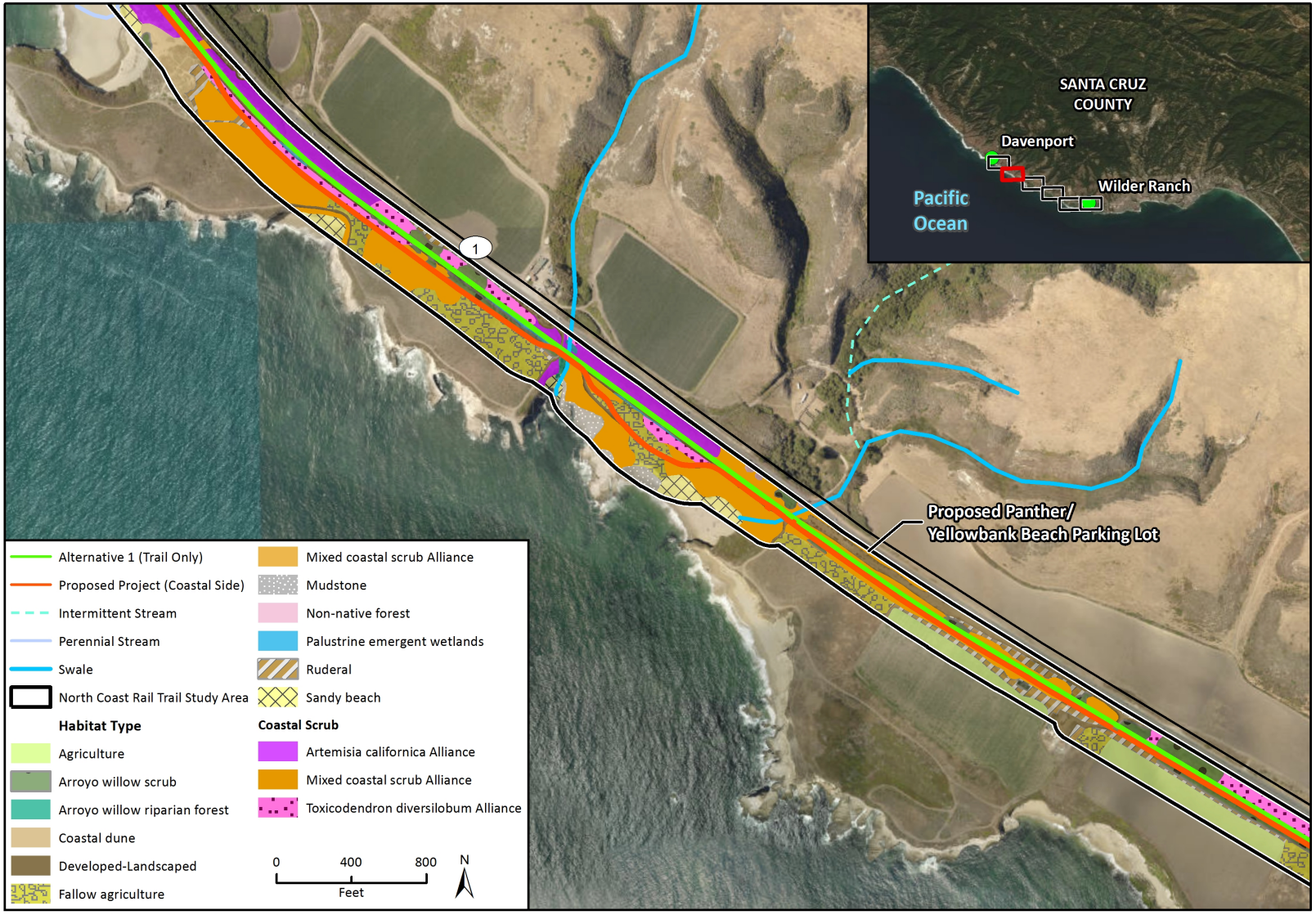
Source: RRM Design Group 2020

Figure 2-3c North Coast Rail Trail Representative Cross-Section of Proposed Project



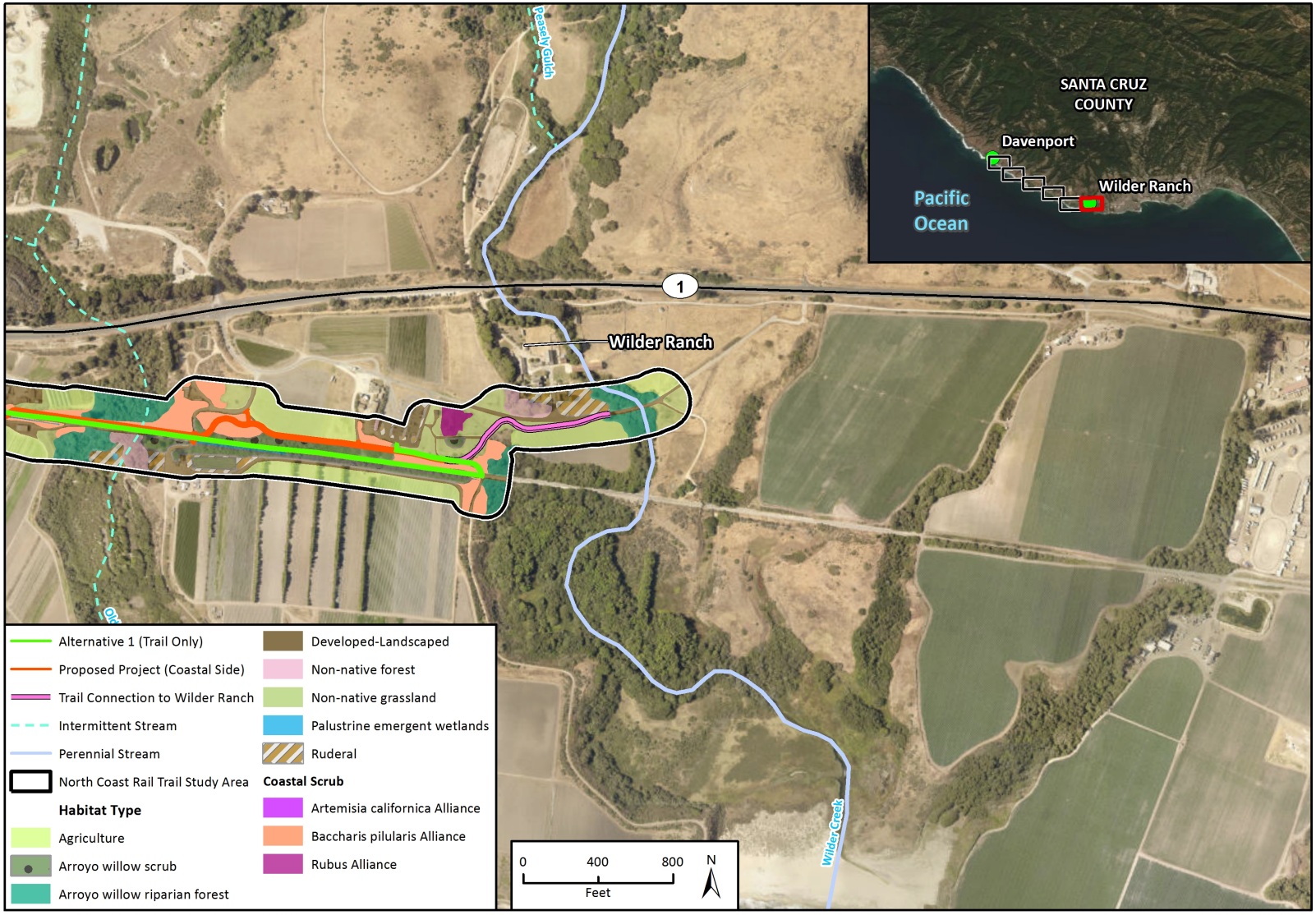
Source: RRM Design Group 2020

Figure 3.4-1b Study Area Habitat Types



Imagery provided by Google, ESRI and its licensors © 2017.
Additional data provided by EcoSystems West, 2018.

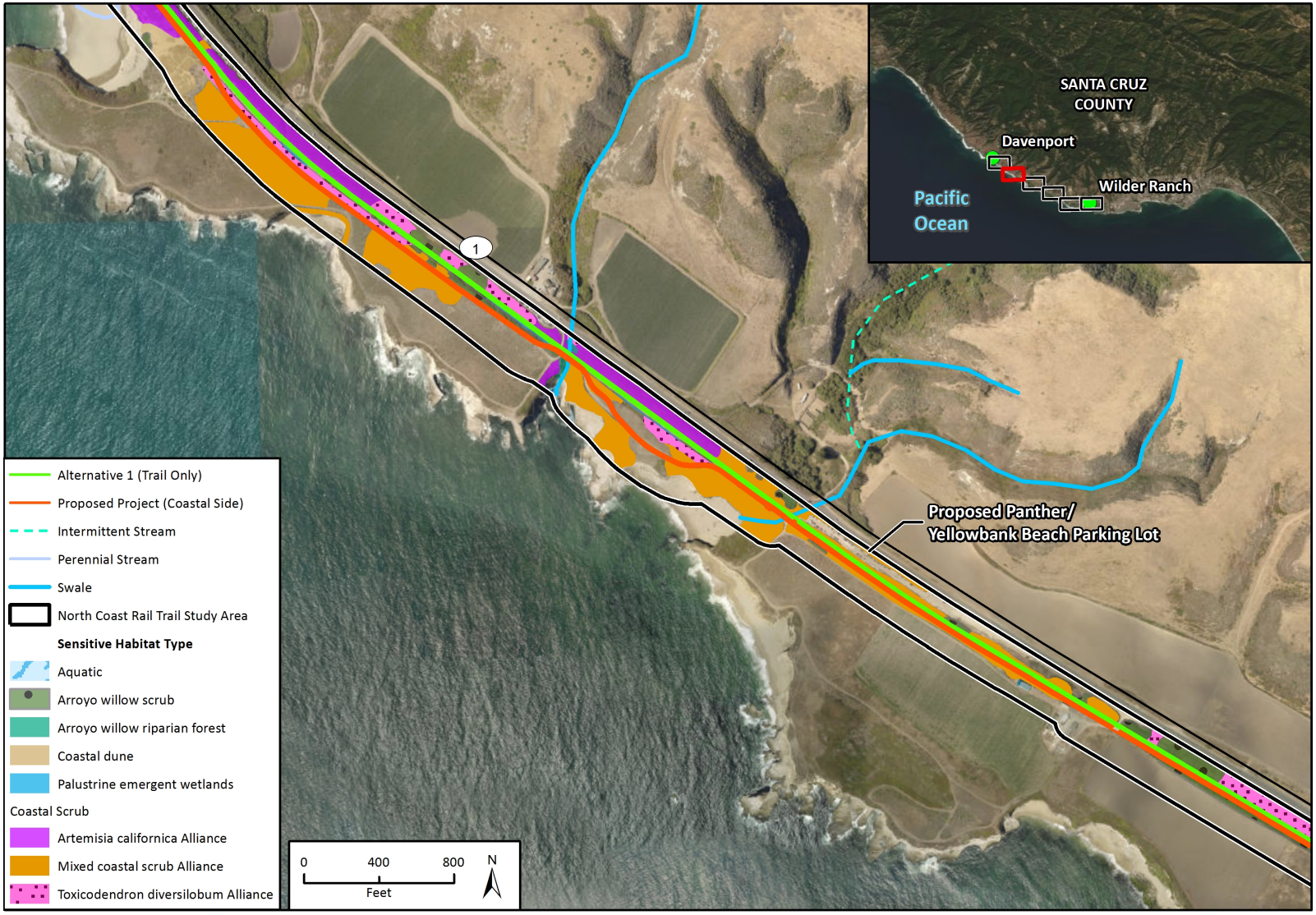
Figure 3.4-1f Study Area Habitat Types



Imagery provided by Google, ESRI and its licensors © 2017.
Additional data provided by EcoSystems West, 2018.

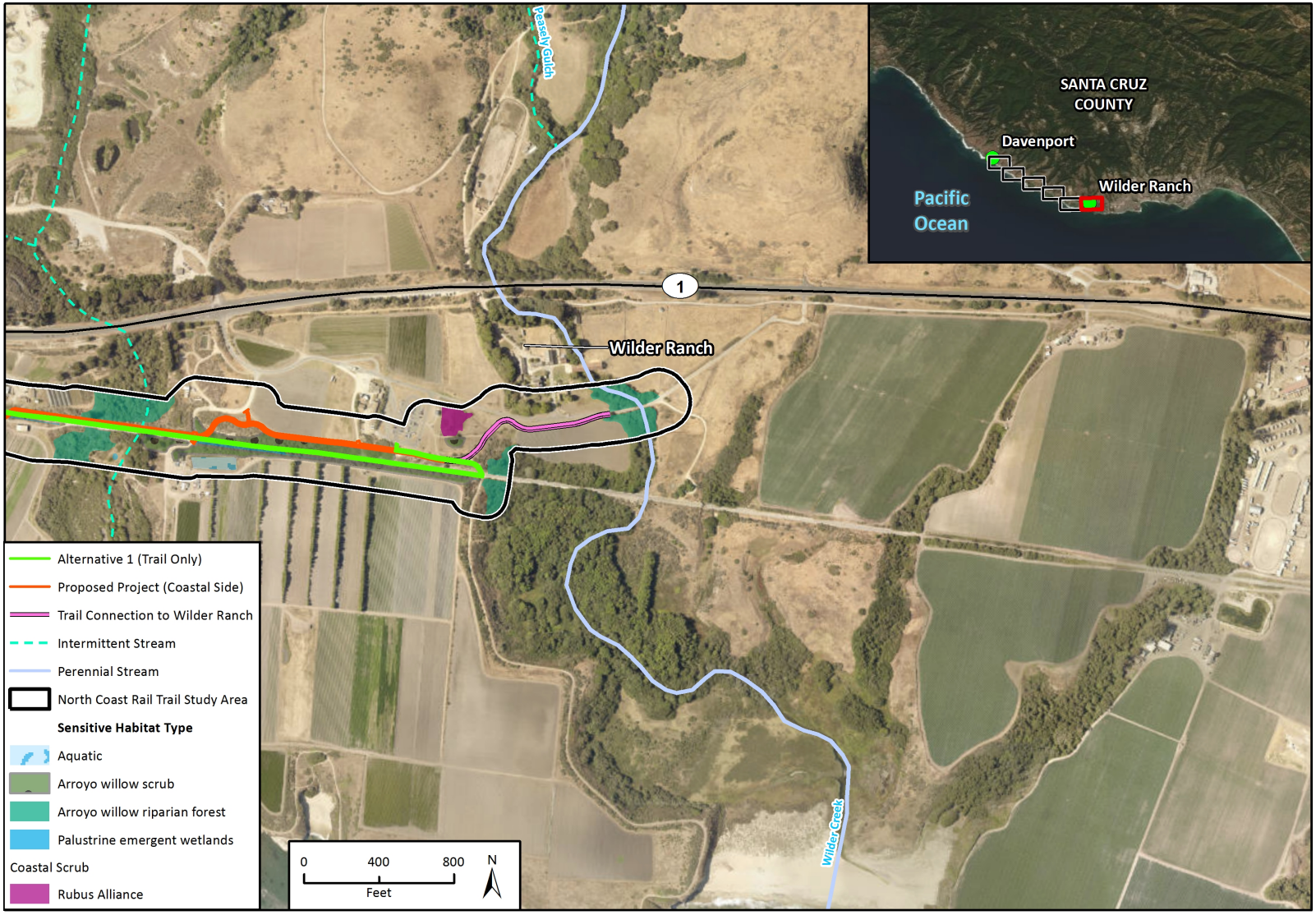
Fig 3.4-1a-f Habitat Types

Figure 3.4-2b Study Area Sensitive Habitat Types



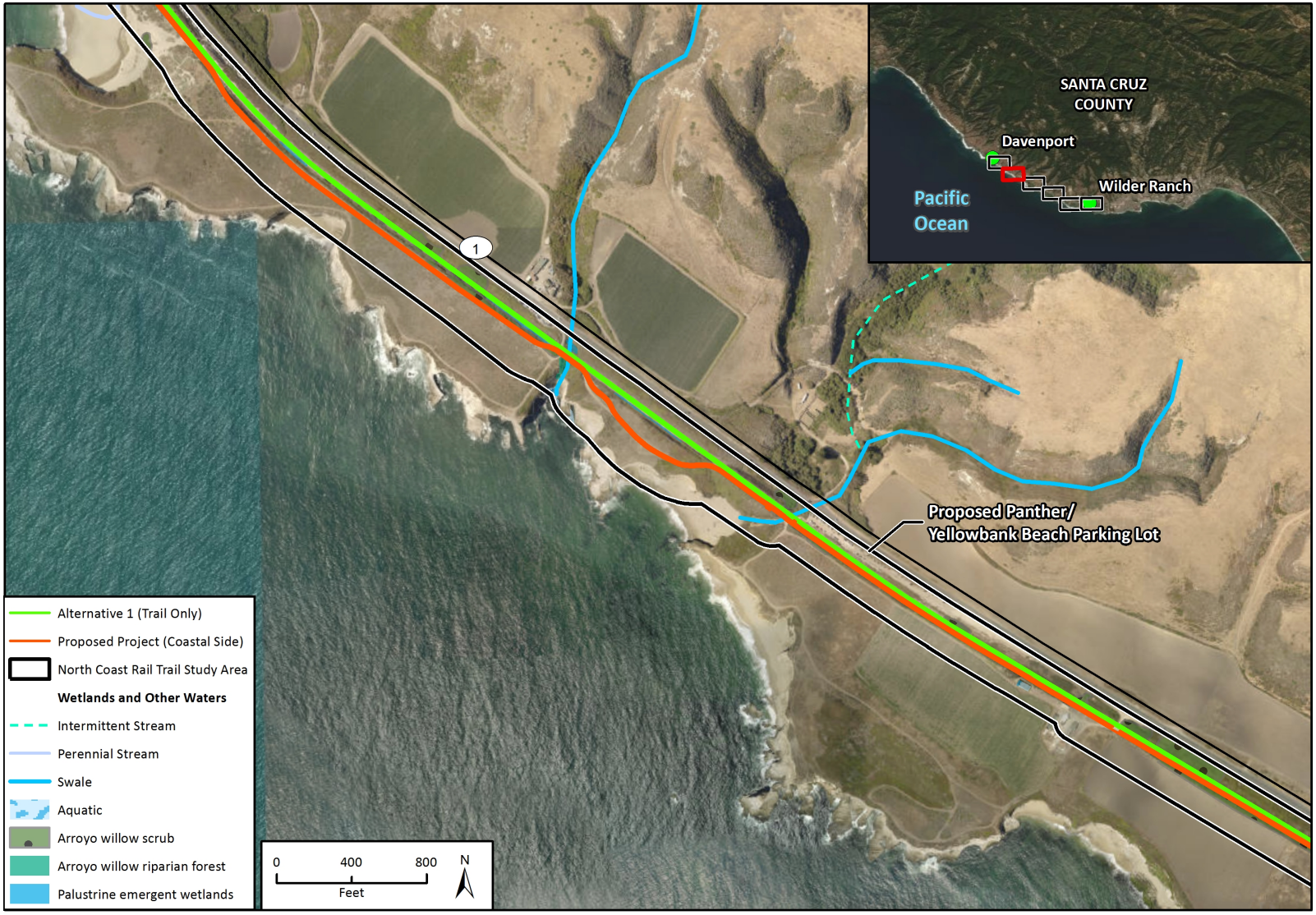
Imagery provided by Google, ESRI and its licensors © 2017.
Additional data provided by EcoSystems West, 2018.

Figure 3.4-2f Study Area Sensitive Habitat Types



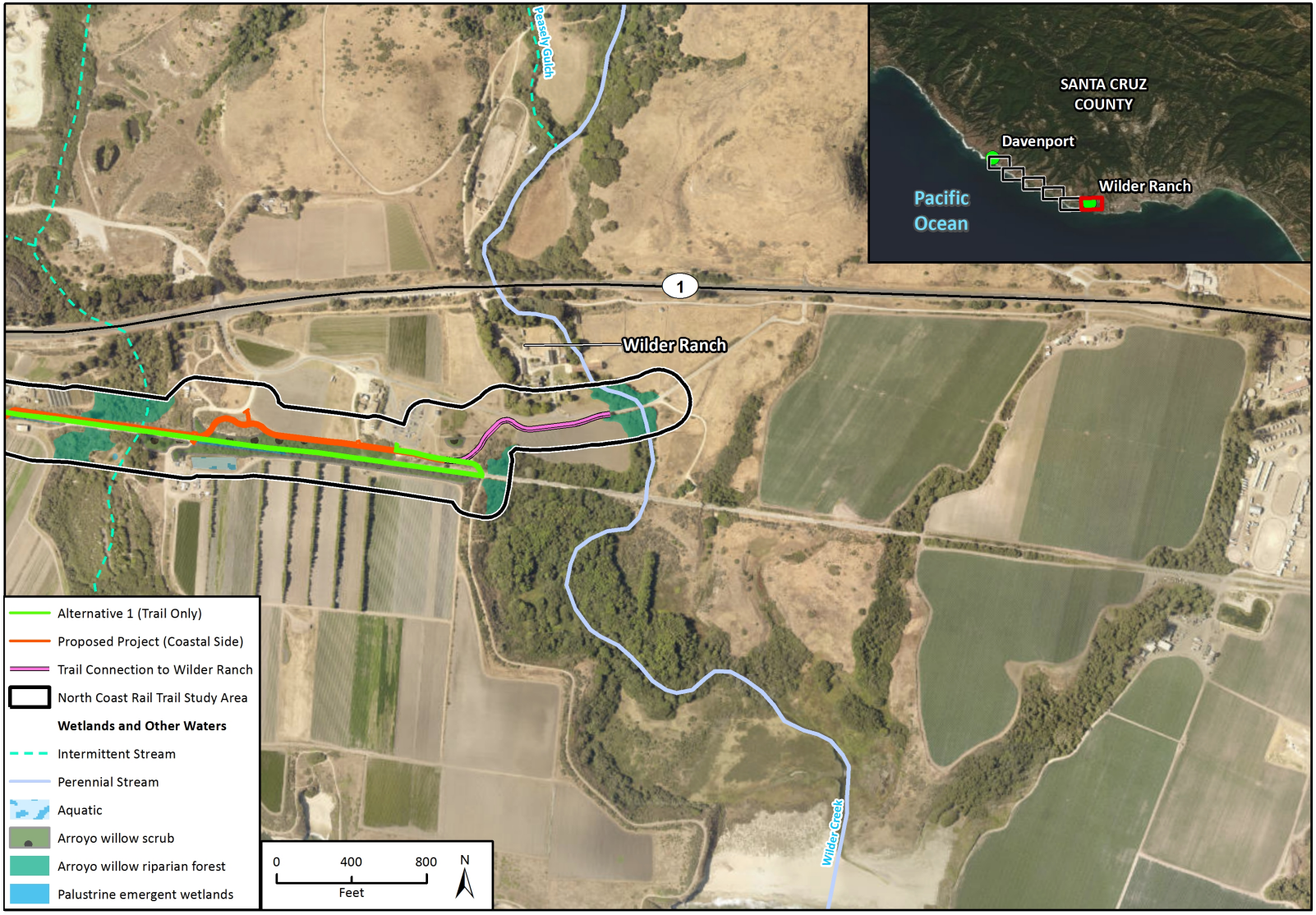
Imagery provided by Google, ESRI and its licensors © 2017.
Additional data provided by EcoSystems West, 2018.

Figure 3.4-3b Study Area Wetlands and Other Waters



Imagery provided by Google, ESRI and its licensors © 2017.
Additional data provided by EcoSystems West, 2018.

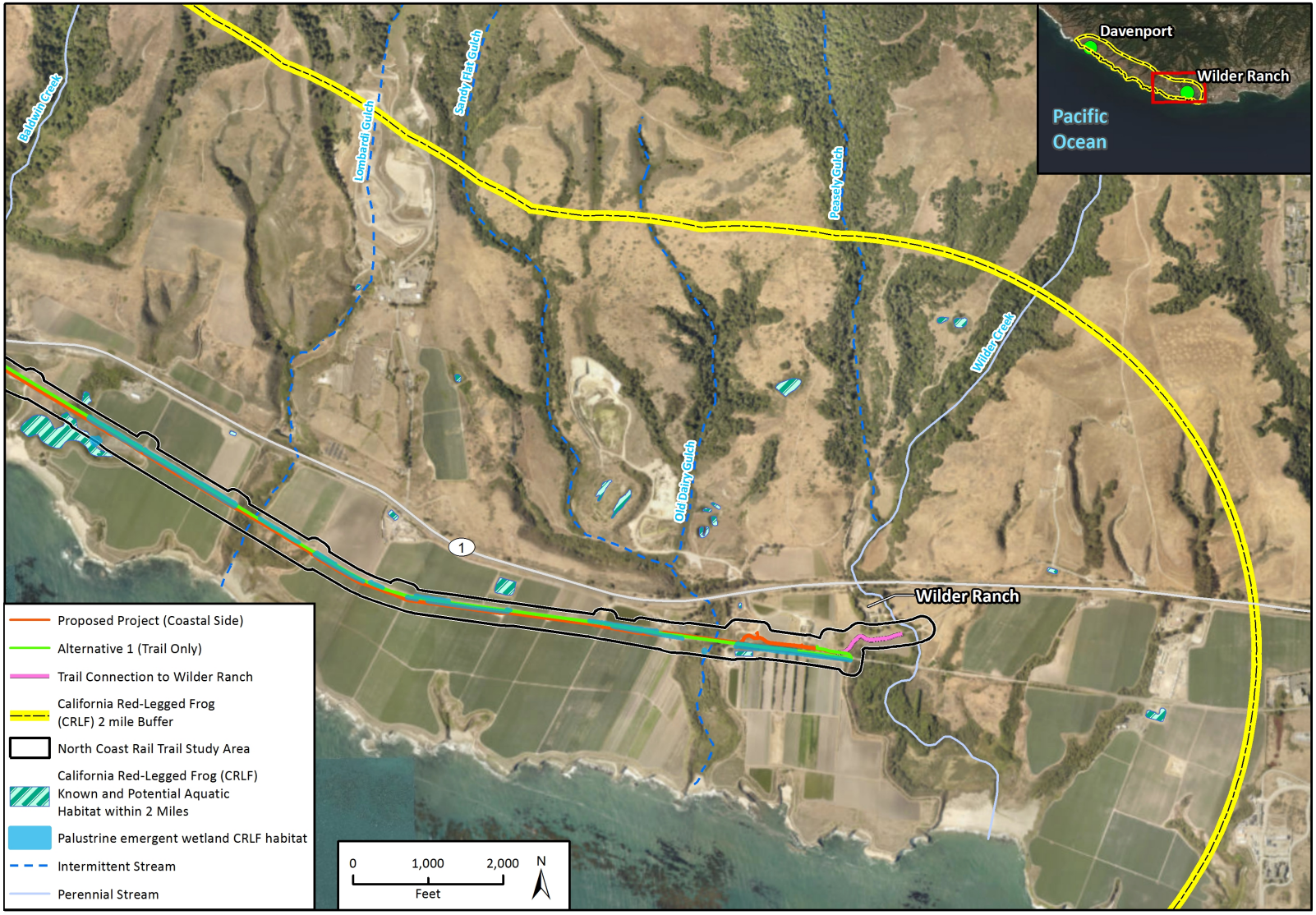
Figure 3.4-3f Study Area Wetlands and Other Waters



Imagery provided by Google, ESRI and its licensors © 2017.
Additional data provided by EcoSystems West, 2018.

Fig 3.4-3a-f Wetlands and Other Waters

Figure 3.4-4c CRLF Habitat



Imagery provided by Google, ESRI and its licensors © 2017.
Additional data provided by EcoSystems West, 2018.

Figure 3.4-5b Study Area Woodrat Occurrences