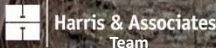
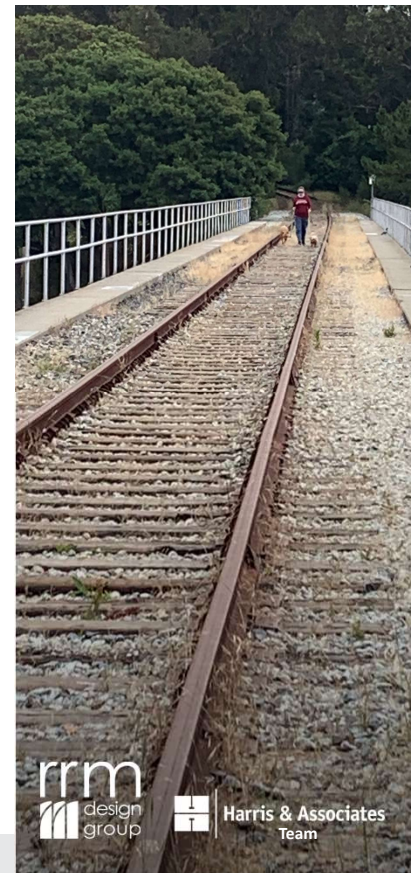


COASTAL RAIL TRAIL SEGMENTS 8 AND 9

DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) PUBLIC MEETING

CITY OF SANTA CRUZ
PUBLIC WORKS DEPARTMENT

October 19, 2022
5:00pm-7:30pm





HOUSE KEEPING ITEMS

- Presentation followed by Verbal Comment Period, Q&A
- This is a public meeting and conversations will be recorded and uploaded to the City website.

www.cityofsantacruz.com/CoastalRailTrail

- Public Review Date Extension:

Friday, November 11, 2022 @ 5:00 PM



Para residentes que hablan español (for Spanish Speaking Residents)

La Ciudad agradece sus comentarios sobre el Borrador del Informe de Impacto Ambiental en español. Por favor proporcione comentarios **Noviembre 11, 2022**, a:

Nathan Nguyen, Ingeniero de la ciudad
809 Center Street, Room 201, Santa Cruz, CA 95060
or nnguyen@cityofsantacruz.com

Si desea comunicarse directamente con un miembro del personal de la Ciudad que hable español con respecto al Borrador del EIR, comuníquese con:

Jacobo Rodriguez, 831-420-5136 or jrodriguez@cityofsantacruz.com



MEETING OUTLINE

- Introduction of Project Team
- Project Overview
- Environmental Review Process
- Summary of Public Draft EIR
- Verbal Comments on Draft EIR
- Clarification Questions & Answers



TEAM INTRODUCTIONS

- Lead Agency – *City of Santa Cruz*
- Responsible/Partner Agencies
 - *County of Santa Cruz*
 - *Santa Cruz County Regional Transportation Commission*
- Design Consultant - *RRM Design Group*
- Environmental Consultant – *Harris & Associates Team*



PROJECT OVERVIEW



PROJECT OVERVIEW

BACKGROUND & CONTEXT

- Monterey Bay Sanctuary Scenic Trail (MBSST) Network
 - 32-mile Trail along Santa Cruz County coast
 - Primarily aligns with the RTC-owned rail corridor
 - 20 trail “segments” - fund, design, & construct
 - MBSST Master Plan and programmatic Environmental Impact Report (EIR) completed 2013
 - Several segments in design/subsequent environmental stages

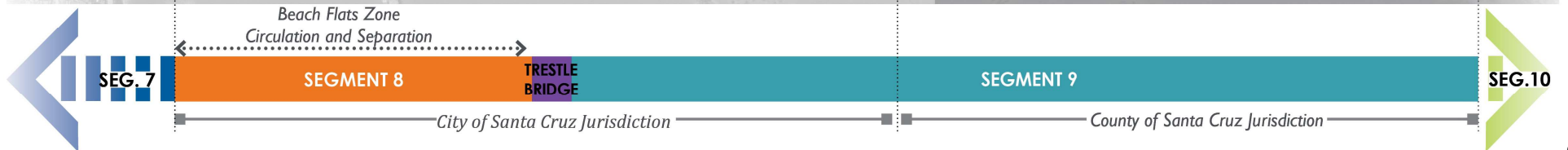
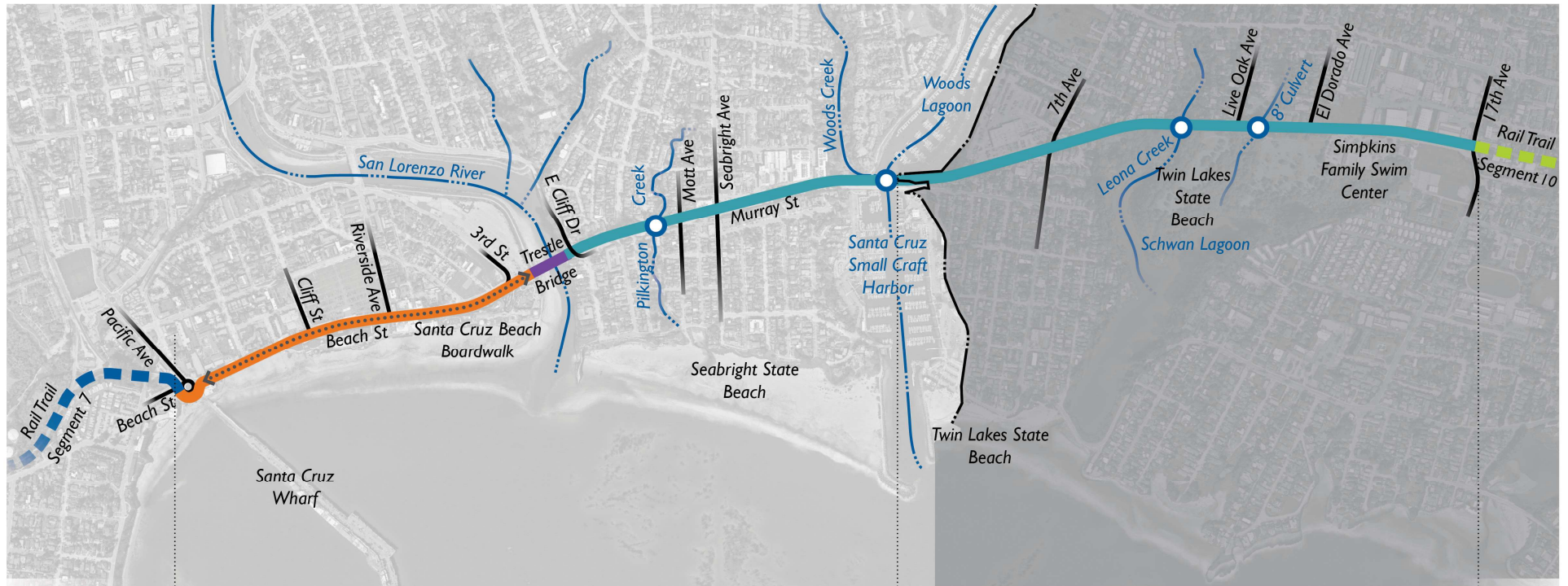


PROJECT OVERVIEW

CURRENT MBSST MASTER PLAN IMPLEMENTATION

- Segment 5 – Phase 1, construction 2024
- **Segment 7 – Phase 1, completed 2021**
- Segment 7 – Phase 2, construction 2022
- **Segment 8 SLR Trestle Bridge, completed 2019**
- Segment 8-9 – design & environmental review
- Segment 10-11 – design & environmental review
- Segment 12 – design & environmental review
- **Segment 18 – Phase 1, completed 2021**
- Segment 18 - Phase 2, to be determined

SEGMENTS 8 AND 9 ALIGNMENT



Proposed Project: Trail Next to Rail Line (Ultimate Trail Configuration)

- Segments 8 and 9 of the Master Plan
- From Wharf Roundabout to 17th Avenue
- 2.2-mile multi-use bicycle and pedestrian system
- Segment 8: Improve existing bikeway and sidewalk
- Segment 9: Construct new 12-foot-wide multi-use trail, inland side of tracks, crosses to coastal side at east end



Optional First Phase: Trail on the Rail Line (Interim Trail)

- Segment 8: Same as Ultimate Trail Configuration
- Segment 9:
 - Part 1. Remove tracks/ties and construct 16-foot-wide Interim Trail on centerline
 - Part 2. Remove Interim Trail and rebuild rail line
 - Part 3. Construct 12-foot-wide Ultimate Trail Configuration





PROJECT OVERVIEW

PUBLIC OUTREACH TO DATE

- October 6, 2021 – NOP Scoping Meeting
- March 31, 2022 – Public Open House to share draft schematic plans
- April 11, 2022 – RTC Bicycle Advisory Committee
- April 12, 2022 – RTC Elderly and Disabled Advisory Committee
- April 18, 2022 – City Transportation and Public Works Commission
- May 10, 2022 – City Council of refined schematic plans
- October 19, 2022 – Draft EIR Public Comment Meeting



ENVIRONMENTAL REVIEW PROCESS



PURPOSE & REQUIREMENTS OF CEQA EIR

- Inform decision making
- Disclose environmental impacts
- Identify mitigation measures
- Foster public participation and interagency coordination

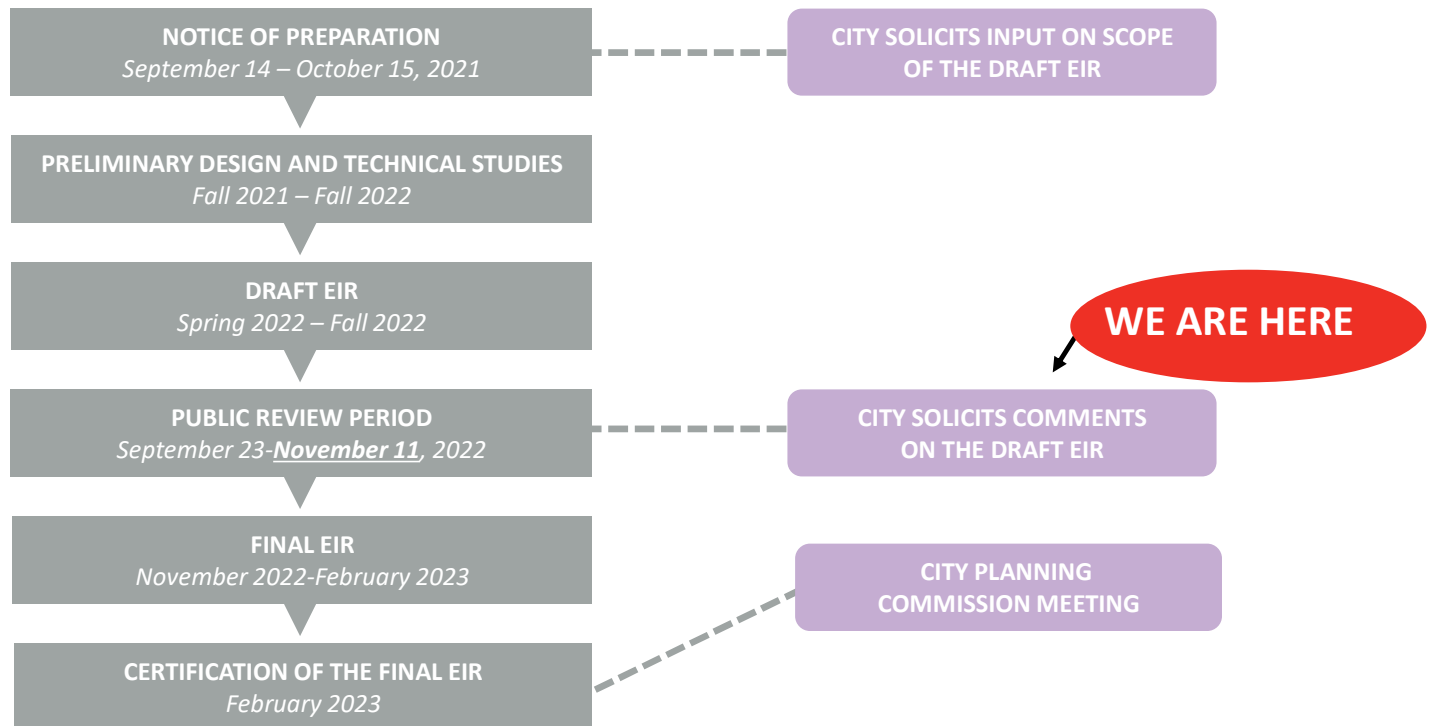
CEQA = California Environmental Quality Act

EIR = Environmental Impact Report



ENVIRONMENTAL REVIEW PROCESS

THE EIR PROCESS





SUMMARY OF DRAFT EIR

Coastal Rail Trail Segments 8 and 9
Draft Environmental Impact Report
State Clearinghouse #2021090262



City of Santa Cruz
September 2022



SUMMARY OF DRAFT EIR

PROPOSED PROJECT

Trail Next to Rail Line (Ultimate Trail Configuration)

Optional First Phase: Trail on the Rail Line (Interim Trail)

- Part 1. Remove tracks/ties and construct 16-foot-wide Interim Trail on centerline
- Part 2. Remove Interim Trail and rebuild rail line
- Part 3. Construct 12-foot-wide Ultimate Trail Configuration



SUMMARY OF DRAFT EIR

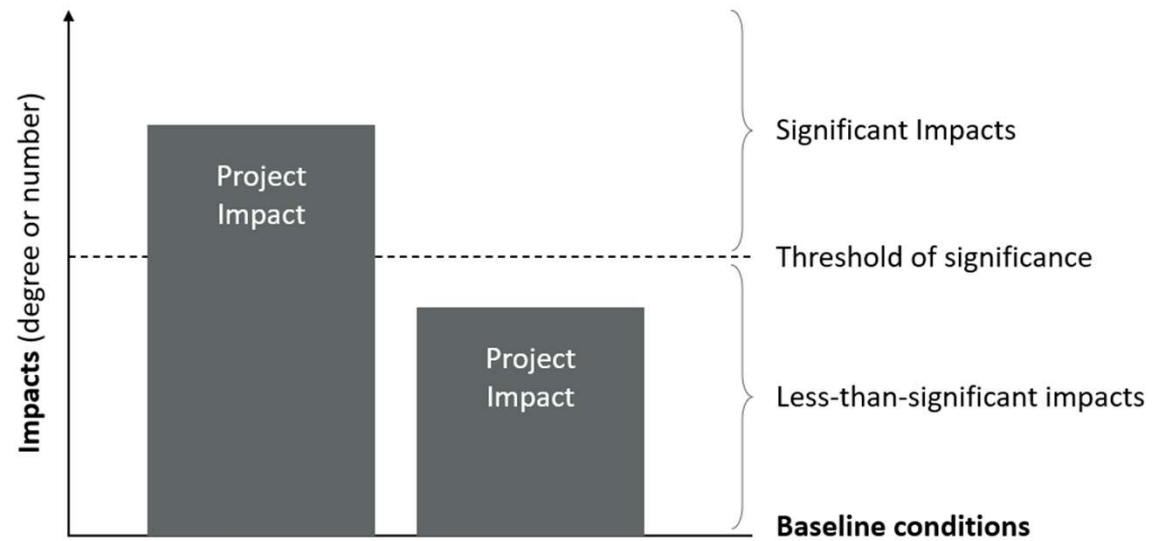
ENVIRONMENTAL TOPICS ANALYZED

1. Aesthetics
2. Agricultural Resources
3. Air Quality
4. Biological Resources
5. Cultural Resources
6. Energy
7. Geology and Soils
8. Greenhouse Gas Emissions
9. Hazards and Hazardous Materials
10. Hydrology and Water Quality
11. Land Use and Planning
12. Mineral Resources
13. Noise
14. Population and Housing
15. Public Services
16. Recreation
17. Transportation
18. Tribal Cultural Resources
19. Utilities and Service Systems
20. Wildfire



SUMMARY OF DRAFT EIR

ENVIRONMENTAL IMPACT ANALYSIS





SUMMARY OF PROJECT IMPACTS

52 Environmental Impacts Identified

- 31 less than significant (LTS)
- 15 less than significant with mitigation (LTSM)
- 6 significant and unavoidable (SU):
 - Aesthetics
 - Biological Resources
 - Cultural Resources



SUMMARY OF PROJECT IMPACTS

Significant & Unavoidable Impacts

- **Aesthetics**
 - Adverse effect on scenic resources from tree removal
 - Inconsistency with policies that pertain to tree removal
- **Biological Resources**
 - Adverse effect on monarch butterfly roost sites from tree removal
 - Interference with wildlife movement along corridor from tree removal
 - Inconsistency with tree protection policies and ordinances



SUMMARY OF PROJECT IMPACTS

Significant & Unavoidable Impacts

- **Cultural Resources** (Optional Interim Trail only)
 - Adverse effect on historical resources (Santa Cruz Branch Rail Line)



SUMMARY OF PROJECT IMPACTS

Beneficial Effects

- **Aesthetics** – Facilitate public access to scenic vistas
- **Air Quality/Greenhouse Gas** – Reduce vehicle emissions
- **Land Use** – Increase connectivity across established communities
- **Public Safety & Services** – Improve access to parks/recreation facilities and access to the rail corridor for emergency response
- **Transportation** – Reduce vehicle miles traveled and improve circulation and safety



PROJECT ALTERNATIVES

Alternative 1: Trail Only

- Remove rail
- Construct 26-foot-wide trail, separating bicyclists and pedestrians

Alternative 2: Interim Trail with Rail Preservation

- Preserve rail
- Construct 16-foot-wide trail on decking over existing tracks/ties

Alternative 3: No Project

- Rail corridor remains "as is" with no new trail



COMPARING ENVIRONMENTAL IMPACTS

Least Impacts

- Alternative 3: No Project

Similar Impacts

- Proposed Project without Optional Interim Trail
- Proposed Project with Optional Interim Trail
- Alternative 1: Trail Only
- Alternative 2: Interim Trail with Rail Preservation



COMPARED TO PROPOSED PROJECT (ULTIMATE TRAIL CONFIGURATION)

SUMMARY OF DRAFT EIR

The **Optional First Phase (Interim Trail)** and **Alternative 1 (Trail Only)** would have:

- Greater impacts to cultural resources from removal of the rail, which is a historic resource eligible for listing in State and National registers



COMPARED TO PROPOSED PROJECT (ULTIMATE TRAIL CONFIGURATION)

SUMMARY OF DRAFT EIR

The **Optional First Phase (Interim Trail)** and **Alternative 2 (Interim Trail with Rail Preservation)** would have:

- More construction-related impacts and tree removal because three parts requires two additional construction periods



COMPARED TO PROPOSED PROJECT (ULTIMATE TRAIL CONFIGURATION)

Alternative 1 (Trail Only) would have:

- Greater impacts for several topics from substantially wider trail (26 feet v 12 feet) and closer proximity to sensitive habitats on the coastal side

SUMMARY OF
DRAFT EIR



SUMMARY OF
DRAFT EIR

COMPARING TREE REMOVAL

	Proposed Project		Alternative 1: Trail Only	Alternative 2: Interim Trail with Rail Preservation
	Without Interim Trail	With Interim Trail		
Trees Removed	381	404 Part 1: 124 trees Part 3: 280 trees	Similar Less inland side More coastal side	Similar
Trail Width	12 feet	16 feet	26 feet	16 feet





SUMMARY OF DRAFT EIR

Proposed Project (Ultimate Trail Configuration) environmentally superior because:

- An Interim Trail requires three construction periods instead of one and more tree removal overall
- A substantially wider Trail Only results in greater impacts to sensitive habitats
- No significant & unavoidable impact to historical resources



VERBAL COMMENTS ON DRAFT EIR

- Recorded, transcribed, and responded to in Final EIR
- Raise your hand on zoom toolbar  then  when called on
- When called, clearly state your first and last name
- **2 minutes** (submit written comments if need more time)
- Responses to verbal & written comments will be in Final EIR
- Comments should focus on the **sufficiency of the Draft EIR** in analyzing potential impacts on the environment



CLARIFICATION QUESTIONS

- Use the Q&A function to submit questions
- Focus on **clarifying** questions on the Project and DEIR
- Submit written technical analysis, methodology, and sufficiency questions about the DIER and project by Friday, November 11 at 5pm. **Reponses will be included in the Final EIR.**

Nathan Nguyen, P.E. Project Manager
City of Santa Cruz Public Works Department,
809 Center Street, Room 201, Santa Cruz, CA 95060

or

nnguyen@cityofsantacruz.com



SUBMIT WRITTEN COMMENTS ON DRAFT EIR

- Submit written comments to Nathan Nguyen by mail or email:

Nathan Nguyen, P.E. Project Manager
City of Santa Cruz Public Works Department,
809 Center Street, Room 201, Santa Cruz, CA 95060

or

nnguyen@cityofsantacruz.com

- Written comments due: **Friday, November 11, 2022 @ 5:00 PM**