



Monterey Bay Sanctuary Scenic Trail Network Master Plan

Addendum #3 to the Environmental Impact Report Segment 18 SCH#2012082075

prepared by

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1 Introduction

This document was prepared in accordance with the California Environmental Quality Act (CEQA) and the *CEQA Guidelines*. It is presented as the City of Watsonville's (City) third Addendum to the previously certified Final Environmental Impact Report (EIR) for the Monterey Bay Sanctuary Scenic Trail (MBSST) Network Master Plan referred to herein as the Original Project. The City is a Responsible Agency for the certified Final EIR and is the lead agency for the environmental review in this Addendum.

This Addendum addresses the proposed modifications to Segment 18 of the MBSST in relation to the previous environmental review document prepared for the Original Project. Section 15164 of the *CEQA Guidelines* defines the function of an EIR Addendum as follows:

The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

...A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record.

1.1 Background and Purpose of the EIR Addendum

The Final EIR for the Original Project (SCH # 2012082075) was certified by the Santa Cruz County Regional Transportation Commission (SCCRTC) on November 7, 2013. The certified Final EIR consists of the Draft EIR, responses to public and agency comments received during the review period, on and the revised text to the Draft EIR based on responses to comments and other information. Technical analyses from the certified Final EIR are represented or referenced throughout this Addendum. Relevant passages from the certified Final EIR noted above are cited and available for review at the Santa Cruz County RTC office at 1523 Pacific Avenue in Santa Cruz, California, or online at <https://sccrtc.org/projects/multi-modal/monterey-bay-sanctuary-scenic-trail/final-environmental-impact-report-on-the-monterey-bay-santucary-scenic-trail-mbsst/>. In conjunction with certification of the Final EIR, the Santa Cruz County RTC also adopted a Mitigation Monitoring and Reporting Program (MMRP) and approved the Original Project.

The SCCRTC first prepared an Addendum to the EIR in February 2014 to address the environmental effects associated with adoption of amended Master Plan policy language related to Segment 17 which included an alternate alignment for the Segment which was not previously addressed in the EIR. The City prepared a second Addendum to the EIR in June 2019 to address modifications to the alignment on the east side of Ohlone Parkway to route around the metal structure or bungalow box located in the path of the proposed trail alignment. The two Addendums to the certified EIR, Addendum #1 and Addendum #2, were adopted by the City of Watsonville per Resolution No. 154-15 in October 2015 and Resolution No. 1119-19 in July 2019.

The certified EIR for the Original Project addressed the physical environmental effects associated with Segment 18 of the MBSST Network and included the portion of the trail network from Lee Road to Walker Street. The Lee Road portion of the rail trail project, as proposed by the City of

Watsonville, would implement Segment 18 of the MBSST Network, and includes project features and characteristics consistent with those described for Segment 18 in the Final EIR.

The City now proposes minor modifications to the Segment 18, mainly pertaining to the realignment of the trail at two railroad track locations. This Modified Segment 18 Project is herein referred to the “Modified Segment 18 Project.” A detailed description of the Modified Segment 18 Project is provided in Section 2, *Project Description*, of this Addendum.

1.2 Basis for the Addendum

Once an EIR has been certified and subsequently a project is modified or otherwise changed after certification, additional CEQA review may be necessary. The key considerations in determining the need for the appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and Sections 15162, 15163 and 15164 of the *CEQA Guidelines*.

Section 15162(a) of the *CEQA Guidelines* provides that a Subsequent EIR is not required unless the following occurs:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Pursuant to Section 15164(a) of the *CEQA Guidelines*, an Addendum to an EIR may be prepared by the Lead Agency that prepared the original EIR or a responsible agency if some changes or additions are necessary, but none of the conditions have occurred that require preparation of a Subsequent EIR. An Addendum must include a brief explanation of the agency’s decision not to prepare a Subsequent EIR and be supported by substantial evidence in the record as a whole (Section

15164[e]). The Addendum to the EIR need not be circulated for public review but it may be included in or attached to the Final EIR (Section 15164[c]). The decision-making body must consider the Addendum to the EIR prior to deciding on the project (Section 15164[d]).

An Addendum to the certified Final EIR for the Original Project is appropriate to address the proposed Modified Segment 18 Project because the proposed modifications to the approved Original Project do not meet the conditions of Section 15162(a) for preparation of a Subsequent EIR. The proposed Modified Segment 18 Project would not result in new or more severe impacts related to: 1) substantial changes to the Original Project which requires major revisions to the certified Final EIR; 2) substantial changes to the circumstances under which the Original Project are being undertaken which will require major revisions to the certified Final EIR; or 3) new information of substantial importance showing significant effects not previously examined.

The certified Final EIR and this Addendum to the certified Final EIR serve as informational documents to inform decision-makers and the public of the potential environmental consequences of approving the proposed Modified Segment 18 Project. This Addendum neither controls nor determines the ultimate decision for approval of the proposed Modified Segment 18 Project, described herein in Section 2, *Project Description*. The information presented in this Addendum to the certified Final EIR will be considered by the City of Watsonville City Council prior to deciding on the Modified Segment 18 Project.

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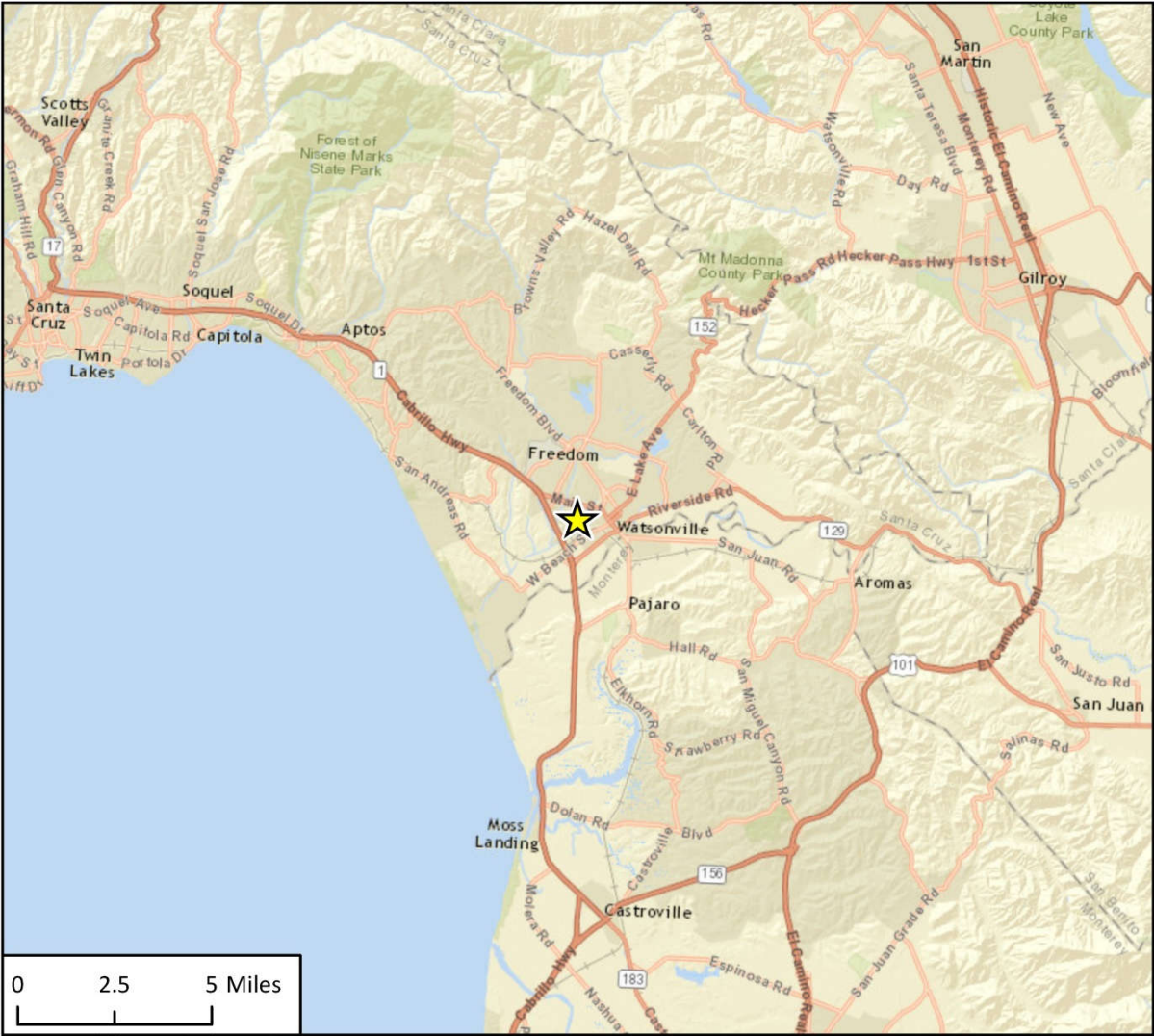
2 Project Description

The Modified Segment 18 Project would be located within the same trail corridor that was analyzed in the certified Final EIR for the Original Project. As described in the EIR, Segment 18 of the MBSST Network is located in Watsonville, California. The trail would remain adjacent to the railroad tracks from Lee Road to Walker Street under the Modified Segment 18 Project. Figure 1 illustrates the location of the site within the region and Figure 2 shows the project site, which constitutes the Original Project trail alignment from Lee Road to Walker Street.

As described in Section 1, *Introduction*, the Modified Segment 18 Project consists of minor modifications to Original Project that was analyzed in the certified Final EIR and approved by the Santa Cruz County RTP on November 7, 2013. The certified Final EIR was then adopted by the City of Watsonville. The Modified Segment 18 Project is primarily consistent with Segment 18 of the Master Plan but would consist of two minor modifications to the alignment, specifically the location of two proposed railroad crossings. One of the proposed crossings, near the old train depot building at Walker Street was evaluated in the certified Final EIR. The City now proposes shifting this crossing location approximately 80 feet northeast of the location where it was evaluated in the prior CEQA documents. The other proposed crossing is near Lee Road, along a section of the railroad track known locally as “Couch Spur.” In this area, a railroad track spurs from the main line to serve industrial uses in the vicinity. A trail crossing of the spur was evaluated in the certified Final EIR. However, the City now proposes to shift the crossing away from the spur and instead cross the main line in this same area. Because railroad crossing locations would change, the Modified Segment 18 Project also includes minor changes to trail design to align with the proposed crossing locations. However, the trail alignment would occur in the same right-of-way analyzed as part of the Original Project, and only minor impacts would occur from realignment. See Figure 3 and Figure 4 for the revised trail alignment site plans and two proposed crossing locations.

Both crossings would include safety features for crossing, as shown in Figure 3 and Figure 4. The trail would include a railroad crossing symbol as trail users approach the crossings, “Stop” pavement markings, ADA detectable pavement markings, concrete track panels, protective bollards, signage, and fencing.

Figure 1 Regional Location



Imagery provided by ESRI and its licensors © 2016.



EIR Fig 2 Regional Location

Figure 2 Trail Alignment from Lee Road to Walker Street



Imagery provided by Microsoft Bing and its licensors © 2019.

Fig 2 Project Alignment

Figure 3 Modified Segment 18 Project Revised Walker Street Railroad Crossing

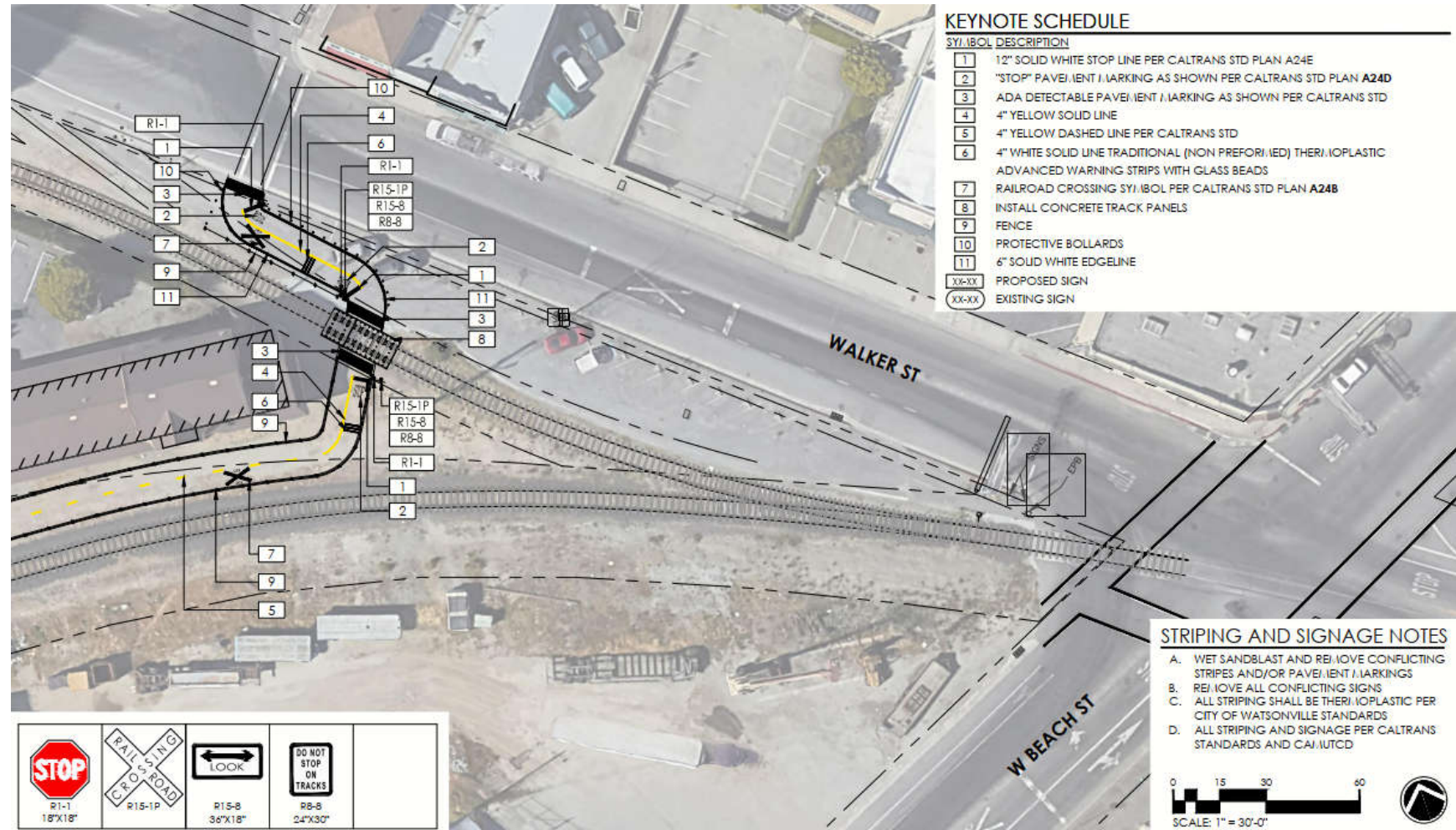
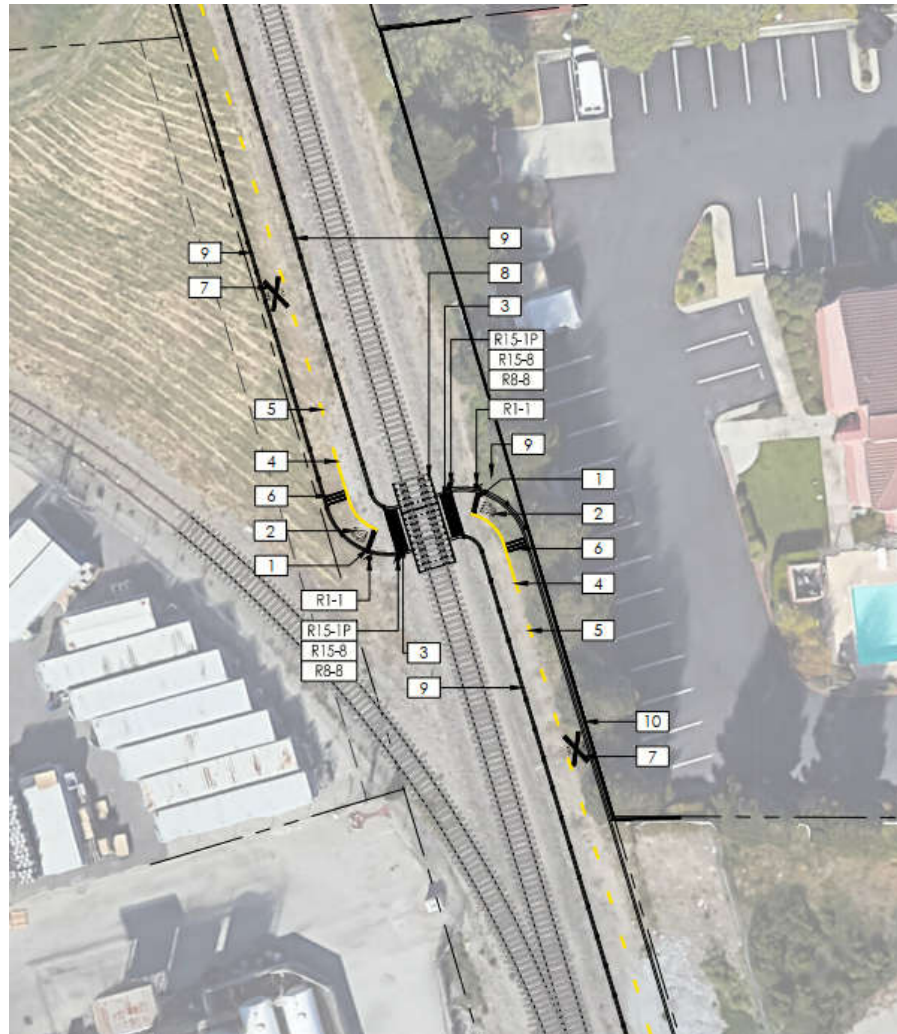






Figure 4 Modified Segment 18 Project Revised Lee Road Railroad Crossing



KEYNOTE SCHEDULE

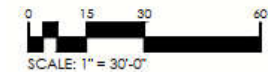
SYMBOL DESCRIPTION

| | |
|-------|--|
| 1 | 12" SOLID WHITE STOP LINE PER CALTRANS STD PLAN A24E |
| 2 | "STOP" PAVEMENT MARKING AS SHOWN PER CALTRANS STD PLAN A24D |
| 3 | ADA DETECTABLE PAVEMENT MARKING AS SHOWN PER CALTRANS STD |
| 4 | 4" YELLOW SOLID LINE |
| 5 | 4" YELLOW DASHED LINE PER CALTRANS STD |
| 6 | 4" WHITE SOLID LINE TRADITIONAL (NON PREFORMED) THERMOPLASTIC ADVANCED WARNING STRIPS WITH GLASS BEADS |
| 7 | RAILROAD CROSSING SYMBOL PER CALTRANS STD PLAN A24B |
| 8 | INSTALL CONCRETE TRACK PANELS |
| 9 | FENCE |
| 10 | EXISTING PROPERTY WALL |
| XX-XX | PROPOSED SIGN |
| XX-XX | EXISTING SIGN |

| | | | | |
|--|---|---|--|--|
|  R1-1 18"x18" |  R15-1P |  R15-8 36"x18" |  R8-8 24"x30" | |
| | | | | |

STRIPING AND SIGNAGE NOTES

- WET SANDBLAST AND REMOVE CONFLICTING STRIPES AND/OR PAVEMENT MARKINGS
- REMOVE ALL CONFLICTING SIGNS
- ALL STRIPING SHALL BE THERMOPLASTIC PER CITY OF WATSONVILLE STANDARDS
- ALL STRIPING AND SIGNAGE PER CALTRANS STANDARDS AND CA MUTCD



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3 Impact Analysis

A comparative analysis of the potential impacts associated with the proposed Modified Segment 18 Project and those of the approved Original Project analyzed in the certified Final EIR has been undertaken using a CEQA checklist approach. The checklist, consistent with the format and environmental topics and questions of the checklist used in the certified EIR, is the checklist provided in Appendix G of the 2013 *CEQA Guidelines*. The checklist considers the full range of environmental issues subject to analysis under CEQA (in rows), and then poses a series of questions (in columns) aimed at identifying the degree to which the issue was analyzed in the EIR. The checklist also includes a column identifying whether the proposed Modified Segment 18 Project constitutes new information of substantial importance relative to each environmental issue. The questions posed in each column are described below.

Where was impact analyzed?

This column provides a cross-reference to the portions of the certified Final EIR where information and analyses may be found relative to the environmental issue listed under each topic. The cross-references identified in this column correspond with page numbers and section numbers of the certified Final EIR.

Do proposed changes require major revisions to the certified EIR?

In accordance with Section 15162(a)(1) of the *CEQA Guidelines*, this column indicates whether the proposed Modified Segment 18 Project would involve new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts that, in turn, would require major revisions of the certified EIR.

Do new circumstances require major revisions to the certified EIR?

In accordance with Section 15162(a)(2) of the *CEQA Guidelines*, this column indicates whether changes to the circumstances under which the Modified Segment 18 Project is undertaken or implemented have occurred that would involve new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts that, in turn, would require major revisions of the certified EIR.

Is there any new information resulting in new or substantially more severe significant impacts?

In accordance with Sections 15162(a)(3)(A) and 15162(a)(3)(B) of the *CEQA Guidelines*, this column indicates whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, shows additional or substantially more severe significant impacts not discussed in the certified EIR.

3.1 Aesthetics

| Aesthetics | | | | |
|---|---------------------------------------|---|--|--|
| | Where was Impact Analyzed in the EIR? | Do Proposed Changes Require Major Revisions to the EIR? | Do New Circumstances Require Major Revisions to the EIR? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? |
| a. Have a substantial adverse effect on a scenic vista? | Pages 4.1-14 through 4.1-18 | No | No | No |
| b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | Pages 4.1-14 through 4.1-14 | No | No | No |
| c. Substantially degrade the existing visual character or quality of the site and its surroundings? | Pages 4.1-18 through 4.1-21 | No | No | No |
| d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area? | Pages 4.1-21 through 4.1-22 | No | No | No |

- a. *Would the project have a substantial adverse effect on a scenic vista?*

b. *Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

c. *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

d. *Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

The Modified Segment 18 Project would be located in the same area as the Original Project but would realign the trail at two railroad track crossing locations. The first crossing would be 80 feet northeast of the crossing proposed as part of the Original Project near Walker Street and the second crossing would shift the crossing proposed at the “Couch Spur” in the Original Project to cross the main railroad line in the same area. The visual character of Segment 18 through Watsonville ranges from urban and industrial to rural agricultural. The revised crossings would be within the corridor analyzed in the Original Project and would not include any features that would obstruct views or

degrade existing visual character. The Modified Segment 18 Project would include the same railroad crossing components as analyzed in the certified Final EIR, only shifting the location of these components away from spur lines to the main railroad tracks. As described in the certified Final EIR, the project site is not within a State designated scenic highway.

The Modified Segment 18 Project would not add new sources or light or glare to the project site from the trail realignment. Therefore, the crossings proposed under the Modified Segment 18 Project would have no aesthetic impacts. The Modified Segment 18 Project would result in no new or substantially more severe significant impacts to aesthetics beyond those identified in the previously certified Final EIR.

3.2 Agriculture and Forestry Resources

| Agriculture and Forestry Resources | | | | |
|--|---------------------------------------|---|--|--|
| | Where was Impact Analyzed in the EIR? | Do Proposed Changes Require Major Revisions to the EIR? | Do New Circumstances Require Major Revisions to the EIR? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? |
| Would the project: | | | | |
| a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | Pages 4.2-16 through 4.2-17 | No | No | No |
| b. Conflict with existing zoning for agricultural use or a Williamson Act contract? | Pages 4.2-17 through 4.2-18 | No | No | No |
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | Appendix A | No | No | No |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | Appendix A | No | No | No |
| e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use? | Pages 4.2-18 through 4.2-19 | No | No | No |

- a. *Would the project convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- e. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?*

The two realigned railroad track crossing locations would be within the corridor analyzed in the Original Project. The Modified Segment 18 Project land is in the railroad right-of-way and not under agricultural production. The Modified Segment 18 Project is not located on land designated as Farmland of Local Importance (Farmland Mapping and Monitoring Program [FMMP] 2018).

The realigned railroad crossings would have no impact on agricultural land. The Modified Segment 18 Project would result in no new or substantially more severe significant impacts on agricultural resources beyond those identified in the previously certified Final EIR for the Original Project.

- b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?*

The trail alignment would be confined to the railroad right-of-way which is not zoned for agriculture or subject to a Williamson Act contract. The Modified Segment 18 Project would be located in the same area as the Original Project but would cross the railroad track at two revised locations. Therefore, proposed railroad crossings would have no impact on Williamson Act contract lands, consistent with the Original Project. The Modified Segment 18 Project would result in no new or substantially more severe significant impacts on Williamson Act contract lands beyond those identified in the previously certified Final EIR for the Original Project.

- c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
- d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

There are no trees or forest land at the two proposed railroad track crossing locations or within the railroad right-of-way adjacent to the tracks. The Modified Segment 18 Project would not remove any trees as part of the revised project alignment and there would be no impact. Therefore, the two railroad crossings would have no impact on forest land. The Modified Segment 18 Project would result in no new or substantially more severe significant impacts on forest and timberland beyond those identified in the previously certified Final EIR for the Original Project.

3.3 Air Quality

| Air Quality | | | | |
|---|---------------------------------------|---|--|--|
| | Where was Impact Analyzed in the EIR? | Do Proposed Changes Require Major Revisions to the EIR? | Do New Circumstances Require Major Revisions to the EIR? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? |
| Would the project: | | | | |
| a. Conflict with or obstruct implementation of the applicable air quality plan? | Pages 4.3-10 through 4.3-11 | No | No | No |
| b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | Pages 4.3-11 through 4.3-12 | No | No | No |
| c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | Pages 4.3-11 through 4.3-12 | No | No | No |
| d. Expose sensitive receptors to substantial pollutant concentrations? | Pages 4.3-12 through 4.3-13 | No | No | No |
| e. Create objectionable odors affecting a substantial number of people? | Appendix A | No | No | No |

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

As noted in the certified Final EIR, a project would conflict with or obstruct implementation of the Monterey Bay Air Resources District's (MBARD) *Air Quality Management Plan* (AQMP) if it is inconsistent with the population growth assumptions included in the AQMP (MBARD 2017). As described in the certified Final EIR, the Original Project does not contain a residential component and would not increase residential population in the area. In addition, no direct growth impacts are expected to result from the Original Project. The Modified Segment 18 Project would not generate, directly or indirectly, additional population growth similar to the Original Project in the certified Final EIR. Therefore, the Modified Segment 18 Project would not conflict with or obstruct the implementation of any MBARD plans. The realigned railroad crossings would not conflict with or

obstruct the implementation of applicable air quality plans and impacts would not be less than significant. The Modified Segment 18 Project would result in no new or substantially more severe significant impacts related to conflicts with applicable air quality plans beyond those identified in the previously certified Final EIR for the Original Project.

- b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*
- c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

As shown in Table 4.3-4 on page 4.3-11 of the certified Final EIR, construction of the Original Project would result in a maximum of 21.92 pound per day of PM₁₀ emissions. This is approximately 25 percent of the significance threshold set by MBARD, which is 82 pounds per day. The operation of construction equipment necessary for the two railroad track crossings proposed under the Modified Segment 18 Project would be similar to the Original Project because the railroad track crossings would still be constructed, but at different locations. The Modified Segment 18 Project would not result in additional trail users along the alignment and would not increase operational emissions as compared to the Original Project. Construction and operation of the realigned railroad track crossings proposed under the Modified Segment 18 Project would result in emissions similar to the Original Project and impacts would be less than significant. The Modified Segment 18 Project would result in no new or substantially more severe significant impacts related to air quality impacts and criteria pollutant emissions beyond those identified in the previously certified Final EIR for the Original Project.

- d. Would the project expose sensitive receptors to substantial pollutant concentrations?*

The Modified Segment 18 Project would realign the trail at two railroad track crossing locations. Crossing the railroad tracks at the realigned crossing locations would not expose sensitive receptors to new sources of pollutants. As described above, the Modified Segment 18 Project would result in the same construction and operational emissions as the Original Project. No new emissions sources have been constructed in proximity to the project site since certification of the Final EIR in November 2013. Impacts would be less than significant, and the Modified Segment 18 Project would result in no new or more severe impacts beyond those identified in the previously certified Final EIR for the Original Project.

- e. Create objectionable odors affecting a substantial number of people?*

The Modified Segment 18 Project would result in no new or more severe impacts related to odors beyond those identified in the previously certified Final EIR for the Original Project. The Modified Segment 18 Project would not involve the use of construction equipment or materials that were not accounted for in the Original Project and analyzed in the EIR and impacts would be less than significant. Therefore, no new odors or groups of people beyond those analyzed in the certified EIR for the Original Project would result from the Modified Segment 18 Project.

3.4 Biological Resources

| Biological Resources | | | | |
|--|---------------------------------------|---|--|--|
| | Where was Impact Analyzed in the EIR? | Do Proposed Changes Require Major Revisions to the EIR? | Do New Circumstances Require Major Revisions to the EIR? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? |
| Would the project: | | | | |
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | Pages 4.4-40 through 4.4-66 | No | No | No |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | Pages 4.4-66 through 4.4-70 | No | No | No |
| c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | Pages 4.4-66 through 4.4-70 | No | No | No |
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | Page 4.4-70 through 4.4-72 | No | No | No |

Biological Resources

| | Where was Impact Analyzed in the EIR? | Do Proposed Changes Require Major Revisions to the EIR? | Do New Circumstances Require Major Revisions to the EIR? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? |
|--|---------------------------------------|---|--|--|
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | Appendix A | No | No | No |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | Appendix A | No | No | No |

- a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*
- b. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*
- c. *Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

The Modified Segment 18 Project would involve construction of two railroad crossings in alternate locations from those evaluated in the certified Final EIR. Because the crossings would be on an existing railroad track, wildlife and vegetation do not occur within the crossing areas. For this same reason, wetlands and riparian habitat also do not occur. Modification in the design of the trail approach to the crossings would occur within the same trail corridor analyzed in the certified Final EIR. The Modified Segment 18 Project would result in no new impacts to special status species or their habitat, vegetation cover, riparian habitat or other sensitive natural communities, or wetlands. Impacts would be less than significant.

The Modified Segment 18 Project would be located in the same area as the Original Project but would realign the trail at two railroad track crossing locations. The first crossing would be 80 feet northeast of the crossing proposed as part of the Original Project near Walker Street and the second crossing would shift the crossing proposed at the "Couch Spur" in the Original Project to cross the main railroad line in the same area. The realigned railroad track crossing locations would be within the corridor analyzed in the Original Project. Vegetation cover in the project vicinity has also not significantly changed since the EIR was certified in November 2013 because the trail alignment is

within the railroad right-of-way. Therefore, the Modified Segment 18 Project would result in minimal vegetation removal and impacts to special status species. There are no wetlands, riparian habitat, or sensitive habitat at the realigned railroad track crossing locations. The Modified Segment 18 Project would result in no new impacts to special status species or their habitat, vegetation cover, riparian habitat or other sensitive natural communities, or wetlands.

With implementation of the required mitigation measures listed above, impacts of the Modified Segment 18 Project would be less than significant, consistent with impacts of the Original Project as identified in the certified EIR. The Modified Segment 18 Project would result in no new or more severe impacts on special-status species, riparian habitat and sensitive natural communities, or wetlands beyond those identified in the previously certified Final EIR for the Original Project.

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The Modified Segment 18 Project would be located in the same area as the Original Project but would realign the trail at two railroad track crossing locations. The revised railroad track crossing locations would not interfere with a wildlife movement corridor because the crossings are not within a wildlife movement corridor and wildlife would be able to cross the railroad at the realigned crossing locations. In addition, the Modified Segment 18 Project would be within the railroad right-of-way. The railroad right-of-way does not provide migratory wildlife corridors nor are they wildlife nursery sites. Impacts to wildlife movement from the Modified Segment 18 Project would be less than significant. The Modified Segment 18 Project would result in no new or more severe impacts to wildlife movement beyond those identified in the previously certified Final EIR for the Original Project.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The Modified Segment 18 Project would not alter the design of the Original Project in a way that would conflict with any local policies, ordinances, or an adopted Habitat Conservation Plan. The Modified Segment 18 Project would be within the railroad right-of-way. The realigned railroad track crossing locations would not be located within a Habitat Conservation Plan or Natural Community Conservation Plan. Consistent with the Original Project, impacts would be less than significant. The Modified Segment 18 Project would result in no new operational activities that were not previously analyzed in the certified Final EIR, the Modified Segment 18 Project would have no new or more severe impacts related to local policies or ordinances protecting biological resources.

3.5 Cultural Resources

| Cultural Resources | | | | |
|---|---------------------------------------|---|--|--|
| | Where was Impact Analyzed in the EIR? | Do Proposed Changes Require Major Revisions to the EIR? | Do New Circumstances Require Major Revisions to the EIR? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? |
| Would the project: | | | | |
| a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | Pages 4.5-16 through 4.5-21 | No | No | No |
| b. Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5? | Pages 4.5-21 through 4.5-23 | No | No | No |
| c. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature? | Pages 4.5-21 through 4.5-23 | No | No | No |
| d. Disturb any human remains, including those interred outside of formal cemeteries? | Pages 4.5-21 through 4.5-23 | No | No | No |

- a. *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*
- b. *Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?*
- c. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?*
- d. *Would the project disturb any human remains, including those interred outside of formal cemeteries?*
- e1. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)*
- e2. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

Cultural resources are site specific and the Modified Segment 18 Project would result in construction of two realigned railroad track crossing locations. The first crossing would be 80 feet northeast of the crossing proposed as part of the Original Project near Walker Street and the second crossing would shift the crossing proposed at the “Couch Spur” in the Original Project to cross the main railroad line in the same area. The railroad crossings would not alter any existing structures that were not already analyzed in the certified Final EIR. Similar to the Original Project the railroad right-of-way has undergone previous ground disturbance. In addition, construction of the Modified Segment 18 Project would involve shallow surface excavation of already disturbed soil for the railroad crossings and related safety features, such as fencing. Construction activities associated with the Modified Segment 18 Project would not unearth or impact previously unidentified prehistoric or archaeological cultural resources or unidentified human remains because the site has already been disturbed by railroad activities. Impacts of the Modified Segment 18 Project would be less than significant. The Modified Segment 18 Project would result in no new or more severe impacts on cultural and paleontological resources, or human remains beyond those identified in the previously certified Final EIR for the Original Project.

3.6 Geology and Soils

| Geology and Soils | | | | |
|---|---------------------------------------|---|--|--|
| | Where was Impact Analyzed in the EIR? | Do Proposed Changes Require Major Revisions to the EIR? | Do New Circumstances Require Major Revisions to the EIR? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? |
| Would the project: | | | | |
| a. Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| 1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? | Page 4.6-26 | No | No | No |
| 2. Strong seismic ground shaking? | Pages 4.6-26 through 4.6-27 | No | No | No |
| 3. Seismic-related ground failure, including liquefaction? | Pages 4.6-27 through 4.6-29 | No | No | No |
| 4. Landslides? | Pages 4.6-29 through 4.6-30 | No | No | No |
| b. Result in substantial soil erosion or the loss of topsoil? | Pages 4.6-30 through 4.6-32 | No | No | No |

| Geology and Soils | | | | |
|---|---------------------------------------|---|--|--|
| | Where was Impact Analyzed in the EIR? | Do Proposed Changes Require Major Revisions to the EIR? | Do New Circumstances Require Major Revisions to the EIR? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? |
| c. Be located on a geologic unit or soil that is made unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse? | Pages 4.6-32 through 4.6-33 | No | No | No |
| d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | Pages 4.6-33 through 4.6-44 | No | No | No |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | Appendix A | No | No | No |

- a.1 Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*

a.2 Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

a.3 Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

a.4 Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Potential risks and susceptibility to earthquakes and seismicity is site specific and related to proximity of the project site to faults. The Modified Segment 18 Project would be located in the same area as the Original Project but would realign the trail at two railroad track crossing locations. The realigned railroad track crossing locations would be within the corridor analyzed in the Original Project. Therefore, the proximity to known earthquake faults and the potential for fault rupture, seismic ground shaking, liquefaction, and landslides described for the Original Project in the certified EIR would also be applicable to the Modified Segment 18 Project. The Modified Segment 18

Project would not increase the number of structures or residents on along the trail alignment relative to the Original Project. Therefore, the Modified Segment 18 Project would not increase the number of people or structures potentially exposed to seismic risks compared to the Original Project. Therefore, impacts from the two railway crossings would be less than significant. The Modified Segment 18 Project would result in no new or substantially more severe significant impacts beyond those identified in the previously certified Final EIR for the Original Project.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Construction of the two railroad track crossings would not result in additional ground disturbance compared to the Original Project, which assumed railroad track crossings at two different locations. The Modified Segment 18 Project would involve similar construction and operational activities as the Original Project, and construction would occur within an existing railroad track. Therefore, the Modified Segment 18 Project would not result in increased potential for soil erosion and impacts would be less than significant. The Modified Segment 18 Project would result in no new or more severe impacts beyond those identified in the previously certified Final EIR for the Original Project.

c. Would the project be located on a geologic unit or soil that is made unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

d. Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

The Modified Segment 18 Project would involve the same activities in terms of construction and operation as the Original Project. The railroad crossings would occur within the same corridor and same soils and geologic units as analyzed for the Original Project in the certified Final EIR. Therefore, the potential for the Modified Segment 18 Project to result in unstable soils or to be damaged from expansive soils would be the same as the Original Project analyzed in the certified Final EIR and impacts would be less than significant. The Modified Segment 18 Project would result in no new or substantially more severe significant impacts beyond those identified in the previously certified Final EIR for the Original Project.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Septic tanks or alternative wastewater disposal systems would not be utilized for the Modified Segment 18 Project. Therefore, no geological impact due to wastewater disposal systems would occur. The revised railroad track crossing locations would have no impact on wastewater disposal. The Modified Segment 18 Project would result in no new or substantially more severe significant impacts beyond those identified in the previously certified Final EIR for the Original Project.

3.7 Greenhouse Gas Emissions

| Greenhouse Gas Emissions | | | | |
|--------------------------|---------------------------------------|---|--|--|
| | Where was Impact Analyzed in the EIR? | Do Proposed Changes Require Major Revisions to the EIR? | Do New Circumstances Require Major Revisions to the EIR? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? |

Would the project:

| | | | | |
|---|-----------------------------|----|----|----|
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | Pages 4.7-18 through 4.7-19 | No | No | No |
| b. Conflict with any applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases? | Pages 4.7-19 through 4.7-29 | No | No | No |

| |
|--|
| a. <i>Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i> |
| b. <i>Conflict with any applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases?</i> |

The proposed railroad crossings would require minimal, short-term construction. Emissions from construction equipment would be incremental and temporary. Therefore, construction of the Modified Segment 18 Project would not generate greenhouse gas (GHG) emissions resulting in significant impacts on the environment. Impacts would be less than significant. Compared with the Original Project, the Modified Segment 18 Project would not involve expanded or lengthier construction. Operation of the trail would not change under the Modified Segment 18 Project. Therefore, the Modified Segment 18 Project would result in no new or substantially more severe significant impacts beyond those identified in the previously certified Final EIR for the Original Project.

3.8 Hazards and Hazardous Materials

| Hazards and Hazardous Materials | | | | |
|--|---|---|--|--|
| | Where was Impact Analyzed in the EIR? | Do Proposed Changes Require Major Revisions to the EIR? | Do New Circumstances Require Major Revisions to the EIR? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? |
| Would the project: | | | | |
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | Pages 4.8-25 through 4.8-26 | No | No | No |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | Page 4.8-17 through Page 4.8-20 and 4.8-26 through 4.8-27 | No | No | No |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school? | Appendix A | No | No | No |
| d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | Pages 4.8-20 through 4.8-25 | No | No | No |
| e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | Appendix A | No | No | No |

Hazards and Hazardous Materials

| | Where was Impact Analyzed in the EIR? | Do Proposed Changes Require Major Revisions to the EIR? | Do New Circumstances Require Major Revisions to the EIR? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? |
|---|---------------------------------------|---|--|--|
| f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | Appendix A | No | No | No |
| g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | Appendix A | No | No | No |
| h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | Pages 4.8-27 through 4.8-28 | No | No | No |

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

The proposed railroad crossings would not require the routine transport, use, or disposal of hazardous materials. Trains may carry hazardous materials. However, mandatory compliance with regulations pertaining to the transport, handling, and disposal of hazardous materials would be mandatory and minimize impacts of upset or hazards from proximity to trains. Therefore, the Modified Segment 18 Project would have less than significant impacts and would result in no new or substantially more severe significant impacts beyond those identified in the certified Final EIR.

- c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*
- d. Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

As described in the certified Final EIR, potential hazards along the trail alignment include soil contaminants, exposure to asbestos and/or lead-based paint, and chemicals associated with agriculture. The Modified Segment 18 Project would reroute the alignment 80 feet northeast of the crossing proposed as part of the Original Project near Walker Street and shift the crossing proposed at the "Couch Spur" in the Original Project to cross the main railroad line in the same area. The Modified Segment 18 Project would not route the trail any closer to a school. Construction of the railroad crossings would occur on existing railroad tracks, which would require minimal disturbance of underlying soils. Additionally, mitigation measures in the certified EIR would be unchanged, and these measures require sampling soils for hazardous materials and remediating as applicable. Therefore, impacts of the Modified Segment 18 Project would be less than significant. The Modified Segment 18 Project would result in no new or more substantially more severe significant impacts beyond those identified in the previously certified Final EIR for the Original Project.

- e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*
- f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

As described in Appendix A of the certified Final EIR, the project site is located within two miles of the Watsonville Municipal Airport, and a portion of the Original Project would be located in the outer limits of the airport safety zone. A private air strip, Monterey Bay Academy, is also located approximately 100 feet from the existing sandy beach access route portion of the Original Project. The Modified Segment 18 Project would be located in the same area as the Original Project but would realign the trail at two railroad track crossing locations. Therefore, consistent with the Original Project and findings of the certified EIR, the Modified Segment 18 Project would also have less than significant related to safety hazards pertaining to airports or private airstrips.

- g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The proposed railroad track crossings would be similar to the railroad crossings included in the Original Project, only at different locations, and would not interfere with an adopted emergency response or evacuation plan. Access for traffic and emergency vehicles throughout construction activities would be the same as the Original Project. Impacts related to emergency access would be less than significant. Therefore, the Modified Segment 18 Project would result in no new or substantially more severe significant impacts beyond those identified in the previously certified Final EIR for the Original Project.

h. Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The Modified Segment 18 Project would not increase the number of structures or residences relative to the Original Project and would be located in the same area as the Original Project, but it would realign the trail at two railroad track crossing locations. The Modified Segment 18 Project would not expose people to wildfire, and impacts would be less than significant. The Modified Segment 18 Project would result in no new or substantially more severe significant impacts beyond those identified in the previously certified Final EIR for the Original Project.

3.9 Hydrology and Water Quality

| Hydrology and Water Quality | | | | |
|--|---------------------------------------|---|--|--|
| | Where was Impact Analyzed in the EIR? | Do Proposed Changes Require Major Revisions to the EIR? | Do New Circumstances Require Major Revisions to the EIR? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? |
| Would the project: | | | | |
| a. Violate any water quality standards or waste discharge requirements? | Pages 4.9-18 through 4.9-19 | No | No | No |
| b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)? | Page 4.9-22 | No | No | No |
| c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site? | Pages 4.9-18 through 4.9-19 | No | No | No |
| d. Substantially alter the existing drainage pattern of the site or area, including the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site? | Pages 4.9-18 through 4.9-19 | No | No | No |
| e. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or | Pages 4.9-18 through 4.9-19 | No | No | No |

Hydrology and Water Quality

| | Where was Impact Analyzed in the EIR? | Do Proposed Changes Require Major Revisions to the EIR? | Do New Circumstances Require Major Revisions to the EIR? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? |
|---|---------------------------------------|---|--|--|
| provide substantial additional sources of polluted runoff? | | | | |
| f. Otherwise substantially degrade water quality? | Pages 4.9-18 through 4.9-22 | No | No | No |
| g. Place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map? | Appendix A | No | No | No |
| h. Place structures in a 100-year flood hazard area that would impede or redirect flood flows? | Pages 4.9-22 through 4.9-24 | No | No | No |
| i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including that occurring as a result of the failure of a levee or dam? | Appendix A | No | No | No |
| j. Result in inundation by seiche, tsunami, or mudflow? | Pages 4.9-24 through 4.9-25 | No | No | No |

a. Would the project violate any water quality standards or waste discharge requirements?

f. Would the project otherwise substantially degrade water quality?

Construction of the Modified Segment 18 Project would require implementation of a stormwater pollution prevention plan (SWPPP), which includes best management practices to prevent erosion and sedimentation of surface waters. The SWPPP would also contain BMPs to prevent leaking of pollutants such as oil, grease, and chemicals from construction equipment from discharging to surface waters or groundwater. Thus, construction of the Modified Segment 18 Project would not substantially degrade water quality or violate waste discharge requirements.

Operation of the Modified Segment 18 Project would not result in an increase the amount of impervious surfaces because the Modified Segment 18 Project would realign the trail at two railroad track crossing locations. Consistent with the Original Project, the Modified Segment 18 Project would be required to comply the City of Watsonville Excavations, Grading, Filling, and Erosion

Control Ordinance (WMC Chapter 7-6), which contains requirements for erodible areas, slopes, concentrated runoff, and building runoff, and BMPs for erosion control. Impacts of the Modified Segment 18 Project would be less than significant, consistent with impacts of the Original Project, as identified in the certified EIR. The Modified Segment 18 Project would result in no new or substantially more severe significant impacts beyond those identified in the previously certified Final EIR for the Original Project.

b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

The proposed railroad track crossings would not substantially increase impervious surface such that groundwater recharge would be affected. Additionally, the railroad track crossings are not with a primary groundwater recharge zone. The proposed railroad track crossings would not generate demand for water. Therefore, impacts of the Modified Segment 18 Project would be less than significant. The Modified Segment 18 Project would have no changes related to groundwater recharge or demand compared to the Original Project. The Modified Segment 18 Project would therefore have no new or substantially more severe significant impacts beyond those previously identified in the certified Final EIR.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?

d. Would the project substantially alter the existing drainage pattern of the site or area, including the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

e. Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The Modified Segment 18 Project would change the location of two railroad track crossings. The crossings would be located at existing railroad tracks and would not alter streams, rivers, or drainage patterns. The crossings would not substantially increase impervious surface areas resulting in more voluminous or rapid rates of runoff. The Modified Segment 18 Project would not increase the sources of polluted runoff on site compared to the Original Project because there would be no new uses or activities. Impacts of the Modified Segment 18 Project would be less than significant. The Modified Segment 18 Project would result in no new or substantially more severe significant impacts related to erosion and runoff from altered drainage patterns beyond those identified in the previously certified Final EIR for the Original Project.

- g. Would the project place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map?*
- h. Would the project place structures in a 100-year flood hazard area that would impede or redirect flood flows?*
- i. Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including that occurring as a result of the failure of a levee or dam?*
- j. Would the project result in inundation by seiche, tsunami, or mudflow?*

The proposed railroad track crossing near Lee Road and Couch Spur is within 100-year flood hazard area (Federal Emergency Management Agency 2012a). The proposed railroad track crossing near the old train depot building at Walker Street is within 500-year flood hazard area (Federal Emergency Management Agency 2012b). However, the location of the spur crossings evaluated in the certified Final EIR for the Original Project were also in 100- and 500-year flood hazard areas. Therefore, the Modified Segment 18 project would result in no additional railroad track crossings within flood hazard areas. Additionally, the proposed railroad crossings would be at grade with the existing railroad tracks and would not result in additional impediment or redirection of flood flows.

As described in the certified Final EIR, portions of the Original Project would be constructed within tsunami inundation zones and seiche hazard zones. Existing tsunami warning systems and compliance with state and local policies regarding construction in tsunami zones would reduce potential hazards. Therefore, impacts from the revised railway crossings would be less than significant. The Modified Segment 18 Project would have no new or substantially more severe significant impacts beyond those identified in the previously certified Final EIR for the Original Project.

3.10 Land Use and Planning

| Land Use and Planning | | | | |
|--|---------------------------------------|---|--|--|
| | Where was Impact Analyzed in the EIR? | Do Proposed Changes Require Major Revisions to the EIR? | Do New Circumstances Require Major Revisions to the EIR? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? |
| Would the project: | | | | |
| a. Physically divide an established community? | Appendix A | No | No | No |
| b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | Appendix A | No | No | No |
| c. Conflict with an applicable habitat conservation plan or natural community conservation plan? | Appendix A | No | No | No |

a. *Would the project physically divide an established community?*

The proposed railroad track crossings would not be a barrier or obstruction to the movement between any community or communities. The crossings would provide safe locations for people to cross existing railroad tracks. Impacts would be less than significant, and the Modified Segment 18 Project would result in no new or substantially more severe significant impacts beyond those identified in the certified Final EIR.

b. *Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

c. *Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?*

The proposed railroad track crossings would be within existing railroad right-of-way. Railroad right-of-way is not subject to the City's Zoning Ordinance or General Plan. There are no habitat conservation plans or natural community conservation plans applicable to the railroad track crossing areas. Impacts would be less than significant. The Modified Segment 18 Project would not alter the

trail corridor from what was evaluated in the certified Final EIR. Therefore, the Modified Segment 18 Project would result in no new or more severe impacts related to consistency with applicable land uses plans, ordinances, and policies beyond those identified in the previously certified Final EIR for the Original Project.

3.11 Mineral Resources

| Mineral Resources | | | | |
|--|---------------------------------------|---|--|--|
| | Where was Impact Analyzed in the EIR? | Do Proposed Changes Require Major Revisions to the EIR? | Do New Circumstances Require Major Revisions to the EIR? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? |
| Would the project: | | | | |
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | Appendix A | No | No | No |
| b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | Appendix A | No | No | No |

- a. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

As described in the certified Final EIR, no areas of the project site are mapped as Mineral Resource Zone 2, which are areas that the State has identified as having significant mineral resources or high likelihood for significant mineral resources, and lands otherwise designated as having statewide or regional significance relative to mineral resources. Therefore, consistent with the findings of the certified EIR for the Original Project, the Modified Segment 18 Project would have no impact on mineral resources of value or important mineral resource recovery sites.

3.12 Noise

| Noise | | | | |
|---|---------------------------------------|---|--|--|
| | Where was Impact Analyzed in the EIR? | Do Proposed Changes Require Major Revisions to the EIR? | Do New Circumstances Require Major Revisions to the EIR? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? |
| Would the project: | | | | |
| a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | Pages 4.10-13 through 4.10-19 | No | No | No |
| b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | Pages 4.10-13 through 4.10-15 | No | No | No |
| c. A substantial permanent increase in ambient noise levels above those existing prior to implementation of the project? | Pages 4.10-16 through 4.10-19 | No | No | No |
| d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | Pages 4.10-13 through 4.10-15 | No | No | No |
| e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | Appendix A | No | No | No |
| f. For a project near a private airstrip, would it expose people residing or working in the project area to excessive noise? | Appendix A | No | No | No |

- a. *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*
- c. *Would the project result in a substantial permanent increase in ambient noise levels above those existing prior to implementation of the project?*

Construction of the Modified Segment 18 Project would require the same equipment as the Original Project. Under the Modified Segment 18 Project, the railroad track crossings would be within 80 feet of their location analyzed in the EIR, resulting in proximity to no new sensitive noise receptors. The Modified Segment 18 Project would not result in any new or different operational activities than were analyzed for the Original Project. Therefore, impacts of the Modified Segment 18 Project would be less than significant, consistent with impacts of the Original Project. The Modified Segment 18 Project would result in no new or substantially more severe significant impacts beyond those identified in the previously certified Final EIR for the Original Project.

- b. *Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Construction of the Original Project would generate groundborne vibration. A vibration level of 72 VdB is the threshold established by the Federal Transit Authority (FTA) for residential structures where people normally sleep. Construction of the Original Project would be temporary and intermittent, and result vibration levels would not exceed levels that would affect fragile buildings or occur during hours when people normally sleep.

The Modified Segment 18 Project would not require additional types of construction equipment from what was analyzed for the Original Project in the certified Final EIR. Therefore, there would be no new sources of groundborne vibration resulting project construction. The Modified Segment 18 Project would involve construction slightly closer to sensitive receptors than the Original Project because the realigned railroad track crossing locations would be slightly closer to the hotel located at the northwest intersection of Beach Street and State Route 1. Mitigation Measure N-1(c) from the certified Final EIR would require construction equipment to be baffled to reduce vibration levels. Therefore, impacts would be less than significant with mitigation. The Modified Segment 18 Project would result in no new or substantially more severe significant impacts related to vibration beyond those identified in the previously certified Final EIR for the Original Project.

- d. *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

As described in the certified Final EIR, noise-sensitive receptors are located along the trail alignment. The closest noise sensitive receptor to the Modified Segment 18 Project is a hotel located approximately 100 feet south of the railroad crossing near Lee Road. As described under Impact N-1 of the certified Final EIR, project construction could be as loud as 89 A-weighted decibels (dBA) equivalent sound level (Leq) at 50 feet and 70 dBA Leq at 300 feet during construction of the Original Project. The types of construction activity for the Modified Segment 18 Project would be the same as the Original Project. Similar to the Original Project construction noise impacts would be potentially significant due to the distance to the nearest noise sensitive receptor. Mitigation measures identified in the certified Final EIR to reduce or avoid impacts from construction noise would also be required for the Modified Segment 18 Project. These mitigation measures include:

- Mitigation Measure N-1(a) Construction Hours
- Mitigation Measure N-1(b) Acoustical Shelters
- Mitigation Measure N-1(c) Construction Equipment Noise Reduction

With implementation of the required mitigation measures listed above, impacts of the Modified Segment 18 Project would be less than significant with mitigation, consistent with impacts of the Original Project as identified in the certified EIR. The Modified Segment 18 Project would result in no new or more severe construction noise impacts beyond those identified in the previously certified Final EIR for the Original Project.

- e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*
- f. For a project near a private airstrip, would it expose people residing or working in the project area to excessive noise?*

The Modified Segment 18 Project would be located in the same area as the Original Project. As described in the certified Final EIR, the trail alignment would be approximately 1.5 miles from the Watsonville Municipal Airport. The Modified Segment 18 Project, similar to the Original Project, is located outside of the airport noise impact contours. The Modified Segment 18 Project would be exposed to similar airport noise impacts as the Original Project. Therefore, consistent with the Original Project and findings of the certified EIR, the Modified Segment 18 Project would also have less than significant related to noise from airports or private airstrips. The Modified Segment 18 Project would result in no new or more severe impacts beyond those identified in the previously certified Final EIR for the Original Project.

3.13 Population and Housing

| Population and Housing | | | | |
|------------------------|---------------------------------------|---|--|--|
| | Where was Impact Analyzed in the EIR? | Do Proposed Changes Require Major Revisions to the EIR? | Do New Circumstances Require Major Revisions to the EIR? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? |

Would the project:

| | | | | |
|---|------------|----|----|----|
| a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? | Appendix A | No | No | No |
| b. Displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere? | Appendix A | No | No | No |
| c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | Appendix A | No | No | No |

| |
|--|
| a. <i>Would the project induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?</i> |
| b. <i>Would the project displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere?</i> |
| c. <i>Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</i> |

Construction of the Modified Segment 18 Project would be short-term and temporary and not motivate permanent relocation to the project area for employment nor would routine maintenance of the Modified Segment 18 Project. The Modified Segment 18 Project would occur within existing railroad right-of-way where there are no residences. Impacts would be less than significant. The Modified Segment 18 Project would have no new or substantially more severe significant impacts than previously identified for the Original Project in the certified Final EIR.

3.14 Public Services

| Public Services | | | | |
|-----------------|---------------------------------------|---|--|--|
| | Where was Impact Analyzed in the EIR? | Do Proposed Changes Require Major Revisions to the EIR? | Do New Circumstances Require Major Revisions to the EIR? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? |

Would the project:

- a. Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

| | | | | | |
|---|--------------------------|-------------------------------|----|----|----|
| 1 | Fire protection? | Pages 4.12-13 through 4.12-18 | No | No | No |
| 2 | Police protection? | Pages 4.12-13 through 4.12-18 | No | No | No |
| 3 | Schools? | Appendix A | No | No | No |
| 4 | Parks? | Appendix A | No | No | No |
| 5 | Other public facilities? | Appendix A | No | No | No |

- a.1 Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?*
- a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered Police facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?*

As described in the certified Final EIR, the Original Project is anticipated allow sufficient emergency access and demand generated by trail users and would not result in exceedance of average response times requiring construction of new facilities. The Modified Segment 18 Project would not change the response times for Watsonville reach of the trail. The Modified Segment 18 Project does not include changes to the number of trail users. Therefore, the Modified Segment 18 Project would not increase the demand for fire or police services compared to the Original Project analyzed in the certified Final EIR. The fence around the trail approaches to the railroad track crossings would prevent trail users straying from the trail alignment, which would further reduce conflicts that may require police response. Impact would be less than significant. The Modified Segment 18 Project would result in no new or substantially more severe significant impacts beyond those identified in the previously certified Final EIR for the Original Project.

- a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?*
- a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered park or recreational facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?*
- a.5. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered [other] governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?*

The Modified Segment 18 Project would not generate population growth or associated increased enrollment at schools or demand on public facilities. The Modified Segment 18 Project would provide and facilitate additional recreational opportunities in the region. There are no existing recreation facilities in the railroad right-of-way that would be impacted by the project. Impacts would be less than significant, and the Modified Segment 18 Project would result in no new or substantially more severe significant impacts beyond those previously identified in the certified Final EIR for the Original Project.

3.15 Recreation

| Recreation | | | | |
|--|---------------------------------------|---|--|--|
| | Where was Impact Analyzed in the EIR? | Do Proposed Changes Require Major Revisions to the EIR? | Do New Circumstances Require Major Revisions to the EIR? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? |
| Would the project: | | | | |
| a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | Appendix A | No | No | No |
| b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | Appendix A | No | No | No |

- a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

b. *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

The Modified Segment 18 Project would realign the trail at two railroad track crossing locations and facilitate recreational use of a new trail. The Modified Segment 18 Project would not increase population in the area or region. Whereas the installation of a multi-purpose trail may draw additional visitors to Watsonville to recreate, and whereas some may also use existing parks, such an increase is expected to be nominal, and the realignment proposed would in any case not affect user numbers. Accordingly, impacts would be less than significant. The Modified Segment 18 Project would result in no new or substantially more severe significant impacts related to recreation beyond those identified in the previously certified Final EIR for the Original Project.

3.16 Transportation/Traffic

| Transportation/Traffic | | | | |
|--|---------------------------------------|---|--|--|
| | Where was Impact Analyzed in the EIR? | Do Proposed Changes Require Major Revisions to the EIR? | Do New Circumstances Require Major Revisions to the EIR? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? |
| Would the project: | | | | |
| a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system and/or conflict with General Plan Policy CIR-16, which seeks to maintain an adequate Level of Service (LOS) at signalized and unsignalized intersections, or reduce the effectiveness of existing transit services or pedestrian/bicycle facilities? | Pages 4.11-14 through 4.11-16 | No | No | No |
| b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the Napa County Transportation and Planning Agency for designated roads or highways? | Pages 4.11-14 through 4.11-16 | No | No | No |
| c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | Appendix A | No | No | No |
| d. Substantially increase hazards due to a design feature, (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | Pages 4.11-16 through 4.11-14 | No | No | No |

Transportation/Traffic

| | Where was Impact Analyzed in the EIR? | Do Proposed Changes Require Major Revisions to the EIR? | Do New Circumstances Require Major Revisions to the EIR? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? |
|--|---------------------------------------|---|--|--|
| e. Result in inadequate emergency access? | Appendix A | No | No | No |
| f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | Appendix A | No | No | No |

- a. *Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system and/or conflict with General Plan Policy CIR-16, which seeks to maintain an adequate Level of Service (LOS) at signalized and unsignalized intersections, or reduce the effectiveness of existing transit services or pedestrian/bicycle facilities?*
- b. *Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the Napa County Transportation and Planning Agency for designated roads or highways?*

As described on page 4.11-14 of the certified Final EIR the Original Project, when fully completed, would be expected to generate an average of 7,515 vehicle trips per day along the entire length of the trail, with 977 trips during the weekend midday peak hour and 676 trips during the weekday PM peak hour, which would be the two highest volume peak periods for the trail. The Modified Segment 18 Project, which changes the location of railroad track crossings, would not result in an increase in operational activities along the trail alignment. Therefore, compared to the Original Project, the Modified Segment 18 Project would create no additional vehicle trips, including trips during either the weekend midday or PM peak hours. Impacts from traffic congestion would be less than significant. The Modified Segment 18 Project would result in no new or substantially more severe significant impacts related to conflicts with applicable LOS standards or street capacity beyond those identified in the previously certified Final EIR for the Original Project.

- c. *Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

As described in the certified Final EIR, the Original Project would have no impact on air traffic patterns or levels. The Modified Segment 18 Project would occur within the same project corridor as the Original Project. The Modified Segment 18 Project would result in no new operational activities that were not previously analyzed in the certified Final EIR and would not affect public or private airport facilities or cause a change in the directional patterns of an aircraft. Impacts would be less than significant. The Modified Segment 18 Project would result in no new or substantially more

severe significant impacts related to safety risks pertaining to air traffic patterns beyond those identified in the previously certified Final EIR for the Original Project.

d. Would the project substantially increase hazards due to a design feature, (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The proposed railroad track crossings could result in hazardous conditions for trail users and rail operators and passengers. All applicable California Public Utilities Commission (CPUC) rules and regulations pertaining to at-grade crossing design would apply to the Modified Segment 18 Project. These include CPUC Code Sections 1201, the CPUC Rules of Practice and Procedure, and CPUC General Order 88-B. The railroad track crossings under the Modified Segment 18 Project would adhere to CPUC *Pedestrian-Rail Crossings in California; a Report Compiling the Designs and Devices Currently Utilized at Pedestrian-Rail Crossings within the State of California* (May 2006). In addition, safety features would be installed at the railroad track crossings, including railroad crossing symbol as trail users approach the crossings, “STOP” pavement markings, ADA detectable pavement markings, concrete track panels, protective bollards, signage, and fencing. Accordingly, impacts related to increased hazards would be less than significant. The Original Project analysis included an equal number of railroad crossings. Therefore, the Modified Segment 18 Project would result in no new or substantially more severe significant impacts than identified in the previously certified Final EIR for the Original Project.

e. Would the project result in inadequate emergency access?

The Modified Segment 18 Project involves relocation of railroad track crossings, which would have no impacts on emergency access to the trail. Therefore, the Modified Segment 18 Project would result in no new or more severe impacts related to inadequate emergency access beyond those identified in the previously certified Final EIR for the Original Project.

f. Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The Modified Segment 18 Project would realign the trail at two railroad track crossing locations and remain consistent with policies, plans, and programs to support active transportation and recreational trails. The Modified Segment 18 Project would facilitate use of a new trail providing connectivity throughout the Monterey Bay region. Impacts would be less than significant. The Modified Segment 18 Project would result in no new or substantially more severe significant impacts beyond those identified in the previously certified Final EIR for the Original Project.

3.17 Utilities and Service Systems

| Utilities and Service Systems | | | | |
|---|---------------------------------------|---|--|--|
| | Where was Impact Analyzed in the EIR? | Do Proposed Changes Require Major Revisions to the EIR? | Do New Circumstances Require Major Revisions to the EIR? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? |
| Would the project: | | | | |
| a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | Appendix A | No | No | No |
| b. Require or result in the construction of a new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | Pages 4.12-8 through 4.12-13 | No | No | No |
| c. Require or result in the construction of a new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | Appendix A | No | No | No |
| d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | Pages 4.12-8 through 4.12-13 | No | No | No |
| e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | Appendix A | No | No | No |

Utilities and Service Systems

| | Where was Impact Analyzed in the EIR? | Do Proposed Changes Require Major Revisions to the EIR? | Do New Circumstances Require Major Revisions to the EIR? | Any New Information Resulting in New or Substantially More Severe Significant Impacts? |
|--|---------------------------------------|---|--|--|
| f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | Appendix A | No | No | No |
| g. Comply with federal, state, and local statutes and regulations related to solid waste? | Appendix A | No | No | No |

- a. *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*
- b. *Would the project require or result in the construction of a new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*
- e. *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

The proposed railroad track crossings would not generate wastewater. The Modified Segment 18 Project would result in no new operational activities that were not previously analyzed in the certified Final EIR. Accordingly, compared with the Original Project, the Modified Segment 18 Project would not generate increased volumes of wastewater, or wastewater containing substantially more or different levels of potential contaminants and pollutants. Impacts would be less than significant. The Modified Segment 18 Project would result in no new or substantially more severe significant impacts beyond those identified in the previously certified Final EIR for the Original Project.

- c. *Would the project require or result in the construction of a new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

The proposed railroad track crossings would result in an incremental and minor increase in impervious surface. The slight increase in impervious surface would result in a corresponding amount of stormwater runoff. Runoff would flow off the crossings onto adjacent pervious areas within the railroad right-of-way and would not require use or expansion of existing facilities. Impacts would be less than significant. The Modified Segment 18 Project would result in no new or substantially more severe significant impacts beyond those identified in the previously certified Final EIR for the Original Project.

d. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

The proposed railroad track crossings operations would not generate demand for water. The Modified Segment 18 Project would result in no new operational activities that were not previously analyzed in the certified Final EIR. Impacts of the Modified Segment 18 Project would be less than significant, consistent with impacts of the Original Project as identified in the certified Final EIR. The Modified Segment 18 Project would result in no new or substantially more severe significant impacts related to water supply beyond those identified in the previously certified Final EIR for the Original Project.

f. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?

The Modified Segment 18 Project would not generate additional solid waste compared to the Original Project analyzed in the certified EIR because the Modified Segment 18 Project would have similar construction and operational activities as the Original Project and impacts would be less than significant. Therefore, the Modified Segment 18 Project would result in no new or substantially more severe significant impacts related to landfill capacity or regulations pertaining to solid waste beyond those identified in the previously certified Final EIR for the Original Project.

3.18 Cumulative Impacts

As described above in Sections 3.1 through 3.17, the Modified Segment 18 Project would result in no new or substantially more severe direct or indirect significant impacts beyond those identified in the previously certified Final EIR for the Original Project. Therefore, the cumulative contribution of the Modified Segment 18 Project impacts would be the same as or less than analyzed in the certified EIR for the Original Project. No new reasonably foreseeable future projects have been identified within proximity to the project site that were not previously considered in the cumulative impacts analysis in the certified EIR. Therefore, no new or more severe cumulative impacts would result from the Modified Segment 18 Project beyond those identified in the certified EIR.

4 Other CEQA Required Discussions

The Modified Segment 18 Project would not substantially change the discussion and findings presented for the Original Project in Section 5, *Other CEQA Required Discussions*, of the certified EIR. These other required discussions include significant and unavoidable impacts, growth inducing effects, irreversible environmental effects, and energy effects. As described above in Sections 3.1 through 3.18, the Modified Segment 18 Project would result in no new or more severe direct, indirect, or cumulative impacts beyond those identified in the previously certified Final EIR for the Original Project. Therefore, the Modified Segment 18 Project would also result in no new or more severe significant and unavoidable impacts, growth inducing effects, irreversible environmental effects, or energy effects beyond those previously discussed in the certified EIR.

5 Comparison of Alternatives

The Modified Segment 18 Project would not significantly change the alternatives analysis and comparison of alternatives in the certified Final EIR. As described in Section 3, *Impact Analysis*, of this Addendum, the Modified Segment 18 Project would result in no new or more severe impacts beyond those identified in the previously certified Final EIR for the Original Project. Therefore, the potential impacts of the Modified Segment 18 Project are within the scope of the impact comparison among the alternatives already considered in the certified Final EIR. As no new or more severe impacts have been identified as a result of the Modified Segment 18 Project, the Modified Segment 18 Project would not require comparison of any new alternatives or alternatives which are considerably different from or inconsistent with those already analyzed in the certified Final EIR. These alternatives include: Alternative 1- No Project Alternative; Alternative 2- On-Road Alignment Alternative; and Alternative 3- Reduced Project Alternative. Therefore, no additional alternatives or further comparison of alternatives is required.

6 Conclusion

As established in the discussions above regarding the potential effects of the Modified Segment 18 Project, substantial changes are not proposed to the Original Project nor have substantial changes occurred that would require major revisions to the certified Final EIR prepared for the Original Project. Impacts beyond those identified and analyzed in the certified Final EIR would not be expected to occur as a result of the Modified Segment 18 Project. Overall, the proposed modifications to the Original Project that constitute the Modified Segment 18 Project would result in no new information of substantial importance that would have new, more severe impacts, new mitigation measures, or new or revised alternatives from what was identified for the Original Project in the certified Final EIR. Therefore, the City concludes that the analyses conducted and the conclusions reached in the Final EIR certified on November 7, 2013, remain valid. As such, the proposed project would not result in conditions identified in *CEQA Guidelines* Section 15162, and supplemental environmental review or a Subsequent EIR is not required for the proposed modifications to the Project. **Again, it should be noted that the Modified Segment 18 Project would be subject to all previously required mitigation measures from the certified Final EIR for the Original Project. The MMRP adopted for the Original Project, would be applicable to the Modified Segment 18 Project.** Based on the above analysis, this Addendum to the previously certified EIR for the project has been prepared in accordance with Section 15164 of the *CEQA Guidelines*.

7 References

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