

## **ADDENDUM TO INITIAL STUDY/MITIGATED NEGATIVE DECLARATION ER 98-01**

1. **Project Title:** Bob Jones City-to-Sea Bikeway Project
2. **Lead Agency Name and Address:**  
City of San Luis Obispo  
919 Palm Street  
San Luis Obispo, CA 93401
3. **Contact Person and Phone Number:**  
Greg Cruce, Deputy Director of Maintenance Operations  
gcruce@slocity.org  
(805) 781-7264
4. **Project Location:** Bob Jones City-to-Sea Bikeway, Segment 3 (Prado Road to Los Osos Valley Road), within the City of San Luis Obispo.
5. **Project Sponsor's Name and Address:**  
City of San Luis Obispo  
Public Works Department  
Greg Cruce, Deputy Director of Maintenance Operations  
gcruce@slocity.org  
(805) 781-7264
6. **General Plan Designation:** Services and Manufacturing, Public, and Open Space.
7. **Zoning:** Service Commercial, with S Overlay (C-S-S), Public Facilities (PF), and Conservation/Open Space (C/OS).
8. **Description of the Project:**  
The proposed project consists of the replacement of approximately 0.75 mile of existing fencing located along the Segment 3 of the Bob Jones City-to-Sea Bikeway (also known as the Bob Jones Trail) to enhance public safety and provide additional protections to San Luis Obispo creek (the "Project"). The existing split-rail fence would be replaced by a five-foot tall wood fence including six by six posts, three-rail (horizontal) design, to be reinforced with PVC-coated chain link fence on the side of the fence facing the creek. The existing security fence located between the trail and the City's Water Resource Reclamation Facility (WRRF) would remain in place. Construction of the project is anticipated to occur over eight weeks, including removal and replacement of the fence.

- The project also includes vegetation management being conducted pursuant to the adopted Waterway Management Plan Stream Management and Maintenance Program and associated Final Environmental Impact Report, which specifically authorize this type of routine vegetation management in City creeks.
9. **Surrounding Land Uses and Settings:** Surrounding land uses include San Luis Obispo Creek to the southeast and the City of San Luis Obispo Water Resources Reclamation Facility to the northwest. Commercial, industrial, and residential development is located on the opposite (southeast) side of San Luis Obispo Creek, and Highway 101 is located further to the northwest.
  10. **Project Entitlements Requested:** No entitlements are required for the fence replacement project.
  11. **Other public agencies whose approval is required:** None.

## **INTRODUCTION**

This document is an Addendum to the IS/MND prepared for the Bob Jones City-to-Sea Trail Preliminary Alignment Plan (ER 98-01). On November 19, 2002, the San Luis Obispo City Council approved the Bob Jones City-to-Sea Trail Preliminary Alignment Plan and adopted the associated Initial Study/Mitigated Negative Declaration (IS/MND, ER 98-01) (Resolution No. 9390, 2002 Series). The City Council approved construction of Segment 3 of the trail, including currently existing fencing and associated improvements, on July 17, 2007. A copy of the adopted IS/MND is attached.

This Addendum is intended to address the minor modifications to the approved Bob Jones City-to-Sea Preliminary Alignment Plan project, including replacement of the existing fencing as described above. Because there are no new significant impacts or mitigation measures as a result of the Project and this updated analysis, an Addendum is the appropriate CEQA document.

## **ADDENDUM REQUIREMENTS**

The Addendum has been prepared in accordance with the relevant provisions of the California Environmental Quality Act (CEQA) of 1970 (as amended) and the State CEQA Guidelines. According to §15164(b) of the State CEQA Guidelines, an Addendum to a Mitigated Negative Declaration (MND) is the appropriate environmental document in instances when “only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR have occurred.” Section 15162(a) of the State CEQA Guidelines states that no subsequent Negative Declaration shall be prepared for a project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- (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 or 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 or Negative Declaration;*
- (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 or Negative Declaration would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

This Addendum includes an introduction and a description of the proposed project as they relate to the previously-approved project. Pursuant to CEQA Guidelines Section 15164(c) this Addendum does not require public circulation, and the City shall consider this Addendum with the adopted MND as part of the approval of the updated project.

The CEQA documentation for this Project, including this Addendum and the previously adopted IS/MND (ER 98-01), is available for review at City Hall, located at 990 Palm Street, San Luis Obispo, California. It is also available on the City's website at <https://www.slocity.org/government/department-directory/community-development/documents-online/environmental-review-documents>.

## **ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

Environmental impacts associated with the Bob Jones City-to-Sea Trail were evaluated in IS/MND ER 98-01. The IS/MND evaluated the installation of fencing along the Trail, specifically noting trail design objectives including to “*use fences and/or other barriers as separation between the trail and sensitive riparian habitat [and] as a separation from other sensitive adjacent land uses.*” (IS/MND, page 7). Trail design standards were identified, noting that “*fencing is primarily designed to discourage access into sensitive riparian habitat and bar access into City facilities.*” (IS/MND, page 8). IS/MND

Preliminary Alignment Segment 3 – Sheet 4, shows trail fencing options including wood with 4-strand wire or split rail fence (both four feet in height). The adopted MND for the Bob Jones Trail including all four segments identified potential significant, but mitigable to less than significant, impacts in the following issue areas: agricultural resources, biological resources, cultural resources, hazards and hazardous materials, hydrology/water quality, and transportation traffic.

The project includes removal of the existing three-foot tall, split-rail fence. The Project's proposed fence would be constructed within the same alignment as the existing fence. The trail itself would continue to be used the same as current conditions. The modification to the fence would not result in any new impacts that were not previously disclosed in the adopted MND, or result in an increase in the severity of a previously identified impact. Additional discussion is provided below.

Aesthetics: The proposed fence would be located in the same location as the existing fence, and based on the location along the heavily vegetated creek and City WWRF, and the proposed design of the fence, which is similar in height to the existing fence (approximately two-foot difference), the Project would not have a significant effect on a scenic vista, damage scenic resources within a state scenic highway, or degrade the existing visual character of the area. No additional lighting is associated with the proposed Project. Therefore, similar to the original project, aesthetic impacts would be less than significant.

Biological Resources: The IS/MND notes special-status species along the creek corridor, including a variety of bird species that could be disturbed and impacted by construction activities. The IS/MND notes that proposed fencing along the creek is primarily designed to discourage access into sensitive riparian habitat, and where the trail is located along creek, it should be placed on the edge of the trailside shoulder to discourage trail users from entering the creek channel. The proposed fence would be located in areas previously disturbed by the existing path and fence. Applicable mitigation shall be implemented consistent with the adopted IS/MND, to be verified by the City Biologist, including surveys for and avoidance of nesting birds and their nests. Therefore, potential impacts would remain less than significant with mitigation.

Cultural Resources: The proposed fence would be located in areas previously disturbed by the construction of the existing path and fence. In the unlikely event of any new discovery during installation of the replacement fence, construction shall cease, and mitigation shall be implemented, consistent with the adopted IS/MND. Therefore, potential impacts would remain less than significant with mitigation.

Hazards/Hazardous Materials: Based on review of Geotracker and Envirostor databases, no hazardous materials sites are located within the project alignment, which would be located within the same footprint at the existing fence. In addition, adopted mitigation measures applies to the Project, and would require notification procedures and evaluation if any discolored soil or odor is discovered during construction activities. If necessary, based on the evaluation, remediation may be required. Therefore, potential impacts would remain less than significant with mitigation.

Hydrology and Water Quality: The proposed project would be located within the same alignment as the existing fence and would not increase the size of the existing path. Therefore, the Project would not result in any significant impacts related to hydrology or water quality.

Transportation/Traffic: The proposed Project is limited to replacement of an existing fence, and would not create any hazard based on its proposed location. Therefore, the Project would not result in any significant impacts related to transportation or traffic.

Other issue areas: Based on the location and design of the Project's proposed replacement fence, no significant impacts would occur related to air quality/greenhouse gas emissions, agricultural resources, energy, geology/soils, land use/planning, mineral resources, noise, population/housing, public services, recreation, or utilities/service systems.

## **DETERMINATION**

In accordance with Section 15164 of the State CEQA Guidelines, the City of San Luis Obispo has determined that this Addendum to the Bob Jones City-to-Sea Bikeway Project IS/MND is necessary to document changes or additions that have occurred in the project description since the MND was adopted. The preparation of a subsequent environmental document is not necessary because:

1. None of the following circumstances included in Section 15162 of the State CEQA Guidelines have occurred which require a subsequent environmental document:
  - a. The project changes do not result in new or more severe environmental impacts.
  - b. The circumstances under which the project is undertaken will not require major changes to the adopted Mitigated Negative Declaration.
  - c. The modified project does not require any new mitigation measures.
2. The construction of fencing along the Bob Jones Bikeway, in the specific location as the proposed project, was evaluated in the adopted MND. The proposed replacement of an existing fence along a portion of Segment 3 of the Bob Jones Bikeway is consistent with the scope of the approved Bob Jones City-to-Sea Bikeway Project, and would protect riparian habitat consistent with the goals and objectives of the approved Bob Jones City-to-Sea Bikeway Project.
3. The changes are consistent with City goals and policies that promote safe use of the bikeways.

Attached:

1. Project Alignment Map
2. Initial Study/Mitigated Negative Declaration ER 98-01



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**CITY OF SAN LUIS OBISPO  
BOB JONES CITY-TO-SEA BIKEWAY PROJECT**

**Draft Initial Study and  
Mitigated Negative Declaration**  
City File ER 98-01B

*Prepared for:*

**City of San Luis Obispo**  
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San Luis Obispo, CA 93401

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*July 2001*  
*Revised September 2001*

## TABLE OF CONTENTS

	Page
<b>Introduction</b>	
Legal Authority.....	1
Impact Analysis and Significance Classification.....	1
<b>Initial Study</b>	
A. Project Title .....	2
B. Lead Agency and Contact Person .....	2
C. Project Applicant.....	2
D. Project Site Characteristics.....	2
E. Description of the Project.....	5
F. Trail Development Opportunities and Constraints Along the Project Corridor.....	21
G. Public Agencies Whose Approval May Be Required For Subsequent Actions .....	24
H. Environmental Factors Affected and Determination .....	25
I. Determination .....	25
J. Evaluation of Environmental Impacts	
Aesthetics.....	26
Agricultural Resources .....	27
Air Quality.....	28
Biological Resources.....	28
Cultural Resources.....	38
Geology and Soils.....	39
Hazards and Hazardous Materials.....	40
Hydrology and Water Quality .....	42
Land Use and Planning.....	45
Mineral Resources .....	46
Noise .....	46
Population and Housing .....	47
Public Services.....	47
Recreation .....	48
Transportation/Traffic.....	48
Utilities and Service Systems.....	50
Mandatory Findings of Significance .....	51
References .....	51
Summary of Mitigation Measures .....	52
<b>List of Figures</b>	
Figure 1 Project Location Map.....	3
Figure 2 Preliminary Alignment Overview Map.....	4
Figure 3 Preliminary Alignment Plan Segment 1-Sheet 1 .....	9
Figure 4 Preliminary Alignment Plan Segment 2-Sheet 2 .....	10
Figure 5 Preliminary Alignment Plan Segment 3-Sheet 3 .....	11
Figure 5A Preliminary Alignment Plan Segment 3-Sheet 4 .....	11A
Figure 6 Preliminary Alignment Plan Segment 3-Sheet 5 .....	12
Figure 7 Preliminary Alignment Plan Segment 3-Sheet 6 .....	13



Figure 8 Preliminary Alignment Plan Segment 4-Sheet 7 ..... 14  
Figure 9 Preliminary Alignment Plan Segment 4-Sheet 8 ..... 15  
Figure 10 Preliminary Alignment Plan Segment 4-Sheet 9 ..... 16  
Figure 11 Great Blue Heron and Monarch Butterfly Habitat..... 36  
Figure 12 Creek Setback Configurations ..... 37



## INTRODUCTION

### LEGAL AUTHORITY

This Initial Study (IS) has been prepared in accordance with the *CEQA Guidelines* and relevant provisions of the California Environmental Quality Act (CEQA) of 1970, as amended.

**Initial Study.** Section 15063(c) of the *CEQA Guidelines* defines an Initial Study as the proper preliminary method of analyzing the potential environmental consequences of a project. The purposes of an Initial Study are:

- (1) To provide the Lead Agency with the necessary information to decide whether to prepare an Environmental Impact Report (EIR) or a Mitigated Negative Declaration;
- (2) To enable the Lead Agency to modify a project, mitigating adverse impacts, thus avoiding the need to prepare an EIR; and
- (3) To provide sufficient technical analysis of the environmental effects of a project to permit a judgment based on the record as a whole, that the environmental effects of a project have been adequately mitigated.

### IMPACT ANALYSIS AND SIGNIFICANCE CLASSIFICATION

The following sections of this IS provide discussions of the possible environmental effects of the proposed project for specific issue areas that have been identified on the CEQA Initial Study Checklist. For each issue area, potential effects are isolated.

A “significant effect” is defined by Section 15382 of the *CEQA Guidelines* as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by a project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.” According to the *CEQA Guidelines*, “an economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant.”



## INITIAL STUDY

### A. PROJECT TITLE

Bob Jones City-to-Sea Bikeway Project

### B. LEAD AGENCY and CONTACT PERSON

City of San Luis Obispo  
Public Works Department  
San Luis Obispo, CA 93401

Contact: Terry Sanville, Principal Transportation Planner (805) 781-7178

### C. PROJECT APPLICANT

City of San Luis Obispo  
Public Works Department  
San Luis Obispo, CA 93401

### D. EXISTING PROJECT SITE CHARACTERISTICS

**Location and Surrounding Land Uses:** The Bob Jones City-to-Sea Bikeway project study area discussed in this document is located within the City of San Luis Obispo along the San Luis Obispo Creek corridor between Madonna and Los Osos Valley Roads, and the Prefumo Creek corridor between Calle Joaquin and Madonna Road. (The County of San Luis Obispo is currently studying the continuation of the Bob Jones City-to-Sea Bikeway from Los Osos Valley Road to the existing bike trail staging area at Ontario Road in the Avila Valley, but that portion of the trail is not included in this analysis. This continuation would effectively link the City of San Luis Obispo to the sea in Avila Beach.) Figure 1 shows the general location of the proposed bikeway project in its regional context.

This Bob Jones City-to-Sea Bikeway project consists of the four segments described below and illustrated in the accompanying Preliminary Alignment Overview Map (Figure 2).

- Segment One: Madonna Road to Elks Lane
- Segment Two: Elks Lane to Prado Road
- Segment Three: Prado Road to Los Osos Valley Road
- Segment Four: Calle Joaquin Avenue to Madonna Road



Figure 1. Project Location Map

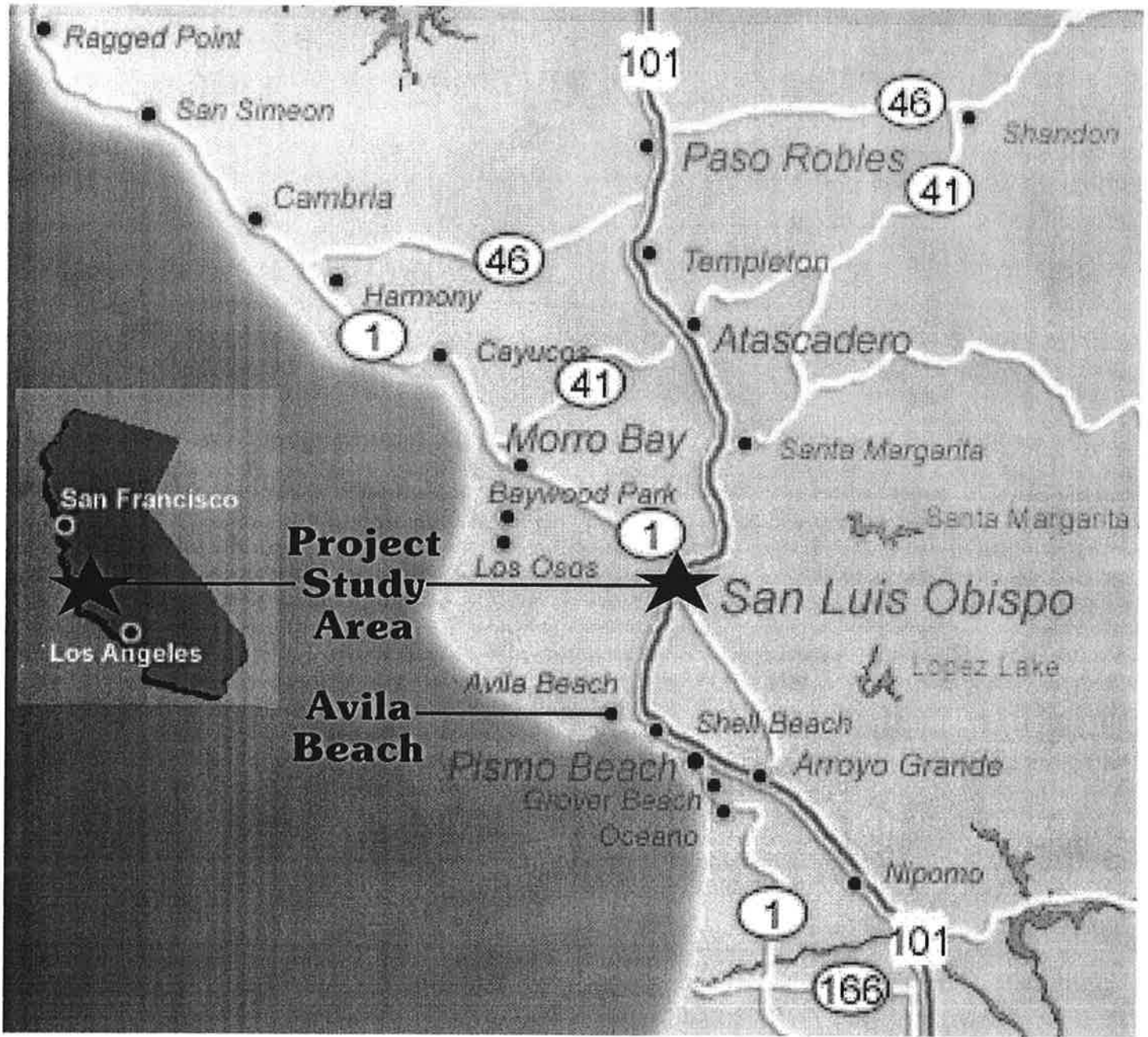
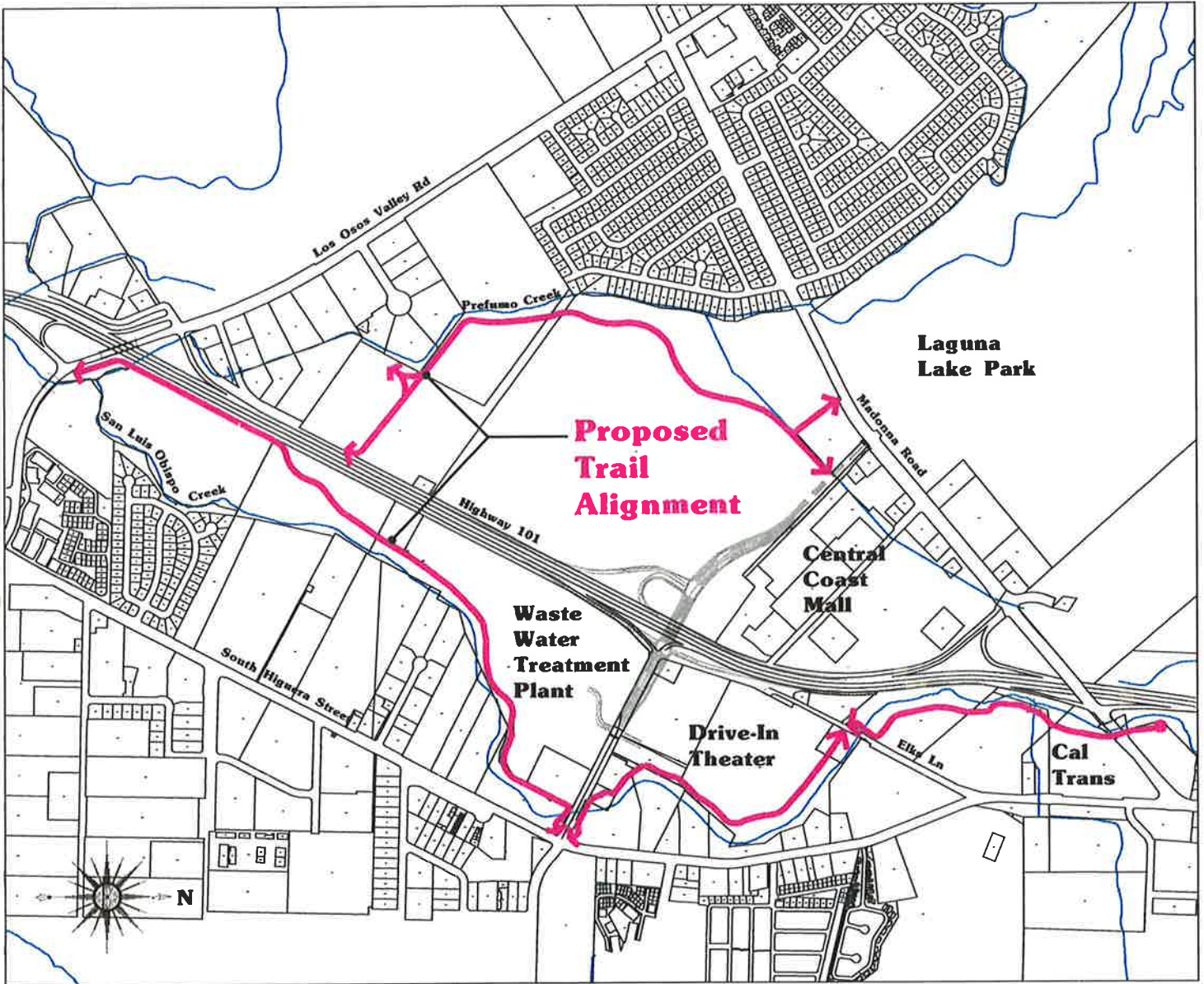


Figure 2. Preliminary Alignment Overview Map



The topography of the study area is generally level terrain along the San Luis Obispo and Prefumo Creek corridors. The trail crosses San Luis Obispo and Prefumo Creeks and one drainage channel. The trail corridor would generally follow existing informal paths or traverse open areas on public or private property. There are no structures within the corridor that would be displaced, or that would require relocation. Adjacent development along the proposed trail corridor varies, but includes a mixture of primarily agricultural, commercial, and industrial uses. Residential uses are relatively near the trail in the portion of the corridor south of Prado Road.

**Existing General Plan Designation:** General Plan land use designations vary along the route of the corridor. Typically, the corridor traverses areas designated as Open Space or Public. In some locations, the trail corridor would cross areas designated for Business Park or Office.

**Existing Zoning:** Zoning varies along the route of the corridor. Zoning surrounding the bike trail consists of conservation/open space, agriculture, commercial services, office/planned development, public facilities, and residential areas.

## E. DESCRIPTION OF THE PROJECT

**a. Introduction and Project Purpose.** The proposed project is a bicycle trail, to be developed under the direction of the City of San Luis Obispo. The trail is intended to implement City General Plan Circulation Element and Bicycle Transportation Plan goals that call for such a facility. The project includes a *Preliminary Alignment Plan*, the purpose of which is to establish the continuous alignment and a set of design standards for the multi-use Bob Jones City-to-Sea recreational trail that will work within the context of existing physical constraints along the San Luis Obispo and Prefumo Creek corridors. The plan is intended to identify the issues associated with the trail's construction, and present feasible solutions for both its design and long-term operation and maintenance. The planning effort for the Bob Jones City-to-Sea Bikeway has been conducted within the framework of a public participation program, and designed to involve all those interested and effected by the proposed trail.

The proposed project was developed based on a combination of public input through workshops, consultant studies (particularly with regard to biology and engineering), and city general plan direction.

**b. Project Background.** Since 1975, the City of San Luis Obispo has been planning and installing bikeways. To date, the City has created over 25 miles of Class II bike lanes extending along both sides of most arterial streets. In general, a Class I trail is completely separated from any roadways, and a Class II trail shares the travel routes with automobiles. The City has begun to construct Class I bikeways that are separated from streets and traffic. A recent example of a Class I bikeway is the path that extends along the East side of the Union Pacific Railroad, north of Orcutt Road.

In 1993 the City adopted the *Bicycle Transportation Plan (BTP)* that calls for the completion of a rich network of bikeways that link all parts of our community and serves people using bicycles for everyday transportation and for recreation. The BTP identifies a network of off-street bike paths that adjoin selected creek corridors and the Union Pacific Railroad. These paths are intended to link neighborhoods with major destinations in San Luis Obispo and provide opportunities for recreational bicycling, walking, and roller-blading, free from conflicts with motor vehicles. The Bob Jones Bikeway is one of several links in the system that are intended to implement the BTP.

**c. Project Goals and Objectives.** The Bob Jones City-to-Sea Bikeway project (*Preliminary Alignment Plan*) is intended to become the framework for a phased implementation of a Class I bike trail,

ultimately linking to a continuous bikeway that leads from the City of San Luis Obispo to the town of Avila Beach. The vision for the Bob Jones City-to-Sea Bikeway is further defined by a set of goals created as a result of the planning process for this project. The following project goals were established:

- *Locate the trail outside riparian habitat areas and outside established creek setback areas.*
- *Minimize trail encroachment into creek setback areas. Encroachment should only occur where physical constraints prevent placement outside of the setback area, or where encroachment into the setback area is deemed the most appropriate location for the trail facility.*
- *Provide a functional facility that serves major and minor destinations, provides relatively direct connections in the City, and follows routes already identified in the Bicycle Transportation Plan.*
- *Provide an alternative to heavily traveled parallel roadways.*
- *Design and plan for a trail that will serve both commuter and recreational cyclists (a Class I bikeway), walkers, and bladders.*
- *Design and plan for a multi-use trail that will be affordable to implement.*
- *Establish an alignment that connects with existing Class II and planned Class I and II bikeways wherever possible.*
- *Minimize impacts to adjacent properties by appropriate design and operation of the facility, including fencing, landscaping, and other improvements.*
- *Identify alternative alignments where constraints cannot be overcome in either the short- or long-term.*
- *Design the facility to meet state and federal standards, and where feasible, the Americans with Disabilities Act.*
- *Design grade crossings at roadways to maximize trail user safety and convenience, while minimizing negative impacts to traffic operations.*
- *Protect and minimize impacts to environmentally sensitive habitats along the trail through fencing, landscaping, and appropriate trail placement.*
- *Integrate historical and educational elements into the trail design.*
- *Provide for user needs by including rest stops, benches, staging areas, trail access points, and directional signage.*
- *Incorporate habitat restoration and enhancement activities.*
- *Collaborate with ongoing Zone 9 flood studies such that the trail can be integrated with flood protection improvements where possible.*
- *Maximize the user experience by careful alignment and avoidance of offensive visual, auditory, and other negative adjacencies.*
- *Provide an attractive recreational facility that encourages community residents and visitors to use non-motorized forms of transportation.*

**Trail Alignment Objectives.** The City has established the following objectives with respect to the trail's proposed alignment. These objectives have been considered in the development of the proposed trail alignment.

- *Avoid encroachment into riparian habitat and established creek setback areas, where possible.*
- *Avoid encroachment into Great Blue Heron nesting site and roosting area setback zones.*
- *Avoid encroachment into Monarch butterfly wintering site setback areas.*
- *Look for opportunities to support and enhance recreational users.*
- *Look for important connections - align trail with other bike routes, urban uses and residential areas.*
- *Look for logical street and highway crossings.*
- *Avoid vehicle and pedestrian conflicts to the greatest extent possible.*
- *Minimize creek and drainage crossings.*
- *Look for good connections for law enforcement and maintenance access.*

- Utilize signalized intersections at street crossings where possible.
- Alignment of trail allows for logical placement of staging areas.
- Avoid areas of extreme topography.
- Maintain consistency with the Bicycle Transportation Plan.
- Alternative alignments, if considered, must preserve and enhance the recreational aspect of the trail.

Trail Design Objectives. The City has established the following objectives with respect to the trail's proposed design.

- Provide secured, controlled access for:
  - Police and Fire Access
  - Trail Maintenance
- Reduce potential for vandalism, theft and trespass
- Provide for directional and safety signage
- Provide security lighting at staging areas and road crossings
- Locate staging areas at appropriate locations along trail that provide restrooms, telephone, drinking water, bike racks and lockers, trash receptacles, shelter/seating, and information kiosks
- Provide Informational Kiosks at major staging areas for:
  - Rules of trail use and hours of operation, directional signing ("you are here")
  - Location map for nearby services, significant information references, and mapping
- Provide interpretive exhibits at appropriate locations along the trail corridor for:
  - Environmental and historical information
- Incorporate consistent design character for all areas of the trail corridor
- Choose appropriate landscape materials, such as local native plants, for all new landscape and enhancement areas.
- Provide for physical buffers between trail and adjacent uses or habitats
- Use fences and/or other barriers:
  - As a separation between the trail and sensitive riparian habitat
  - As a separation from other sensitive adjacent land uses

**e. Preliminary Trail Alignment.** The *Preliminary Alignment Plan* represents the preferred trail placement in the context of the Project Goals and the Trail Alignment and Design Objectives that were established through public and city input. The preferred alignment will be implemented in phases; therefore there are sections that may have interim alignment solutions before reaching the long term preferred alignment goals.

The Bob Jones City-to-Sea Bikeway Preliminary Alignment Plan is presented in four segments for closer evaluation. The general alignment is shown below in the Preliminary Alignment Overview Map (Figure 2), and described with the narrative that follows.

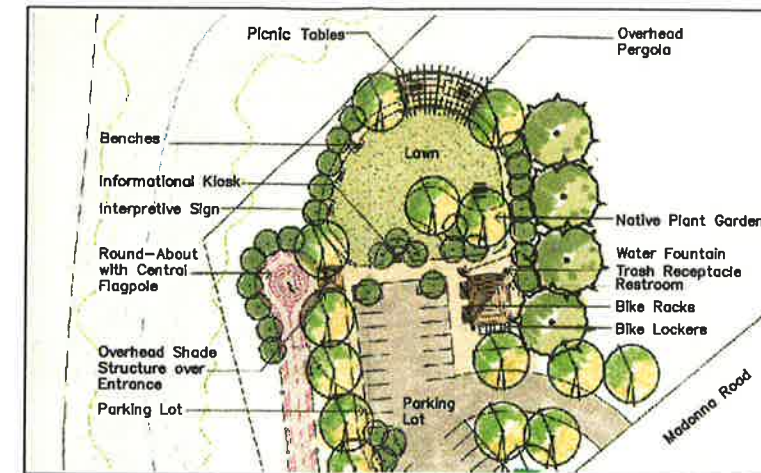
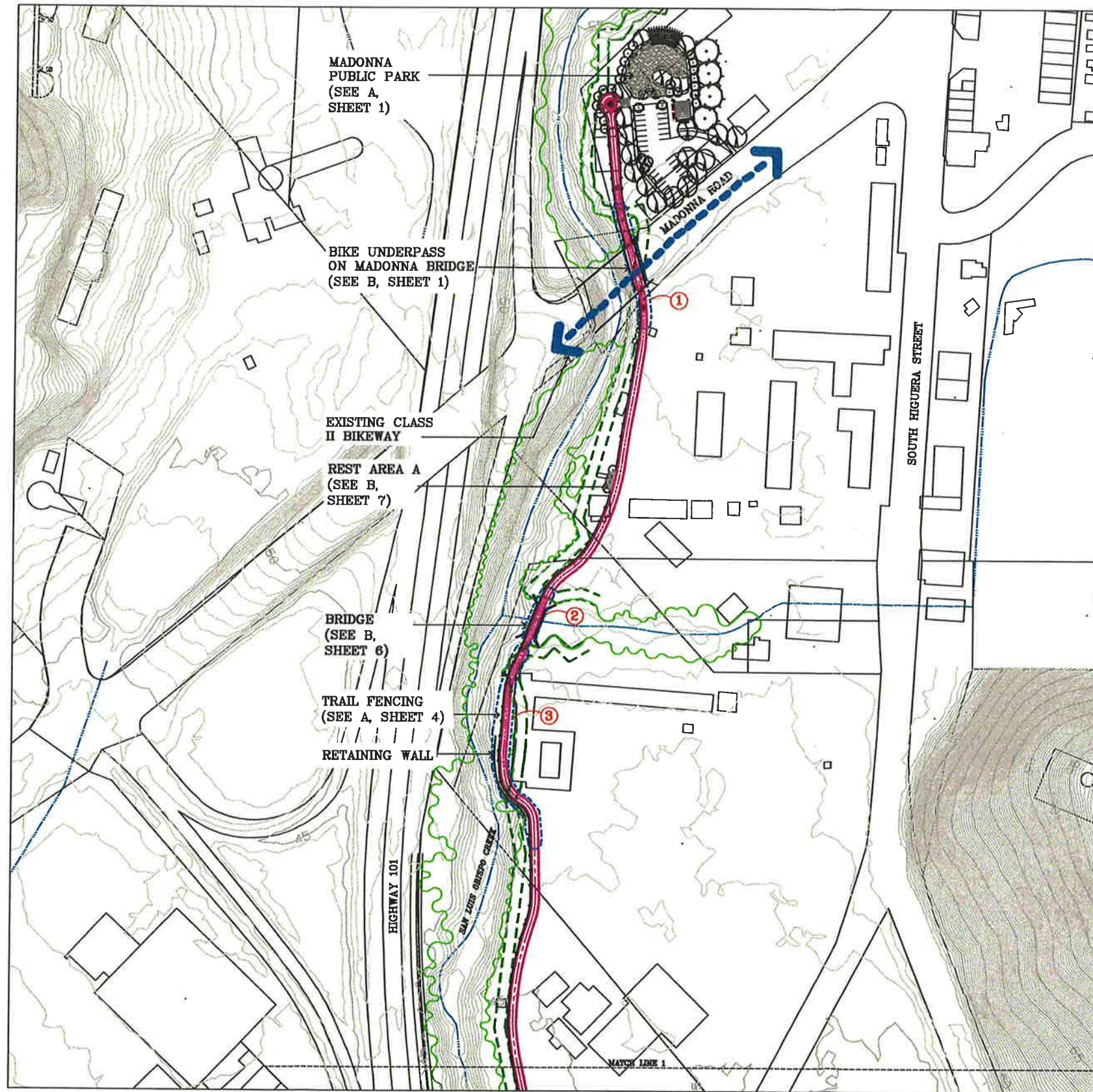
At its northern most point, the Class I trail begins at the north side of the Madonna Road, between Highway 101 and South Higuera Street, in the southern portion of the City's *Mid-Higuera Enhancement Plan Area*). This terminus provides the ability for a formal staging point and greater potential for extended connections to the north when Cal Trans relocates from this current location. The trail follows the San Luis Obispo Creek corridor to Prado Road where it joins the existing wastewater treatment plant facility service road alignment. The trail continues south to the existing and obsolete Cal Trans ramp up to Los Osos Valley Road. At this point, the trail connects to the existing Class II bikeway system.



The Class II trail continues to Calle Joaquin Avenue to re-join the Class I trail proposed as part of the McBride property's development. Leaving the McBride property, the trail aligns with the Prefumo Creek corridor and follows the creek north toward Madonna Road. The trail leaves the creek corridor to run along the perimeter of an existing grove of Eucalyptus trees. The trail heads east paralleling an agricultural drainage ditch and berm. This portion of the trail conforms to the proposed development plans for the Dalidio property. Within these development plans, an opportunity for a staging area/public park exists near Dalidio Drive. This area could serve as a bike-to-shopping destination, and the trail connection could be incorporated into future development plans.

The trail terminates at a Class II connection on Dalidio Drive, just east of the Post Office. A long-term connection is planned that runs along the southern boundary of the Post Office, and includes the construction of a bike and pedestrian bridge over Madonna Road into Laguna Lake Park and its trail system.

Each segment is illustrated and detailed in the following figures (Figures 3 to 10).

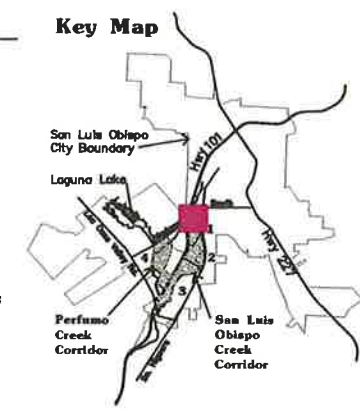


**A Enlargement of Madonna Public Park**



**B Madonna Bridge Bike Underpass**

- Legend**
- Proposed Class I Bike Facility
  - Interim Class I Bike Facility
  - Existing Class II Bike Lane
  - Enhanced Class II Bike Lane
  - Potential Bike Facilities (Class II or III)
  - Existing Riparian Tree Canopies (Approximate Location)
  - Existing Bridge
  - Creek Setback Area
  - Monarch Butterfly Wintering Site Setback Area
  - Creek Setback or Riparian Corridor Encroachment Area



**Bob Jones City-to-Sea Trail  
San Luis Obispo Creek Corridor**

**Preliminary Alignment  
Segment 1 - Sheet 1**

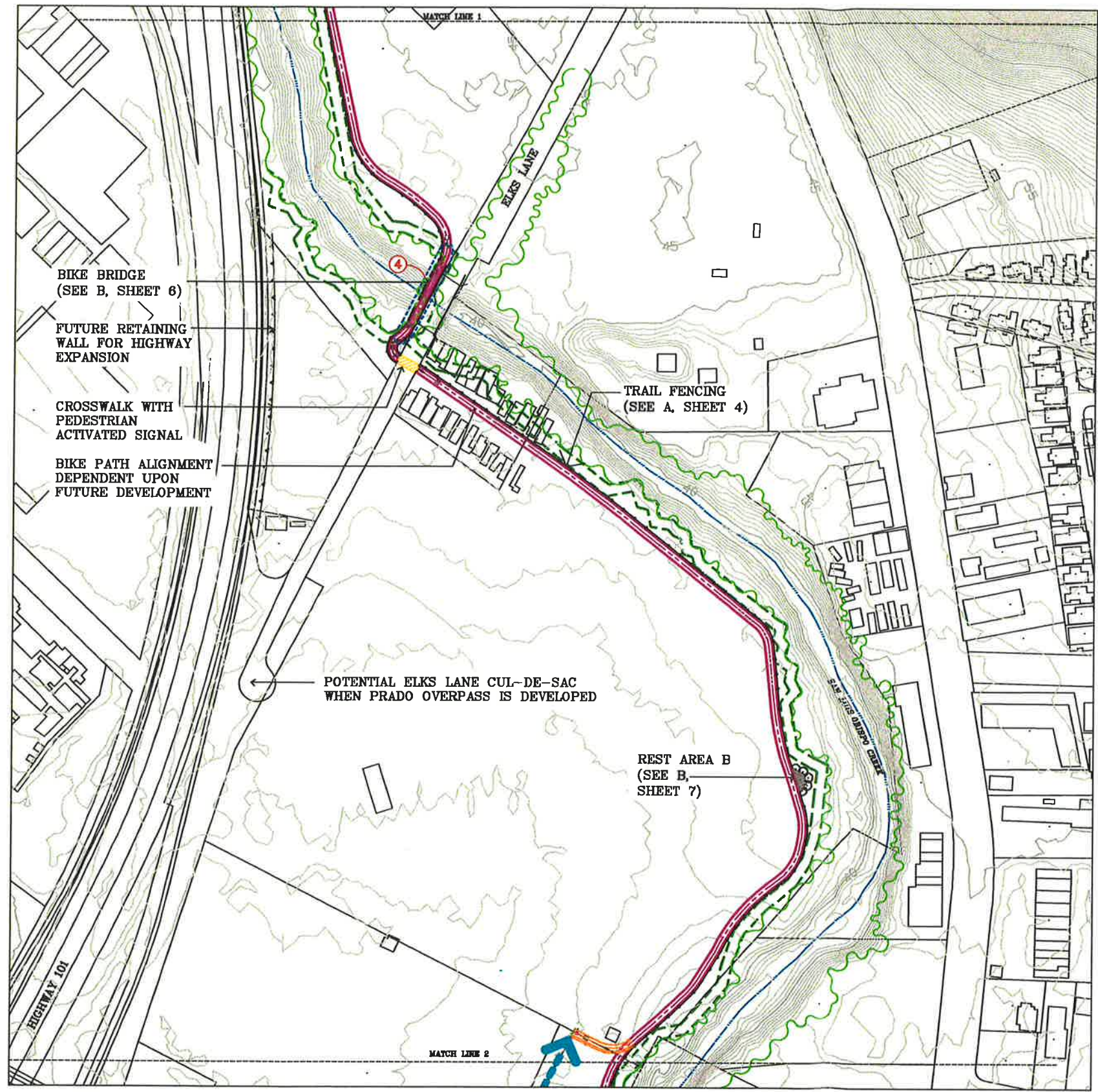
Graphic Scale  
0 10 20 30 40  
Metric Scale - 1 : 1000  
(Approximately 1" = 50')  
Sept. 1, 2002



**HEN DESIGN GROUP**  
22000 Highway 101, Suite 200, San Luis Obispo, CA 93401  
Tel: 805.762.1100 Fax: 805.762.1101  
www.hendesigngroup.com

**Alta**  
Professional Consulting

**City of San Luis Obispo**



BIKE BRIDGE  
(SEE B, SHEET 6)

FUTURE RETAINING  
WALL FOR HIGHWAY  
EXPANSION

CROSSWALK WITH  
PEDESTRIAN  
ACTIVATED SIGNAL

BIKE PATH ALIGNMENT  
DEPENDENT UPON  
FUTURE DEVELOPMENT

TRAIL FENCING  
(SEE A, SHEET 4)

POTENTIAL ELKS LANE CUL-DE-SAC  
WHEN PRADO OVERPASS IS DEVELOPED

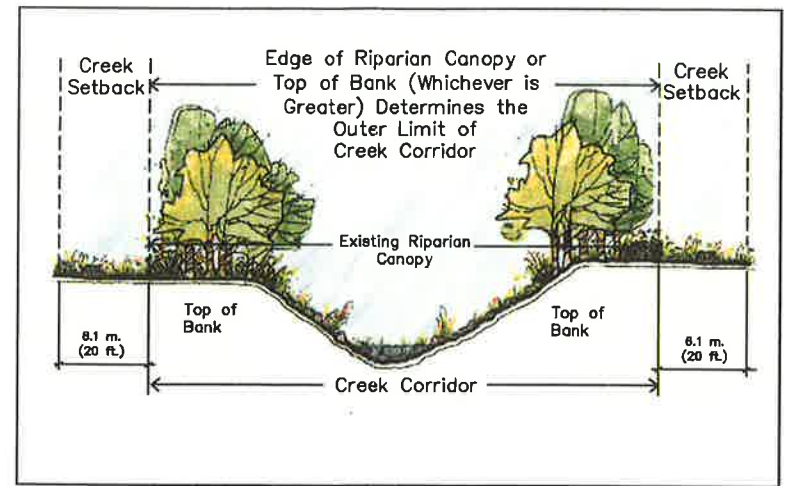
REST AREA B  
(SEE B,  
SHEET 7)

**Bob Jones City-to-Sea Trail**  
**San Luis Obispo Creek Corridor**

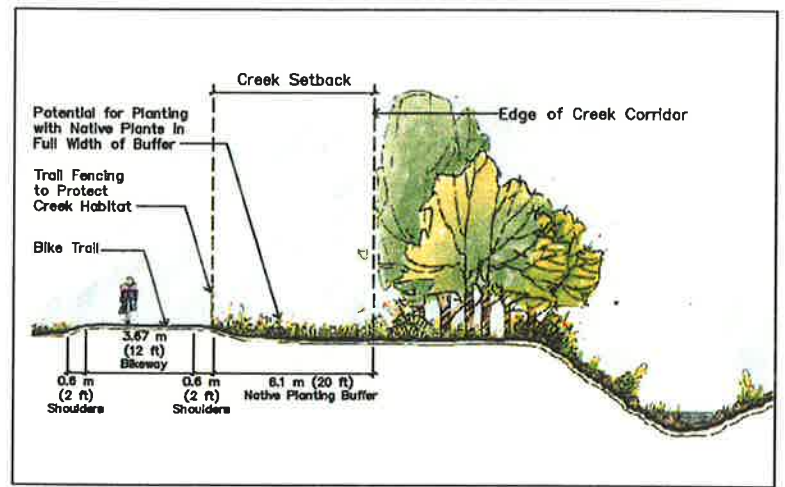
**Preliminary Alignment**  
**Segment 2 - Sheet 2**

Graphic Scale  
0 10 20 30 50 m  
Metric Scale - 1 : 1000  
(Approximately 1" = 50')

Sept. 1, 2002

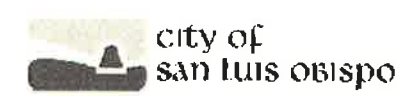


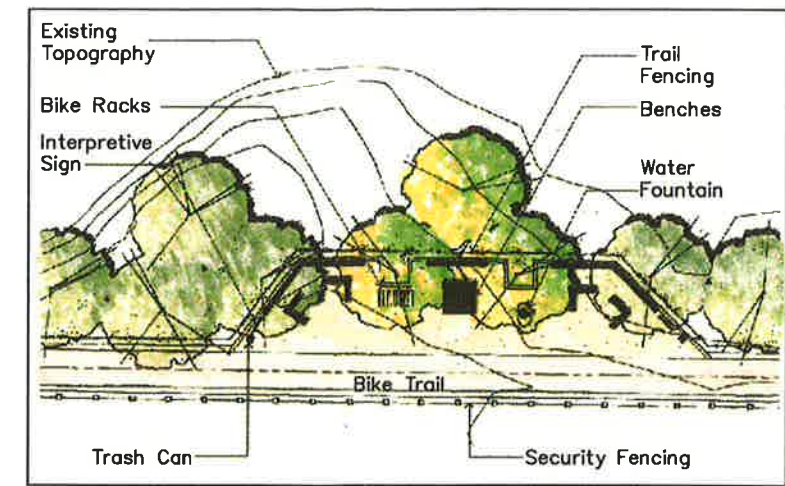
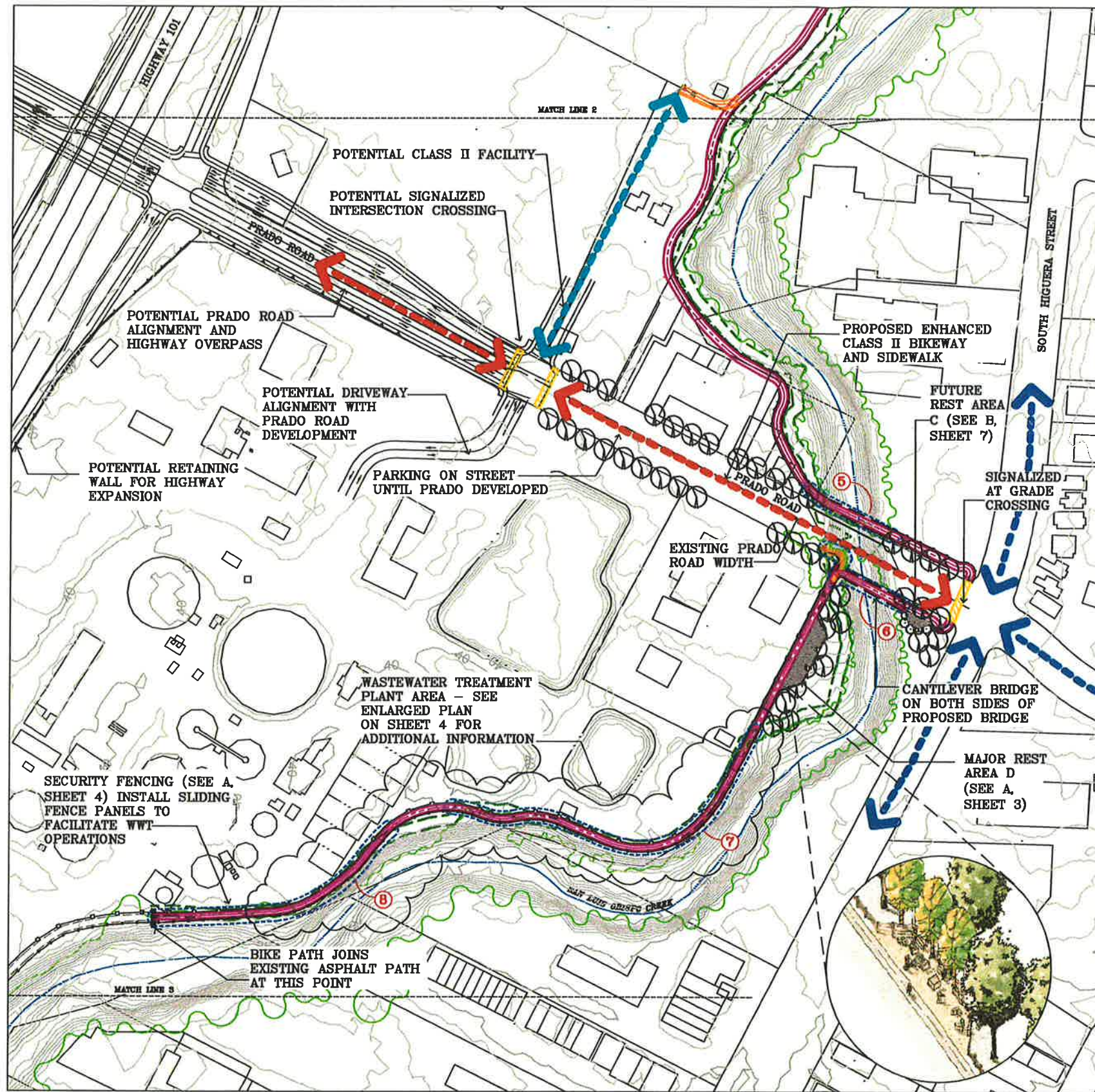
**A Relationship of San Luis Obispo Creek Corridor To Creek Setback**



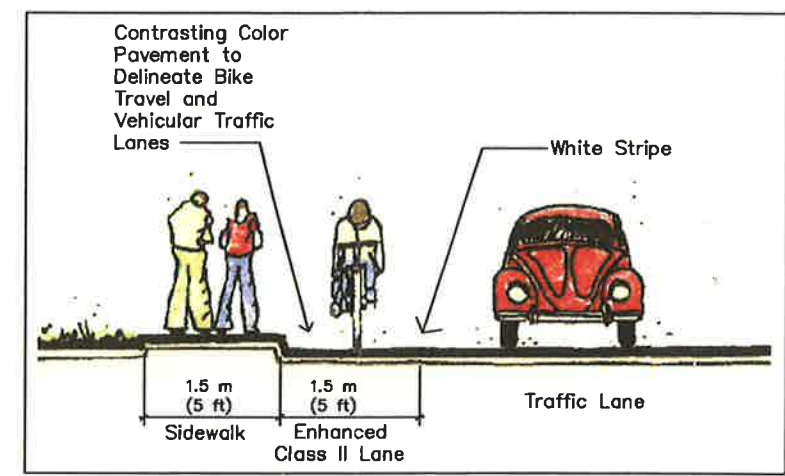
**B Typical Trail Alignment Outside San Luis Obispo Creek Setback**

- Legend**
- Proposed Class I Bike Facility
  - Interim Class I Bike Facility
  - Existing Class II Bike Lane
  - Enhanced Class II Bike Lane
  - Potential Bike Facilities (Class II or III)
  - Existing Riparian Tree Canopies (Approximate Location)
  - Existing Bridge
  - Creek Setback Area
  - Monarch Butterfly Wintering Site Setback Area
  - Creek Setback or Riparian Corridor Encroachment Area



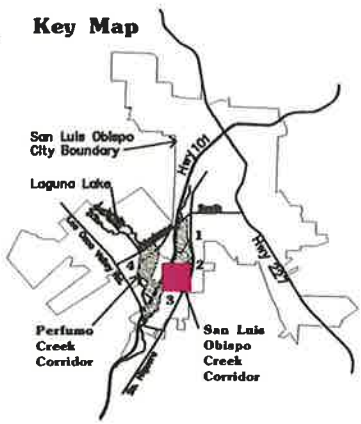


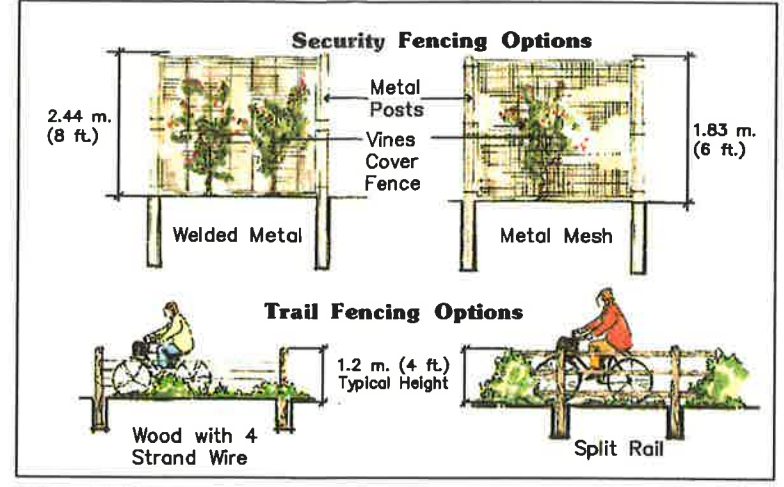
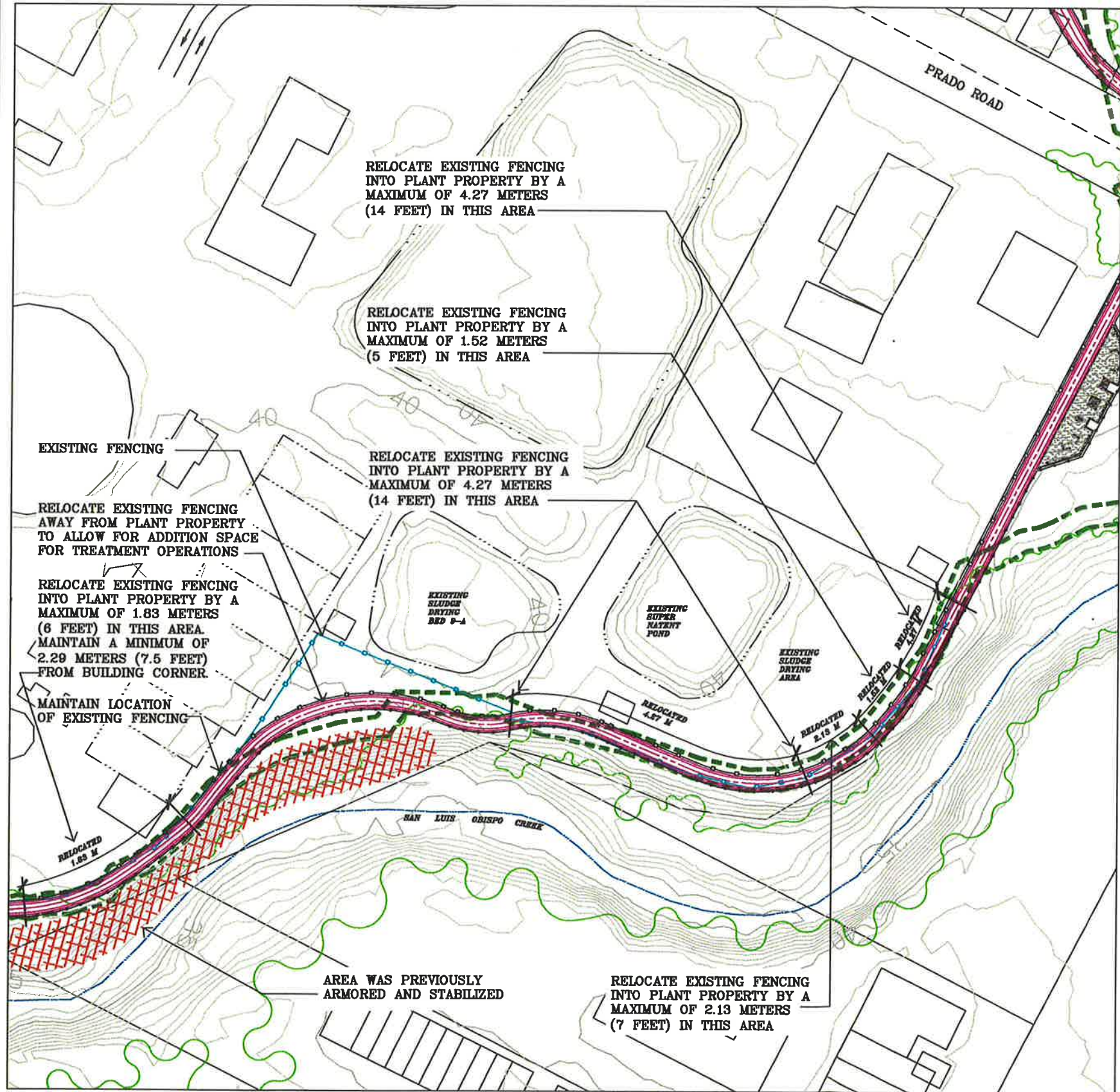
**A Enlargement of Major Rest Area D**



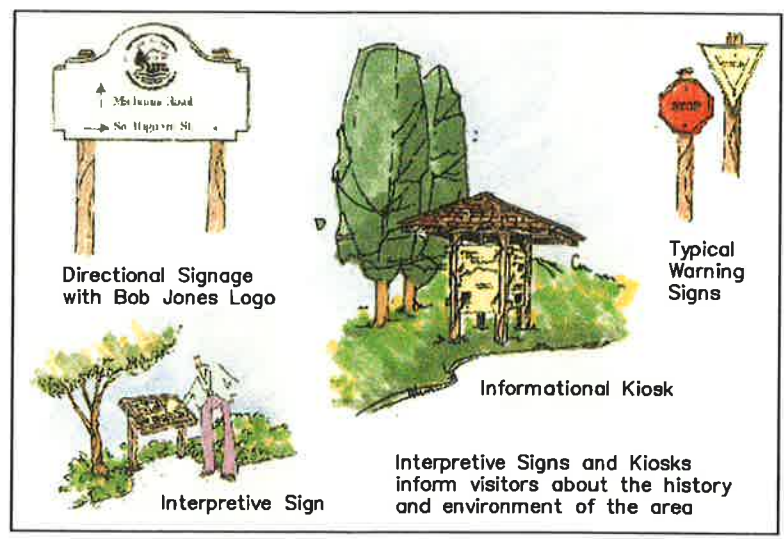
**B Enhanced Class II Lanes**

- Legend**
- Proposed Class I Bike Facility
  - Interim Class I Bike Facility
  - Existing Class II Bike Lane
  - Enhanced Class II Bike Lane
  - Potential Bike Facilities (Class II or III)
  - Existing Riparian Tree Canopies (Approximate Location)
  - Existing Bridge
  - Creek Setback Area
  - Monarch Butterfly Wintering Site Setback Area
  - Creek Setback or Riparian Corridor Encroachment Area





**A Bikeway Fencing Examples**



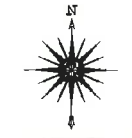
**B Bikeway Sign Examples**

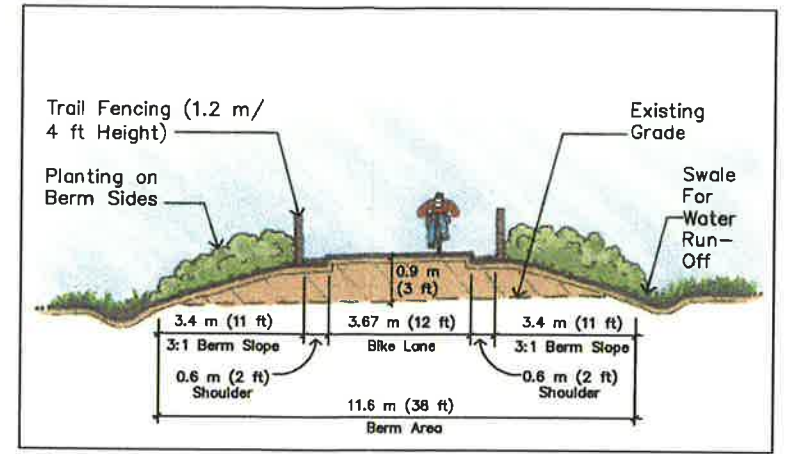
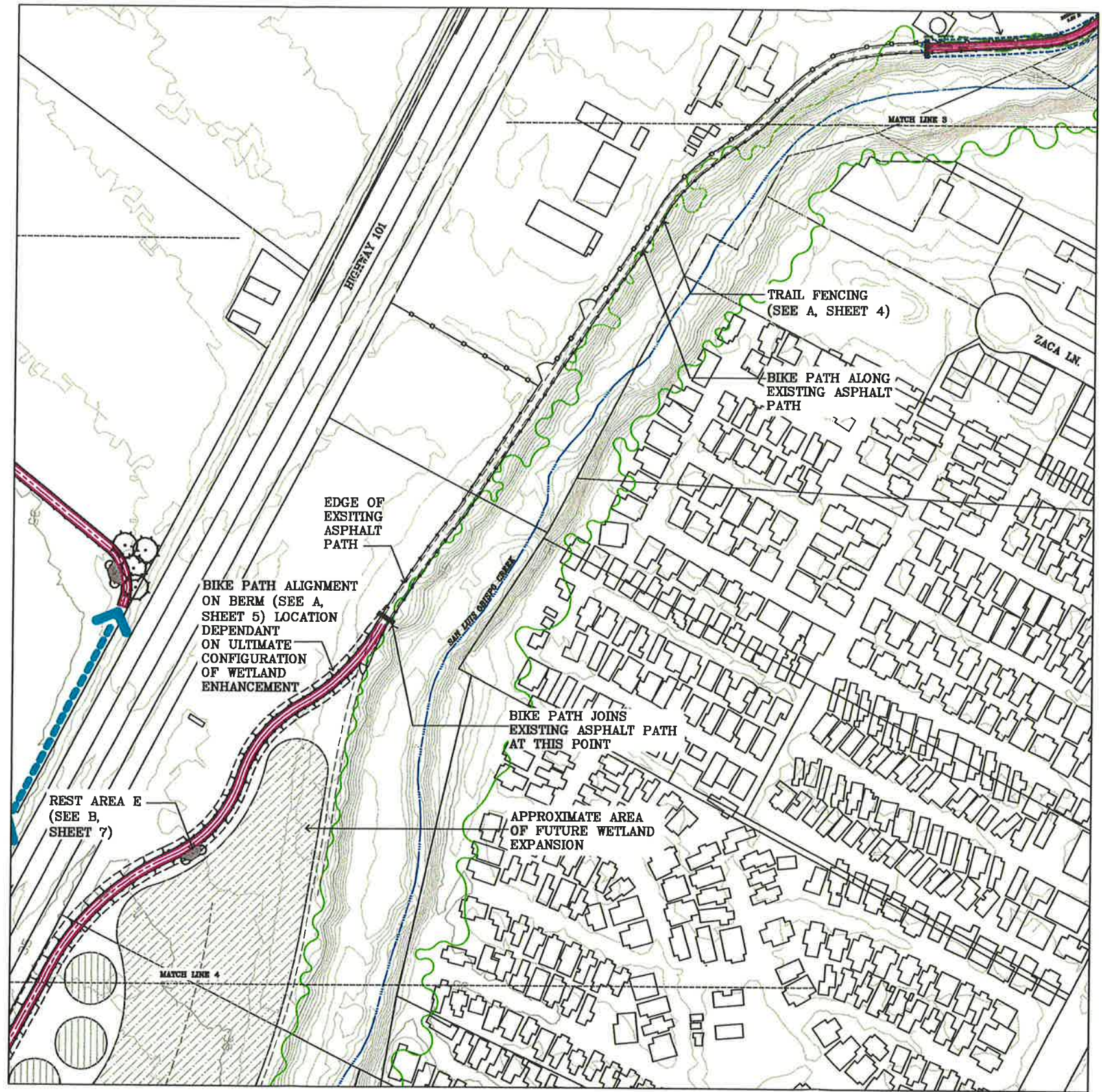
**Legend**

- Proposed Class I Bike Facility
- Interim Class I Bike Facility
- Existing Class II Bike Lane
- Enhanced Class II Bike Lane
- Potential Bike Facilities (Class II or III)
- Existing Riparian Tree Canopies (Approximate Location)
- Existing Bridge
- Creek Setback Area
- Monarch Butterfly Wintering Site Setback Area
- Creek Setback or Riparian Corridor Encroachment Area

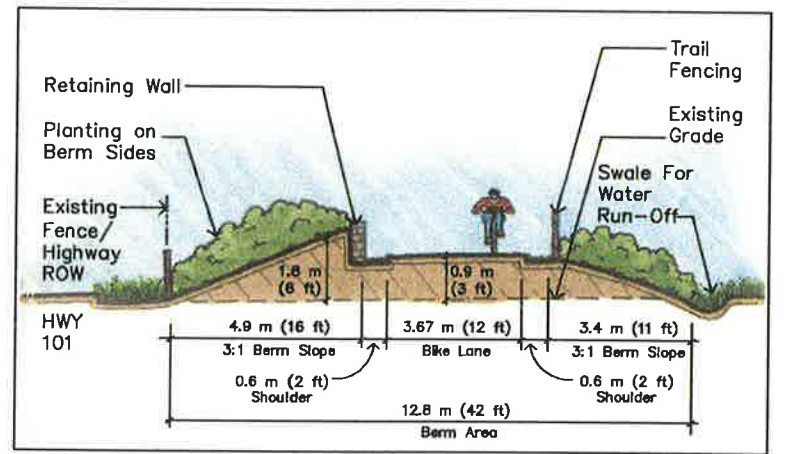
**Key Map**

**city of san luis obispo**



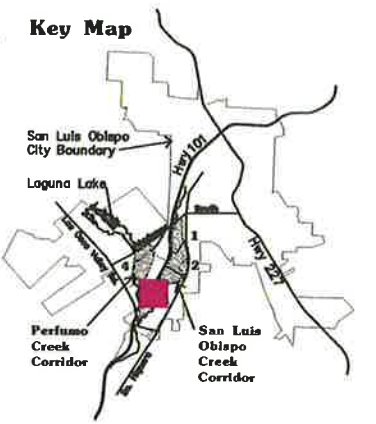


**A** Berm Area North of Wetland Expansion Area



**B** Berm Area Along Wetland Expansion & Highway

- Legend**
- Proposed Class I Bike Facility
  - Interim Class I Bike Facility
  - Existing Class II Bike Lane
  - Enhanced Class II Bike Lane
  - Potential Bike Facilities (Class II or III)
  - Existing Riparian Tree Canopies (Approximate Location)
  - Existing Bridge
  - Creek Setback Area
  - Monarch Butterfly Wintering Site Setback Area
  - Creek Setback or Riparian Corridor Encroachment Area



**Bob Jones City-to-Sea Trail**  
**San Luis Obispo Creek Corridor**

**Preliminary Alignment**  
**Segment 3 - Sheet 5**

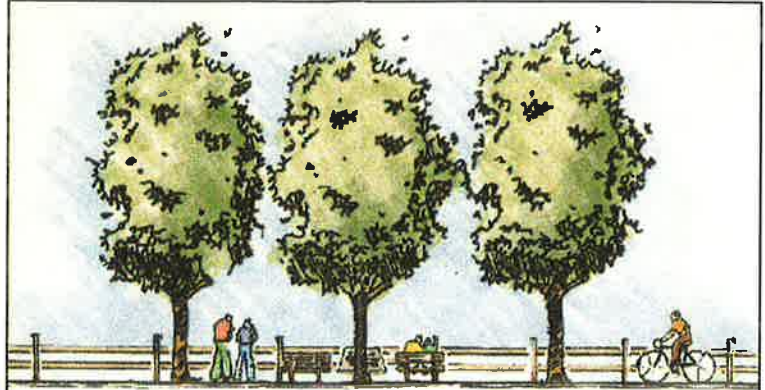
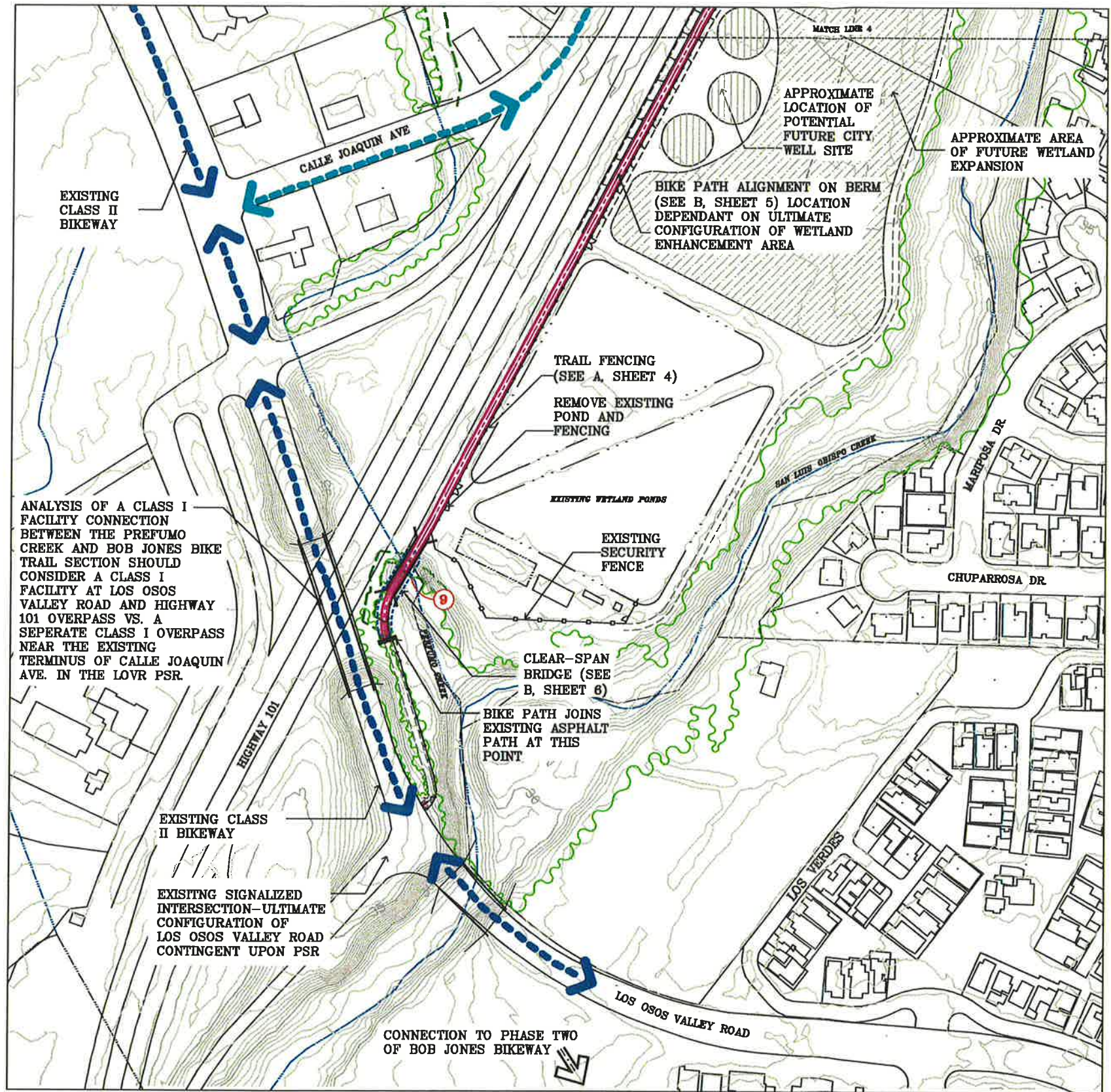
Graphic Scale  
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 Metric Scale = 1 : 1000  
 (Approximately 1" = 50')  
 Sept. 1, 2002



**BDM DESIGN GROUP**  
 1000 Highway 101, Suite 100, San Luis Obispo, CA 93401  
 Tel: 805.762.1000 Fax: 805.762.1001  
 www.bdmgroup.com

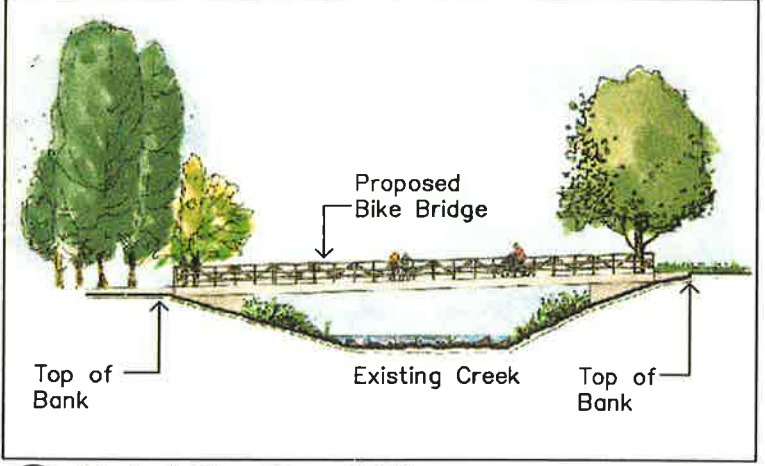
**Alta**  
 Transportation Consulting

**City of San Luis Obispo**



Rest Areas Placed along Trail for Relaxing and Learning about the Surrounding Environment

**A Rest Area and Trail**



**B Typical Clear-Span Bridge**

- Legend**
- Proposed Class I Bike Facility
  - Interim Class I Bike Facility
  - Existing Class II Bike Lane
  - Enhanced Class II Bike Lane
  - Potential Bike Facilities (Class II or III)
  - Existing Riparian Tree Canopies (Approximate Location)
  - Existing Bridge
  - Creek Setback Area
  - Monarch Butterfly Wintering Site Setback Area
  - Creek Setback or Riparian Corridor Encroachment Area



**Bob Jones City-to-Sea Trail**  
**San Luis Obispo Creek Corridor**

**Preliminary Alignment**  
**Segment 3 - Sheet 6**

**Graphic Scale**  
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**Metric Scale - 1 : 1000**  
 (Approximately 1" = 50')



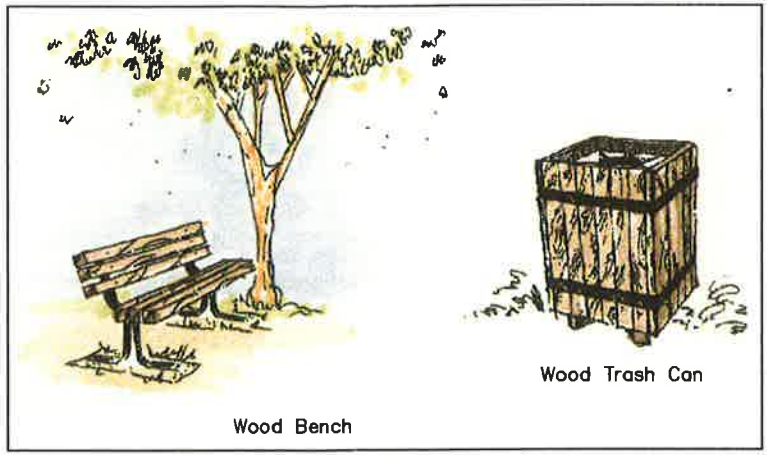
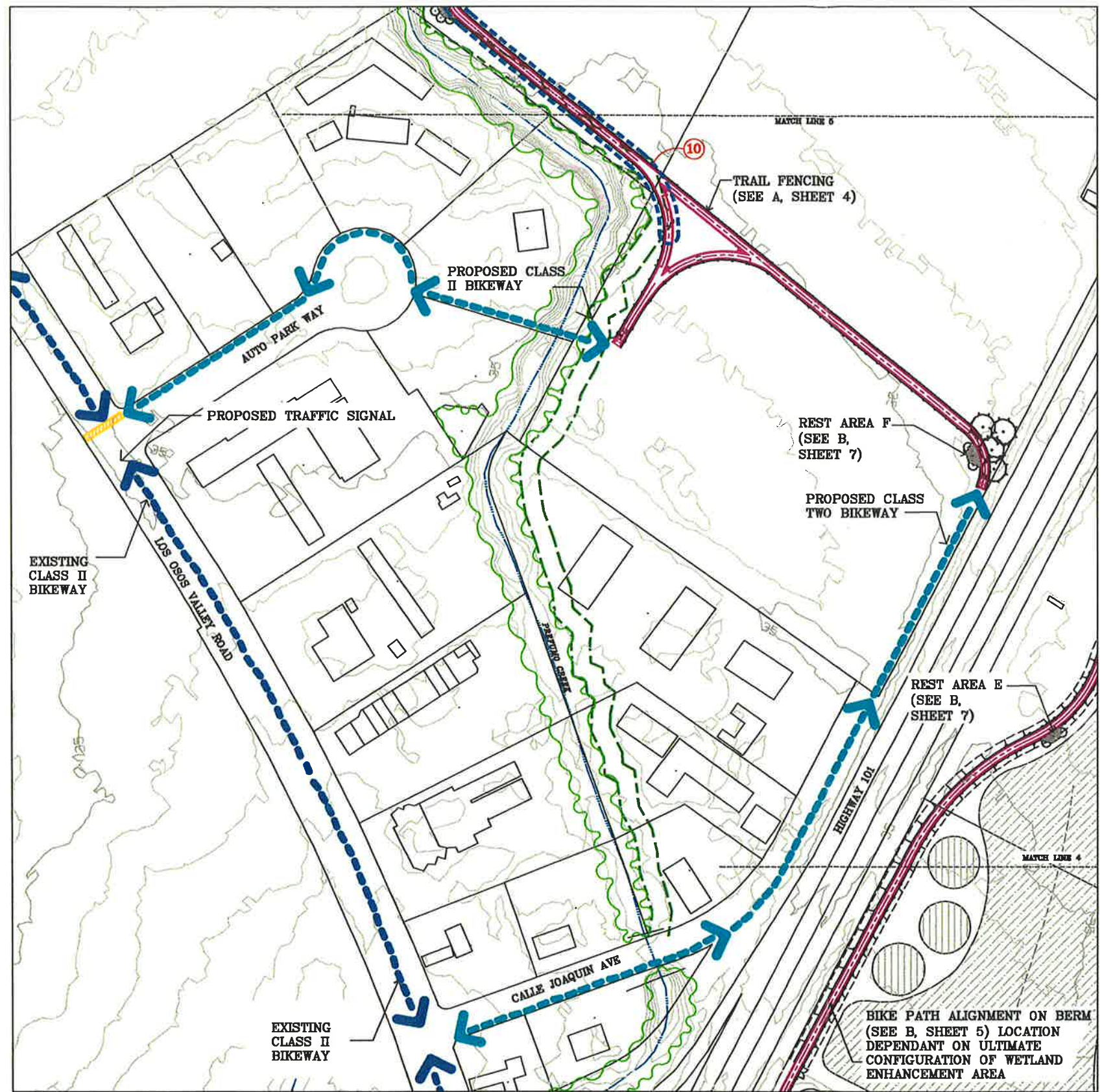
**BEEM DESIGN GROUP**  
 20000 N. Main St., Suite 200, San Luis Obispo, CA 93401  
 Tel: 805.762.1234 Fax: 805.762.1235  
 800 South Coast Highway, Suite 100, San Luis Obispo, CA 93401  
 Tel: 805.762.1234 Fax: 805.762.1235

**Alta**  
 Transportation Consulting

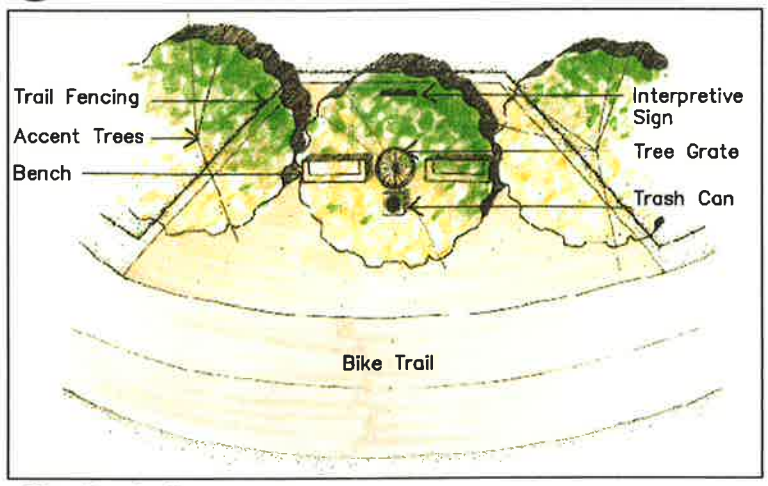
**URS CONSULTANTS, INC.**  
 2000 Main Street, Suite 200  
 San Luis Obispo, California 93401

city of san luis obispo

Sept. 1, 2002

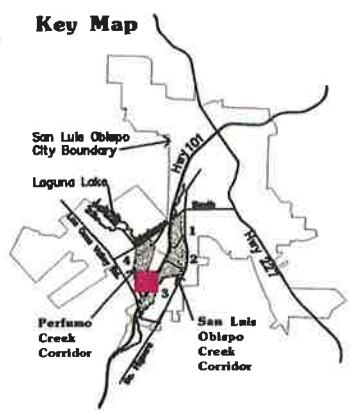


**A Trail Amenity Examples**



**B Typical Rest Area**

- Legend**
- Proposed Class I Bike Facility
  - Interim Class I Bike Facility
  - Existing Class II Bike Lane
  - Enhanced Class II Bike Lane
  - Potential Bike Facilities (Class II or III)
  - Existing Riparian Tree Canopies (Approximate Location)
  - Existing Bridge
  - Creek Setback Area
  - Monarch Butterfly Wintering Site Setback Area
  - Creek Setback or Riparian Corridor Encroachment Area



**Bob Jones City-to-Sea Trail**  
**Prefumo Creek Corridor**

**Preliminary Alignment**  
**Segment 4 - Sheet 7**

**Graphic Scale**  
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**Metric Scale - 1 : 1000**  
 (Approximately 1" = 50')  
 Sept. 1, 2002

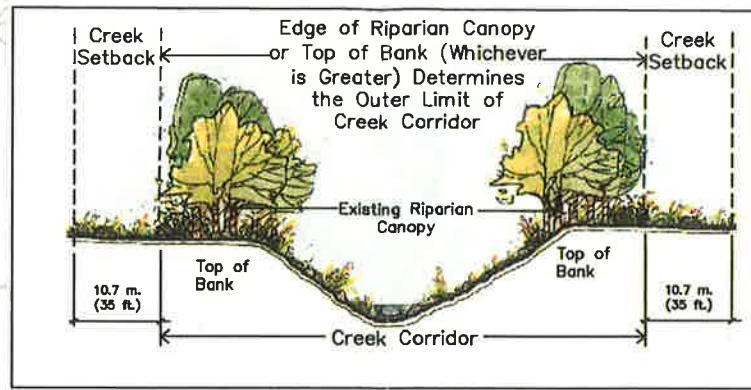
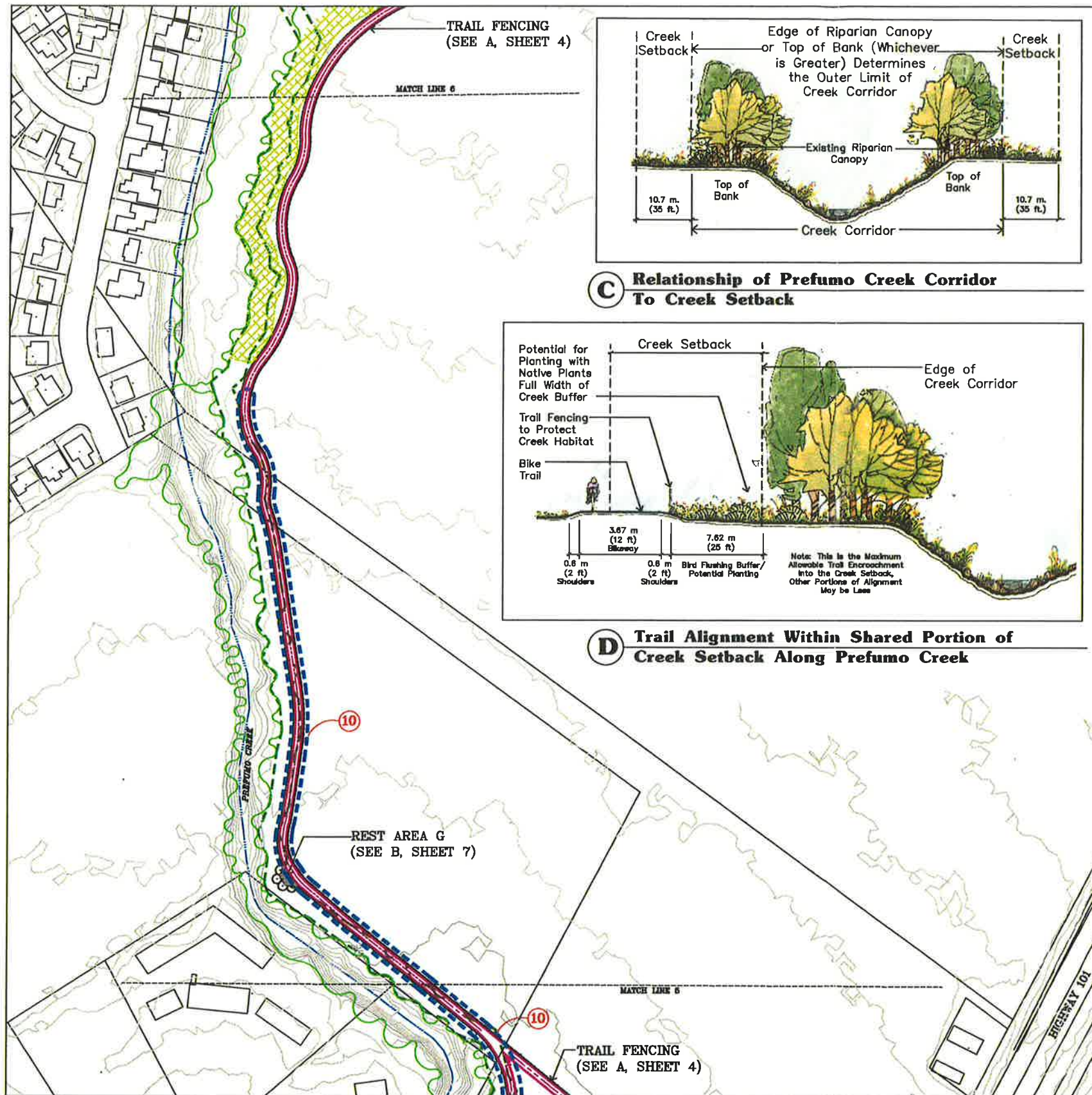


**ERM DESIGN GROUP**  
 An American Planning & Planning Consulting Member - Planning & Consulting  
 6200 Park Avenue, Suite 200, San Luis Obispo, CA 93401  
 Dr. Bill Smith, P.E., P.L.C., P.E., P.S., P.E., P.S., P.E.  
 800-855-8888, 805-888-1212, 805-888-1213, 805-888-1214, 805-888-1215

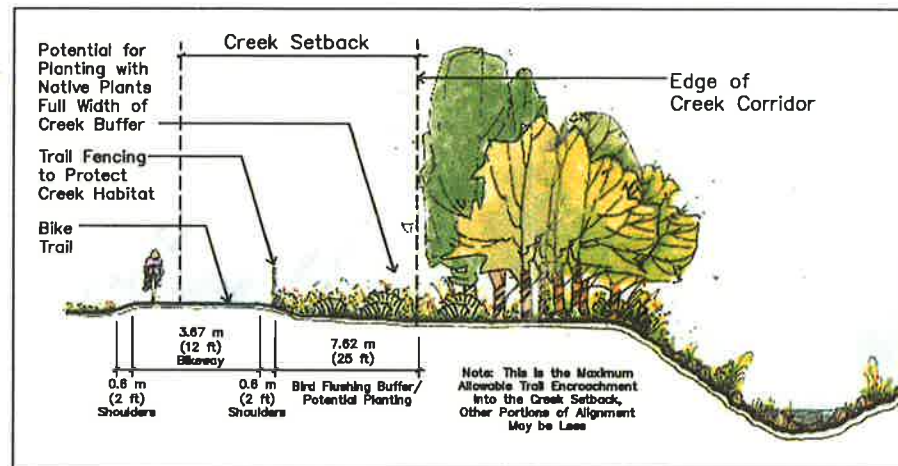
**Alta**  
 Planning & Consulting

**City of San Luis Obispo**

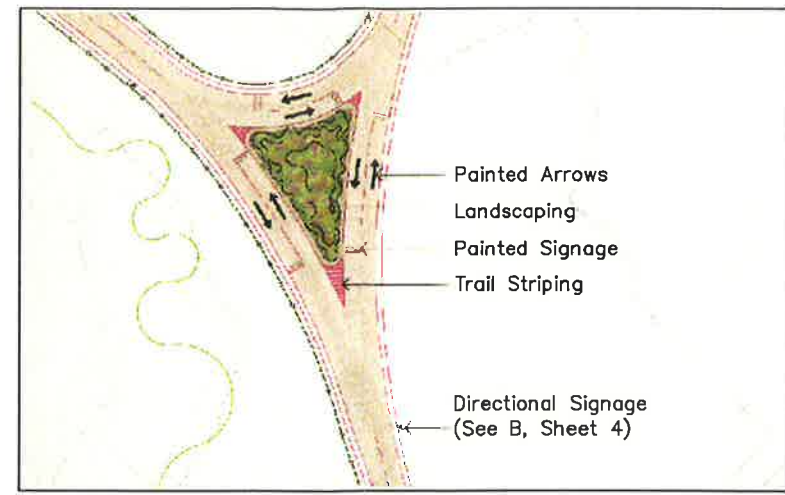




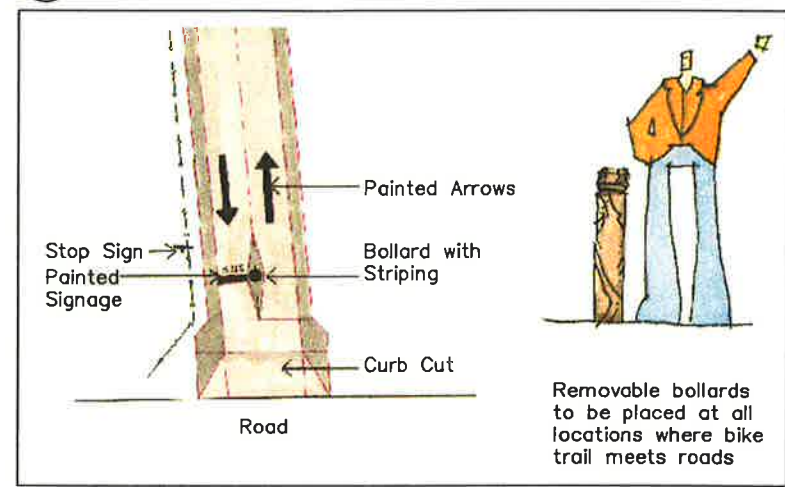
**C Relationship of Prefumo Creek Corridor To Creek Setback**



**D Trail Alignment Within Shared Portion of Creek Setback Along Prefumo Creek**



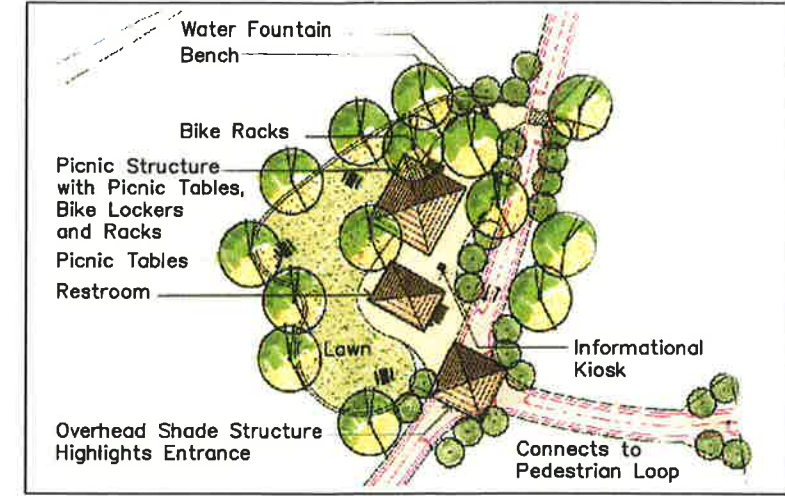
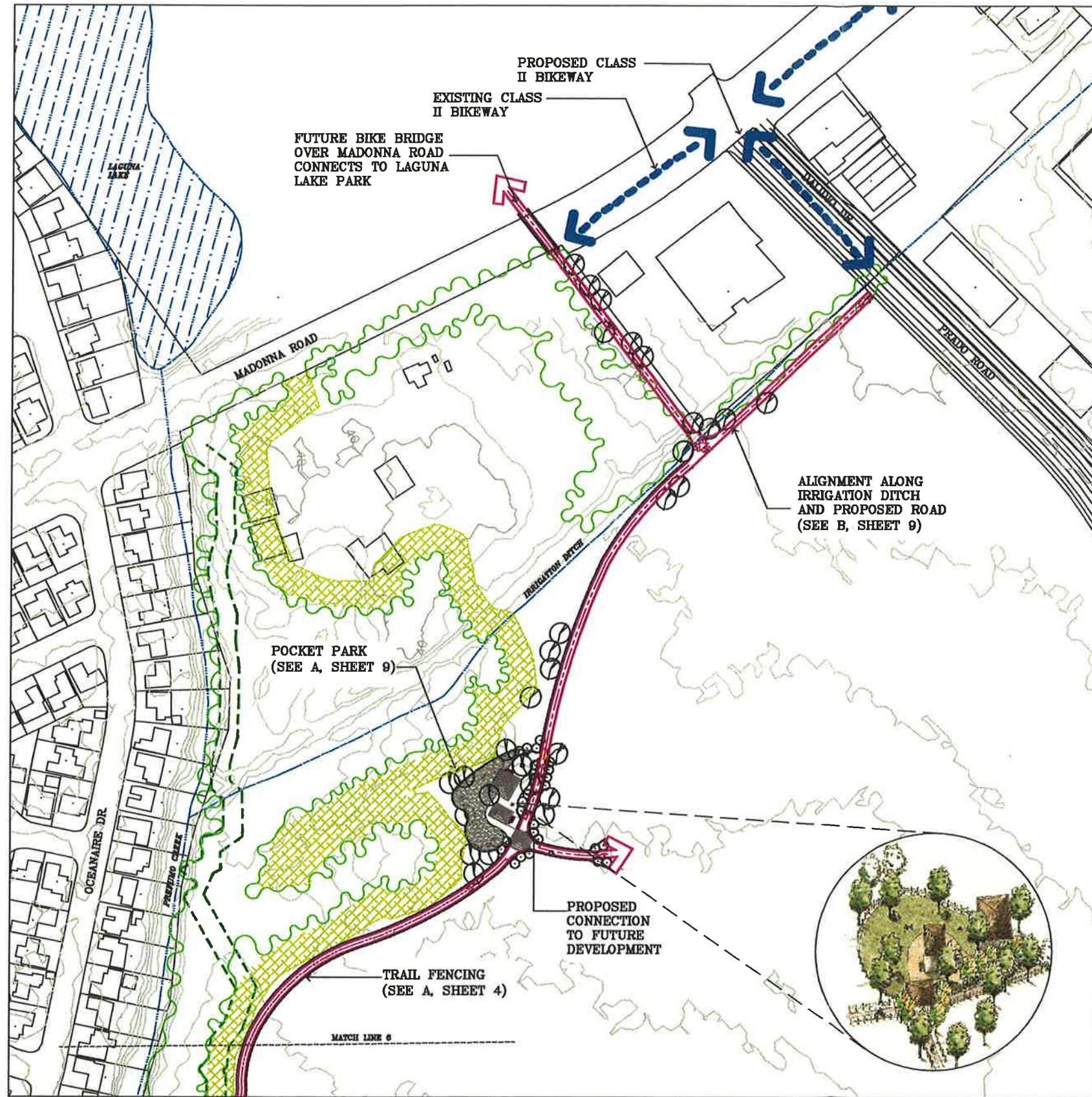
**A Typical Trail Intersection**



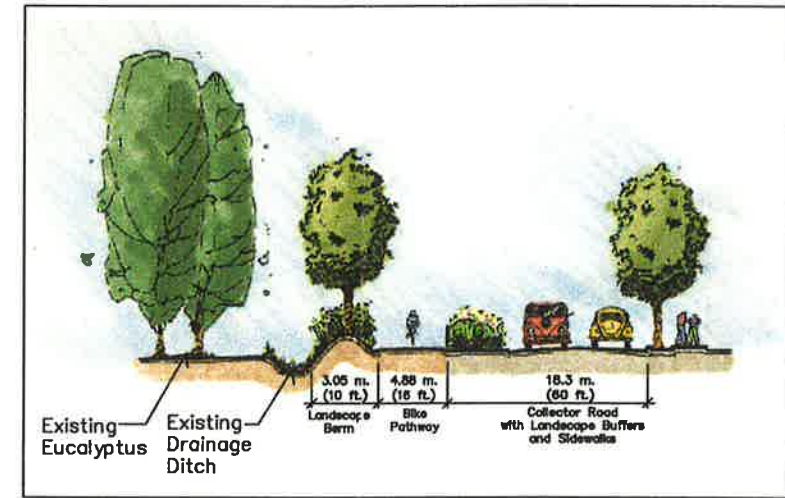
**B Typical Street Connection**

- Legend**
- Proposed Class I Bike Facility
  - Interim Class I Bike Facility
  - Existing Class II Bike Lane
  - Enhanced Class II Bike Lane
  - Potential Bike Facilities (Class II or III)
  - Existing Riparian Tree Canopies (Approximate Location)
  - Existing Bridge
  - Creek Setback Area
  - Monarch Butterfly Wintering Site Setback Area
  - Creek Setback or Riparian Corridor Encroachment Area





**A Enlargement of Pocket Park**



**B Section of Irrigation Ditch and Proposed Road**

- Legend**
- Proposed Class I Bike Facility
  - Interim Class I Bike Facility
  - Existing Class II Bike Lane
  - Enhanced Class II Bike Lane
  - Potential Bike Facilities (Class II or III)
  - Existing Riparian Tree Canopies (Approximate Location)
  - Existing Bridge
  - Creek Setback Area
  - Monarch Butterfly Wintering Site Setback Area
  - Creek Setback or Riparian Corridor Encroachment Area



**f. Trail Design Standards.** The Bob Jones City-to-Sea Bikeway has been designed to be attractive to both the casual and serious bicyclist. The proposed trail will be constructed with a paved surface wide enough to accommodate multiple uses. The following list describes the typical trail construction materials and design standards.

Class I Bike Trail

- 3.7 meters (12-foot) wide, 0.12 meter (4-inch) thick, asphalt pathway constructed over 0.15 meter (6-inch) aggregate base
- 0.6 meter (2-foot) wide, 0.15 meter (6-inch) thick, aggregate base shoulders on each side of the paved trail
- Cal Trans minimum turn radii.
- Appropriately designed “knuckles” may be used to attain desired alignment
- Trail access to roads aligned to create a right angle with the road
- Removable bollards at all trail and road intersections to bar unauthorized vehicle entry
- Fencing as necessary to direct or limit trail access
- 0.12 meter (4-inch) wide painted yellow centerline to create two lanes of travel
- 0.12 meter (4-inch) wide painted white edge lines delineating edge of pathway
- Low landscaping at intersections and roadway entrances to maintain proper site distances

Enhanced Class II Bike Lane on Prado Road

- 1.5 meters (5-foot) wide bike lane, raised 0.12 meter (4-inches) above adjacent road grade and within the roadway
- Pavement section color to contrast with asphalt motor vehicle travel lanes
- 0.20 meter (8-inch) wide painted white edge line to delineate the bike lane from motor vehicle lane

**g. Signing and Marking.** Uniform sign design and the Bob Jones City-to-Sea Bikeway logo are provided along the trail. Signing and marking will unify the trail design and provide functional information. Elements such as bollards to prevent unauthorized trail access, traffic control signs, directional signs, and trail entrance information at bus stops and other strategic locations within the City will help guide and control use along the trail. Informational kiosks located at the major staging areas and parks will provide updated trail and event information to trail users.

Signs along the trail should be designed to meet all of the required and recommended signing and marking standards developed by Caltrans in Chapter 1000 of the *Highway Design Manual*. In addition, all signs and markings should conform to the standards developed in the *Manual of Uniform Traffic Control Devices* (MUTCD). In general, all signs should be located at least 0.9 meter (3-feet) from the edge of the paved surface. The signs should have a minimum vertical clearance of 2.6 meters (8.5-feet) when located above the trail, and be a minimum of 1.2 meters (4-feet) above the trail surface when located on the side of the trail. All signs should be oriented so as not to confuse motorists. The designs (though not the size) of signs and markings should be the same as used for motor vehicles.

Directional signing will be useful for trail users and motorists alike. For motorists, a sign reading “Bob Jones City-to-Sea Bikeway Crossing” along with a trail logo helps to both warn and promote use of the trail itself. For trail users, directional signs and street names at crossings help direct people to their destinations.

Whenever possible, existing crosswalks and traffic signals were used to allow trail users to travel over motor vehicle travel lanes, and additional or enhanced crossing controls were included at modified crossings.

A 0.12 meter (4-inch) wide yellow centerline stripe will be used to separate opposite directions of travel. This stripe will be broken where adequate passing site distance occurs, and solid in other areas where bicycle passing is discouraged. White trail edging will also be installed to clearly define the trail's boundary.

Other barrier types between the trail and private property may be used such as ditches, berms and/or vegetation. Recommended vegetation types should survive on low water and maintenance. Ditch and berm gradients should not exceed 2:1 slopes or be greater than 3.0 meters (10-feet) in depth or height.

**h. Staging and Rest Areas.** Staging and trail side rest areas will offer expanded recreational opportunities along the trail. Refer to figures 3-10 for staging and rest area locations.

Trail Side Rest Areas

- Benches
- Trash receptacles
- Interpretive signs
- Landscape fencing
- Native Plantings

Madonna Road and Dalidio Property Staging Areas

Where high volumes of trail use and major entry points to the bikeway are anticipated, staging/access areas should be developed. In addition to the amenities on the rest area list, the staging areas contain:

- Drinking fountain
- Bike racks and lockers
- Picnic tables
- Public restrooms
- Telephones
- Informational kiosk
- Automobile parking areas.

**i. Trail Fencing.** Fencing placement along the trail will vary depending on the proximity to the riparian habitat, private property, and adjacent land use. Fencing is primarily designed to discourage access into sensitive riparian habitat and bar access into City facilities.

Riparian Corridor Fencing

Where the trail is located along the creek, a fence should be placed on the edge of the trail side shoulder to discourage trail users from entering the creek channel. Fencing would consist of the following:

- *1.2 meters (4-foot) tall wood posts*
- *Posts 2.4 meters (8-foot) on center*
- *4 wire strands*

Wastewater Treatment Facility Fencing

Where the trail is located along the Wastewater Treatment Plant's industrial areas security fencing would be constructed to prohibit unauthorized access, and consist of the following components:

- *1.8 meters (6-foot) high metal posts support mesh panels*
- *Posts 2.4 meters (8-foot) on center*
- *Flowering vines to screen views into the facility*

### Rest and Staging Area Fencing

Perimeter fencing in these areas would consist of the following:

- *1.8 meters (4-foot) high wood posts*
- *Posts 2.4 meters (6-foot) on center*
- *Split rails*

### Trail Access Fence

In locations where the Bob Jones City-to-Sea Bikeway intersects vehicle travel lanes, unauthorized vehicular access must be controlled. Fencing along the trail and connecting to the street right-of-way, in conjunction with removable bollards placed in the trail at these intersections would serve to limit access. Fencing for this condition should consist of the following design:

- *Large diameter 1.8 meters (4-foot) high wood posts*
- *Posts 2.4 meters (6-foot) on center*
- *Split rails*

**j. Trail Bridges.** All bridges should include structural design that is able to support pedestrian live loading and maintenance and emergency vehicles.

### Creek Crossings

To minimize or avoid potential impacts to the creeks, pre-engineered clear span bridges should be used to cross all creeks and drainage ways. Bridges over the creeks would incorporate the following components.

- *Low maintenance weathering steel finish*
- *Asphalt deck*
- *1.4 meters (54-inch) high bicycle railing*
- *Horizontal toe plates*
- *Mesh screen of sufficient weight to prevent fishing and littering from bridge*

### Road and Highway Crossings

Grade separated crossings over Madonna Road and Highway 101 would be a pre-engineered portal bridge that includes the following design components.

- *Low maintenance weathering steel finish*
- *Asphalt deck*
- *1.4 meters (54-inch) high bicycle railing*
- *Horizontal toe plates*
- *Fully enclosed portal*
- *Attached security fence*
- *ADA accessible ramp system*

### San Luis Obispo Creek at Prado Road Crossing

The City is proposing to widen Prado Road and the existing vehicular bridge over San Luis Obispo Creek as part of the Route 101/ Prado Road Interchange Plan between Highway 101 and South Higuera Street. With a new bridge design anticipated to expand the southern edge, an opportunity exists for the City's Engineers to incorporate a cantilevered Class I bike bridge into the bridge expansion plans. The cantilevered bridge would incorporate the following.

- *Asphalt deck*
- *Horizontal toe plates*

- *1.4 meters (54-inch) high physical separation, such as a fence or bicycle railing, to be provided to protect cyclists from motor vehicles*

**k. Trail Lighting.** The Bob Jones City-to-Sea Bikeway is not proposed to have continuous lighting. Where the trail crosses public roads at grade, supplemental security lighting would be incorporated into existing street lighting. Limited lighting may be incorporated into the proposed staging areas.

**l. Other Trail Amenities.** The proposed project would also incorporate other amenities relating to educational opportunities, particularly with regard to historic and biological resources in the area. These are described more fully below.

#### Historic and Educational Themes

The trail offers a unique opportunity to develop historic and educational themes. Interpretive exhibits should be placed at strategic locations along the trail offering a variety of information. For example, information regarding bird species visitors are likely to observe along the trail can be developed.

Interpretive topics along the creek corridors include:

- *Creek habitats*
- *Local wildlife*
- *Relation of the creek to the larger watershed*
- *Bike use and trails in other cities and countries*
- *Air quality improvements through bicycle commuting*
- *Wastewater and water reclamation processes.*
- *Bicycle development*
- *Local history of San Luis Obispo*

**m. Riparian Enhancement.** The preferred alignment for the Bob Jones trail has been designed to run outside of the creek setback to the greatest extent possible. Where no practicable alternative exists, however, the trail will be located within the setback for limited distances and to cross San Luis Obispo, Prefumo, and Meadow Creeks. Trail sections within the creek setback are indicated on the Preliminary Alignment Plans (Figures 3 through 10). Figure 12 depicts a typical creek setback area.

#### San Luis Obispo Creek Corridor

Where the construction of the trail or bridges occurs within the creek setback, trail design that minimizes or eliminates any significant adverse impacts to the surrounding habitat should be utilized. Low impact trail design standards include:

- Riparian corridor fencing along the entire length of the trail between the trail's edge and creek corridor to discourage creek access.
- Installation of locally occurring native plant species between the trail and existing riparian vegetation. Plantings should consist of low water using native species to increase the diversity and width of the riparian corridor, and may include species that discourage human access into the riparian areas.
- Installation of plant species observed to support local bird and wildlife habitat.
- Mesh screen, or other restrictive covering material, included in bridge design to prevent fishing or littering from the bridge and discourage human encroachment into the creek area.
- Bridge flooring consisting of a solid material, such as concrete or steel, to minimize noise generation from bicyclists and pedestrians.
- Signs indicating the sensitive nature of all creek habitats and restricting entrance into the areas posted along the corridor fencing and on bridges.

- Utilize minimum safe low-light levels on the path and bridges, shielding the fixtures to avoid direct lighting of the creek's surface or banks.

#### Prefumo Creek Corridor

Where the construction of the trail or bridges occurs with the creek setback, trail design that minimizes or eliminates any significant adverse impacts to the surrounding habitat should be utilized. Low impact trail design standards include:

- Riparian corridor fencing placed no closer than 7.6 meters (25 feet) along the entire length of the trail between the trail's edge and creek corridor to discourage creek access (*See note below*).
- Installation of locally occurring native plant species between the trail and existing riparian vegetation. Plantings should consist of low water using native species to increase the diversity and width of the riparian corridor, and may include species that discourage human access into the riparian areas.
- Installation of plant species observed to support local bird and wildlife habitat.
- Mesh screen, or other restrictive covering material, included in bridge design to prevent fishing or littering from the bridge and discourage human encroachment into the creek area.
- Bridge flooring consisting of a solid material, such as concrete or steel, to minimize noise generation from bicyclists and pedestrians.
- Signs indicating the sensitive nature of all creek habitats and restricting entrance into the areas posted along the corridor fencing and on bridges.
- Utilize minimum safe low-light levels on the path and bridges, shielding the fixtures to avoid direct lighting of the creek's surface or banks.

#### **Note:**

Along the Prefumo Creek corridor, the riparian corridor is relatively wide, ranging from 50 to 100 feet or more. Creek Setbacks are measured from the outside edge of this corridor, providing an additional 35 feet of buffer area along the creek. Locating the bike path outside of this 35-foot setback would require an additional 16-foot wide strip along the creek which equates to a 51-foot wide development setback strip along Prefumo Creek.

Some limited encroachment of the bike trail into the 35-foot setback is acceptable due to the width of the riparian corridor in this reach. The trail would maintain a minimum buffer distance of 25 feet between the trail fence and outside edge of the riparian canopy. According to the City Biologist, 25-feet or less is the distance at which native bird species are likely to be flushed from their habitat, therefore, any impacts from temporary human presence at distances greater than 25-feet are likely to be insignificant. The 25-foot buffer would more than adequately provide an opportunity to plant native species and would act as a biological transition area or "ecotone", where animal species can habituate to occasional, temporary human presence.

## **F. TRAIL DEVELOPMENT OPPORTUNITIES AND CONSTRAINTS ALONG THE PROJECT CORRIDOR**

The following discussion briefly summarizes the existing site characteristics within each of the four proposed segments of the trail corridor, along with potential constraints and opportunities within each segment with respect to the development of a bike trail. This discussion will be referred to in the analysis contained in Section J. of this document, *Evaluation of Environmental Impacts*.

## **Segment 1 - Madonna Road to Elks Lane**

### Characterization:

This segment is adjacent to a combination of private commercial and public highway maintenance uses. The northern portion of the corridor includes the Mid-Higuera Enhancement Plan's southern terminus. The terrain along the trail corridor is generally level. The following lists briefly summarize opportunities and constraints identified through field visits and data review.

### Summary of Opportunities:

- The City's Mid-Higuera Enhancement Plan terminates at the northern end of Segment 1 and overlaps our study area adjacent to San Luis Obispo Creek on the north side of Madonna Road. An opportunity exists to design the public park, proposed as part of the Mid-Higuera Enhancement Plan, to serve as a trail access and staging area.
- Existing Madonna Road bridge over San Luis Creek offers an excellent opportunity to develop a grade separated crossing under Madonna Road through bridge abutment modification.
- Good opportunity to locate the trail outside of the creek setback when Cal Trans relocates and/or additional development is proposed on the site.
- Opportunity to locate the trail outside of the creek setback across the Elks Lodge's property.
- The City and County of San Luis Obispo are developing a flood control program to mitigate seasonal flooding and bank erosion. This program provides an opportunity to coordinate with the City engineers to incorporate trail sections into the proposed flood control improvements.
- Excellent views from the creek corridor to the surrounding hills.

### Summary of Constraints:

- The Lady Family Sutcliffe Mortuary and Cemetery's mausoleum is located within 4.6 meters (15-foot) of top-of-bank. Encroachment of the trail into the San Luis Obispo Creek Setback Placement may be necessary along this section.
- Severe stream bank erosion is encroaching toward the mausoleum. A retaining structure may be necessary to stabilize the creek bank and support the proposed bike trail.
- A deep drainage channel south of the Cal Trans property requires the construction of a bridge to span this tributary to San Luis Obispo Creek.

## **Segment 2 - Elks Lane to Prado Road**

### Characterization:

This segment crosses primarily agricultural land with limited adjacency to commercial uses. This segment is in an area likely to develop if the proposed Prado Road overpass is implemented. Topography in this segment is relatively level. The following lists briefly summarize opportunities and constraints identified through field visits and data review.

### Summary of Opportunities:

- This segment contains almost no constrained areas, providing opportunity to locate the trail outside the creek setback.
- The creek corridor is wide through this section, offering high quality habitat and enhanced recreational value to the trail.
- Opportunity to incorporate Class I and II bike facilities into the future Prado Road expansion and Highway 101 overpass project.
- Any flood control improvements proposed on the west side of the creek presents an opportunity to incorporate the bike trail into those proposed flood control modifications.
- The proposed bike trail alignment is near an existing signalized crossing at the South Higuera Street and Prado Road intersection and adjacent to existing Class II bike lanes on South Higuera Street.



Summary of Constraints:

- The majority of Segment 2 is privately owned, potentially deferring trail implementation until future development occurs.
- With the future Prado Road widening and overpass installation, traffic volumes will likely increase on Prado Road requiring enhanced grade crossing controls for trail users.
- Gravity sewer line under Prado Road would require trail construction to occur at or near the creek bottom in order to obtain the required minimal vertical clearance. The path would likely flood during storm events, limiting its use.
- Grade separated crossing under Prado Road would substantially impact riparian habitat within the creek corridor.

**Segment 3 - Prado Road to Los Osos Valley Road**

Characterization:

This segment is characterized by the presence of the City's Wastewater Treatment Facility. South of the facility, the corridor is relatively level and open, with limited facility operations. Extensive creek widening operations have recently been completed along portions of this segment. The following lists briefly summarize opportunities and constraints identified through field visits and data review.

Summary of Opportunities:

- The proposed trail crosses land owned primarily by the City of San Luis Obispo.
- The proposed Creekside Plaza development has tentatively dedicated a portion of their property along the west side of San Luis Obispo Creek at Prado Road as open space. This dedication could provide an excellent opportunity to develop a staging area and Class I access point from Prado Road.
- Potential to place the trail over portions of the City's proposed water reclamation pipeline leading from the Wastewater Treatment Facility to Prado Road.
- Existing paved Wastewater Treatment Facility maintenance road running north / south adjacent to the creek corridor provides an excellent opportunity to use this established route as a multi-use trail and maintenance road.
- Recently completed creek channel widening and mitigation measures along portions of this segment provide an opportunity to place the trail away from the creek channel and locate it adjacent the flood bypass channel on an existing maintenance road, minimizing or eliminating potential impacts to the creek corridor.
- Existing, out-of-service, Cal Trans Highway 101 on-ramp at the southern portion of this segment could be used to connect the bike trail to Los Osos Valley Road at an existing signalized crossing.
- Two City-owned settling ponds at the southern portion of the segment offer unique wildlife viewing opportunities.
- The creek corridor is wide through this section, offering high-quality habitat and enhanced recreational value to the trail.
- Long-term opportunity to locate a bicycle / pedestrian bridge over Highway 101 midway between Prado and Los Osos Valley Road to provide a safe grade-separated crossing to the Prefumo Creek trail reach and Laguna Lake recreational area.

Summary of Constraints:

- City's Wastewater Treatment Plant may be a conflicting land use with the trail considering the security, noise, and sensory issues.
- City's Wastewater Treatment Plant future expansion may impact long-term trail alignments.
- A portion of the trail alignment crossing the Creekside Plaza property falls within the creek setback.
- Portions of the existing Wastewater Treatment Facility maintenance road are located within the creek setback.

- The Los Osos Valley Road overpass may be widened as part of other proposed developments. Widening may eliminate the existing abandoned on-ramp and reduce available space to locate the trail connection to Los Osos Valley Road.

#### **Segment 4 - Los Osos Valley Road to Madonna Road**

##### Characterization:

This segment of the corridor is predominately rural in character with active agricultural operations. Prefumo Creek skirts the edge of the trail corridor. City staff is currently studying proposed developments for this segment, but no final development plans have been approved. The following lists briefly summarize opportunities and constraints identified through field visits and data review.

##### Summary of Opportunities:

- The proposed McBride and Dalidio property developments provide good opportunities to incorporate a Class I bike trail as part of these projects' conditions of approval.
- The McBride property proposal provides an opportunity to develop a recreational trail / buffer between the proposed development and the adjacent agricultural and open space parcel.
- The McBride development offers new street connections to the existing Los Osos Valley Road Class II bike lane system via the proposed Auto Park Way extension.
- Existing agricultural road around the perimeter of the Eucalyptus grove on the Dalidio property provides an opportunity to formalize the existing agricultural road as a Class I trail.
- The Dalidio proposal includes an expansion of retail shops and a pedestrian loop within the development plans. The extension of this pedestrian loop presents an opportunity to create a staging area / public park encouraging alternative forms of transportation to access shopping areas.
- The trail corridor terminus is near the signalized Laguna Lake Park entrance and the existing Class II bike lanes on Madonna Road.
- Good views from trail corridor of the surrounding hills, agricultural fields, and Eucalyptus groves.

##### Summary of Constraints:

- Madonna Road carries high traffic volumes, making pedestrian / cyclist crossing difficult.
- Developments along this segment are in the proposal and review stage. Final development outcomes could relocate, delay, or eliminate the trail alignment potentials.
- Eucalyptus groves within the Dalidio property are identified as a potential to be a Great Blue Heron rookery, Turkey Vulture roosting, and Monarch butterfly wintering site. Any proposed trail alignment must minimize potential impacts to this habitat.

#### **G. PUBLIC AGENCIES WHOSE APPROVAL MAY BE REQUIRED FOR SUBSEQUENT ACTIONS (e.g. permits, financing approval, or participation agreement):**

- *California Department of Fish and Game (CDFG)*
- *US Fish and Wildlife Service (USFWS)*
- *US Army Corps of Engineers (Corps)*

**H. ENVIRONMENTAL FACTORS AFFECTED**

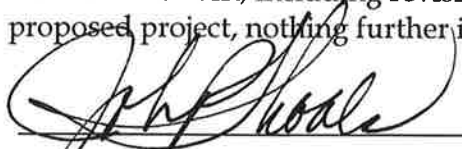
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a potentially significant unless mitigated as indicated by the checklist on the following pages.

<input type="checkbox"/> Aesthetics	<input checked="" type="checkbox"/> Agriculture Resources	<input type="checkbox"/> Air Quality
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology / Soils
<input checked="" type="checkbox"/> Hazards & Hazardous Materials	<input checked="" type="checkbox"/> Hydrology / Water Quality	<input type="checkbox"/> Land Use / Planning
<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise	<input type="checkbox"/> Population / Housing
<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation	<input checked="" type="checkbox"/> Transportation/Traffic
<input type="checkbox"/> Utilities / Service Systems		

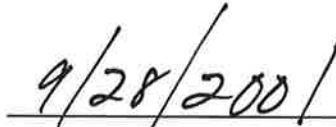
**I. DETERMINATION**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature  
John P. Shoals  
Ron Whisenand  
Printed Name



Date  
John Mandeville, Community Development Director  
for



## J. EVALUATION OF ENVIRONMENTAL IMPACTS

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>I. AESTHETICS</b> - Would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			X	

a, b, c. The project corridor is located generally parallel to San Luis Obispo Creek. The creek is has a generally high visual quality, and is informally recognized locally as a visual amenity, but has no official designation as a scenic viewing corridor. The project would introduce a trail (typically 12 feet in width), with signage and fencing. In key locations, the facility would incorporate rest areas or staging areas, which would be enhanced with appropriate signage, lighting and landscaping. These features would be designed to be visually compatible with surrounding areas. Fencing would vary from 4 to 6 feet in height, typically using a combination of wood and metal, for the purpose of security and protection of adjacent riparian areas. Lighting would not be continuous along the trail, but would be confined to intersections and rest/staging areas for security purposes. The Preliminary Alignment Plan for the project includes the following goals and objectives that guide the project's construction:

- *Minimize impacts to adjacent property owners by appropriate design and operation of the facility including fencing, landscaping, and other appropriate improvements.*
- *Incorporate consistent design character for all areas of the trail corridor*
- *Choose appropriate landscape materials, such as local native plants*
- *Provide for physical buffers between trail and adjacent uses or habitats*
- *Use fences and/or other barriers:*
  - *As a separation between the trail and sensitive riparian habitat*
  - *As a separation from other sensitive adjacent land uses*

The project would not remove trees, disturb natural features such as rock outcroppings, or displace existing structures. No development would occur within sensitive riparian areas. The project would not degrade the visual character of the corridor or its surroundings, which include a combination of urban development and a creek. Based on the proposed trail design and amenities incorporated into the project, impacts would be less than significant.

d. In general, the trail corridor will not be lighted. However, pedestrian-scale lighting will be included at key intersections and staging areas along the trail. Staging areas would occur near Madonna Road (east of U.S. 101) and near Prefumo Creek, associated with a potential development in the Dalidio property. At these locations, street lighting already exists nearby, associated with existing development and streets. New lighting would be of a scale much less intensive than what currently exists nearby. Because of the generally low level of lighting intensity, the existing lighting in adjacent urban areas, and the lack of continuous lighting along the creek, impacts would be less than significant.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>II. AGRICULTURE RESOURCES</b> - Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to nonagricultural use?			X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			X	
c) Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland, to non-agricultural use?			X	

a. The proposed trail alignment would traverse a combination of open space, developed areas, and in certain locations, agricultural land. The trail would cross agricultural areas in three locations: 1) within Segment 1, east of Elks Lane, behind the drive-in theatre; 2) within Segment 3b, north of the wastewater treatment plant; and 3) in Segment 4, from U.S. 101 to Dalidio Drive. The soil within the affected portions of Segments 1, 3b and 4 (closest to Prefumo Creek) are Salinas Silty Clay Loam (0-2% slopes), considered prime under the Storie index system (86 rating); highly suitable for irrigated a variety of agriculture, particularly when irrigated. This soil has an irrigated capability unit I (14), and an unirrigated capability unit IIIc-1 (14). A portion of the alignment in Segment 4 farther from Prefumo Creek (toward Dalidio Drive) would be Cropley Clay (0-2% slopes), which has a Storie index rating of 60. These soils are suitable for agriculture, but are not considered to be prime. This soil has an irrigated capability unit IIs-5 (14), and an unirrigated capability unit IIIs-5 (14). The trail would be located at the periphery of lands in agricultural production, but would not generally impact productivity on the sites.

About 6,000 feet of the trail would traverse prime soils. Assuming an average trail disturbance width of 15 feet, about 2 acres of prime soils could be converted along the length of the trail. However, this area would generally be at the margins of agricultural lands, typically not cultivated because of its proximity to either urban uses or creeks, particularly Prefumo Creek. For this reason, this potential conversion of prime soil would not be considered to affect either long-term productivity, or the overall inventory of cultivable prime soil countywide. For this reason, impacts related to the conversion of prime soil are considered to be less than significant.

b. No parcel within the project corridor is currently under Williamson Act contract. All locations along the corridor are designated for urban use. Trail development, with proposed conditions of approval to reduce potential conflicts with agricultural use, would be consistent with existing agriculture. With proposed conditions of approval related to minimizing conflicts between trail development and agriculture, impacts would be less than significant.

c. The entire project corridor is designated for urban use, and is generally developed as such. Implementation of the trail would not convert designated agricultural lands. Please see the discussion under II.b, which discusses the project's relationship to continued agricultural use, and under IX.b, which discusses the project's consistency with land use designations related to agriculture. Impacts would be less than significant with proposed mitigation measures related to minimizing potential incompatibility with adjacent agricultural uses.

**Mitigation Measures:** The following mitigation measure would address potential impacts related to compatibility with agricultural uses.

**AG-1** Consistent with County's right-to-farm ordinance, a notice shall be posted at trailheads and rest stops indicating the existence of neighboring agricultural operations, and the potential odors and pesticide hazards that are inherent in such operations. Neighboring agricultural lands would be protected from nuisance lawsuits according to the provisions of the Right-to-Farm Ordinance.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY</b> - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan or Congestion Management Plan?			X	
b) Violate any stationary source air quality standard or contribute to an existing or projected air quality violation?			X	
c) Result in a 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)?			X	
d) Create or contribute to a non-stationary source "hot spot" (primarily carbon monoxide)?			X	
e) Expose sensitive receptors to substantial pollutant concentrations?			X	
f) Create objectionable odors affecting a substantial number of people?			X	
a-f. The proposed project is intended to expand opportunities for non-motorized transportation, both for recreation and commuting purposes. As such, it is consistent with San Luis Obispo County's Air Quality Management Plan (AQMP). The project would be beneficial to regional air quality in the long-term, because it would divert a small percentage of commuter trips toward the use of non-motorized transportation modes. Project construction may cause minor air quality impacts associated with vehicles and construction equipment, as well as fugitive dust that may become airborne. However, if equipment were operated in accordance with manufacturers' specifications and San Luis Obispo County APCD guidelines, short-term impacts would be less than significant. Since trail users would use non-motorized forms of transportation, the project would not create or contribute to a non-stationary source "hot spot", expose sensitive receptors to substantial pollutant concentrations, or produce any objectionable odors.				

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES</b> - Would the project:				
a) Adversely impact, either directly or through habitat modifications, any endangered, rare, or threatened species, as listed in Title 14 of the California Code of Regulations (§670.2 or 670.5) or in Title 50, Code of Federal Regulations (§17.11 or 17.12)?		X		
b) Have a substantial adverse impact, 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 Game or U.S. Fish and Wildlife Service?		X		
c) Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		

d) Adversely impact federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?		X		
e) Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?		X		
f) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
g) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?				X

a-f. Most of the proposed trail corridor crosses through area of habitat previously disturbed by urban and agricultural uses that are largely devoid of native vegetation or intact biological habitats. However, the proposed trail corridor is located adjacent to significant riparian habitat, and crosses riparian corridors within San Luis Obispo and Pefumo Creeks, as well as other minor drainages. Bridge construction in these corridors could temporarily disturb such resources through direct loss of vegetation and increased erosion and sedimentation. Riparian corridors support the highest diversity and abundance of plant and animal life in the study area.

The most common riparian community within study area drainages is Central Coast Arroyo Willow Riparian Forest (Holland, 1986). Riparian woodlands support a diverse assemblage of resident and migratory wildlife species, as well as provide prey base for a variety of predatory species. Two Threatened or Endangered animal species are known or expected to occur within riparian and aquatic habitats of San Luis Obispo and Pefumo Creeks within the project vicinity. These include the Federally Threatened California red-legged frog and steelhead trout - Central California Coast Evolutionary Significant Unit (ESU).

Riparian habitat within the project site supports nesting and migration habitat for a variety of special-status, migratory and resident bird species. The USGS has characterized the species of birds listed in Table 1 as either "riparian obligate" or "riparian dependent" within the State of California. Riparian obligates place greater than 90 percent of their nests in riparian vegetation or greater than 90 percent of their abundance occurs in riparian vegetation during the breeding season, although they may forage outside riparian vegetation. Without riparian vegetation in good ecological condition, these species will not occur in a given area. Riparian dependent species place 60-90 percent of their nests in riparian vegetation or 60-90 percent of their abundance occurs in riparian vegetation during the breeding season. Riparian dependent species may still occur in an area if riparian vegetation is degraded, although populations would likely be greatly reduced and may not persist in the long-term.

**Table 1 – USGS Noted Riparian Bird Species of California That Could Occur in SLO Area**

**Riparian Obligates  
Riparian Dependents**

Bell's vireo  
Bank swallow\*

Common yellowthroat\*  
Black-headed grosbeak\*

Song sparrow\*  
Blue grosbeak

Willow flycatcher\*  
Lazuli bunting

Wilson's warbler\*  
Swainson's hawk

Yellow warbler\*  
 Swainson's thrush\*

Yellow-billed cuckoo  
 Warbling vireo\*

Yellow-breasted chat

\* Denotes those species described as regularly occurring within the vicinity of the City as described in the City publication "Birds of San Luis Obispo".

It should be noted that although Bell's vireo, yellow-billed cuckoo, and Swainson's hawk occur within riparian habitat in California, San Luis Obispo is outside the current known range for these species. These species are not expected to nest within the project area and would occur only as a very rare transient during migration to other areas.

The City publication, *Birds of San Luis Obispo*, lists species found at various sites in and around the City of San Luis Obispo. One site listed in this document is the existing Bob Jones Bike Trail alignment, located south of the City between Highway 101 and Avila Beach. Because of the greater width, taller canopy, and denser understory, this segment of San Luis Obispo Creek is considered to be at a minimum similar to, but generally much higher quality habitat than the riparian habitat within the proposed project area. As such, riparian habitat within the existing trail area would be expected to contain similar, if not, more diverse bird species. It is assumed that if human activity on the existing bike path is disturbing to nesting birds, then the diversity of riparian obligates and dependents would be reduced compared with other riparian sites that do not host a bike path. The following table includes the number of riparian species noted at the existing bike trail site, compared with two sites with similar vegetation that do not support a bike path, which are also discussed within *Birds of San Luis Obispo*.

**Table 2 – Comparison of Riparian Obligates and Dependent Bird Species Occurrences Within Similar Local Riparian Corridors**

**San Luis Obispo Creek  
 (existing bike path)  
 Prefumo Canyon  
 (no bike path)  
 Chorro Creek  
 (no bike path)**

Willow flycatcher  
 Willow flycatcher  
 Willow flycatcher

Swainson's thrush  
 Swainson's thrush  
 Swainson's thrush

Warbling vireo  
 Warbling vireo  
 Warbling vireo

Yellow warbler  
 Yellow warbler  
 Yellow warbler

Common yellowthroat  
 Common yellowthroat  
 Common yellowthroat

Wilson's warbler



Wilson's warbler  
Wilson's warbler

Black-headed grosbeak  
Black-headed grosbeak  
Black-headed grosbeak

Song sparrow  
Song sparrow  
Song sparrow

The diversity of riparian obligate/dependent bird species at the existing Bob Jones Bike Path along San Luis Obispo Creek is the same as the two other riparian corridors that do not have a bike path. As the bird species listed above are highly dependent on high quality riparian habitat for nesting, and do not have the option to relocate to a non-riparian area, they act as indicator species. If disturbance caused by the existing bike path were degrading the habitat value of adjacent riparian vegetation for nesting birds, it would be expected that the area would play host to a reduced diversity of riparian species. Since this is not the case, it is assumed that construction of the proposed bike trail would not significantly impact nesting birds within riparian habitat along the proposed trail alignment. It is important to note that the existing segment of the Bob Jones Bike Path is located through much of the interior of the riparian habitat, where the proposed segments are mostly located outside of the riparian canopy. Most of the riparian obligate and dependent bird species require nest sites within the interior areas of the riparian habitat. Locating the proposed bike trail segments outside of the riparian canopy would further reduce potential adverse effects on nesting bird species. In addition, excluding the bike path from the majority of the creek setback area (Section 17.16.025 of the City Zoning Regulations) and proposed plantings of native vegetation along the proposed bike path would increase separation and available cover and screening of the riparian habitat to further minimize the edge effects of the increased human activity associated with the bike trail.

The project proposes a staging area/public park within the canopy of existing eucalyptus trees within segment four of the proposed alignment, within the Dalidio property. These windrows provide important habitat for many species of birds, which use the trees for nesting, feeding, roosting, and hawking sites. Wintering monarch butterflies and other nectivores use these trees during the lean winter months, when nectar food sources are typically scarce and eucalyptus are among the few plants in flower. Previous studies within this area (Rincon, 2001) identified several constraints regarding known great blue heron and turkey vulture nesting/roosting sites and monarch butterfly wintering sites within this grove of eucalyptus trees. Although, the proposed trail and park has included a conceptual setback from these trees, further mitigation is offered below to mitigate potential impacts to this sensitive habitat area to a less than significant level.

Several special-status plant species could occur within the project area. These include, but are not limited to rayless ragwort, San Luis mariposa lily, Blochman's dudleya, Brewer's spineflower, and Chorro Creek bog thistle. Due to the primarily disturbed nature within the footprint of the proposed trail, it is unlikely that impacts would occur to special-status plant species. However, focused seasonal surveys for special status plant species have not been performed for the project site, and the presence or absence of special-status plant species is unknown. Mitigation has been provided below that would reduce this potential impact to a less than significant level.

The City of San Luis Obispo zoning ordinance (17.16.025) requires a 20-foot setback for San Luis Obispo Creek within the urban area, and a 35-foot setback for Prefumo Creek. All other minor drainages located within the study area have a 20-foot setback. Although the proposed project would construct most of the trail outside the required creek setbacks, portions of the trail would need to be constructed within the setback for safety and other constraints (See Section F, *Trail Development Opportunities and Constraints Along the Project Corridor* above, and Figures 3-10). The proposed project would cross several drainages and creeks, most notably San Luis Obispo Creek and Prefumo Creek. In all cases, these would be crossed by bridges. In some cases, new bridge structures would be required. Construction of trail facilities, particularly in these areas, could impact wetlands and riparian habitat associated with the creeks. However, development would occur outside the dominant riparian canopy, with little impact expected to occur to riparian vegetation. Additionally, according to

City zoning (17.16.025), "a creek setback smaller than required by City code may be approved on a plan for public facilities approved by the City Council..." The proposed project is a public facility, and could be exempted from this requirement. In order to receive this discretionary exception, the location and design of the feature receiving the exception must minimize impacts to scenic resources, water quality, and riparian habitat, including opportunities for wildlife habitation, rest and movement.

In Segment Three, Prado Road to Los Osos Valley Road, a portion of the proposed trail will follow the existing wastewater treatment plant's paved access road. This road is adjacent to riparian vegetation that was planted as a part of a creek-widening project required by the "Meadows" subdivision project resulting in an extra-wide creek overflow area. The access road is over 120 feet from the existing creek channel and is not considered to be in the creek setback area. In addition, since it would be a continuation of an existing development, without increasing the overall intensity of use, the bike trail would not create an impact at this location.

In order to minimize impacts to biological resources, including the disturbance or removal of sensitive riparian habitat which may provide habitat for special-status animal species, the project has incorporated several biological resource objectives and protection measures into the project design:

Project Goals and Objectives

- Locate the trail wherever possible along the creek corridors and outside the riparian habitat areas
- Protect and minimize impacts to environmentally sensitive habitats along the trail through fencing, landscaping, and appropriate trail placement.
- Integrate historical and educational elements into the trail design.

Trail Alignment Objective

- Minimize creek and drainage crossings

Trail Design Objectives

- Provide interpretive exhibits at appropriate locations along the trail corridor for:
  - Environmental and historical information
- Choose appropriate landscape materials, such as local native plants
- Provide for physical buffers between trail and adjacent uses or habitats
- Use fences and/or other barriers:
  - As a separation between the trail and sensitive riparian habitat

Riparian Corridor Fencing

Fencing placement along the trail will vary depending on the proximity to the riparian habitat, private property, and adjacent land use. Fencing is primarily designed to discourage access into sensitive riparian habitat and bar access into City facilities. Where the trail is located along the creek, a fence should be placed on the edge of the trailside shoulder to discourage trail users from entering the creek channel.

Creek Crossings

To minimize or avoid potential impacts to the creeks, pre-engineered clear span bridges should be used to cross all creeks and drainage ways.

Riparian Enhancement

The preferred alignment for the Bob Jones trail has been designed to run outside of the creek setback to the greatest extent possible. Where no practicable alternative exists, however, the trail will be located within the setback for limited distances and to cross San Luis Obispo, Prefumo, and Meadow Creeks. Trail sections within the creek setback are indicated on the Preliminary Alignment Plans (Figures 3 through 10). Figure 12 depicts a typical creek setback area.

Where the construction of the trail or bridges occurs with the creek setback, mitigation measures should be included in the design of the trail to eliminate any significant adverse impacts to the surrounding habitat. Mitigation measures incorporated into project design include:

- Riparian corridor fencing along the entire length of the trail between the trail's edge and creek

corridor to discourage creek access.

- Installation of locally occurring native plant species between the trail and existing riparian vegetation. Plantings should consist of low water using native species to increase the diversity and width of the riparian corridor.
- Installation of plant species observed to support local bird and wildlife habitat.
- Mesh screen, or other restrictive covering material, included in bridge design to prevent fishing or littering from the bridge and discourage human encroachment into the creek area.
- Bridge flooring consisting of a solid material, such as concrete or steel, to minimize noise generation from bicyclists and pedestrians.
- Signs indicating the sensitive nature of all creek habitats and restricting entrance into the areas posted along the corridor fencing and on bridges.
- Utilize minimum safe low-light levels on the path and bridges, shielding the fixtures to avoid direct lighting of the creek's surface or banks.

In addition to the local land use control authority that resides with the City of San Luis Obispo, several Federal and State agencies also have jurisdiction over biological resources. The U.S. Army Corps of Engineers (Corps) has jurisdiction over the discharge of dredge and fill material into wetlands and waters of the United States under Section 404 of the Clean Water Act. The Corps must consult with the United States Fish and Wildlife Service (USFWS) regarding the issuance of 404 permits that could affect listed threatened or endangered species, and the USFWS has also issued wetland mitigation policies. The United States Environmental Protection Agency (USEPA) has oversight responsibilities related to 404 permits, while Section 401 of the Clean Water Act provides for certification of permitted actions under Section 404 by the State Regional Water Quality Control Board (RWQCB).

Local or state fish and game agencies must also be consulted regarding the issuance of Section 404 permits. The California Department of Fish and Game (CDFG) is considered a trustee agency under CEQA with the responsibility of protecting the biological resources of California. The CDFG also has authority under Section 1600 et. seq. of the Fish and Game Code to reach an agreement regarding conservation of fish and wildlife resources whenever a project alters the natural flow or bed, channel, or bank of any river, stream, or lake.

The USFWS and CDFG also have regulatory authority over any endangered or threatened species under their respective Endangered Species Acts.

Construction of bike path segments within wetlands or other water of the U.S. requires a Section 404 permit or authorization from the U.S. Army Corps of Engineers, which would require measures to avoid, minimize impacts and to compensate for unavoidable impacts resulting in a loss of wetland habitat. When a project would alter the natural flow or bed, channel, or bank of any river, stream, or lake, a Section 1601 streambed alteration agreement would need to be obtained from the CDFG. Like the 404 permit, this agreement would be expected to include conditions that would require avoidance and compensation measures for impacts on riparian habitats. Preparation and implementation of the Stormwater Pollution Prevention Plans (SWPPPs) required under Section 401 of the Clean Water Act would alleviate potential direct and indirect impacts relating to increased erosion, sedimentation, and runoff from project construction.

Drainages within the project area function as movement corridors for several animal species. Due to the existing highly disturbed nature of the areas surrounding the drainages within the study area, most wildlife movement through these drainage corridors would occur during nighttime hours when trail activity would be at a minimum. However, excessive or improper lighting could impact movement opportunities within San Luis Obispo and Prefumo Creeks. Although the project has incorporated lighting restrictions into the project design, further mitigation is identified below to fully mitigate this potential impact.

**Mitigation Measures.** Although the project has included measures to reduce impacts associated with biological resources, the following additional mitigation measures have been provided to reduce potential biological resource impacts to a less than significant level.

- B-1** The setback area around the great blue heron active nest sites within Segment 4 of the proposed trail alignment shall be at least a 200-foot radius. The setback around great blue

heron roosting sites shall be 50 feet. See Figure 11 for the current setback configuration.

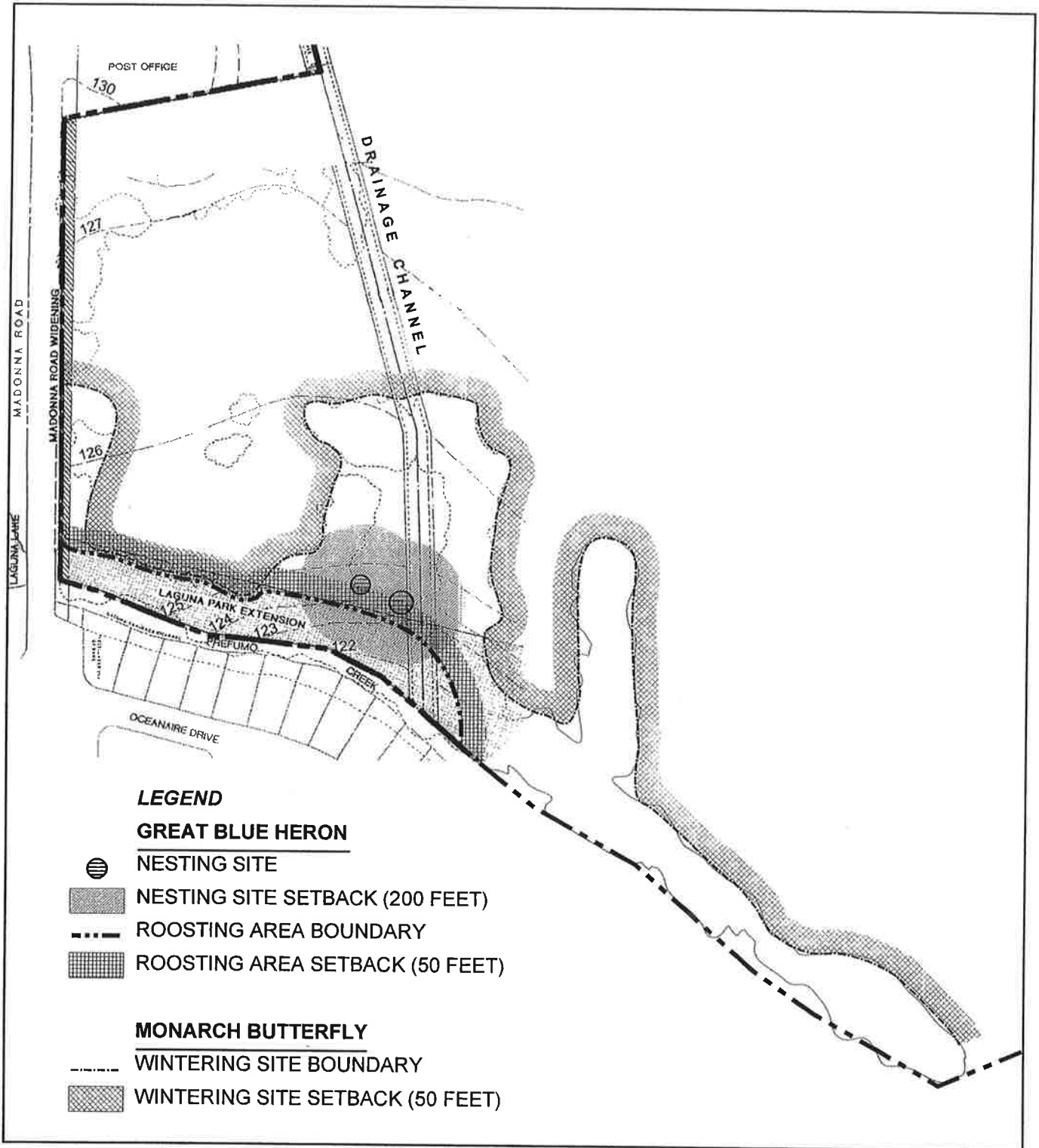
- B-2** Construction within 500 feet of heron nest trees within Segment 4 of the proposed trail alignment shall be limited to the time period after young have fledged and prior to the next breeding season. This is generally August to February, although a qualified biologist shall confirm that breeding/nesting is completed and young have fledged the nest prior to the start of construction. See Figure 11 for the location of known nest trees.
- B-3** In order to avoid and minimize potential construction related impacts on nesting raptors and Migratory Bird Treaty Act birds, construction shall be limited to the time period between September 1 to January 31 where feasible. If construction is required during the bird nesting season, prior to construction a survey for active nests adjacent to the construction corridor shall be conducted by a qualified biologist. If active nests are located in the areas adjacent to the construction corridor, then a qualified biologist shall establish an appropriate non-disturbance buffer zone from the nest until the young have fledged and are independent of the adults. This mitigation applies to the entire proposed trail alignment.
- B-4** The setback around Monarch butterfly wintering site habitat within Segment 4 of the proposed trail alignment shall be 50 feet from the perimeter of the habitat. See Figure 11 for the current setback configuration.
- B-5** Prior to project approval, the applicant shall prepare a detailed lighting plan for review and approval by City Natural Resources staff, a qualified biologist, and the Architectural Review Board to ensure the size and brightness of light fixtures is minimized and that lights are hooded and directed toward the ground.
- B-6** Construction through any creek, drainage, or riparian habitat shall not be conducted until all required federal, state and local permitting is approved and issued by those agencies with jurisdiction, (e.g. USACE, CDFG, NMFS, and USFWS). Issuance of these permits would assure impacts related to the loss of riparian/wetland habitat would be mitigated to a less than significant level. Best Management Practices during construction activities shall be employed to reduce impacts to water quality.
- B-7** A floristic inventory and rare plant survey shall be conducted to determine the presence or absence of any rare, threatened, or endangered plant species (rare plants) along the proposed trail alignment. This survey will be conducted from April to June within the spring blooming period for rare plants. Typically in the region, rare plants are associated with specific soil types such as serpentine, dunes, and rock outcrops. The rare plant survey will be conducted in accordance with the guidelines recommended by the California Native Plant Society and the California Department Fish and Game, which includes:
- Conducting the survey at the proper time of year when rare plants are both evident and identifiable. This is typically during the flowering period. Up to three visits to the site may be necessary to ensure that seasonal variations in the flowering period of the target species are adequately covered.
  - Surveys that are floristic in nature. That is that all plant species noted in the field should be identified to the level necessary to determine if it is rare, threatened, or endangered.
  - Conducting the survey using systematic field techniques in all habitats of the site to ensure a reasonable and thorough coverage.

With the implementation of the above measures, impacts to endangered, rare, or threatened species, riparian and wetland habitat, and wildlife corridors would be reduced to a less than significant level.

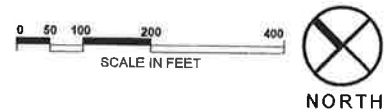
f. As described above, the proposed project would not conflict with any local policies or ordinances protecting biological resources.

g. The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.





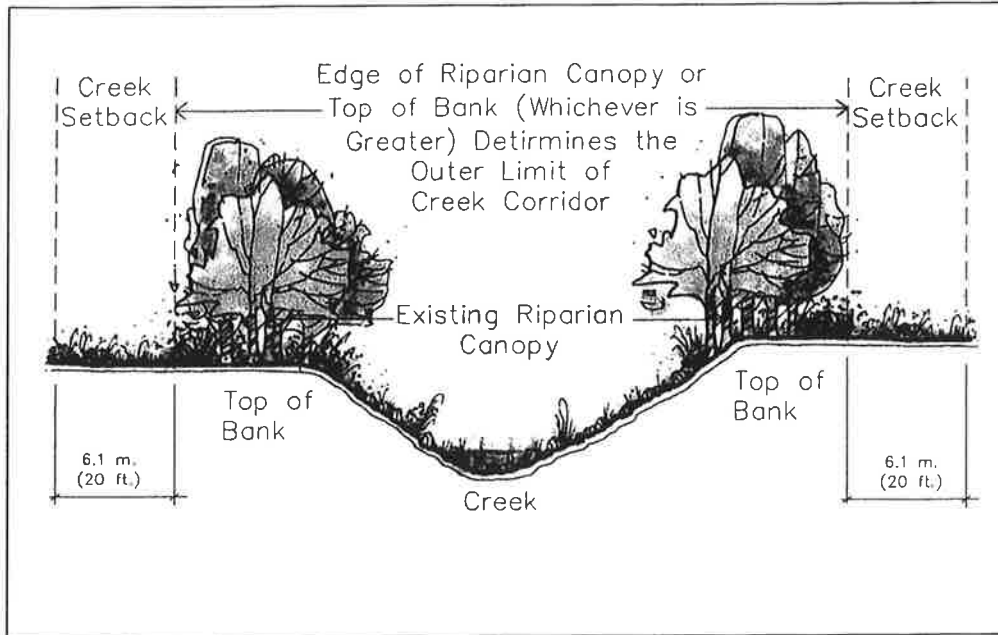
BASE MAP: Dalidio Annexation Development Plan, March 1999



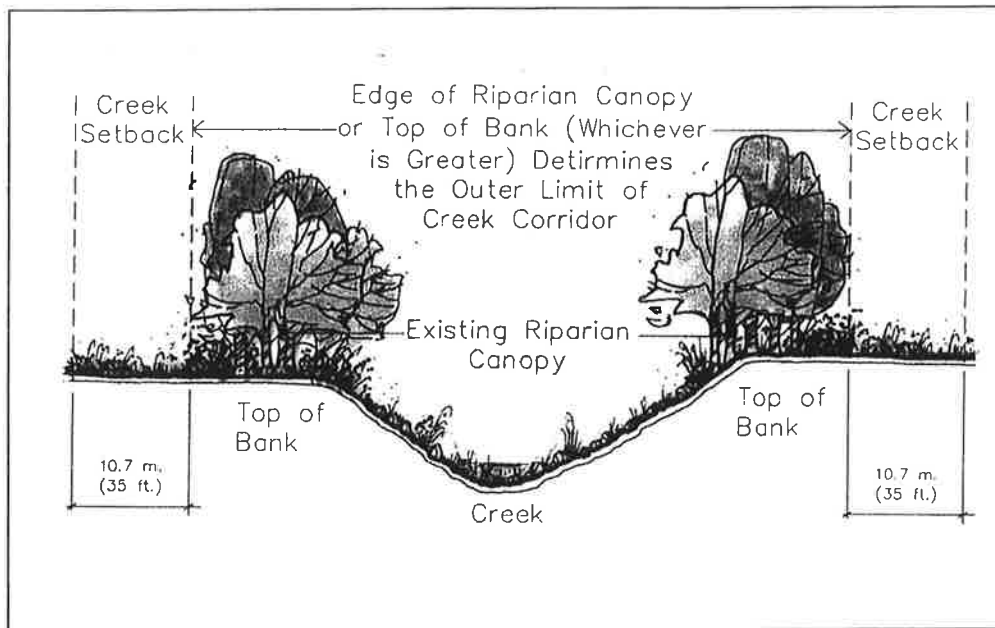
**Great Blue Heron and Monarch Butterfly Habitat**

**Figure 11**

Figure 12. Creek Setback Configuration



**Relationship of San Luis Obispo Creek  
Corridor to Creek Setback**



**Relationship of Prefumo Creek  
Corridor to Creek Setback**



ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES</b> - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource which is either listed or eligible for listing on the National Register of Historic Places, the California Register of Historic Resources, or a local register of historic resources?			X	
b) Cause a substantial adverse change in the significance of a unique archaeological resources (i.e., an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it contains information needed to answer important scientific research questions, has a special and particular quality such as being the oldest or best available example of its type, or is directly associated with a scientifically recognized important prehistoric or historic event or person)?		X		
c) Disturb or destroy a unique paleontological resource or site?		X		
d) Disturb any human remains, including those interred outside of formal cemeteries?		X		

a-d. The proposed alignment traverses an historically rich area, which includes structures and natural areas that contribute to the areas unique character and heritage. Trail construction would not affect any such buildings, and in fact would incorporate features intended to heighten public awareness of the area's historical character. At the same time, construction of the proposed trail has the potential to disturb unknown cultural resources. The San Luis Obispo area was once within the territory of the Chumash and other Native American groups. Several archaeological sites have been recorded within the area, which is known to have supported extensive Chumash settlement because of its access to water and favorable topography. However, no comprehensive survey of the proposed trail alignment has been conducted.

If any significant archaeological resources existed onsite, it is highly likely that they would have been destroyed through previous grading activities. While the proposed project is not expected to significantly impact cultural, historical, archaeological or paleontological resources, the following mitigation measure is recommended as a substitute mitigation in lieu of a Phase I survey and is a condition of project approval to mitigate in the unlikely event that cultural resources are uncovered during site grading. Impacts would be less than significant with required mitigation.

**Mitigation Measure.** The following mitigation measure would address potential impacts related to cultural resources:

- C-1** At the commencement of project construction, a qualified archaeologist shall give all workers associated with earth disturbing procedures an orientation regarding the possibility of exposing unexpected cultural remains and directed as to what steps are to be taken if such a find is encountered. If any cultural resources are encountered during construction, construction shall cease immediately and procedures established by the Advisory Council on Historic Preservation concerning the protection and preservation of historic and cultural properties shall be followed. In this event, a qualified archeologist with local expertise shall be consulted immediately in order to assess the nature, extent, and possible significance of any cultural remains encountered.

If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98.



If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent (MLD) of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains.

With the implementation of the above measure, impacts to cultural resources would be reduced to a less than significant level.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS</b> - Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) 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?			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Inundation by seiche, tsunami, or mudflow?				X
v) Landslides?			X	
vi) Flooding, including flooding as a result of the failure of a levee or dam?				X
b) Would the project result in substantial soil erosion or the loss of topsoil?			X	
c) Would the project result in the loss of a unique geologic feature?				X
d) Is the project located on strata or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
e) Is the project located on expansive soil creating substantial risks to life or property?			X	
f) Where sewers are not available for the disposal of waste water, is the soil capable of supporting the use of septic tanks or alternative waste water disposal systems?				X
<p>a-f. The proposed project corridor is located near known earthquake faults. The Los Osos Fault, adjacent to the City, is identified under the State of California Alquist-Priolo Fault Hazards Act. This active fault's main strand lies near the intersection of Los Osos Valley Road and Foothill Boulevard. The Los Osos Fault presents a high to very high fault rupture hazard to development and facilities in the Los Osos Valley. Other faults in the vicinity of the City are the West Huasna, Oceanic, and Edna faults. These faults are considered potentially active and present a moderate fault rupture hazard to developments near them. Several faults are capable of producing strong ground motion in San Luis Obispo. These include the Los Osos, Point San Luis, Black Mountain, Rinconada, Wilmar, Pecho, Hosgri, La Panza, and San Andreas faults. In the event of an earthquake, the potential for strong groundshaking is relatively high throughout the San Luis Obispo area, particularly since much of the area (including the project corridor) lies on alluvium.</p> <p>Soils with high risk for liquifaction are typically sandy and in flood plains or close to lakes. Liquefaction potential along the proposed corridor is relatively high, primarily because most of this area is underlain with alluvial soils. There are no unique geologic features in the project area, nor would the trail be located on unstable strata. There are known expansive soils in the vicinity of the trail alignment. The potential for landslide is low, as the alignment traverses relatively flat areas, away from steep hillsides.</p>				

A tsunami is a tidal wave produced by off-shore seismic activity; seiches are seismically-induced waves that occur in large bodies of water. Because the site is located approximately 8 miles inland of the coast, tsunamis are not considered to be a significant concern. Because the site is not in proximity to a large body of water, seiches are not considered to be a significant concern. Volcanic hazards are not identified as potential hazards in the Safety Element of the City of San Luis Obispo General Plan (July 2000).

The proposed trail alignment is not located downstream of any dam. Therefore, flooding would not occur as a result of the failure of a levee or dam.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>VII. HAZARDS AND HAZARDOUS MATERIALS</b>				
- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?		X		
c) Reasonably be anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Is the project located on a site which is included on a list of hazardous materials 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?				X
e) For a project located within 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?			X	
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?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h) Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

a-d. Use of the proposed trail would not result in the handling or production of toxic or hazardous wastes. However, trail users could be exposed to pesticides from adjacent agricultural operations. The proposed trail would also traverse industrial areas within its urban portions, most notably the wastewater treatment plant. Some industrial facilities may produce hazardous materials, but their use, storage and disposal are regulated by state and local requirements. Industrial uses are typically non-invasive, and do not emit smoke, odors, or materials offsite. Impacts of adjacent industrial uses to trail users would be less than significant.

Users and maintenance personnel for the trails can be exposed to agricultural chemicals through ingestion, inhalation, and dermal contact. The most likely paths of exposure are ingestion and inhalation of the chemicals

during and after they are applied to the crops. Each of the chemicals applied to the crops and has a certain "breakdown period" which is the time it takes for the chemical to dissipate entirely. Regulations for some chemicals do not permit any human contact with the area sprayed until the chemical has dissipated down to acceptable levels. The trail users and maintenance personnel would only be exposed to agricultural chemicals during their application and when residual amounts are still present.

The United States Environmental Protection Agency (USEPA) classifies agricultural chemicals in four categories: Class I (highly toxic), Class II (moderately toxic), Class III (slightly toxic), and Class IV (non-toxic). Class I chemicals are considered "Restricted Use Pesticides" (RUPS) and Class II through Class IV chemicals are termed "General Use Pesticides" (GUPS). RUPS and GUPS are general terms that can include pesticides, herbicides, and fungicides. The California Environmental Protection Agency (Cal EPA), Department of Pesticide Regulations, establishes regulations regarding agricultural chemical use. These regulations are designed to prevent pesticides from being used in such a way as to jeopardize or cause injury to others. The San Luis Obispo County Agricultural Commission (SLOAC) regulates and enforces these regulations through site visits and the permitting process. Among these regulations are Section 6614 from Title 3 of the California Code of Regulations, which is included in part as follows:

*Notwithstanding that substantial drift will be prevented, no pesticide application shall be made or continued when:*

- *There is a reasonable possibility of contamination of the bodies or clothing of persons not involved in the application process;*
- *There is a reasonable possibility of damage to non-target crops, animals, or other public or private property;*
- *There is a reasonable possibility of contamination of non-target public or private property, including the creation of a health hazard, preventing normal use of such property.*

These regulations are used generally to prevent "pesticide drift". Pesticide drift occurs when the pesticide moves off, or away from, the application target. Certain pesticides drift because of volatilization (changing from liquid to gas form), which is an inherent characteristic of some pesticides and cannot be controlled. Regulations set forth by instruction labels or permitting, outline measures to prevent pesticide drift. If these measures are not followed, then the user is subject to citation by the Cal EPA Department of Pesticide Regulation. The most likely time for pesticide drift to occur is during application by aircraft. Aircraft are only used to apply micronutrients and fertilizers. Although, these are generally not considered a health threat, they may affect certain individuals who are ultra-sensitive to some chemicals (such as phosphates).

Users of RUP 's are required to give a notice of intent to the SLOAC 24 hours before any application is performed. The application of the chemical is subject to the guidelines set forth by the permit issued by the SLOAC, including any state and federal regulations associated with the chemical. This could include the closure of the treated farmland and adjacent land to any human contact for a given time period. No notice of intent is needed to use GUP's. Impacts would be less than significant with mitigation incorporation.

**Mitigation Measures.** The following mitigation measures are required to reduce human health impacts during the construction, use, and maintenance of the proposed trail:

- H-1** Environmental monitoring of all grading activities shall be performed by a qualified environmental professional. The environmental professional shall be notified if any discolored soil or odor is discovered during construction activities which are not monitored. If contaminants are identified, evaluation and, if necessary, remediation of the site shall be coordinated with appropriate regulatory authorities to ensure that applicable remediation standards are met. Evaluation of any encountered contaminants will be made to ensure that construction workers are not exposed to an unhealthful working environment.
- H-2** Prior to the construction of any segment of the trail alignment that adjoins active agriculture lands, the applicant shall perform a study to assess each permitted and non-permitted chemical use of all agricultural properties adjacent to that segment. This study shall be a comprehensive

assessment of the specific use, quantity, and frequency of the chemicals applied to the adjacent crops. The study will rank the chemicals according to their toxicity values and exposure pathway potentials. The study will be used to draw conclusions as to the need to close the trail segments during times of agricultural chemical application and the time duration of that closure. This will include shutting down construction, if it is found that the workers will be subject to adverse health effects during times of chemical application. The study will implement an on-going system to update the chemical use information as it changes.

**H-3** All pertinent information collected by the above mentioned study shall be conveyed to the trail users via signage. Informational kiosks will display warnings informing the public as to the chemicals used along each segment of the trail. This information will be updated when necessary.

**H-4** The feasibility for a communication system directly between the farmers and the trail operators shall be assessed. Ideally, farmers would provide advance notice to the trail operators of the intent to apply any toxic chemicals effecting trail users so that appropriate action can be taken.

If the mitigation measures above are implemented, the impacts related to exposure of toxic chemicals to trail users would be reduced to less than significant levels.

e-h. The County's Airport Land Use Plan (CALUP) establishes zones based on flight patterns, with the aim of having future development be compatible with airport operations, considering safety and noise exposure. According to the CALUP, the majority of the proposed project falls within the Airport Planning Area, and includes the following Compatibility Zones: Zone 3-Approach and Climb-Out; Zone 4-Adjacent to Airport, Between Runway Extensions; Zone 5-Other Land Between Runway Extensions; and Zone 6-Other Land in Airport Planning Area. Trail uses are allowed within all of these Compatibility Zones, and therefore the project is consistent with the County's Airport Land Use Plan.

Portions of the proposed trail alignment are located within 2 miles of San Luis Obispo County Airport (from west end of runway I-29). However, the proposed trail use would not result in a safety hazard for people residing or working in the project area. The proposed project would reduce vehicular trips on local roadways, and therefore, would not impair the implementation of or physically interfere with any adopted emergency response plan or emergency evacuation plans. The potential for wildland fires is considered low, as the corridor and adjacent parcels do not support overgrown brush that would be required to fuel such events. Impacts would therefore be less than significant.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>VIII. HYDROLOGY AND WATER QUALITY -</b> Would the project:				
a) Violate Regional Water Quality Control Board water quality standards or waste discharge requirements?		X		
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 of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
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 which would result in substantial erosion or siltation on- or off-site?			X	

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of 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?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems to control?			X	
f) Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?		X		
g) Place within a 100-year floodplain structures which would impede or redirect flood flows?		X		

a-e. The proposed project would increase the impermeable surface of the project site over current conditions. The rural portions of the trail corridor are currently comprised mostly of pervious surface, typically dirt and soil on existing agricultural operations. Urban portions of the corridor are mostly covered with impervious surfaces. Construction of the Class I trail would include a 12-foot wide asphalt corridor of impervious surface. The Class II portions of the trail would be five feet wide and constructed of concrete. Impervious trail surfaces would incrementally increase the amount of runoff following storm events. However, the linear nature of the trail, and its relatively narrow width, would minimize runoff potential at any given location. Most of the runoff originating from the trail would drain into existing agricultural and urban areas percolating to groundwater before reaching any nearby drainages. Consequently, it is not expected that increased runoff from the proposed project would alter existing drainage flow patterns, deplete groundwater supplies, or result in flooding on- or off-site. However, water quality could be degraded because of the amount of impervious surface over which runoff would flow. Potential up-stream flooding impacts that could occur as a result of bridge structures being placed across drainages are discussed and mitigated below in Section VIII(f-g).

Public restrooms would be included at various staging areas along the corridor. While public restrooms in urban areas would likely be connected to municipal wastewater systems, rural facilities would not likely have access to wastewater infrastructure. At many locations along the corridor, the groundwater table is shallow, and septic systems may not be advisable because of the possibility of groundwater contamination.

Regulations under the federal Clean Water Act require that a National Pollution Discharge Elimination System (NPDES) storm water permit be obtained for projects that would disturb greater than five acres during construction. Because it would disturb more than five acres, the trail project would be subject to NPDES permitting requirements. Acquisition of such a permit depends on the preparation of a Storm Water Pollution Prevention Plan (SWPPP) that contains specific actions, termed Best Management Practices (BMPs), to control the discharge of pollutants, including sediment, into local surface water drainages.

**Mitigation Measures.** The following measures are required to reduce potential water quality impacts resulting from the construction and operation of the trail.

**HWQ-1** A Storm Water Pollution Prevention Plan (SWPPP) shall be developed prior to the initiation of grading for any segment and implemented for all construction activity. The SWPPP shall include specific BMPs to control the discharge of material from the site. BMPs may include, but would not be limited to:

- *seeding and mulching of bare surfaces;*
- *use of straw bales and rock dams;*
- *soil wetting during high wind conditions;*
- *soil stabilizers; and*
- *revegetation of all slopes as soon as possible following construction*

**HWQ-2** Public restrooms along the trail corridor should either be connected with municipal wastewater systems, or include self-contained wastewater disposal tanks that can be periodically pumped. Septic systems are not recommended, unless a study verifies that local groundwater and soil conditions are suitable for such systems, such that percolation freely occurs, and groundwater

would not be contaminated.

The measures above would reduce potential water quality impacts to less than significant levels.

f-g. Most of the proposed trail corridor are within the 100-year flood plain. The proposed trail and facilities could experience flood damage, including washouts and scouring, in the event of a substantial rainfall event. This is considered a significant but mitigable impact.

**Mitigation Measures.** The following measures are recommended to reduce potential flood impacts to the trail and trail facilities within areas either within the 100-year flood plain, areas adjacent to creeks or drainages, or areas historically prone to localized flooding.

**HWQ-3** Within 30 days following flooding events, the trail should be inspected by a engineers from the appropriate agency to determine if damage has occurred. If significant damage is found, it should be repaired immediately, with temporary signage to indicate the trail's closure until damage is repaired. Routine inspections should be conducted on an annual basis.

**HWQ-4** In order to minimize damage to flood-prone portions of the trail, an anchored path structure should be used. Potential methods for anchoring the path include the use of:

- *geo-web mesh as a trail base;*
- *gabions covered with soil cement as a trail base;*
- *finger dikes or groins along the trail edge.*

Several segments of the proposed trail would require construction of crossings over waterways ranging in size from minor drainages to San Luis Obispo Creek. The design for the crossings varies according to the size of the waterway being crossed. The preliminary designs for the waterway crossings are illustrated in Figures 3 through 7. The construction of these crossings could result in drainage problems and potential flooding upstream if the flow path of the waterway is constricted or obstructed by the trail bridges, or by debris caught behind these new bridges or bridge extensions. This is considered a significant but mitigable impact.

**Mitigation Measures.** The following measures are required to reduce potential impacts resulting from the construction of waterway crossings.

**HWQ-5** At the time that each of the identified trail segments would be constructed, the plans for the proposed creek bridges shall be submitted to the Engineering Department of the jurisdiction in which the segment is located for review and approval. Bridges must be designed to ensure that pre-project flood flows are maintained, such that upstream flooding does not occur. All recommendations in bridge design made by the Engineering Department shall be implemented.

**HWQ-6** Within 30 days following a substantial rainfall, bridges along the trail shall be inspected to ensure that debris has not collected and constricted water flow. If such debris is found, it shall be immediately removed.

The measures above would reduce potential flooding impacts to less than significant.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>IX. LAND USE AND PLANNING</b> - Would the project:				
a) Physically divide an established community?				X
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?		X		
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?				X
<p>a. The proposed trail would traverse or be located near residential, commercial, industrial, and agricultural areas. However, the new trail would not divide any of these established neighborhoods. In fact, the proposed trail would link residential areas to commercial development, which implements General Plan goals related to land use and circulation. This is considered a beneficial impact.</p> <p>b. General Plan land use designations vary along the route of the corridor. Typically, the corridor traverses areas designated as Open Space. In such areas, the City can apply the Agriculture (AG) zoning standards, but this zoning has not yet been applied to any specific properties. If applied, it would establish maximum paving area standards. On parcels up to 10 acres, up to 5% of the area could be developed or paved; on larger parcels, the limit is 3%. On a hypothetical 1-acre parcel (about 200 feet by 200), the bike trail would disturb about 0.07 acre, or about 7% of the site. In this case, proposed development may exceed the standard. To address this, in areas where AG zoning is applied, the project's trail design would need to be evaluated on a case-by-case basis. Mitigation is required as described below.</p> <p style="padding-left: 40px;"><b>Mitigation Measures.</b> The following measure is required to reduce potential impacts resulting from the potential AG zoning inconsistencies.</p> <p style="padding-left: 40px;"><b>LU-1</b> For parcels where the AG zoning designation may ultimately be applied along the trail corridor, the City shall evaluate the proposed bike trail's consistency with the maximum development standard of that zoning. If found to be inconsistent, the trail shall be designed to minimize disturbance to the land, consistent with the AG zoning standards.</p> <p>In other locations, the trail corridor would cross areas designated for Public Facilities, Business Park or Office. Zoning surrounding the bike trail consists of conservation/ open space, agriculture, commercial services, office/ planned development, public facilities, and residential areas. The proposed bike trail is considered consistent with all the General Plan land use and City zoning designations within the project area. Additionally, the trail is intended to implement City General Plan Circulation Element goals calling for such a facility, and is consistent with the adopted Bicycle Transportation Plan. The <i>General Plan Circulation Element</i> states:</p> <p style="padding-left: 40px;"><i>"The City will complete a continuous network of safe and convenient bikeways that connect neighborhoods with major activity centers and with county bike routes as specified by the Bicycle Transportation Plan (reference page 14, policy 3.3)."</i></p> <p>For information regarding the projects consistency with specific General Plan policies, refer to the appropriate sections within this document (i.e. Biological Resources, Noise, Transportation, etc.).</p> <p>c. The proposed project would not conflict with any habitat conservation plan or natural communities conservation plan. Refer to Section IV for a further discussion regarding potential impacts to biological resources. No impact would occur.</p>				

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>X. MINERAL RESOURCES</b> - Would the project:				
a) Result in the loss of availability of a known mineral resource classified MRZ-2 by the State Geologist that would be of value to the region and the residents of the state?				X
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?				X
a,b. Development of the proposed trail would not affect known mineral resource deposits, and no minerals are currently being extracted along the corridor. A new trail would not affect mineral resources, nor impede any existing or potential mining operations. Project development would not result in significant impacts to mineral resources.				

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XI. NOISE</b> - Would the project result in:				
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?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within 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?			X	
f) For a project within the vicinity of a private airstrip would the project expose people residing or working in the project area to excessive noise levels?				X
a-d. The proposed trail and its users would not generate substantial noise. However, adjacent residents may perceive that noise levels would increase periodically, when users stop on the trail near their homes and engage in common social activities. However, this type of activity already occurs in neighborhoods, when cyclists use local roadways. Additionally, the trail is located along the side of the creek away from residences and ambient noise levels from U.S. 101 are likely to be louder than human conversation. There is no information to suggest that these types of activities would result in significant noise impacts. The trail would generally parallel U.S. Highway 101, and users would occasionally be exposed to freeway noise exceeding 65 dBA Ldn. However, noise from roadways would not significantly impact potential trail users, who are accustomed to ambient noise levels within urban areas.				
e,f. The proposed project site would be located along San Luis Creek, which crosses a portion of the San Luis Obispo County Airport's Overflight Zone, an area where elevated noise levels are occasionally experienced. However, recreational trails are a low density land use, not typically sensitive to increased noise levels. Existing noise from the airport would not significantly impact potential trail users, who would be accustomed to ambient noise levels within urban areas.				



ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XII. POPULATION AND HOUSING</b> -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
a-c. The proposed trail would incrementally increase the concentration of human activity along the trail alignment, but would not accommodate any new permanent residents. As a non-motorized transportation facility, it would not generate new population or housing. Impacts would be less than significant.				

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XIII. PUBLIC SERVICES</b> - Would the project result in 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:				
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?			X	
d) Parks?			X	
e) Other public facilities?			X	
a-e. Development of a new trail would not be expected to result in a significant impact on public services. Increased activity along the creek may result in increased loitering-related calls to law enforcement agencies. Trail use may also increase calls for emergency service, primarily for paramedics in the event of an injury. However, the level of activity on the trail would be insufficient to significantly increase demand on these services.				
Trail use would not adversely impact existing schools. It may increase activity at nearby parks that may be made more accessible by the trail. This is considered a potentially beneficial impact. As a recreational amenity, the trail would inherently improve recreational opportunities in the communities that it would serve. This is also a beneficial impact.				

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XIV. RECREATION -</b>				
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?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			X	
a,b. The proposed trail is a recreational facility, recognized as a citywide and regional amenity by the City's general plan. Its implementation would help achieve regional recreation-related goals shared by the City and San Luis Obispo County. Impacts would be beneficial. The facility would enhance the linkage of parks and other recreational facilities in the City. The project would entail the construction of a linear recreational trail facility near creek corridors. Potential impacts related to creeks are discussed in Section IV., <i>Biological Resources</i> .				

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XV. TRANSPORTATION/TRAFFIC -</b> 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 (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			X	
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			X	
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?			X	
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		X		
e) Result in inadequate emergency access?			X	
f) Result in inadequate parking capacity?			X	
g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			X	
a,b,d. Development of the trail facility is intended to offer an alternate transportation mode within the City. It is anticipated that a small percentage of commuters currently using automobiles would instead use bicycles on the trail facility. The trail is consistent with regional and local goals and policies that encourage alternative modes of transportation. It would not result in increased traffic or parking demand on regional roadways.				
Signs along the trail shall be designed to meet all of the required and recommended signing and marking standards developed by Caltrans in Chapter 1000 of the <i>Highway Design Manual</i> . In addition, all signs and markings should conform to the standards developed in the <i>Manual of Uniform Traffic Control Devices</i> (MUTCD). In general, all signs should be located at least 0.9 meter (3-feet) from the edge of the paved surface. The signs should have a minimum vertical clearance of 2.6 meters (8.5-feet) when located above the trail, and be a minimum of 1.2 meters (4-feet) above the trail surface when located on the side of the trail. All signs should be oriented so as not to confuse motorists. The designs (though not the size) of signs and markings should be the same as used for motor vehicles.				

Project implementation could result in conflicts between automobiles and either bicycles or pedestrians. Such conflicts would be most pronounced at grade crossings of major streets, most notably at Madonna Road, Elks Lane, Prado Road and Los Osos Valley Road. The project would address potential vehicle conflicts at these intersections through signage, trail markings, and appropriate lighting and traffic controls. The trail would be designed to incorporate "Cal Trans minimum turn radii."

Whenever possible, existing crosswalks and traffic signals will be used to allow trail users to travel over motor vehicle travel lanes, and additional or enhanced crossing controls were included at modified crossings.

**Mitigation Measures.** The following mitigation measures shall be incorporated into project design to ensure that impacts are less than significant:

- T-1** At the Prado Road and Madonna Road intersections, the trail should be preferentially designed to include grade separated crossings. If this proves infeasible, these intersections should include permanent lighting, and the trail should be aligned to use signalized intersections. Signs on these roadways shall be installed to warn motorists of upcoming bike crossings. Also, signs shall be installed restricting right hand turns during red lights while the bicycle/pedestrian signal is green.
- T-2** Caution signs warning motorists of trail users shall be installed in areas where roads would be crossed by trail users prior to the trail segment being open for use.

Mitigation measures would reduce impacts to a less than significant level.

- c. The project would not result in any impacts to air traffic patterns.
- e. The project would include staging areas and would cross several roadways, allowing good access for emergency vehicles along its length. The trail, and any bridges associated with the trail, would be designed to accommodate emergency vehicles.
- f. The proposed project would not impact existing or planned parking facilities. It would include parking provisions at staging areas for the trail to accommodate trail users.
- g. In 1993 the City adopted the *Bicycle Transportation Plan (BTP)* that calls for the completion of a rich network of bikeways that link all parts of our community and serves people using bicycles for everyday transportation and for recreation. The BTP identifies a network of off-street bike paths that adjoin selected creek corridors and the Union Pacific Railroad. These paths are intended to link neighborhoods with major destinations in San Luis Obispo and provide opportunities for recreational bicycling, walking, and roller-blading, free from conflicts with motor vehicles. The Bob Jones Bikeway is one of several links in the system that are intended to implement the BTP.

These specific bikeway segments are consistent with the adopted Bicycle Transportation Plan. Their installation is also supported by the *General Plan Circulation Element*, which states:

*"The City will complete a continuous network of safe and convenient bikeways that connect neighborhoods with major activity centers and with county bike routes as specified by the Bicycle Transportation Plan (reference page 14, policy 3.3)."*

The proposed project includes several objectives related to supporting alternative transportation, including:

- Provide a functional facility that serves major and minor destinations, provides relatively direct connections in the City, and follows routes already identified in the Bicycle Transportation Plan.
- Provide an alternative to heavily traveled parallel roadways.
- Design and plan for a trail that will serve both commuter and recreational needs (a Class I bikeway).
- Design grade crossings at roadways to maximize trail user safety and maximize convenience, while minimizing negative impacts to traffic capacity.

- Look for logical street and highway crossings
- Avoid vehicle and pedestrian conflicts to the greatest extent possible
- Utilize signalized intersections at street crossings where possible
- Maintain consistency with the Bicycle Transportation Plan

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XVI. UTILITIES AND SERVICE SYSTEMS -</b> Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Are sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Has the wastewater treatment provider which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs, and, does the project comply with federal, state, and local statutes and regulations related to solid waste?			X	
<p>a,b,d,e,f. Trail users would primarily be residents or tourists passing through the area, so there would be no additional impacts to public utilities. The project would not generate substantial water use. Water used on site would be limited to landscaping and trail users using drinking fountains. Impacts to water and wastewater conveyance systems would be less than significant. Trail users would not generate substantial solid waste, and thus would not impact area landfill capacity.</p> <p>c. Trail implementation may require new storm drainage facilities near the trail, since local drainage patterns could be altered. The trail's success depends in part on the facility being well-drained. However, storm drain facilities would be included in the trail design, and designed to ensure that local drainage and/or flooding problems do not occur. Impacts are anticipated to be less than significant with proper project design. The trail would not impose a barrier that could substantially impede drainage in the area.</p>				

<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>No Impact</b>
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X	
b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?			X
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X
d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?			X
<p>a. Based upon the project's proposed design and required mitigation measures, it has been determined that the proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.</p> <p>b-d. Because impacts with respect to certain issues discussed previously would be addressed through conditions of approval incorporated into the project, the proposed project does not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals. Similarly, it would not result in impacts that are individually limited, but cumulatively considerable, and would not cause substantive adverse effects on human beings, either directly or indirectly.</p>			

**REFERENCES:**

- City of San Luis Obispo's Bicycle Transportation Plan and existing Bicycle Route Maps
- City of San Luis Obispo's Zoning Regulations and Maps,
- City of San Luis Obispo General Plan.
- City of San Luis Obispo's Mid-Higuera Enhancement Plan
- *Stream Corridor Management Plan for San Luis Obispo Creek, Phase 1 Study Area*, dated May 2, 1997. Prepared by Questa Engineering Corporation in association with Morro Group Biological Consultants
- *Draft Environmental Impact Report for the San Luis Obispo Creek Flood Control Modifications*, dated January 1982. Prepared by MDW Associates and George S. Nolte and Associates
- *Cal Trans Highway Design Manual*, Chapter 1000- Bikeway Planning and Design
- *AASHTO's Guidelines for the Development of Bicycle Facilities*
- McBride proposed Development Plan
- Dalidio proposed Development Plan and Environmental Impact Report
- Cal Trans Route 101/ Prado Road Interchange Plan
- Ongoing data review of Questa Engineering Corporation's Zone 9 Flood Study

## Summary of Mitigation Measures

<u>Description of Impact</u>	<u>Mitigation Measure</u>
<b>Section IV(a-e). BIOLOGICAL RESOURCES – Potential impacts to rare or special plant and wildlife species, wetland/riparian habitat and migration corridors.</b>	<b>B-1</b> The setback area around the great blue heron active nest sites within Segment 4 of the proposed trail alignment shall be at least a 200-foot radius. The setback around great blue heron roosting sites shall be 50 feet. See Figure 11 for the current setback configuration.
	<b>B-2</b> Construction within 500 feet of heron nest trees within Segment 4 of the proposed trail alignment shall be limited to the time period after young have fledged and prior to the next breeding season. This is generally August to February, although a qualified biologist shall confirm that breeding/nesting is completed and young have fledged the nest prior to the start of construction. See Figure 11 for the location of known nest trees.
	<b>B-3</b> In order to avoid and minimize potential construction related impacts on nesting raptors and Migratory Bird Treaty Act birds, construction shall be limited to the time period between September 1 to January 31 where feasible. If construction is required during the bird nesting season, prior to construction a survey for active nests adjacent to the construction corridor shall be conducted by a qualified biologist. If active nests are located in the areas adjacent to the construction corridor, then a qualified biologist shall establish an appropriate non-disturbance buffer zone from the nest until the young have fledged and are independent of the adults. This mitigation applies to the entire proposed trail alignment.
	<b>B-4</b> The setback around Monarch butterfly wintering site habitat within Segment 4 of the proposed trail alignment shall be 50 feet from the perimeter of the habitat. See Figure 11 for the current setback configuration.
	<b>B-5</b> Prior to project approval, the applicant shall prepare a detailed lighting plan for review and approval by City Natural Resources staff, a qualified biologist, and the Architectural Review Board to ensure the size and brightness of light fixtures is minimized and that lights are hooded and directed toward the ground.
	<b>B-6</b> Construction through any creek, drainage, or riparian habitat shall not be conducted until all required federal, state and local permitting is approved and issued by those agencies with jurisdiction, (e.g. USACE, CDFG, NMFS, and USFWS). Issuance of these permits would assure impacts related to the loss of riparian/wetland habitat would be mitigated to a less than significant level. Best Management Practices during construction activities shall be employed to reduce impacts to water quality.
	<b>B-7</b> A floristic inventory and rare plant survey shall be conducted

to determine the presence or absence of any rare, threatened, or endangered plant species (rare plants) along the proposed trail alignment. This survey will be conducted from April to June within the spring blooming period for rare plants. Typically in the region, rare plants are associated with specific soil types such as serpentine, dunes, and rock outcrops. The rare plant survey will be conducted in accordance with the guidelines recommended by the California Native Plant Society and the California Department Fish and Game, which includes:

- Conducting the survey at the proper time of year when rare plants are both evident and identifiable. This is typically during the flowering period. Up to three visits to the site may be necessary to ensure that seasonal variations in the flowering period of the target species are adequately covered.
- Surveys that are floristic in nature. That is that all plant species noted in the field should be identified to the level necessary to determine if it is rare, threatened, or endangered.
- Conducting the survey using systematic field techniques in all habitats of the site to ensure a reasonable and thorough coverage.

**Section V(b-d). CULTURAL RESOURCES – Potential impacts to archaeological and paleontological resources.**

- C-1** At the commencement of project construction, a qualified archaeologist shall give all workers associated with earth disturbing procedures an orientation regarding the possibility of exposing unexpected cultural remains and directed as to what steps are to be taken if such a find is encountered. If any cultural resources are encountered during construction, construction shall cease immediately and procedures established by the Advisory Council on Historic Preservation concerning the protection and preservation of historic and cultural properties shall be followed. In this event, a qualified archeologist with local expertise shall be consulted immediately in order to assess the nature, extent, and possible significance of any cultural remains encountered.

If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent (MLD) of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains.

**Section VII(b). HAZARDS AND HAZARDOUS MATERIALS – Potential impacts to human health from the**

- H-1** Environmental monitoring of all grading activities shall be performed by a qualified environmental professional. The environmental professional shall be notified if any

**release of soil contaminants during construction and pesticides from adjacent agriculture uses during construction, use, and maintenance of the trail.**

discolored soil or odor is discovered during construction activities which are not monitored. If contaminants are identified, evaluation and, if necessary, remediation of the site shall be coordinated with appropriate regulatory authorities to ensure that applicable remediation standards are met. Evaluation of any encountered contaminants will be made to ensure that construction workers are not exposed to an unhealthful working environment.

**H-2** Prior to the construction of any segment of the trail alignment that adjoins active agriculture lands, the applicant shall perform a study to assess each permitted and non-permitted chemical use of all agricultural properties adjacent to that segment. This study shall be a comprehensive assessment of the specific use, quantity, and frequency of the chemicals applied to the adjacent crops. The study will rank the chemicals according to their toxicity values and exposure pathway potentials. The study will be used to draw conclusions as to the need to close the trail segments during times of agricultural chemical application and the time duration of that closure. This will include shutting down construction, if it is found that the workers will be subject to adverse health effects during times of chemical application. The study will implement an on-going system to update the chemical use information as it changes.

**H-3** All pertinent information collected by the above mentioned study shall be conveyed to the trail users via signage. Informational kiosks will display warnings informing the public as to the chemicals used along each segment of the trail. This information will be updated when necessary.

**H-4** The feasibility for a communication system directly between the farmers and the trail operators shall be assessed. Ideally, farmers would provide advance notice to the trail operators of the intent to apply any toxic chemicals effecting trail users so that appropriate action can be taken.

**Section VIII(a, f-g). HYDROLOGY AND WATER QUALITY – Potential to violate Regional Water Quality Control Board water quality standards or waste discharge requirements and potential flooding impacts.**

**HWQ-1** A Storm Water Pollution Prevention Plan (SWPPP) shall be developed prior to the initiation of grading for any segment and implemented for all construction activity. The SWPPP shall include specific BMPs to control the discharge of material from the site. BMPs may include, but would not be limited to:

- *seeding and mulching of bare surfaces;*
- *use of straw bales and rock dams;*
- *soil wetting during high wind conditions;*
- *soil stabilizers; and*
- *revegetation of all slopes as soon as possible following construction*

**HWQ-2** Public restrooms along the trail corridor should either be connected with municipal wastewater systems, or include self-contained wastewater disposal tanks that can be periodically pumped. Septic systems are not



recommended, unless a study verifies that local groundwater and soil conditions are suitable for such systems, such that percolation freely occurs, and groundwater would not be contaminated.

**HWQ-3** Within 30 days following flooding events, the trail should be inspected by a engineers from the appropriate agency to determine if damage has occurred. If significant damage is found, it should be repaired immediately, with temporary signage to indicate the trail's closure until damage is repaired. Routine inspections should be conducted on an annual basis.

**HWQ-4** In order to minimize damage to flood-prone portions of the trail, an anchored path structure should be used. Potential methods for anchoring the path include the use of:

- *geo-web mesh as a trail base;*
- *gabions covered with soil cement as a trail base;*
- *finger dikes or groins along the trail edge.*

**HWQ-5** At the time that each of the identified trail segments would be constructed, the plans for the proposed creek bridges shall be submitted to the Engineering Department of the jurisdiction in which the segment is located for review and approval. Bridges must be designed to ensure that pre-project flood flows are maintained, such that upstream flooding does not occur. All recommendations in bridge design made by the Engineering Department shall be implemented.

**HWQ-6** Within 30 days following a substantial rainfall, bridges along the trail shall be inspected to ensure that debris has not collected and constricted water flow. If such debris is found, it shall be immediately removed.

**Section IX(b).**  
**LAND USE AND PLANNING –**  
**Potential inconsistencies with the AG**  
**zoning development requirements**

**Section XV(a).**  
**TRANSPORTATION/TRAFFIC –**  
**Potential to create hazardous**  
**bicycle/pedestrian conflicts with**  
**motorized vehicles.**

**LU-1** For parcels where the AG zoning designation may ultimately be applied along the trail corridor, the City shall evaluate the proposed bike trail's consistency with the maximum development standard of that zoning. If found to be inconsistent, the trail shall be designed to minimize disturbance to the land, consistent with the AG zoning standards.

**T-1** At the Prado Road and Madonna Road intersections, the trail should be preferentially designed to include grade separated crossings. If this proves infeasible, these intersections should include permanent lighting, and the trail should be aligned to use signalized intersections. Signs on these roadways shall be installed to warn motorists of upcoming bike crossings. Also, signs shall be installed restricting right hand turns during red lights while the bicycle/pedestrian signal is green.

**T-2** Caution signs warning motorists of trail users shall be

installed in areas where roads would be crossed by trail users prior to the trail segment being open for use.

