EXECUTIVE SUMMARY

This section summarizes the characteristics of the proposed project as well as the environmental impacts, mitigation measures, and residual impacts associated with implementation of the proposed project.

PROJECT SYNOPSIS

Project Proponent

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

Project Description

The Santa Cruz County Regional Transportation Commission is proposing the Monterey Bay Sanctuary Scenic Trail (MBSST) Network Master Plan, which would establish the continuous alignment, connecting spurs, and set of design standards for a bicycle/pedestrian (multi-use) trail for the length of Santa Cruz County.

Trail Classifications. The trail network travels through a varied landscape for its nearly 50-mile length. The sections within Santa Cruz, Capitola, Aptos, and Watsonville are urban in nature, characterized by the adjacency of residences and businesses, and a greater number of public street crossings. In contrast, the sections north of Santa Cruz and south of Aptos are surrounded by rural lands and for the most part, working agricultural operations, state parks, or open space.

The MBSST Network Master Plan identifies the type of trail to be constructed within each segment. These types of trails include Class I multi-use paved paths[1], Class II designated bike lanes, Class III on-street bike routes, unpaved trail surfaces, sidewalks, boardwalks, and shoreline routes.

Proposed Corridor Description. The proposed trail alignment typically follows the Santa Cruz Branch Rail Line right-of-way through the length of Santa Cruz County and into Monterey County. The rail right-of-way would serve both rail service and bike/pedestrian trail functions. The northern reach generally follows coastal areas adjacent to Highway 1. The central reach primarily traverses existing urban neighborhoods of Santa Cruz, Capitola, and Aptos. The Watsonville reach is defined by rural agricultural and open space lands. Each reach and the segments within it are described in the sections that follow.

Northern Reach. The northern reach of the MBSST Network begins at the San Mateo/Santa Cruz county line on Highway 1, just north of the Waddell Bluffs, and continues south to the

[1] *Unless otherwise noted, the terms "trails" and "paths" in this document are synonymously used to refer to paved bike/pedestrian multi-use facilities, defined by Caltrans as "Class I Bikeways (Bike Paths)" – Caltrans Highway Design Manual, Chapter 1000 Bicycle Transportation Design, Topic 1003 – Bikeway Design Criteria.*

northern Santa Cruz city limits near Schaffer Road (refer to Figure 2-5). Currently, the northern reach consists primarily of narrow steep coastal bluffs from Waddell Creek to Yellow Bank Beach at Coast~~al~~ Dairies, transitioning to rural agricultural land and natural coastal mesas south to Schaffer Road. There are numerous small coves and beach strands with informal footpaths down to the beach shore. Large sections of the coastal edge are owned by California State Parks with several scenic rest stops along Highway 1 providing passive recreation access to beaches, coastal bluffs, and inland parkland trails. Much of the land between Highway 1 and the coastal bluffs is managed under agricultural leases with intermittent public coastal access adjacent to the agricultural land. These intermittent access points vary from paved parking lots with restrooms, potable water, and scenic overlooks to unpaved informal roadway pullouts with difficult access to steep coastal bluff tops and beaches. Much of the land south of Coast Dairies is flat with intermittent rolling hills giving way to steep coastal cliffs further north. Sensitive biological areas exist along perennial creeks and drainages and near coastal bluffs and sand dunes.

Central Reach. Beginning at the City of Santa Cruz northern city boundary near Shaffer Road and extending southeast to Seascape Park just south of Aptos, this reach of the MBSST Network corridor traverses densely populated coastal urban areas (refer to Figure 2-7). In the Santa Cruz city limits, the corridor parallels many existing segments of the originally defined Monterey Bay Sanctuary Scenic Trail alignment. The central reach would include several existing large rail bridge and trestle structure crossings. These structures are old, narrow in width, and span steep drainages, roadways, and in one scenario, spans across a historic district in Capitola. The southern portion of the central reach parallels the coast, meanders atop steep coastal bluffs and multiple residential and resort areas.

Watsonville Reach. The Watsonville reach of the MBSST Network begins at railroad mile marker 10 near Seascape Village Park and ends at Railroad Avenue in Monterey County (refer to Figure 2-9). A spur also connects via San Andreas Road to the Santa Cruz/Monterey County line a~~t~~s the Pajaro River to connect to Monterey County's MBSST system. This reach parallels the coastal edge for approximately one mile before it begins following the San Andreas Road alignment inland as it heads south and east. The landscape is primarily open space with some residential areas near Manresa, tapering off to rural farm and agricultural lands further to the south. The rail alignment eventually drifts away from San Andreas Road just south of railroad mile marker 7 and follows the inland side of a steep sloping mesa. The Watsonville reach travels through native woodlands flanked to the west by agricultural land on the mesa top and to the east by rural land sloping away to the Galighan Slough below. The Harkin Slough is a formidable wetland crossing with wide open fields intermittently flooded throughout the year. The rail crossing at the Harkin Slough is on a stretch of raised earthen dike. The rail line eventually crosses the Watsonville Slough and passes through the center of the agricultural fields just west of the City of Watsonville, eventually connecting to city parkland and the downtown street network at Walker Street. The rail line crosses the Pajaro River to the south and ends at Porter Street in the town of Pajaro, Monterey County.

Design Standards. Trail classifications included in the MBSST Network Master Plan are described in Section 2.4.1 (Trail Classifications). These include Class I multi-use paved paths, Class II designated bike lanes, Class III on-street bike routes, unpaved trail surfaces, sidewalks, and boardwalks. The proposed MBSST Network contains design standards for each facility type, some of which are mandatory and some of which are advisory. Mandatory standards include those

related to: trail width; separation of pathway to roadway; design speed; Class I bike path standards; Class II bike lane standard; Class III bike route standard; bridge standards; signing, markings, and traffic controls; and sidewalks. Advisory (non-mandatory) standards are also provided, and include: striping; intersections and crossings; horizontal alignment; stopping sight distance; lateral clearance on horizontal curves; gradients; structural section; drainage; barrier posts; bikeway and railroad intersections; trail setbacks from railroad tracks; and multi-use path standards. Specific design standards are described in greater detail below.

Continuous Theme. Since the 49.6-mile MBSST Network crosses through several jurisdictions, certain design features are proposed to maintain a uniform and cohesive appearance. These key unifying design features include:

- *Trail Logo*
- *Directional Signs*
- *Kiosks and Information Resources*
- *Landscaping Features*
- *Pavement Markings*
- *Mile Markers*
- *Interpretative Exhibit Design*
- *Trail Entrance Features*

Trail Crossings and Intersections. The proposed MBSST Network would require the construction of ~~17~~ 23 new, pre-engineered bridges; retrofitting of ~~one~~ 1 existing bridge; ~~and would require 93~~ 76 roadway crossings (including 1 undercrossing); ~~or~~ and 20 railway crossings (including 1 undercrossing).[2]

Trail Amenities and Features. A variety of trail amenities in the form of benches, shade structures, informational signs, trash containers, staging areas, and a restroom would be located along the trail in strategic locations. The proposed Master Plan calls for design of these elements to reflect an ocean theme through the use of wood, stone, wire fences, self-weathering (rusted) steel, and other rustic materials.

Project Prioritization. The proposed MBSST Master Plan prioritizes projects based on the following criteria:

- *Proximity to activity centers*
- *Population density*
- *Coastal access connectivity*
- *Trail segment cost*
- *Trail s~~S~~egment length*

[2] ~~*The precise number of bridges and roadway/railway crossings may differ from the MBSST Network Draft Master Plan (October 2012) and the figures presented in Section 2.0, Project Description. However, the information included herein is considered the most up to date and accurate information regarding the planned improvements at the time of DEIR preparation. It is anticipated that the Final Master Plan will be updated to reflect this information. In addition, t*~~*The actual improvements proposed on any given segment may vary from what is described herein and will be reviewed prior to implementation. Given the programmatic nature of this DEIR, supplemental environmental analysis may be required depending on the final segment design.*

- *Minimal or no ~~Number of~~ bridge crossings*
- *Limited right-of-way*
- *Gap closures (and connections to existing and planned non-motorized facilities)*
- *Public input*

ALTERNATIVES

Three alternatives to the proposed project were chosen for analysis as follows:

- Alternative 1: No Project
- Alternative 2: On-Road Alignment
- Alternative 3: Reduced Project

The No Project alternative assumes that the proposed MBSST Network is not constructed. However, since regional plans endorse trail construction, this alternative assumes that bicycle/pedestrian trail planning and construction in areas other than the MBSST Network corridor would continue as envisioned under existing plans. Under this alternative, bicyclists would either follow existing bike paths, lanes, routes or other city and county roadways where formal facilities do not exist. Pedestrians would utilize existing sidewalks.

The On-Road Alignment alternative would eliminate the multi-use trail along the rail right-of-way and would instead utilize existing on road facilities, constructing new on-road bicycle improvements where needed. Pedestrians would utilize existing sidewalks or road shoulders. No equestrian facilities would be provided.

The Reduced Project alternative would reduce the length of the project by eliminating ten segments from the proposed MBSST Network. Segments located in the more rural areas of the county would be eliminated (segments 1 through 6, segments 15 through 17, and segment 20). The Reduced Project alternative would include construction of segments 7 through 14 and segments 18 and 19. Along these ten segments, the alignment and design features would be identical to the proposed project.

Refer to Section 6.0, *Alternatives,* for the complete alternatives analysis.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table ES-1 includes a brief description of the environmental issues relative to the proposed project, the identified environmental impacts, proposed mitigation measures, and residual impacts. Impacts are categorized by significance. *Significant and unavoidable* adverse impacts (Class I) require a statement of overriding considerations to be issued per Section 15093 of the *State CEQA Guidelines* if the project is approved. *Significant but mitigable* impacts (Class II) are adverse impacts that can be feasibly mitigated to less than significant levels and which require findings to be made under Section 15091 of the *State CEQA Guidelines*. *Less than significant* impacts (Class III) would not exceed significance thresholds and therefore would not require mitigation. All acronyms used in the following table are listed in Appendix D.

Table ES-1
Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
AESTHETICS		
Impact AES-1 There are no officially designated state scenic highways in Santa Cruz County. Therefore, the proposed MBSST Network project would not substantially damage scenic resources within a state scenic highway. Impacts would be Class III, *less than significant.*	None required	Less than significant
Impact AES-2 Portions of the proposed MBSST Network would be visible from locally-designated scenic roadways as well as from public viewing areas with access to scenic vistas. However, the project would not result in a substantial adverse effect on scenic vistas. Impacts are therefore Class III, *less than significant.*	None required	Less than significant
Impact AES-3 The proposed MBSST Network would introduce physical improvements in the form of a multi-purpose trail, fencing, landscaping, signage, and other facilities in highly scenic areas throughout Santa Cruz County. These features would not substantially degrade the existing character or quality of the MBSST Network corridor. Impacts would be Class III, *less than significant*.	None required	Less than significant
Impact AES-4 The proposed MBSST Network project would introduce new sources of lighting along some segments of the trail. Lighting guidelines in the proposed Master Plan would ensure that impacts related to night lighting would be Class III, *less than significant.*	None required	Less than significant
AGRICULTURAL RESOURCES		
Impact AG-1 Development of the proposed MBSST Network ~~may~~ would impact land designated as Prime Farmland, Unique Farmland, and Farmland of Statewide Importance. Impacts would be Class II, *significant but mitigable*.	**AG-1(a) Placement of Fencing**. Placement of fencing shall be located in a manner which minimizes impacts related to accessibility to farmland and use of farming equipment (e.g., allowing turning radius area for farm equipment).	Less than significant
Impact AG-2 Some segments of the proposed MBSST Network would be adjacent to areas zoned for	None required	Less than significant

Table ES-1
Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
agriculture and/or adjacent to areas with existing Williamson Act contracts. However, as trail segments would generally be confined to existing right-of-ways, impacts related to conflicts with existing zoning or Williamson Act contracts would be Class III, *less than significant*.		
Impact AG-3 Operation of the proposed MBSST Network may result in direct and indirect impacts on agricultural productivity from land use conflicts between trail users and agriculture. This is a Class II, *significant but mitigable* impact.	**AG-3(a) Notice of Agricultural Activities**. The following information shall be added to the proposed notices on on-going agricultural activities: • Trail users are advised to stay on the trail and be alert to operating machinery and equipment near the trail. • Trail users are required to use restroom facilities in consideration of food hygiene issues on adjacent agricultural lands. • Where dogs are not prohibited, trail users are required to clean up after their dogs and prevent trespass by dogs on adjacent agricultural properties in consideration of food hygiene issues on adjacent agricultural lands. • The legal ramifications for trespassing on adjacent properties. • The legal ramifications for trespassing or being on the trail after it is closed. **AG-3(b) Landscaping Coordination**. For segments adjacent to agricultural operations in the northern and Watsonville reaches, any ornamental plant material used along the trail shall be comprised of native and indigenous species. The selected plant palate shall be reviewed by the Agricultural Commissioner's office prior to approval of landscape plans. Any plant material which may host pests destructive to agriculture shall be prohibited. **AG-3(c) Chemical Spraying Impact Reduction Options**. On a	Less than significant

Table ES-1
Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
	case-by-case basis, the RTC and/or implementing entity for segments adjacent to agricultural operations shall work with the Agricultural Commissioner's office and adjacent farmers to reduce impacts to trail users from agricultural spraying, including pesticides. Non-buffer options shall be considered, including the use of alternative methods of pest and weed control and/or an agreement that farmers notify the Agricultural Commissioner's office or Trail Manager in advance of proposed agricultural spraying within 100 feet of the trail. This would allow the Agricultural Commissioner's office, in accordance with existing requirements, to inform the RTC and/or implementing or managing entity of all spraying within 100 feet of the trail so that appropriate action can be taken (e.g., posting notices or closure of that segment of the trail).	
AIR QUALITY		
Impact AQ-1 The proposed MBSST Network project would not contribute to population growth, and would therefore be consistent with the growth assumptions in the Air Quality Management Plan (AQMP). Furthermore, the project directly implements a transportation control measure in the AQMP. Thus, the MBSST Network would be consistent with and would also help to implement the AQMP. Impacts would be Class IV, *beneficial.*	None required	Beneficial
Impact AQ-2 Construction of the proposed MBSST Network would result in the temporary generation of air pollutants, which would affect local air quality. However, construction emissions would not exceed MBUAPCD thresholds. Impacts would therefore be Class III, *less than significant*.	None required	Less than significant
Impact AQ-3 The proposed MBSST Network would incrementally increase the number of vehicles traveling to staging areas, which would contribute to operational air quality emissions. However, local	None required	Less than significant

Table ES-1
Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
trips would be balanced by a reduction in trips on cross County arterial corridors and elsewhere due to changes in travel modes by providing an active (non-vehicle) transportation option. Regionally, the proposed MBSST Network project would not generate a substantial amount of new vehicle trips, and resulting operational air quality impacts would be Class III, *less than significant*.		
Impact AQ-4 The MBSST Network project would not contribute to an exceedance of any level of service (LOS) standard. Impacts related to CO hotspots would therefore be Class III, *less than significant.*	None required	Less than significant
BIOLOGICAL RESOURCES		
Impact B-1 Implementation of the proposed MBSST Network project could result in impacts to special status plant and animal species. This impact is Class II, *significant but mitigable*.	**B-1(a) Special Status Plant Species Surveys.** Prior to any vegetation removal, grubbing, or other construction activity of each segment (including staging and mobilization), seasonally-timed special status plant surveys shall be conducted by a qualified biologist approved by the implementing entity no more than two years before initial ground disturbance. The purpose of these surveys is to document the location(s) and number(s) of sensitive plant species within construction and mitigation/restoration areas so that mitigation can be accomplished. The surveys shall coincide with the bloom periods for each species listed in Tables 4.4-6, 4.4-7 and 4.4-8 and all special status plant species identified on-site shall be mapped onto a site-specific aerial photograph and topographic map at a scale of no less than 1"=200'. Surveys shall be conducted in accordance with the County, CDFW, and USFWS protocols (California Department of Fish and Game 2009, United States Fish and Wildlife Service 2000). A report of the survey results shall be submitted to the RTC and/or implementing entity, and the CDFW for review and approval.	Less than significant

Table ES-1
Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
	B-1(b) Special Status Plant Species Avoidance, Minimization, and Mitigation. If state listed, CRPR List 1B species, or naturally occurring stands of Monterey Pine are found during special status plant surveys [pursuant to mitigation measure B-1(a)], the implementing entity shall redesign the segment to avoid impacting these plant species. Rare plant occurrences that are not within the immediate disturbance footprint, but are located within 50 feet of disturbance limits shall have bright orange protective fencing installed at least 30 feet beyond their extent to protect them from harm. If avoidance is not feasible, seed shall be collected from on-site rare plants prior to removal, and/or from other local populations of plant species to be impacted. Seed shall be distributed in areas not proposed for development that have the appropriate habitat characteristics necessary to support the restoration. Seed collection shall be conducted by a qualified biologist holding a rare plant collection voucher/permit. Topsoil may also be salvaged and distributed over temporarily disturbed areas following completion of construction activities provided it is free of non-native invasive species. <u>For take of any plant species protected under CESA, an incidental take permit shall be obtained authorizing activities resulting in take.</u> The total number and/or total acreage for each special status plant species that will be impacted shall be determined once the final design of the project is completed and prior to initiation of ground disturbance activities. Impacted species shall be restored on-site at a minimum of a 2:1 ratio (number of acres/individuals restored to number of acres/individuals impacted) for each species as a component of habitat restoration. <u>Prior to start of construction activities, a</u> ~~A~~ restoration plan shall be prepared and submitted to the RTC and/or	

Table ES-1
Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
	implementing entity and the CDFW for approval. The restoration plan shall include, at a minimum, the following components: • Description of the project/impact site (i.e., location, responsible parties, areas to be impacted by habitat type); • Goal(s) of the compensatory mitigation project [type(s) and area(s) of habitat to be established, restored, enhanced, and/or preserved; specific functions and values of habitat type(s) to be established, restored, enhanced, and/or preserved]; • Description of the proposed compensatory mitigation site (location and size, ownership status, existing functions and values); • Implementation plan for the compensatory mitigation site (rationale for expecting implementation success, responsible parties, schedule, site preparation, planting plan); • Maintenance activities during the monitoring period, including weed removal as appropriate (activities, responsible parties, schedule); • Monitoring plan for the compensatory mitigation site, including no less than quarterly monitoring for the first year (performance standards, target functions and values, target acreages to be established, restored, enhanced, and/or preserved, annual monitoring reports); • Success criteria based on the goals and measurable objectives; said criteria to be, at a minimum, at least 80 percent survival of container plants and 30 percent relative cover by vegetation type; • An adaptive management program and remedial measures to address any shortcomings in meeting success criteria; • Notification of completion of compensatory mitigation and	

Table ES-1
Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
	agency confirmation; and • Contingency measures (initiating procedures, alternative locations for contingency compensatory mitigation, funding mechanism). The restoration plan shall be implemented for a period of at least five years or until restoration has been deemed complete based on the established success criteria. <u>All restoration/compensatory mitigation areas shall be permanently protected through a conservation easement or deed restriction.</u> **B-1(c) Santa Cruz Long-Toed Salamander Habitat Assessment and Protocol Surveys**. Prior to start of construction of each segment, a CDFW- and USFWS-approved biologist shall conduct a habitat assessment to determine if suitable habitat is present within or adjacent to the project site. If suitable habitat is identified, protocol surveys shall be conducted in accordance with *Sampling Procedures for Determining Presence or Absence of the Santa Cruz Long-toed Salamander (Ambystoma macrodactylum croceum)* (1993) developed jointly by the CDFW and the USFWS. The protocol surveys shall be conducted for two consecutive rainy seasons prior to the start of construction. A report of the survey results shall be submitted to the implementing entity, RTC, CDFW, and the USFWS for review and approval. **B-1(d) California Red-Legged Frog, Santa Cruz Long-toed Salamander and Foothill Yellow-Legged Frog, California Tiger Salamander Avoidance and Minimization**. The following avoidance and minimization measures are adapted from the *Programmatic Formal Endangered Species Act Consultation on Issuance of Permits under Section 404 of the Clean Water Act or Authorizations under the Nationwide Permit Program for Projects that May Affect the California Red-legged Frog*	

Table ES-1
Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
	issued on January 1999 by the USFWS. Consultation shall occur with the USFWS to determine that 1) the project is covered under the above programmatic formal consultation through issuance of USACE permits under Section 404 of the Clean Water Act, or 2) that take of federally-protected species is not anticipated through implementation of the measures below as determined through informal consultation with the USFWS if no federal permits are pursued. Consultation shall also occur with the CDFW for state protected species to either obtain a state Incidental Take Permit or establish concurrence that take would not occur. • Within two weeks of the initiation of construction activities of each segment (including mobilization and staging), a CDFW/USFWS-approved biologist shall conduct a survey of the construction area for all life stages of CRLF, CTS, foothill yellow-legged frog, and Santa Cruz long-toed Salamander. All areas where these species occur shall be avoided until the approved biologist has determined that these species are no longer present. No life stages of these species shall be relocated without a take authorization from the USFWS and/or CDFW. If relocation is authorized, a suitable relocation site shall be identified prior to initiation of construction activities and shall be located within the same watershed/streamcourse greater than 500 feet from the project site. • Work activities in or adjacent to suitable habitat shall be completed between April 1 and November 1 to the greatest extent feasible. • A CDFW/USFWS-approved biologist shall be present on-site during all ground disturbing activities, including vegetation removal, grading, and exclusion fence installation and removal.	

Table ES-1
Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
	Once these activities have been completed, the approved biologist shall conduct periodic inspections of the work site of not less than once per week when construction activities are occurring in/adjacent to suitable habitat. Additional site visits should occur during rain events when special status amphibians are likely to be mobile to ensure that they are not entering work areas. • The implementing entity shall designate a representative who will oversee implementation of all avoidance and minimization measures when the CDFW/USFWS-approved biologist is not present. This representative shall be trained by the CDFW/USFWS-approved biologist in the identification of special status amphibians and in the implementation of all avoidance and minimization measures. This representative shall not have the authority to handle special status species. • Both the implementing entity's representative and the CDFW/USFWS-approved biologist shall have the authority to halt any action which may result in the take of special status species. • Prior to start of construction, exclusion fencing shall be placed along the project boundaries in areas where suitable habitat is present. This fence shall consist of solid silt fencing placed at a minimum of 3 feet above grade and 2 feet below grade and shall be attached to wooden stakes placed at intervals of not more than 5 feet. The fence shall be inspected weekly and following rain events and high wind events and shall be maintained in good working condition until all construction activities are complete. • All vehicle maintenance/fueling/staging shall occur not less than 100 feet from any riparian habitat or water	

Table ES-1
Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
	body. Suitable containment procedures shall be implemented to prevent spills. A minimum of one spill kit shall be available at each work location near riparian habitat or water bodies. • At the end of each work day, excavations shall be secured with cover or a ramp provided to prevent wildlife entrapment. • All trenches, pipes, culverts or similar structures shall be inspected for animals prior to burying, capping, moving, or filling. • The CDFW/USFWS-approved biologist shall remove invasive aquatic species such as bullfrogs and crayfish from suitable aquatic habitat whenever observed and shall dispatch them in a humane manner and dispose of properly. • If any federally and/or state protected species are harmed, the CDFW/USFWS-approved biologist shall document the circumstances that led to harm and shall determine if project activities should cease or be altered in an effort to avoid additional harm to these species. Dead or injured special status species shall be disposed of at the discretion of the CDFW and USFWS. All incidences of harm shall be reported to the CDFW and USFWS within 48 hours. **B-1(e) Tidewater Goby, Steelhead and Coho Salmon Impact Avoidance and Minimization**. If suitable habitat for tidewater goby, steelhead, and/or coho salmon cannot be avoided, any in-stream portions of each segment (where drainage crossings require in-stream work) shall be dewatered/diverted. A dewatering/diversion plan shall be prepared and submitted to the NMFS, the USFWS and the CDFW for review and approval. All dewatering/diversion activities shall be monitored by a qualified fisheries biologist. The fisheries biologist shall be responsible for capture and	

Table ES-1
Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
	relocation of fish species out of the work area during dewatering/diversion installation. A *Programmatic Consultation and Conference for Listed Coastal Species, Ventura, Santa Barbara, San Luis Obispo, Monterey, and Santa Cruz Counties, California (1-8-96-F-11)* was established on August 29, 1991 between the USFWS and the USACE. The following measures are generally adapted from that document. Consultation shall occur with the USFWS to determine that 1) the project is covered under the above programmatic consultation through issuance of USACE permits under Section 404 of the Clean Water Act, or 2) that take of CRLF is not anticipated through implementation of the measures below as determined through informal consultation with the USFWS if no federal permits are pursued. • The implementing entity shall designate a representative to monitor on-site compliance of all avoidance and minimization measures. This representative shall be trained by a qualified fisheries biologist in the identification of the target species and the assessment of the potential for take based on the proposed activities. The representative shall consult with the biologist as necessary to ensure compliance. The representative and the biologist shall have the authority to halt any action which may result in the take of listed species. • Only USFWS/NMFS/CDFW-approved biologists shall participate in the capture and handling of listed species. • No equipment shall be permitted to enter wetted portions of any affected drainage channel. • All equipment operating within streams shall be in good conditions and free of leaks. Spill containment shall be installed under all equipment staged within	

Table ES-1
Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
	stream areas and extra spill containment and clean up materials shall be located in close proximity for easy access. • Work within and adjacent to streams shall not occur between November 1 and May 1. Unless otherwise approved by NMFS and the CDFW. • If project activities could degrade water quality, water quality sampling shall be implemented to identify the pre-project baseline, and to monitor during construction for comparison to the baseline. • If water is to be pumped around work sites, intakes shall be completely screen with wire mesh not larger than five millimeters to prevent animals from entering the pump system. • If any tidewater goby, steelhead, or coho salmon are harmed during implementation of the project, the project biologist shall document the circumstances that led to harm and shall determine if project activities should cease or be altered in an effort to avoid further harm to CRLF. • Water turbidity shall be monitored by a qualified biologist or water quality specialist during all instream work. Water turbidity shall be tested daily at both an upstream location for baseline measurement and downstream to determine if project activities are altering water turbidity. Turbidity measures shall be taken within 50 feet of construction activities to rule out other outside influences. Additional turbidity testing shall occur if visual monitoring indicates an increased in turbidity downstream of the work area. If turbidity levels immediately downstream of the project rise to more than 20 NTUs (Nephelometric Turbidity Units) above the upstream (baseline) turbidity levels, all construction shall be halted and all erosion and sediment control devices shall be thoroughly inspected for proper function, or shall be replaced with new devices to prevent additional	

Table ES-1
Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
	sediment discharge into streams. **B-1(f) ~~San Francisco Garter Snake~~ and Black Legless Lizard Surveys.** Not less than three months prior to the start of construction activities (including staging and mobilization) for each segment, an CDFW- ~~and USFWS-~~approved biologist shall place coverboards in areas with suitable habitat for ~~San Francisco garter snake and~~ black legless lizard. The coverboards shall be at least four feet by four feet and constructed of untreated plywood placed flat on the ground. The coverboards shall be checked by the biologist once per week for each week after placement up until the start of vegetation removal. All black legless lizards found under the coverboards shall be captured and placed in five-gallon buckets for transportation to relocation sites. All relocation sites shall be approved by the RTC and/or implementing entity and shall consist of suitable habitat. Relocation sites shall be as close to the capture site as possible but far enough away to ensure the animal(s) is not harmed by construction of the project. Relocation shall occur on the same day as capture. CNDDB Field Survey Forms shall be submitted to the CDFW for all special status animal species observed. ~~If a San Francisco garter snake is located during the surveys, the garter snake shall not be captured and relocated. All further survey efforts at the location of the observation shall cease and the CDFW and USFWS shall be consulted.~~ During all initial ground vegetation removal activities for each segment, a qualified biologist shall be on-site to recover any ~~San Francisco garter snakes and~~ black legless lizards that may be excavated/ unearthed. If the animals are in good health, they shall be immediately relocated to the designated release area. If they are injured, the animals shall be released to a CDFW ~~and/or USFWS~~-approved specialist until they are in a condition	

Table ES-1
Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
	to be released into the designated release area. A report of all preconstruction survey efforts and monitoring during initial ground vegetation removal of each segment shall be submitted to the implementing entity within 30 days of completion of the survey effort to document compliance. The report shall include the dates, times, weather conditions, and personnel involved in the surveys and monitoring. The report shall also include for each captured special status animal, the UTM coordinates and habitat descriptions of the capture and release site (in UTM coordinates), the length of time between capture and release, and the general health of the individual(s). **B-1(g) FESA and CESA Consultation.** To ensure compliance with FESA and CESA, the RTC and/or implementing entity shall obtain either Incidental Take Permits or written concurrence that implementation of the project will not result in take for CRLF, CLTS, CTS, ~~San Francisco garter snake,~~ steelhead, coho salmon, and tidewater goby. **B-1(h) Western Pond Turtle Survey, Capture, and Relocation.** Not less than 14 days prior to the start of all construction activities for each segment (including staging and mobilization), an RTC and/or implementing entity approved biologist shall conduct surveys for western pond turtles within suitable habitat. The biologist shall also oversee installation of exclusion fencing where suitable habitat is present to prevent western pond turtles from entering active work areas. If western pond turtles are identified within the work area they shall be captured and relocated to suitable habitat within the same or nearest drainage. The relocation site shall include a pool surrounded by vegetation for escape cover. CNDDB Field Survey Forms shall be	

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Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
	submitted to the CDFW for all special status animal species observed. During the rainy season (approximately November 1 to April 15), western pond turtles may actively move through upland habitats outside of drainages. If a turtle is observed by construction personnel within or adjacent to the project area, the turtle's location shall be communicated to the RTC and/or implementing entity-approved biologist. Only the RTC-approved biologist shall capture and relocate the turtle. Construction personnel are not permitted to handle animals. A report of all preconstruction survey efforts for each segment shall be submitted to the implementing entity within 30 days of completion of the survey effort to document compliance. The report shall include the dates, times, weather conditions, and personnel involved in the surveys and monitoring. The report shall also include for each captured special status animal, the UTM coordinates and habitat descriptions of the capture and release site (in UTM coordinates), the length of time between capture and release, and the general health of the individual(s). **B-1(i) Special Status Bat Surveys and Impact Avoidance.** An RTC and/or implementing entity-approved biologist shall conduct presence/absence surveys for special status bats where suitable roosting habitat is present. Bat surveys shall be conducted in consultation with the CDFW. Surveys shall be conducted using acoustic detectors and by searching tree cavities, crevices, and other areas where bats may roost. Surveys shall be conducted not less than 30 days prior to initiation of construction activities for each segment. Areas where special status bats are located shall be avoided where feasible. If impacts to bats cannot be avoided, exclusionary devices, such	

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Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
	as netting, shall be installed by an RTC and/or implementing-entity approved biologist around the roost(s) after the bats have left the roost in the evening and shall be monitored for a minimum of three days to ensure that no bats return to the roost. Once it has been determined that the roost is clear of bats, the roost shall be removed immediately. Exclusion of bats must commence prior to establishment of maternity colonies, which varies by species. If a maternity colony has become established, all construction activities shall be postponed within a 500-foot buffer around the maternity colony until it is determined by a qualified biologist that the young have dispersed. Bat roosts shall be removed after the breeding season has ended but before the onset of winter when temperatures are too cold for bat movement. If a roost is determined by a qualified biologist to be used by a large number of bats (large hibernaculum), bat boxes near the impacted roost shall be installed to reduce the impact to the bat species present. Bat boxes shall be species-specific in dimensions and should mimic a tree hollow or crevice. Bat boxes shall be installed at a height that is appropriate for the bat species and anti-predator measures, such as small metal spikes on the top, shall be included to protect bats. A report of survey efforts shall be submitted to the implementing entity within 30 days of completion of the surveys for each segment to document compliance. The report shall include the dates, times, weather conditions, and personnel involved in the surveys. If exclusion devices and/or bat boxes are utilized, the report shall describe how these methods were employed. **B-1(j) Monterey Dusky-Footed Woodrat Avoidance and Minimization**. Within 14 days prior to start of construction activities, all suitable habitat within and adjacent	

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Impact	Mitigation Measure	Residual Impact
	to the construction disturbance limits shall be surveyed for woodrat middens by a qualified biologist approved by the RTC and/or the implementing entity. If middens are located within the disturbance area, the construction contractor shall under the guidance of the biologist remove the midden using an excavator. The midden shall first be "tapped" or shaken by the excavator bucket to encourage the woodrats to evacuate. The excavator shall then grasp portions of the midden with the bucket and relocate them to the same location outside of the disturbance area. All portions of the same midden shall be relocated to the same area; they shall not be distributed across the adjacent habitat. Once the biologist is satisfied that the midden has been removed, construction may commence. If a midden is located within 50 feet of the construction disturbance area, bright-orange construction fencing shall be installed along the perimeter of the disturbance area to protect the midden from harm impacts during construction. **B-1(k) Preconstruction Surveys for Nesting Birds.** For construction activities occurring during the nesting season (generally February 1 to September 15), surveys for nesting birds covered by the CFGC and the MBTA (including, but not limited to, great blue heron, northern harrier, tricolored blackbird, and California black rail) shall be conducted by a qualified biologist no more than 14 days prior to initiation of construction activities for each segment, including construction staging and vegetation removal. The surveys shall include the entire segment disturbance area plus a 200 foot buffer around the site. If active nests are located, all construction work shall be conducted outside a buffer zone from the nest to be determined by the qualified biologist. The buffer shall be a minimum of 50 feet for non-raptor bird species and at least 150 feet for	

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Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
	raptor species. Larger buffers may be required depending upon the status of the nest and the construction activities occurring in the vicinity of the nest. The biologist shall have full discretion for establishing a suitable buffer. The buffer area(s) shall be closed to all construction personnel and equipment until the adults and young are no longer reliant on the nest site. A qualified biologist shall confirm that breeding/nesting is completed and young have fledged the nest prior to removal of the buffer. **B-1(l) Monarch Butterfly Avoidance and Minimization.** Prior to completion of the final design, a biologist approved by the RTC and/or implementing entity shall review the project for potential to impact monarch butterflies. If known or potential winter roost sites will be impacted, the biologist shall make recommendations to avoid impacts including, but not limited to, relocation/redesign of project features to avoid roost sites, guidance regarding tree removal and trimming at roost sites, and recommendations regarding planting additional roost trees. Construction shall not occur within 100 feet of known or potential roost sites between November 1 and May 1 as feasible. If construction must occur during this period, the qualified biologist shall survey known and potential roost sites to confirm occupancy by monarch butterflies prior to start of construction within 100 feet. Multiple surveys may be necessary and the closest known roost sites shall be used as voucher sites to confirm the timing of butterfly arrival. If monarch butterflies are determined to be absent from a roost site, construction may commence. If monarch butterflies are found at a roost site, construction shall not occur within 100 feet of the roost site until the biologist has determined that the butterflies have left the area. The biologist shall visit the voucher sites to confirm that butterflies have left the region.	

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Impact	Mitigation Measure	Residual Impact
	B-1(m) Worker Environmental Awareness Program (WEAP). Prior to initiation of construction activities for each segment (including staging and mobilization), all personnel associated with the segment construction shall attend WEAP training, conducted by a qualified biologist, to aid workers in recognizing special status resources that may occur in the project area. The specifics of this program shall include identification of the sensitive species and habitats, a description of the regulatory status and general ecological characteristics of sensitive resources, and careful review of the limits of construction and mitigation measures required to reduce impacts to biological resources within the work area. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers, and other personnel involved with construction of the project. All employees shall sign a form documenting that they have attended the WEAP and understand the information presented to them. The form shall be submitted to the RTC and/or implementing entity to document compliance. **B-1(n)** San Francisco Garter Snake Avoidance and Minimization. The following measures shall be implemented in the Northern Reach in consultation with the CDFW and USFWS: • All portions of the proposed project within the range of the San Francisco garter snake shall be designed to avoid impacts to aquatic habitat and to avoid or minimize impacts to adjacent upland habitat. • Construction activities in the Northern Reach shall be avoided within 200 feet of suitable aquatic habitat to the greatest extent feasible. • Construction equipment, personnel, and materials shall be confined to roadways and existing disturbed areas so as to	

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Impact	Mitigation Measure	Residual Impact
	minimize habitat disturbance. If work must occur within 200 feet of suitable aquatic habitat, exclusion fencing shall be installed at the discretion of a qualified biologist to prevent San Francisco garter snakes from entering the work site. • Construction shall occur between May 1 and October 1 when San Francisco garter snake is most active and would be expected to move and avoid danger. If construction must occur between October 2 and April 30, the USFWS and CDFW shall be consulted to determine if additional minimization measures are necessary. • Impacts to suitable upland habitat shall be the minimum necessary to complete construction of the project. The limits of construction shall be delineated clearly with highly visible flagging or construction fencing. • Not more than 24 hours prior to initiation of construction activities at the project site, including mobilization and staging, a qualified biologist shall conduct a survey of suitable habitat for San Francisco garter snake. If a San Francisco garter snake is observed within the disturbance footprint, construction activities shall be postponed until the CDFW and USFWS has been consulted for guidance. • Trash shall be fully contained at all times and shall be removed from the site daily. • A qualified biologist shall be present during all construction activities occurring within and adjacent to suitable habitat to ensure avoidance and minimization measures are implemented and effective.	
Impact B-2 Implementation of the proposed MBSST Network project could result in impacts to riparian and other habitats considered sensitive by local, state, and/or federal agencies, including federally protected wetlands. This impact would be Class II, *significant but mitigable*.	**B-2(a) Jurisdictional Delineation**. Once the final design has been developed for each segment, but prior to the start of construction, a qualified biologist shall conduct a jurisdictional delineation of the entire segment disturbance area at those	Less than significant

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Impact	Mitigation Measure	Residual Impact
	locations where construction activity could affect jurisdictional waters. The jurisdictional delineation shall determine if features are under the jurisdiction of the USACE, RWQCB, CDFW, and/or CCC. The result shall be a preliminary jurisdictional delineation report that shall be submitted to the RTC and/or implementing entity, USACE, RWQCG, CDFW, and CCC, as appropriate, for review and approval. Permits shall be obtained from each agency where applicable. **B-2(b) Wetland and Riparian Habitat Restoration.** Impacts to jurisdictional wetland and riparian habitat shall be mitigated at a ratio of 2:1 for each segment, and shall occur as close to the impacted habitat as possible. A Habitat Restoration Plan shall be developed by a biologist approved by the RTC and/or implementing entity in accordance with mitigation measure B-1(b) above and shall be implemented for no less than five years after construction of the segment, or until the RTC/implementing entity and/or the permitting authority (e.g., CDFW or USACE) has determined that restoration has been successful. <u>All restoration/compensatory mitigation areas shall be permanently protected through a conservation easement or deed restriction.</u> **B-2(c) Landscaping Plan.** If landscaping is proposed for a specific segment, a qualified biologist/landscape architect shall prepare a landscape plan for that segment. This plan shall indicate the locations and species of plants to be installed throughout the segment. Drought tolerant, locally native plant species shall be used. Noxious, invasive, and/or non-native plant species that are recognized on the Federal Noxious Weed List, California Noxious Weeds List, and/or California Invasive Plant Council Lists 1, 2, and 4 shall not be permitted. Species selected for planting shall be similar to those	

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Impact	Mitigation Measure	Residual Impact
	species found in adjacent native habitats. **B-2(d) Invasive Weed Prevention and Management Program.** Prior to start of construction of each segment, an Invasive Weed Prevention and Management Program shall be developed by a qualified biologist approved by the RTC and/or implementing entity to prevent invasion areas adjacent native habitat by non-native plant species. A list of target species shall be included, along with measures for early detection and eradication before any species can gain a foothold and out-compete native plant species for resources. All disturbed areas shall be hydroseeded with a mix of locally native species upon completion of work in those areas. In areas where construction is ongoing, hydroseeding shall occur where no construction activities have occurred within six (6) weeks since ground disturbing activities ceased. If exotic species invade these areas prior to hydroseeding, weed removal shall occur in consultation with a qualified biologist and in accordance with the restoration plan. Herbicides may be used on a limited basis to control the growth and spread of invasive weeds. Aqua-Master herbicides containing a dye to show overspray or a similar herbicide approved by the CDFW shall be used, and shall be applied by a certified pesticide application specialist under the direction of a qualified biologist. Herbicide application shall be plant species-dependent and can include foliar treatment or cut surface treatments. Herbicide shall not be broadcast over a large area; instead specific plant species shall be targeted. The target plant species shall be removed and disposed of properly at a landfill once they are dead.	
Impact B-3 Implementation of the proposed MBSST Network project could result in impacts to wildlife	**B-3(a) Fence Design.** All project fencing shall be designed to facilitate wildlife movement through the	Less than significant

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Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
movement or nursery sites. This impact would be Class II, *significant but mitigable*.	proposed MBSST Network and shall include: • A minimum 16 inches between the ground and the bottom of the fence to provide clearance for small animals; • A minimum 12 inches between the top two wires, or top the fence with a wooden rail or mesh instead of wire to prevent animals from becoming entangled; and • If privacy fencing is required near open space areas, openings at the bottom of the fence measure at least 16 inches in diameter shall be installed at reasonable intervals to allow wildlife movement. The final fence design shall be submitted by each implementing entity to the RTC and shall be reviewed by a RTC-approved biologist for approval. **B-3(b) Construction Best Management Practices.** The following construction Best Management Practices (BMPs) shall be incorporated into all grading and construction plans for each segment of the MBSST Network: • Designation of a 15 mile per hour speed limit in all construction areas. • All vehicles and equipment shall be parked on pavement, existing roads, and previously disturbed areas, and clearing of vegetation for vehicle access shall be avoided to the greatest extent feasible. • The number of access routes, number and size of staging areas, and the total area of the activity shall be limited to the minimum necessary to achieve the goal of the project. • Designation of equipment washout and fueling areas to be located within the limits of grading at a minimum of 100 feet from waters, wetlands, or other sensitive resources as identified	

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Impact	Mitigation Measure	Residual Impact
	by a qualified biologist. Washout areas shall be designed to fully contain polluted water and materials for subsequent removal from the site. • Daily construction work schedules shall be limited to daylight hours only [consistent with mitigation measure N-1(a) (Construction Hours) in Section 4.10, Noise]. • Mufflers shall be used on all construction equipment and vehicles shall be in good operating condition. • Drip pans shall be placed under all stationary vehicles and mechanical equipment. • All trash shall be placed in sealed containers and shall be removed from the project site a minimum of once per week. • No pets are permitted on project site during construction.	
CULTURAL RESOURCES		
Impact CR-1 The proposed MBSST Network project would potentially damage existing prehistoric and archaeological cultural resources and historical structures along the proposed trail alignment. Impacts would be Class II, *significant but mitigable*.	**CR-1(a) Cultural Resources Records Search**. Prior ~~to the issuance of grading permits~~ completion of final design for each trail segment, the RTC and/or implementing entity shall contract with a qualified archaeologist to perform a cultural resources records search. The cultural resources records search shall include both the Area of Direct Impact as well as a suitable buffer area encompassing an Area of Indirect Impact as determined by a qualified archaeologist. If a cultural resources survey has previously been adequately performed for the subject trail segment/impact area, and existing prehistoric or archaeological cultural resources were not identified, no further pre-construction mitigation would be required. If no previous survey has been performed for the subject trail segment/impact area, or if a previous survey has identified prehistoric or archaeological cultural resources, mitigation measure CR-1(b) shall be implemented.	Less than significant

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Impact	Mitigation Measure	Residual Impact
	CR-1(b) Pre-Construction Prehistoric and Archaeological Resources Survey. Prior to ~~the issuance of grading permits~~ completion of final design for each segment that has not been previously graded and/or surveyed for prehistoric and archaeological cultural resources [as determined by mitigation measure CR-1(a)], the RTC and/or implementing entity shall contract with a qualified archaeologist to perform a Phase I cultural resources assessment. In the event that prehistoric or archaeological cultural resources are identified within the Area of Direct Impact during the Phase I assessment and avoidance of impacts to the resource by redesign are not feasible, the implementing agency shall implement a Phase II subsurface testing program to determine the resource boundaries within the trail corridor/impact area, assess the integrity of the resource, and evaluate the site's significance through a study of its features and artifacts. If the site is determined significant, the RTC and/or implementing entity may choose to cap the resource area using culturally sterile and chemically neutral fill material and shall include open space accommodations and interpretive displays for the site to ensure its protection from development. A qualified archaeologist shall be retained to monitor the placement of fill upon the site and to make open space and interpretive recommendations. If a significant site will not be capped, the results and recommendations of the Phase II study shall determine the need for a Phase III data recovery program designed to record and remove significant prehistoric or archaeological cultural materials that could otherwise be tampered with. If the site is determined insignificant, no capping or further archaeological investigation shall be required, though archaeological monitoring may still be required. The results and recommendations of the Phase II	

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Impact	Mitigation Measure	Residual Impact
	and/or Phase III studies shall determine the need for construction monitoring. In the event that prehistoric or archaeological cultural resources are identified within the Area of Indirect Impact during the Phase 1 assessment, the implementing entity shall contract with a qualified archaeologist to determine whether avoidance or minimization measures are required to prevent looting and aggravation of existing resources. If required, these measures could include, but shall not be limited to: installation of signage prohibiting the public from accessing the site(s), installation of fencing around the identified sites, installation of protection landscape screening, and/or placement of cultural sterile and chemically neutral fill upon the site(s). Selection of feasible avoidance or minimization measures shall be in consultation with the appropriate resource agency, implementing entity, and/or RTC. Following implementation of feasible avoidance or minimization measures the RTC and/or implementing entity shall prepare a four year monitoring plan that includes annual review of sites within the Area of Indirect Impact to assess whether impacts are occurring, supplemental measures to address identified impacts and an annual report of findings which would be available for review by the relevant resources agencies. The plan shall be implemented for a minimum of four years, or until it is clear that resources are not being impacted by the project. **CR-1(c) Alteration of Potential Historical Bridges/Structures**. Prior to issuing permits for development of trail segments that would result in alteration of existing rail bridges, trestle structures, or other structures greater than 50 years old (at the time development is anticipated to occur), a qualified architectural historian shall inventory and evaluate the significance of potentially historical	

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Impact	Mitigation Measure	Residual Impact
	bridges and other structures located along the proposed trail alignment. Preliminary investigations have not identified any historic bridges; however, the trestle over Soquel Creek in Capitola is located in a historic district. If a bridge or other structure located along the proposed trail alignment is determined to be historic, the following shall be conducted prior to any rehabilitation, changes, alterations, or additions: A report shall be prepared by a professional architectural historian and shall be accompanied by requisite sets of large format camera Historic American Engineering Record (HAER) Level II black-and-white 8-by-10 inch archival quality prints taken by a professional photographer. A minimum of twelve views shall be documented (two profiles, two centerline shots, four abutment shots, and four engineering details) and two sets of prints shall be sent to the California State Library in Sacramento. Measured drawings shall be prepared of the structure under the supervision of a qualified architectural historian. After this effort, any proposed rehabilitation, changes, alterations, and additions to historical structures shall comply with the Secretary of the Interior Standards for Rehabilitation. Alterations shall be similar to the surrounding historical landscape and consistent with the character-defining features of the bridge/structure, as determined by procedures implementing the National Historic Preservation Act. Adjacent property owners and local government shall be consulted about the design details of any alterations to existing historical resources. Alterations shall be consistent with applicable local historic preservation policies and guidelines.	
Impact CR-2 Construction of the proposed MBSST Network would involve surface excavation. Although	**CR-2(a) Archaeological Resource Construction Monitoring.** Prior to the commencement of construction	Less than significant

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Impact	Mitigation Measure	Residual Impact
unlikely, construction activities have the potential to unearth or impact previously unidentified prehistoric or archaeological cultural resources. Impacts would be Class II, *significant but mitigable*.	activities for each trail segment, an orientation meeting shall be conducted by an archaeologist, general contractor, subcontractor, and construction workers associated with earth disturbing activities. The orientation meeting shall describe the potential of exposing archaeological resources, the types of cultural materials may be encountered, and directions on the steps that shall be taken if such a find is encountered. A qualified archaeologist shall be present during all initial earth moving activities for each trail segment. In the event that unearthed prehistoric or archaeological cultural resources or human remains are encountered during project construction, mitigation measure CR-2(b) shall take effect. **CR-2(b) Unearthed Prehistoric or Archaeological Cultural Remains.** If prehistoric or archaeological cultural resource remains are encountered during construction or land modification activities, work shall stop and the RTC and appropriate City or County planning, building department (depending on the jurisdiction in which the discovery occurs) or implementing entity shall be notified at once to assess the nature, extent, and potential significance of any prehistoric or archaeological cultural remains. The implementing entity shall implement a Phase II subsurface testing program to determine the resource boundaries within the trail corridor/impact area, assess the integrity of the resource, and evaluate the site's significance through a study of its features and artifacts. If the site is determined significant, the RTC and/or implementing entity may choose to cap the resource area using culturally sterile and chemically neutral fill material and shall include open space accommodations and interpretive displays for the site to ensure its protection from	

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Impact	Mitigation Measure	Residual Impact
	development. A qualified archaeologist shall be retained to monitor the placement of fill upon the site and to make open space and interpretive recommendations. If a significant site will not be capped, the results and recommendations of the Phase II study shall determine the need for a Phase III data recovery program designed to record and remove significant prehistoric or archaeological cultural materials that could otherwise be tampered with. If the site is determined insignificant, no capping and or further archaeological investigation shall be required. The results and recommendations of the Phase II study shall determine the need for construction monitoring.	
GEOLOGY/SOILS		
Impact GEO-1 Future seismic activity could result in fault rupture along the San Gregorio Fault, which lies under segments 1 and 2 of the MBSST Network. However, improvements along these segments would be limited to on-road improvements and would not include the construction of any structures. Impacts would be Class III, *less than significant.*	None required	Less than significant
Impact GEO-2 Seismically induced ground shaking could destroy or damage MBSST Network structures, including bridges and a restroom facility, resulting in loss of property or risk to human health. All structures would be required to comply with California Building Code standards to address risk from seismic ground shaking. This would be a Class III, *less than significant* impact.	None required	Less than significant
Impact GEO-3 There are several areas within the MBSST Network that are at risk for seismic-related ground failure. Seismic activity could produce ground shaking sufficient to cause liquefaction, subsidence, or settlement in these areas. This is a Class II*, significant but mitigable* impact.	**GEO-3 Geotechnical Study.** Prior to site development of each segment of the MBSST Network, a geotechnical study shall be prepared by a registered civil or geotechnical engineer and reviewed by the RTC and/or implementing entity. This report shall include an analysis of the liquefaction, subsidence, and settlement potential of the underlying materials. If the segment under study	Less than significant

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Impact	Mitigation Measure	Residual Impact
	is confirmed to be in an area prone to seismically-induced liquefaction, subsidence, or settlement, appropriate techniques to minimize hazards shall be prescribed and implemented. Suitable measures to reduce ground-failure impacts could include, but are not limited to, the following: • Specialized design of foundations by a structural engineer • Removal or treatment of liquefiable soils to reduce the potential for liquefaction • In-situ densification of soils • Replacement or recompaction of soils, or • Other alterations to the ground characteristics.	
Impact GEO-4 Several isolated areas along the MBSST Network project are identified as potential landslide hazard areas. Impacts resulting from landslide hazards would be Class II, *significant but mitigable*.	**GEO-4 Hillside Stability Evaluation.** If any permanent structures (including structures, bridges, paved multi-use paths, and trail furnishings) within a segment are to be located within possible landslide hazard zones, then an evaluation of the adjacent hillside shall be performed by a registered engineering geologist or a registered professional civil or geotechnical engineer prior to approval of that segment. If a landslide potential is found to exist, then setbacks or retaining walls, where approved by a registered engineering geologist or registered professional civil or geotechnical engineer, shall be imposed. The setback distance or design of the retaining walls shall be determined by the results of the landslide evaluation study.	Less than significant
Impact GEO-5 Several areas of the MBSST Network project could be subject to erosion hazards. Coastal erosion hazards are present in the areas of the MBSST Network that are directly adjacent to the coast. In addition, soils are present throughout the MBSST Network that have moderate to severe erosion hazard potential. However, design guidelines in the proposed MBSST Network Master Plan would ensure	None required	Less than significant

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Impact	Mitigation Measure	Residual Impact
that impacts would be Class III, *less than significant*.		
Impact GEO-6 The proposed MBSST Network project could be subject to structural damage resulting from unstable soils, including soils with high liquefaction, subsidence, and settlement potential. Impacts would be Class II, *significant but mitigable*.	Mitigation measure GEO-3 requires preparation of a geotechnical study prior to development of each segment. If the segment under study is confirmed to be in an area prone to seismically-induced liquefaction, subsidence, or settlement, then appropriate techniques to minimize hazards shall be prescribed and implemented. Refer to Impact GEO-3 for the complete mitigation measure.	Less than significant
Impact GEO-7 The MBSST Network project is located in areas defined as having potential for the expansion or contraction of soils. This is a Class II, *significant but mitigable* impact.	**GEO-7 Study of Soil Expansion.** The geotechnical study required in mitigation measure GEO-3 shall include an evaluation of the potential for soil expansion of the underlying materials. If the segment under study is identified as being subject to expansive soil hazards, appropriate techniques to minimize hazards shall be prescribed and implemented. Suitable measures to reduce expansive soil hazards could include, but not be limited to: design of foundations by a structural engineer and/or or the replacement of soils beneath the segment.	Less than significant
GREENHOUSE GAS EMISSIONS		
Impact GHG-1 The proposed MBSST Network project would generate greenhouse gas emissions during construction and operation. Construction emissions would primarily be generated by construction equipment and paving. Operational emissions would be generated by vehicle trips by trail users and for trail maintenance, but may be balanced regionally by the potential reduction in vehicle trips on cross county arterial corridors due to a change in travel modes. Overall, greenhouse gas emissions from the proposed MBSST Network Impacts would be Class III, *less than significant*.	None required	Less than significant
Impact GHG-2 The proposed MBSST Network project would be generally consistent with the Climate Action Team GHG reduction strategies, the 2008 Attorney General Greenhouse Gas Reduction	None required	Less than significant

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Impact	Mitigation Measure	Residual Impact
Measures, the City of Santa Cruz Climate Action Plan. As a result, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Impacts would be Class III, *less than significant.*		
Impact GHG-3 Several segments of the proposed MBSST Network would parallel the coastal bluffs/edges of the Santa Cruz County coastline. Given the proximity to the coastline, these segments could be affected by flooding and/or shoreline retreat associated with sea level rise. However, ongoing trail maintenance and inspection activities would ensure that sea level rise does not expose people or structures to the risk of loss, injury, or death. Impacts would be Class III, *less than significant*.	None required	Less than significant
HAZARDS AND HAZARDOUS MATERIALS		
Impact HAZ-1 Grading associated with MBSST Network construction could expose construction workers to health hazards by releasing contaminants that could be present in the soil. This construction-related hazard is a Class II, *significant but mitigable* impact.	**HAZ-1(a) Soil Sampling and Remediation**. Prior to construction of each trail segment, a soil assessment shall be completed for that segment under the supervision of a professional geologist or professional civil engineer to determine the presence or absence of contaminated soil along the proposed trail. If soil sampling indicates the presence of any contaminant in quantities not in compliance with applicable laws or regulations, the RTC and/or implementing entity shall coordinate with Santa Cruz County Environmental Health Services to develop and implement a program to remediate or manage the contaminated soil during construction. Disposal shall occur at an appropriate facility licensed to handle such contaminants and remedial excavation shall proceed under the supervision of an environmental consultant licensed to oversee such remediation. The remediation/disposal program shall be approved by Santa Cruz County Environmental Health Services. The RTC and/or implementing entity shall submit all correspondence to Santa	Less than significant

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Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
	Cruz County Environmental Health Services prior to issuance of grading permits. All proper waste handling and disposal procedures shall be followed. Upon completion of the remediation/disposal, a qualified environmental consultant shall prepare a report summarizing the project, the remediation/disposal approach implemented, and the analytical results after completion of the remediation, including all waste disposal or treatment manifests. **HAZ-1(b) Arsenic Management Plan**. A management plan to address arsenic-containing soil during construction of individual segments along the MBSST Network corridor shall be prepared and implemented. This plan shall include soil excavation, stockpiling, disposal procedures (considering profiling of arsenic and other constituents), and construction monitoring guidelines. **HAZ-1(c) Granite Construction Company Petroleum Remediation and Mitigation**.[1] An analysis shall be conducted to determine whether petroleum present in the soil near the Granite Construction facility is impacting groundwater. If groundwater is determined to have been affected by on-site contamination, or if soil contamination is detected at depths of 30 feet below grade or greater, then a groundwater sampling assessment shall be performed. If contaminants are detected in groundwater at levels that exceed maximum contaminant levels for those constituents in drinking water, then the results of the groundwater sampling shall be forwarded to the appropriate regulatory agency (Santa Cruz County Environmental Health Services, Central Coast Water Quality Control Board, or the State of California Environmental Protection Agency Department of Toxic Substances Control). The agency shall review the data and sign off on the property or determine if any additional investigation or remedial activities are deemed necessary.	

Table ES-1
Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
	Contaminated soils near the Granite Construction Facility in Watsonville shall also be profiled for disposal at the appropriate facility licensed to handle such contaminants and remedial excavation shall proceed under the supervision of an environmental consultant licensed to oversee such remediation. The remediation/disposal program shall be approved by Santa Cruz County Environmental Health Services prior to issuance of grading permits for segment 18. All proper waste handling and disposal procedures shall be followed. Upon completion of the remediation/disposal, a qualified environmental consultant shall prepare a report summarizing the project, the remediation/disposal approach implemented, and the analytical results after completion of the remediation, including all waste disposal or treatment manifests. [1] Granite construction has indicated the process of remediating petroleum contamination at the Granite Construction site (866 West Beach Street, Watsonville). A Human Health Risk Assessment (HRRA) has been prepared for the site and is currently under review by the Regional Water Quality Control Board and the Regional Transportation Comission. For access to documents related to the site, please visit: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000002086. At such time as segment 18 is being considered for implementation, the RTC and/or implementing entity shall contact Santa Cruz County Environmental Health Services to determine the status of clean-up. If the site has been remediated and the case closed, mitigation may not be required.	
Impact HAZ-2 Based on the age of existing railroad bridge/trestle structures, it is possible that existing facilities contain asbestos or lead-based paint. Retrofitting or replacement of these existing structures would create the potential for exposure to these hazardous materials. However, compliance with applicable regulations regarding the	None required	Less than significant

Table ES-1
Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
removal, handling and disposal of asbestos and lead-based paint would reduce impacts to a Class III, *less than significant* level.		
Impact HAZ-3 Adjacent agricultural, commercial, and industrial activities may include the use of pesticides, herbicides, petroleum-based fuels, chlorinated solvents, or other chemicals considered to be a human health threat. Trail users and maintenance personnel could be exposed to these chemicals during and after their application to the adjacent orchards and row crops, or in the event of soil contamination or emission of hazardous materials into the air. This is a Class II, *significant but mitigable* impact.	**HAZ-3(a) Trail Closure**. A communication system shall be established between the Santa Cruz County Agricultural Commissioner's office, the RTC and/or implementing and managing entities, to convey any notices of intent to spray chemicals in a timely manner. The Trail ~~Manager~~ Ranger or its designee shall be responsible for closing trail segments during and following application of agricultural chemicals, and posting additional warning signs, as appropriate.	Less than significant
Impact HAZ-4 Railway and roadway accidents that involve hazardous materials could potentially create a public safety hazard by exposing people to contaminants. Due to the infrequency of train operations, the transient nature of trail use, and regulations already in place, impacts would be Class III, *less than significant*.	None required	Less than significant
Impact HAZ-5 Underground utility lines may be located beneath the proposed MBSST Network. Construction and design of the proposed trail would be affected by the presence of these lines. This is a Class II, *significant but mitigable* impact.	**HAZ-5(a) Utility Line Location and Consultation.** Prior to construction of each segment, the implementing entity shall determine the presence and exact location of any underground utility lines that correspond to the trail alignment. In addition, the presence of any above-ground utility lines in close proximity to the proposed alignment shall be determined. If any utility lines are found to be in proximity to the trail alignment, the implementing entity shall contact the utility line operator regarding any regulations for grading and construction activities near the lines. The trail alignment shall be constructed and designed in compliance with all regulations and policies set forth by the operating entity.	Less than significant

Table ES-1
Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
Impact HAZ-6 The proposed MBSST Network project would introduce a recreational use into areas designated as moderate and high wildland fire hazard areas. However, compliance with existing policies and state and local regulations would ensure Class III, *less than significant* impacts.	None required	Less than significant
HYDROLOGY AND WATER QUALITY		
Impact H-1 Construction of the MBSST Network project would increase stormwater runoff due to the increase in impervious surface in the project area, which could also degrade water quality. The proposed Master Plan includes design standards to maintain historic run-off volumes. In addition, compliance with federal, state, and local regulations would ensure historic runoff volumes are maintained and water quality standards are met. Impacts related to surface runoff volumes and water quality would be Class III, *less than significant*.	None required	Less than significant
Impact H-2 Construction and operation of the MBSST Network would be required to comply with existing federal, state, and local standards regarding water quality associated with the use of septic systems. Impacts associated with the degradation of water quality due to a septic system would be Class III, *less than significant*.	None required	Less than significant
Impact H-3 There are several streams within the MBSST Network vicinity that are designated as "impaired waterbodies." The MBSST Network project would not increase pollutants of concern associated with impaired water bodies in the vicinity. Impacts associated with the degradation of water quality would be Class III, *less than significant*.	None required	Less than significant
Impact H-4 The proposed MBSST Network project would introduce approximately 53.1 acres of impervious surfaces to Santa Cruz County, which is a region that derives 80 percent of its water supply from groundwater. However, the	None required	Less than significant

Table ES-1
Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
MBSST Network is not located in a PGR Zone. Impacts associated with groundwater recharge would be Class III, *less than significant*.		
Impact H-5 Portions of the proposed MBSST Network project would be constructed within the 100-year flood plain and would be subject to periodic inundation during major storm events. Construction of the proposed MBSST Network bridge crossings could also alter the flow characteristics of the drainages it would cross, possibly resulting in greater upstream flooding during major flood events. This is a Class II, *significant but mitigable* impact.	**H-5(a) Bridge Design.** The plans for proposed creek bridges shall be submitted to the planning and/or building department of the jurisdiction in which the segment is located for review and approval. Bridges shall be designed to ensure that pre-project flood flows are maintained, such that upstream flooding does not occur. All recommendations in bridge design made by reviewing bodies shall be considered for implementation. These may include, but would not be limited to: structural anchoring, increase in base-flood elevation, and floodproofing techniques, such as the use of paints, membranes or mortars to reduce seepage, reinforcement to resist water pressure, addition of mass or weight to structure to resist flotation. **H-5(b) Trail Inspection Program.** Within 10 calendar days following flooding events, the trail shall be inspected by the Trail Manager or its designee to determine if damage has occurred or if debris has collected and constricted water flow around the bridges. If damage or debris is found, it shall be repaired or cleared immediately. If repair is required, temporary signage shall be posted to indicate the trail's closure until damage is repaired. Routine bridge inspections shall be conducted by the Trail Manager or its designee on an annual basis.	Less than significant
Impact H-6 Portions of the proposed MBSST Network project would be constructed within tsunami inundation and seiche hazard zones. Existing tsunami warning systems and compliance with state and local policies regarding construction in tsunami zones would reduce potential hazards. This is a Class III, *less than significant* impact.	None required	Less than significant

Table ES-1
Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
NOISE		
Impact N-1 Construction of the proposed MBSST Network would create temporary noise level increases that could disturb nearby sensitive receptors. This is a Class II, *significant but mitigable* impact.	**N-1(a) Construction Hours.** Hours of construction for all segments of the MBSST Network project shall be limited to the hours between 8:00 AM and 7:00 PM on weekdays and 9:00 AM to 4:00 PM on Saturdays. **N-1(b) Acoustical Shelters.** Air compressors and generators used for construction shall be surrounded by temporary acoustical shelters if within 1,500 feet of a sensitive receptor (including residential, institutional, and office land uses). **N-1(c) Construction Equipment.** Stationary construction equipment that generates noise that exceeds 60 dBA at the boundaries of adjacent sensitive receptors shall be baffled to reduce noise and vibration levels. All construction equipment powered by internal combustion engines shall be properly muffled and maintained. Unnecessary idling of internal combustion engines shall be prohibited. Whenever feasible, electrical power shall be used to run air compressors and similar power tools.	Less than significant
Impact N-2 Operational use of the proposed MBSST Network would create intermittent noise. However, this noise is not expected to result in a measurable increase in ambient noise levels. Impacts would therefore be Class III, *less than significant*.	None required	Less than significant
Impact N-3 The proposed MBSST Network would incrementally increase traffic in the vicinity of trail staging areas. However, this additional traffic would be minimal, and would not increase ambient noise levels. This is a Class III, *less than significant* impact.	None required	Less than significant
Impact N-4 Users of the proposed MBSST Network may temporarily be exposed to noise near busy roadways, agricultural operations, and active rail segments. However, the trail is not considered a sensitive land use, and exposure would be intermittent. This is a Class III, *less than significant* impact.	None required	Less than significant

Table ES-1
Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
TRANSPORTATION/TRAFFIC		
Impact T-1 The proposed MBSST Network would incrementally increase the number of vehicles traveling to staging areas. However, the proposed trail would not contribute to an exceedance of a level of service standard. This is a Class III, *less than significant* impact.	None required	Less than significant
Impact T-2 The proposed MBSST Network would incrementally increase the number of vehicles traveling on regional arterials. However, this would be balanced by a reduction in vehicle trips resulting from the MBSST Network project. Therefore, the proposed trail would not contribute to an exceedance of a level of service standard. This is a Class III, *less than significant* impact.	None required	Less than significant
Impact T-3 Potential conflicts between trail users and automobile traffic could occur at any of the trail road crossings. These conflicts could result in hazardous conditions for both trail users and motorists. In addition, conflicts could occur between trail users and agricultural equipment. This is a Class II, *significant but mitigable* impact.	**T-3(a) Trail Crossing Warning Signs.** In addition to the proposed lighted crosswalks, caution signs shall be installed along vehicular roadways preceding each crosswalk to warn motorists of trail users. **T-3(b) Agricultural Access Safety.** Informational signs shall be installed at the trail crossings of public roads along the northern and Watsonville reaches, warning trail users of the presence of agricultural vehicles. Signs shall also be installed where agricultural access points intersect with adjacent roadways, warning operators about the presence of pedestrians and bicyclists. **T-3(c) Right-of-Way Priority.** Right-of-way priority at all roadway crossings shall be determined by the RTC and/or implementing entity, in consultation with private property owners (where appropriate), during the design of individual trail segments. Where feasible, right-of-way preference shall be given to the facility with the higher volume of traffic (i.e., in locations where the roadway has a higher volume of vehicle traffic than pedestrian and bicycle traffic on the trail, right-of-way shall be given to the roadway; in cases where the trail is crossing a	Less than significant

Table ES-1
Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

<table>
<tr><th>Impact</th><th>Mitigation Measure</th><th>Residual Impact</th></tr>
<tr><td></td><td>road or driveway that has a lower volume of traffic than the trail, right-of-way priority shall be given to the trail). Right-of-way shall be indicated with appropriate stop or yield sign given to the cross traffic.</td><td></td></tr>
<tr><td>Impact T-4 Potential conflicts between trail users and railroad traffic could occur at any of the trail railway crossings. These conflicts could result in hazardous conditions for both trail users and rail operators and passengers. This is a Class III, less than significant impact.</td><td>None required</td><td>Less than significant</td></tr>
<tr><td>Impact T-5 Potential conflicts between pedestrian and bicyclists may occur at street crossings, where line of sight issues are encountered,, or in other areas where there is not a separated path for different types of users. This is a Class II, significant but mitigable impact.</td><td>T-5(a) Crosswalk Markings. The crosswalk marking used at all MBSST Network crossings of public roadways shall incorporate a distinctive crosswalk pattern to orient different types of trail users. The crosswalk markings may incorporate bike trail markings flanking the crosswalk (possibly green in color), separating pedestrians in the middle, with directional signs for bicyclists on either side.

T-5(b) Line-of-Sight. Wherever feasible, the interface between the trail and intersecting roadway shall be designed so that the approaching driver and bicyclist or pedestrian have a view of each other within the appropriate stopping sight distance suggested by AASHTO Guidelines. This sight distance shall be provided through a combination of measures such as minor vegetation trimming and/or removal, sidewalk/shoulder curb extensions, roadway realignment or narrowing, etc.

<table>
<tr><th>Roadway Design Speed (mph)</th><th>Stopping Sight Distance (feet)</th></tr>
<tr><td>25</td><td>155</td></tr>
<tr><td>30</td><td>200</td></tr>
<tr><td>35</td><td>250</td></tr>
<tr><td>40</td><td>305</td></tr>
<tr><td>45</td><td>360</td></tr>
</table>
</td><td>Less than significant</td></tr>
<tr><td>Impact T-6 Construction activity associated with the MBSST Network could introduce a hazard by creating conflicts between construction</td><td>T-6 Construction Activity. Prior to issuance of grading permits, the implementing entity for each trail segment shall prepare a traffic</td><td>Less than significant</td></tr>
</table>

Table ES-1
Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
vehicles and materials and existing vehicle traffic. This is a Class II, *significant but mitigable* impact.	control plan based on Caltrans standards. The traffic control plan shall outline requirements for construction cone placements, temporary construction signage and flagger placement for conditions such as lane closures, shoulder closures, and/or lane narrowing.	
Impact T-7 The proposed MBSST Network would include fencing. The installation of fencing may inhibit pedestrian access and reduce local connectivity. This is a Class II, *significant but mitigable* impact.	**T-7 Trail Access.** Where applicable, the RTC and/or implementing entities shall consider including openings in trail fencing to allow for pedestrian and bicycle access in locations other than staging areas and roadway crossings. If such openings are located on the trail side of the railroad tracks, no additional measures would be required. However, if the openings are located opposite the trail, such that bicyclists and pedestrians would be required to cross the railroad tracks to access the trail, then appropriate crossing equipment acceptable to the CPUC shall be included. These may include pedestrian railroad crossing gates and signage similar to what is proposed on other planned trail crossings of the railroad.	Less than significant
PUBLIC SAFETY AND SERVICES		
Impact PS-1 The proposed MBSST Network would result in an incremental increase in water demand, and some segments would be located in areas without adequate water to serve this demand. Impacts would be Class II, *significant but mitigable.*	**PS-1(a) Landscaping Irrigation.** Where a segment is proposed in an area that may not have adequate water supplies or water treatment facilities, one or a combination of the following options shall be implemented: 1. Landscaping shall be excluded from the trail design; 2. Landscaping shall consist of native and drought-tolerant species that do not require long-term irrigation; or 3. Landscaping requiring long-term irrigation shall utilize recycled water supplies. Landscaping plans shall be reviewed and approved by the implementing entity, in consultation with the water purveyor, prior to approval of each segment.	Less than significant

Table ES-1
Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
	PS-1(b) Retrofitting Existing Facilities. Where a segment is proposed in an area that may not have adequate water, the RTC and/or implementing entity shall ensure that there is no net increase in water demand for the affected water service area as a result of increased use of existing restrooms or water fountains. This may occur through one of the following options, or a combination thereof: 1. Retrofit existing public restroom facilities at existing trail heads and staging areas (refer to Table 2-1 in Section 2.0, Project Description) to include low-flow toilets and other water saving devices; 2. Retrofit existing public restroom facilities at existing trail heads and staging areas to allow use of recycled water at existing facilities; and/or 3. Retrofit off-site public facilities (e.g. city or county offices, schools, etc.) that are within the same groundwater service area. The determination of the water demand that requires an offset, and the mechanisms for the offset, shall be determined by the implementing entity in consultation with the RTC and applicable water service provider(s). **PS-1(c) New Bathroom in Watsonville Reach.** Should the proposed new bathroom on the Watsonville Reach be sited in an area without adequate surplus water supplies to serve the facility, then one of the following options shall be implemented to ensure no net increase in water demand: 1. Retrofit off-site public facilities (e.g. city or county offices, schools, etc.) that are within the same groundwater service area. The determination of the water demand that requires an offset, and the mechanisms for the offset, shall be determined by the implementing entity in	

Table ES-1
Summary of Significant Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
	consultation with the RTC and applicable water service provider(s); 2. Install zero-water demand restroom facility (e.g. compost toilet); or 3. Omit development of the new restroom facility.	
Impact PS-2 The proposed MBSST Network is anticipated to allow sufficient emergency access. In addition, demand generated by trail users would not result in an exceedance of average response times requiring construction of new facilities. Adjacent on-street facilities would also provide emergency access. Impacts to police, fire, and emergency services would be Class III, *less than significant*.	None required	Less than significant
Impact PS-3 The proposed MBSST Network may result in safety hazards due to conflicts between different types of trail users. However, with adherence to strategies and design requirements contained in the proposed MBSST Network Master Plan, impacts would be Class III, *less than significant*.	None required	Less than significant

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