

**CALIFORNIA COASTAL COMMISSION**

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# W21a

## ADDENDUM

**July 6, 2021**

**To:** Commissioners and Interested Persons

**From:** California Coastal Commission  
San Diego Staff

**Subject:** Addendum to **Item 21a**, Coastal Commission Notice of Impending Development No. **NCC-NOID-0002-21 (Encinitas Coastal Rail Trail)**, for the Commission Meeting of July 7, 2021

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The purpose of this addendum is to make minor corrections and clarifications to the staff report based on new information provided by the applicant and correspondence received by the public. Staff recommends the following changes be made to the above-referenced staff report. Deletions shall be marked by ~~strikethrough~~ and additions shall be underlined:

1. On page 2 of the report, the third paragraph shall be modified as follows:

Because project plans were submitted to the Commission in preliminary form, **Special Condition No. 1** requires submittal of final plans (e.g., project plan, staging plan, landscaping plan, signage plan, and water quality plan) prior to the commencement of construction. Additionally, **Special Condition No. 2** requires submittal of a final cooperative maintenance agreement between ~~SANDAG~~ and the City of Encinitas and North County Transit District (NCTD) for portions of the trail that are within ~~the City's~~ their jurisdiction.

2. On pages 7 through 8 of the report, Special Condition No. 1 shall be modified as follows:

**1. Final Plans.** PRIOR TO COMMENCEMENT OF CONSTRUCTION, the applicant shall submit, for the review and written approval of the Executive Director, final plans, including final construction plans, final staging plans, final landscaping plan, final water quality plans including a Storm Water Pollution Prevention Plan and construction phase BMPs, and final signage plan, that substantially conform with the plans submitted to the Commission titled Request for a Notice of Impending Development (NOID) for the Encinitas Coastal Rail

Trail Project (Santa Fe Drive to F Street Segment) ~~INSERT TITLE~~, dated March 2021 ~~INSERT DATE HERE~~.

SANDAG shall undertake development in conformance with the approved final plans unless the Commission approves a subsequent NOID for, or the Executive Director provides a written determination that a subsequent NOID is not legally required for, any proposed minor deviations.

3. On page 8 of the report, Special Condition No. 2 shall be modified as follows:

**2. Final Cooperative Maintenance Agreement.** PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, SANDAG shall submit for the review and written approval of the Executive Director, a Final Cooperative Maintenance Agreement ~~with~~ between the City of Encinitas and NCTD for portions of the trail that are within ~~its~~ their jurisdictions, including identifying which agency is responsible for future maintenance of the community enhancements (bike/pedestrian path, fence, drainage improvements, signage, landscaping, etc.).

4. On page 9 of the report, the fourth paragraph shall be modified as follows:

The trail would be paved and 12 feet in width with 2-foot wide shoulders, for a total paved width of 16 feet. A 4-foot tall post and tensioned cable fence would be located along the shoulder west of the trail within North County Transit District's (NCTD) ROW. A 4-foot high metal swinging gate would be installed at the end of NCTD's existing dirt access road at the north end of the project limits, south of the existing parking lot, with the fence extending south from the gate to separate the trail and the NCTD service road (Exhibit 3). When complete, the project would connect at the southern end to the existing Cardiff segment of the Coastal Rail Trail at the Santa Fe Drive undercrossing and at the northern end to the sidewalk leading into the NCTD parking lot. A sloped combined gutter and curb will allow smooth transition for cyclists from the street to the sidewalk where the proposed trail meets the existing sidewalk.

5. On page 9 of the report, the fifth paragraph shall be modified as follows:

Various existing trees and signage conflicting with the trail alignment would be removed, replaced, and/or relocated. Disturbed areas would be revegetated with a drought-tolerant, native hydroseed mix as well as minimal landscape rock between 1 and 3 inches in diameter for cover and erosion prevention. **Special Condition No. 1** will require the submittal of a final landscaping plan prior to construction to verify that no additional impacts to sensitive species will be caused by the use of landscaping rock and that it is sited only where potential erosion necessitates its use. The proposed project has been designed to maintain clearance from an existing gas main that runs north to south in the project area, and it has also been designed to avoid an existing San Diego Gas and Electric power pole.

6. On page 15 of the report, the fifth paragraph shall be modified as follows:

**Special Condition No. 2** requires SANDAG to submit a final Cooperative Maintenance Agreement signed by SANDAGNCTD and the City of Encinitas prior to commencement of construction, consistent with DDS3.

7. On page 17 of the report, a new paragraph shall be inserted between the second and third paragraphs to respond to a public comment (see Correspondence) requesting that the width of the shoulders of the coastal rail trail be reduced to 1 ft to minimize coastal sage scrub impacts, as follows:

The project proposes a 16-ft wide mixed use path (2-ft shoulders on either side of a 12-ft wide path), which is greater in width than the previously approved 12-ft wide Cardiff segment (2-ft shoulders on either side of an 8-ft path). In observing use of the completed Cardiff segment, SANDAG and the City of Encinitas agreed that due to high pedestrian volumes, the 12-ft width was not sufficient to allow for safe passing of cyclists, scooters, and other active transportation users, particularly around pedestrians using strollers or walkers. The proposed segment is expected to accommodate even higher volumes of pedestrians, bicyclists, and other active transportation users due to its connection to the Encinitas Bus and Rail Station and downtown Encinitas. For these reasons, SANDAG designed the proposed segment to be four feet wider to accommodate anticipated traffic volumes and facilitate safe passing.