

## **APPENDIX B: NOP AND RESPONSES**

California Home

Thursday, June 7, 2012



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## Bob Jones Path - SLO to Ontario Road

**SCH Number:** 2010031121

**Document Type:** NOP - Notice of Preparation

**Project Lead Agency:** San Luis Obispo County

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### Project Description

The project proposes an approximate 4.4 mile bicycle path and pedestrian corridor roughly paralleling San Luis Obispo Creek, from the Octagon Barn located just south of the City of San Luis Obispo to the existing Bob Jones Path Ontario Road staging area located east of Avila Beach. Most of the proposed path would be dedicated Class 1 with some portions of Class 2 or 3 (shared use) for limited segments. The project also includes several bridges over San Luis Creek and a proposed pedestrian bridge over Highway 101.

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### Contact Information

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### Project Location

County: San Luis Obispo  
City: San Luis Obispo  
Region:  
Cross Streets: South Higuera/San Luis Bay Dr./Ontario Road  
Latitude/Longitude: 35°14' 10.94" / 120°40' 4 8.15" [Map](#)  
Parcel No:  
Township: 31S  
Range: 12E  
Section:  
Base:  
Other Location Info:

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### Proximity To

Highways: Hwy 101  
Airports: San Luis Obispo  
Railways:  
Waterways:  
Schools: San Luis Coastal Unified School District  
Land Use: Agriculture/Rural Lands

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### Development Type

Recreational (4.4 mile multi use trail/)

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### Local Action

Other Action (Path Project)

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### Project Issues

Aesthetic/Visual, Agricultural Land, Archaeologic-Historic, Biological Resources, Noise, Recreation/Parks, Soil Erosion/Compaction/Grading, Traffic/Circulation, Vegetation, Wetland/Riparian, Landuse

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**Reviewing Agencies** (Agencies in **Bold Type** submitted comment letters to the State Clearinghouse)

California Highway Patrol; Office of Historic Preservation; **Native American Heritage Commission**; Department of Parks and Recreation; Resources

Agency; Department of Water Resources; Caltrans, District 5; Regional Water Quality Control Board, Region 3; Department of Toxic Substances Control; Department of Fish and Game, Region 4; Air Resources Board, Transportation Projects

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**Date Received:** 3/29/2010   **Start of Review:** 3/29/2010   **End of Review:** 4/27/2010

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# COUNTY OF SAN LUIS OBISPO

BOB JONES PATHWAY

SAN LUIS OBISPO TO ONTARIO ROAD

DRAFT PROJECT DESCRIPTION

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*Prepared for:*

COUNTY OF SAN LUIS OBISPO  
DEPARTMENT OF PLANNING AND BUILDING  
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**MARCH 2010**

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## 1.0 PROJECT DESCRIPTION

### 1.1 PROJECT SUMMARY

The proposed Bob Jones Pathway – San Luis Obispo to Ontario Road (project) includes the following components:

- Development of a 4.4-mile mostly Class I pedestrian/bike path route that would connect the existing bikeway along South Higuera Street from the San Luis Obispo Land Conservancy's (SLOLC) Octagon Barn south to the County's Ontario Road Staging Area.
- Construction of a total of four bridges (three crossing San Luis Obispo Creek [SLO Creek] and one crossing Highway 101) along the trail route.
- Construction of an at-grade crossing at South Higuera Street approximately 0.5 miles south of the Octagon Barn.
- Improved and expanded parking primarily at the Octagon Barn and the Ontario Road Staging Area and with lesser (trailhead) parking at specified locations along the route.

The project will require:

- Obtainment of trail easements from willing sellers.
- Assistance of federal and state grant funds.
- Completion of any necessary permit applications and requests for permit approvals from U.S. Army Corps of Engineers, California Department of Fish and Game, Regional Water Quality Control Board, Caltrans, and other entities

Construction is anticipated to occur in roughly three phases as funds become available, with completion anticipated in 2016.

### 1.2 PROJECT VISION AND OBJECTIVES

As identified by the Applicant (San Luis Obispo County Parks) the Bob Jones Pathway (BJP) is expected to provide an alternative transportation corridor as well as an important recreation corridor for residents and visitors of San Luis Obispo County. The project implements a number of goals and objectives that are identified in the County Parks and Recreation Element (PRE).

The County PRE identifies the following vision for the county:

- A quality park, recreation and natural area system.
- An equitable distribution of parks and recreation lands and services.
- Parks and recreation opportunities for all age groups and physical capabilities.
- A system of parks, recreation and natural areas consistent with the community's existing and future needs.
- Protection of sensitive natural and cultural resources within new and existing parks and natural areas.
- A viable park, recreation and natural area funding source which provides for community needs.

*The stated purpose and need of the Bob Jones Pathway – San Luis Obispo to Ontario Road project is:*

*...for the County of San Luis Obispo Parks, to complete a primarily Class I (off street) pedestrian/bike path for recreational and alternative transportation use that will connect the community of Avila Beach with the City of San Luis Obispo.*



## **PROJECT DESCRIPTION**

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In addition, the PRE identified that:

- Parks and trails contribute to the overall high quality of life and make our communities more livable.
- Parks and trails provide health benefits through active recreation opportunities that are essential for people of all ages to develop and maintain healthy and constructive lifestyles.
- Our lives can be enriched by experiencing nature, recreating and exercising regularly, and having these experiences close to where we live.
- Trails can provide economic benefits through tourism and recreation opportunities.
- Trails provide opportunities for convenient access to natural settings, recreational and cultural opportunities, and open space where individuals and families can spend time together and share common values.
- Trails provide options for alternative modes of transportation, thus reducing the costs associated with auto-dependent transportation.

## **PROJECT OBJECTIVES**

The Applicant (San Luis Obispo County Parks) has identified the following project objectives:

- Provide new and expanded recreation within the County consistent with the PRE. (Goal 2, Objective B)
- Provide a viable multi-use trail system which is protective of private property interests and public resources, and consistent with PRE. (Goal 2, Objective C)
- Provide a primarily Class I bicycle/pedestrian corridor that minimizes long-term maintenance costs.
- Provide an alternative transportation corridor connecting the San Luis Obispo Octagon Barn with the community of Avila Beach.
- Provide a safe and scenic bicycle/pedestrian route.
- Maximize user's contact with the natural environment while avoiding environmental impacts.

## PROJECT DESCRIPTION

### 1.3 PROJECT SETTING AND LAND USE

The proposed project is located in San Luis Obispo County, south of the City of San Luis Obispo and north of Pismo Beach, along Highway 101 (US 101). The proposed BJP extension would begin just south of the City of San Luis Obispo adjacent to the SLO Land Conservancy Octagon Barn (located on South Higuera Street) and continue south approximately 4.4 miles to the Ontario Road Staging Area (located near Highway 101 between Avila Beach Drive and Avila San Luis Bay Drive on Ontario Road). The BJP includes a bike/pedestrian bridge over Highway 101 near the Ontario Road Staging Area. See **Figure 1**.

The project is located within the Pismo Beach U.S. Geological Survey (USGS) Quadrangle Map, primarily within the San Miguelito or the Laguna Land Grant. A northern portion of the project falls within Township 31 South and Range 12 East Section 16. The project includes portions of the parcels identified in **Table 1**.

Bicyclist currently ride between the City of San Luis Obispo and the Ontario Road Staging Area via a Class II (on street) bike path located on South Higuera Street and Ontario Road. The existing Class II corridor is used by bike commuters as well as recreation cyclists traveling to Avila Beach and as part of a longer distance ride to the City of Pismo Beach or five Cities locations. The existing Class II corridor places bicyclists immediately adjacent to motorists and includes a crossing at the Ontario Road/San Luis Bay Drive intersection. This intersection presents safety concerns and is less than optimal for bicycle and pedestrian traffic. Concerns include intersection include the speed of traffic on San Luis Bay Drive, the number of queued motor vehicles on Ontario Road and the Highway 101 off-ramp, and the number of vehicles turning onto Ontario Road or onto the Highway 101 on-ramp. All these factors impact bicycle safety and the overall ease of bicyclists getting to the Ontario Road Staging Area and/or the City of Pismo Beach.

The general character of the project area is agricultural with scattered residences. The adjacent hills, known as the Irish Hills, are a significant natural feature of this area. The majority of the proposed path would be separated from existing streets and parallel Highway 101 and the SLO Creek corridor. Both sides of the pathway will be in a natural setting, with 50 percent of the route adjacent to orchards and fields. The existing project setting is summarized below in **Table 2**.

TABLE 2  
EXISTING SETTING

Setting Category	Characteristics
Planning Area	San Luis Obispo and San Luis Bay – Inland
Land Use Category	Agriculture and Rural Lands
Existing Uses	Primarily agricultural uses; Caltrans right-of-way (ROW); scattered residential

TABLE 1  
PROPERTY OWNERS

Property Owner(s)	Assessor's Parcel Number(s)
Howard Hayashi	076-081-018
City of SLO/ Filipponi Ecological Reserve	076-061-075 076-121-018
James Maino	076-121-027 076-121-028
Ray Bunnell	076-121-030
Baron Canyon Open Space	076-243-024
Robyn Gable	076-251-046
SLO Land Conservancy	076-241-018 076-241-020 076-251-053
Whitaker	076-251-051
Kirt Collins	076-251-054
Jekel Villa Ridge	076-251-027
Jim Warren	076-251-021
Robert Kruse	076-251-017

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Topography	Nearly level to gently sloping
Vegetation	Agricultural land, ruderal (disturbed), landscaping/ornamental vegetation (including groundcover and planted trees), non-native annual grassland, serpentine bunchgrass, coastal scrub, coast live oak woodland, riparian (including riparian forest/scrub, freshwater marsh, and riverine habitats), and seasonal wetlands
Parcel Size	Several parcels comprise the project area. The size of the study area is approximately 6,480,807 square feet (approximately 0.23 square miles; 148.78 acres) and encompasses an area larger than the area likely to be impacted by project-related activities.
Surrounding Land Use	Agriculture; Rural Lands

### 1.4 PROJECT CHARACTERISTICS

The proposed BJP (project) discussed herein is an approximately 4.4 mile path that would connect the existing San Luis Obispo Land Conservancy's (SLOLC) Octagon Barn to the Ontario Road Staging Area (located on Ontario Road between San Luis Bay Drive and Avila Beach Road). The proposed BJP would parallel San Luis Obispo Creek (SLO Creek). The project is located in San Luis Obispo County, California.

Several proposed project alternatives were examined for feasibility and to examine the project's relative impacts to sensitive resources within environmental and design constraints documents prepared for the BJP project (Questa Engineering Corporation and Morro Group/SWCA: *Phase II Planning and Preliminary Engineering Study of Bob Jones Trail Routes* prepared in 2002 and *Preliminary Project Plans* prepared in 2008). During the project development phase, it was proposed that the path would either be on the west side of SLO Creek, between Highway 101, existing streets, and the creek, or on the east side of SLO Creek within a 20-foot corridor at the top of bank (or beyond the riparian edge), or a combination of both. Consideration was given to the County policy of only developing if there are "willing sellers or cooperative landowners" as part of the development of the project. The final preferred alignment was selected based on an evaluation that determined which path has the least environmental and land use constraints, is most cost effective, and consistent with the while still meeting the overall purpose of the project.

The proposed path has been divided into five segments for descriptive purposes. Each of these five segments is briefly described below. Please refer to the Design Segments subsection below for additional pathway design detail.

**Segment 1** of the new path would begin at the Octagon Barn on South Higuera Street where a trailhead with parking and other facilities would be constructed. A Class I path would proceed along the east side of South Higuera Street and then cross to the west side, where the Class I path would be between the road and SLO Creek. The path would then be routed across to the east side of South Higuera Street before reaching a new bridge crossing to be constructed across SLO Creek near the Filipponi Ecological Reserve. Several culverts would be installed along this segment.

**Segment 2** of the Class I path would proceed between the east edge of South Higuera Street and SLO Creek at or near the top of bank, upon reaching the Maino property in the vicinity of

*BJBP – San Luis Obispo to Ontario Road  
Draft Project Description*

#### **The three classes of bike paths are defined as:**

- **Class I Bikeway (Bike Path).** Provides a completely separated right-of-way (ROW) for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized.
- **Class II Bikeway (Bike Lane).** Provides a striped lane for one-way bike travel on a street or highway.
- **Class III Bikeway (Bike Route).** Provides for shared use with pedestrian or motor vehicle traffic.

*(consistent with Streets and Highway Code Section 890.4)*

*County of San Luis Obispo*

*March 2010*

## PROJECT DESCRIPTION

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the US 101 northbound offramp. At the southern end of this section, the path would be located within the Cloveridge Lane right-of-way and would become a Class III, then a Class I path, before crossing SLO Creek again at the new Bunnell Bridge. Several culverts would be installed or repaired along this segment.

After crossing SLO Creek at the Bunnell Bridge, **Segment 3** of the Class I path would proceed adjacent to Baron Canyon open space lands east of the SLO Creek corridor. Four new culverts would be installed under the path along this section. Once this section of the trail reaches Monte Road, it would proceed along Monte Road as a Class III path before converting to a Class I path along the edge of agricultural land just west of Monte Road, before reaching San Luis Bay Drive.

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Source: Bing Maps

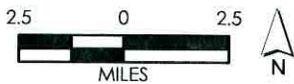


Figure 1  
Project Vicinity Map





## PROJECT DESCRIPTION

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**Segment 4** of the Class I path would parallel San Luis Bay Drive on the graded slope of the elevated path before reaching a new San Luis Bay Drive Bridge for the path across SLO Creek. Several culverts would be installed or extended.

The final segment of the path, **Segment 5**, extends from San Luis Bay Drive to the Ontario Road Staging Area. The Class I path would extend from the junction of Segment 4 and Segment 5, eventually traveling along an existing farm access road easement with two culverts installed under the path for improved drainage. The Class I path would then reach an elevated approach ramp for the new Highway 101 pedestrian overcrossing toward the Ontario Road Staging Area before connecting with the existing Bob Jones Trail to the south.

Several proposed construction staging areas have been identified along the new path. Access will be provided along public and private roads and along California Department of Transportation (Caltrans) right-of-way (ROW).

The County has indicated that construction of the new corridor would be in roughly three phases. The County plans to construct at least one phase in fiscal year 2011/2012. The remaining phases would be constructed in roughly fiscal year 2012/2013 and 2014/2015 as funds are available. Construction of the entire path would be anticipated to be completed by 2016. The project timeline depends a great deal on funding and permitting. As such, the proposed timeframes may be later depending on funding.

## DESIGN SEGMENTS

The proposed project would consist of Class I and Class III pathway segments. Widths of the pathways are shown in the **Trail Cross Sections** in **Appendix C**, and the details in **Appendix D, Sheet 1**. Path widths are approximately:

- 1) Class I: separated 8-foot trail including 2-foot shoulders on either side; the 8-foot section would likely be paved with asphalt and the shoulders would be base material
- 2) Class III: varying from 5 to 7.5 feet of shared use along existing road surface

Class I bikeway segments would be built within a 20-foot trail ROW. Construction of the bike/pedestrian pathway would primarily occur within a typically narrow 30- to 60-foot-wide construction disturbance zone on nearly level terrain. In some areas the construction disturbance zone would be wider, up to 140 feet wide, to include adjacent staging areas, such as required for assembly and installation of the pedestrian bridges. In several areas the pathway would run parallel to and within 30 feet of the banks of SLO Creek and its riparian corridor. Some tree trimming at the riparian canopy edge will be required for construction access and to ensure adequate overhead clearance for bicyclists, where the trail parallels the creek corridor. Trimming and possible removal of some trees may be necessary for placement of bridge decks at the creek crossings.

Each of the five design segments (refer to **Appendix A, Sheet 1**) are described in detail below:

### **Segment 1: Octagon Barn to South Higuera Street Crossing**

Segment 1 of the new trail would begin at the Octagon Barn on South Higuera Street where a 10,000 square foot trailhead with parking and other facilities would be constructed (refer to **Appendix A, Sheet 2**). Grading for approximately 65 parking spaces, a restroom, and bicycle

## PROJECT DESCRIPTION

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parking adjacent to the restroom would occur, and the surface of the parking spaces would likely be covered with a permeable surface (e.g., decomposed granite). The parking spaces and restroom would occupy an approximately 1.52-acre footprint. The County would also construct access to the parking spaces, an emergency exit (which the bike path is located within), and the portion of the BJP that occurs on the Octagon Barn site. A Class I path would proceed southwest for approximately 300 feet with a 180-foot-long, 4-foot- to 6-foot-high retaining wall along the east side of South Higuera Street, where a new crosswalk and traffic signal would be implemented to route the Class I pathway to the west side of South Higuera Street. (The traffic signal would be part of the future Buckley Road extension project and not part of the project.)

After crossing to the west side of South Higuera Street, the Class I pathway would extend approximately 3,500 feet along the west side of South Higuera Street between the road and SLO Creek, with the installation of six culverts under the path to allow for stormwater drainage (conceptual details for general culvert crossings are included in **Appendix D, Sheet 1**). The trail would then be routed across to the east side of South Higuera Street via a new crosswalk with traffic warning device, over another installed culvert, and proceed southwest paralleling South Higuera Street for approximately 400 feet before reaching a new South Higuera Bridge for the pathway to be constructed across SLO Creek near the Filipponi Ecological Reserve (refer to **Appendix A, Sheets 3 and 4**). The largest of the culverts would be a new 20-foot-long, 72-inch concrete box culvert crossing of an unnamed small farm drainage ditch tributary to SLO Creek. The proposed box culvert is an extension of the existing box culvert under South Higuera Street, about 600 feet south of the Octagon Barn.

Proposed construction of the South Higuera Bridge (BR-A) (refer to **Appendix E, Sheet 2**) would include:

- 3) One 10-foot-wide by 50-foot-long earthfill approach ramp at 5 percent grade on either side of the SLO Creek crossing;
- 4) Two 10-foot-wide by 50-foot-long prefabricated steel truss approach ramps at 5 percent grade on either side of the SLO Creek crossing, with proposed 5-foot landings every 50 feet on 3-foot-diameter piers;
- 5) One 15-foot-wide concrete abutment/landing on a 3-foot-diameter pier placed on either side of the SLO Creek crossing; and
- 1) One 10-foot-wide by 120-foot-long prefabricated steel truss bridge and one 10-foot-wide by 60-foot-long prefabricated steel truss bridge, both with deck elevations at 90 feet spanning SLO Creek.

### Segment 2: South Higuera Street Crossing to Bunnell Crossing

After crossing SLO Creek at the new South Higuera Bridge, the bike path would proceed an additional 2,500 feet, between the east edge of South Higuera Street and the SLO Creek corridor, upon reaching the Maino property in the vicinity of the US 101 northbound off ramp (refer to **Appendix A, Sheet 4**). Along this section, a 200-linear-foot by 3-foot-high retaining wall and curb would be added as needed where the west bank of SLO Creek slopes steeply toward the thalweg (low point of the channel).

Four existing 30-inch to 36-inch corrugated metal pipe (CMP) culverts conveying road drainage and runoff from South Higuera Street and Highway 101 to SLO Creek have deteriorated. These existing culverts will need to be repaired and replaced in the near future. An exposed and eroded section of an existing 36-inch concrete culvert, located approximately 1,500 feet south

## PROJECT DESCRIPTION

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of the proposed South Higuera Street Bridge crossing of SLO Creek, will be restored with replacement piping, earthfill materials, and biotechnical slope protection. Discussion of existing culvert repairs is provided for informational purposes based on current conditions. These culvert repairs should not be considered part of the project description for environmental review purposes.

South of this location and just north of Cloveridge Lane, the proposed trail will require widening of the South Higuera shoulder area with an approximately 200-foot-long soldier-pile wall.

At the southern end of this section, the trail would be located within the Cloveridge Lane right-of-way and would become a Class III path for approximately 1,300 feet with a split rail fence. Trailhead parallel parking is proposed along the west side of Cloveridge Lane. The surface of the parking spaces would likely be covered with a permeable surface (e.g., decomposed granite). The trail from the south end of Cloveridge Lane to the new Bunnell Bridge would be a Class I path, for approximately 1,500 feet replacing a portion of an existing agricultural road with the installation of two new culverts and repair of one existing culvert as needed (refer to **Appendix A, Sheet 5**).

Proposed construction of the Bunnell Bridge (BR-B) (refer to **Appendix E, Sheet 3**) would be similar to that of the South Higuera Bridge, including:

- 1) One 10-foot-wide by 50-foot-long earthfill approach ramp at 5 percent grade on either side of the SLO Creek crossing;
- 2) Three 10-foot-wide by 50-foot-long prefabricated steel truss approach ramps at 5 percent grade on the northeast side relative to SLO Creek and four approach ramps of similar dimension on the southwest side relative to SLO Creek, with proposed 5-foot landings every 50 feet on 3-foot-diameter piers;
- 3) One 15-foot-wide concrete abutment/landing on a 3-foot-diameter pier placed on either side of the SLO Creek crossing; and
- 4) One 10-foot-wide by 120-foot-long prefabricated steel truss bridge with deck elevation at 74.5 feet spanning SLO Creek.

### Segment 3: Bunnell Crossing to San Luis Bay Drive

After crossing SLO Creek at the Bunnell Bridge, Segment 3 of the Class I path would proceed for approximately 3,000 feet adjacent to Baron Canyon open space lands east of the SLO Creek corridor, with 1,000 feet of unfenced area and 2,000 feet of t-post fencing (refer to **Appendix A, Sheet 6**). Four new culverts would be installed under the path along this section, primarily extensions of the culverts that drain Monte Road, along with the improvement of two existing culverts near where the path would join Monte Road, as needed.

Once this section of the trail reaches Monte Road, it would proceed along Monte Road as a Class III path for approximately 1,000 feet with a split rail fence and improvement of one existing culvert as needed (refer to **Appendix A, Sheet 7**). At this point, the trail would convert to a Class I path through the edge of agricultural land just west of Monte Road for approximately 4,000 feet with the extension of three existing culverts as needed and the installation of two new culverts, along with t-post fencing before reaching San Luis Bay Drive.

## PROJECT DESCRIPTION

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### Segment 4: San Luis Bay Drive Crossing

At the intersection of Monte Road and San Luis Bay Drive, a new crosswalk with a three-way stop would be implemented. From the Monte Road/San Luis Bay Drive intersection, the bike trail would run south of and parallel to San Luis Bay Drive. Segment 4 of the Class I path would continue for approximately 400 feet, with the extension of two existing culverts. The path would be separated from San Luis Bay Drive with either a metal guardrail or concrete barrier before reaching a new San Luis Bay Drive Bridge for the pathway.

Proposed construction of the new San Luis Bay Drive Bridge (BR-C) (refer to **Appendix E, Sheet 4**) would include:

- 1) One 10-foot-wide by 30-foot-long earthfill approach ramp at 5 percent grade east of SLO Creek;
- 2) Two 10-foot-wide by 50-foot-long prefabricated steel truss approach ramps at 5 percent grade east of SLO Creek with proposed 5-foot landings every 50 feet on 3-foot-diameter piers;
- 3) One 15-foot-wide concrete abutment/landing on a 3-foot-diameter pier placed on either side of the SLO Creek crossing;
- 4) One 10-foot-wide by 120-foot-long prefabricated steel truss bridge with deck elevation at 45.5 feet spanning SLO Creek;
- 5) One 10-foot-wide by 50-foot-long prefabricated steel truss approach ramp at 5 percent grade west of SLO Creek; and
- 6) One 10-foot-wide by 20-foot-long earthfill approach ramp at 5 percent grade west of SLO Creek.

A Class I path with a split rail fence would extend approximately 300 feet with the installation of one new 24-inch culvert toward the end of Segment 4. The pathway would be separated from San Luis Bay Drive by guardrails or metal bollards.

### Segment 5: San Luis Bay Drive to Ontario Road Staging Area

The final segment of the pathway, Segment 5, extends from roughly San Luis Bay Drive to the Ontario Road Staging Area (refer to **Appendix A, Sheets 8 and 9**). An approximately 2,500-foot Class I path would extend from the junction of Segment 4 and Segment 5, eventually traveling within or slightly west of an existing farm access road easement. In this segment, the Class I path would be located to coincide with the farm road, thereby providing farm access on the east side of the road and bicycle/pedestrian access on the west side. Within this segment, four small 12-inch culverts would be installed under the path to allow sheet flow and drainage from Highway 101. The Class I path would then reach an elevated approach ramp for the new Highway 101 bike/pedestrian overcrossing for the pathway.

Proposed construction of the Highway 101 overcrossing (BR-D) (refer to **Appendix E, Sheet 5**), proceeding north to south, would include:

- 7) One 10-foot-wide by 50-foot-long earthfill approach ramp at 5 percent grade;
- 8) Four 10-foot-wide by 50-foot-long prefabricated steel truss segments at 5 percent grade, with proposed 5-foot landings every 50 feet on 3-foot-diameter piers and with landscape buffer planting along the west side of the ramp;

## PROJECT DESCRIPTION

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- 9) One 15-foot-wide concrete landing/refuge on two 3-foot-diameter piers;
- 10) Five 10-foot-wide by 50-foot-long prefabricated steel truss segments at 5 percent grade, with proposed 5-foot landings every 50 feet on 3-foot-diameter piers;
- 11) One 15-foot-wide concrete abutment/view deck structure on two 3-foot-diameter piers;
- 12) Three 10-foot-wide by 80-foot-long prefabricated steel truss overcrossing segments with elevation from 55 to 60 feet (spanning US 101 on two 3-foot-diameter piers; and
- 1) One 65-foot-long earthfill approach ramp at 5 percent grade (with a 100-foot-long retaining wall).

From the south end of the overcrossing, the Class I path would proceed approximately 400 feet south with a 210-foot-long by 8-foot-high retaining wall parallel to Highway 101 through the Ontario Road Staging Area before connecting with the existing Bob Jones Trail to the south (refer to **Appendix A, Sheet 9**).

## CONSTRUCTION STAGING AREAS AND CONSTRUCTION ACCESS

Several proposed construction staging areas have been identified along the new path (refer to **Path Right-of-Way** in **Appendix B**). All construction staging areas will result in temporary impacts unless otherwise described. Construction staging areas include:

- 13) One 12,000 square foot construction staging area located a few hundred feet southwest of the Octagon Barn on the west side of South Higuera Street (refer to **Appendix B, Sheet 2**);
- 14) One 6,000 square foot construction staging area near the crosswalk from the west side to the east side of South Higuera Street, and a 12,000 square foot staging area along the access roadway on the Filipponi Ecological Preserve (refer to **Appendix B, Sheet 3**);
- 15) Two 15,000 square foot staging areas located within and adjacent to the Cloveridge Lane ROW that would become future permanent trailhead parallel parking; 7,500 square foot and 5,000 square foot staging areas near the Bunnell Bridge (BR-B); and a temporary construction easement over Venado Trail approximately 2,050 feet long with an overland extension of approximately 670 feet to the east side of SLO Creek (refer to **Appendix B, Sheet 5**); and
- 1) One 5,000 square foot staging area within County road ROW near the Ontario Road Staging Area, a 30,000 square foot staging area along the east approach ramp to the US 101 bridge, and an approximately 13,800 square foot access area between Ontario Road and the west end of the US 101 bridge (refer to **Appendix B, Sheet 9**).

Access will be along public and private roads and along Caltrans ROW.

## CONSTRUCTION TECHNIQUES

Construction of the approximately 4.4-mile bike path will be similar to the construction of a narrow country road. In areas adjacent to sensitive species, sensitive habitat, or active farmland, temporary fencing and similar materials (such as wattles, silt fencing, etc.) will be installed prior to construction. The intent of the fencing and similar materials is to provide a barrier between construction equipment and sensitive areas.

## PROJECT DESCRIPTION

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The project contractor may utilize heavy equipment such as scrapers, dozers, graders, or excavators for constructing the bike path. In addition, heavy equipment, such as track excavators, drill rigs, and concrete trucks and pumps, would be used for specialized and localized aspects of the project. Examples would be retaining wall construction near the Octagon Barn, installation of culverts to provide drainage, and construction of the pedestrian and highway overcrossing bridge piers and abutments. Finally, large construction cranes will be required to lift the 40-, 80-, and 120-foot-long pre-engineered steel bridge and approach ramp sections into place on the piers and abutments.

As proposed, path construction would occur within a varying 20- to 140-foot-wide construction zone, primarily on nearly level terrain, which in many places runs parallel to and within 30 feet of the bank of SLO Creek and directly alongside well-traveled county roads. A detailed traffic control plan will need to be prepared. Much of the construction work will be close to creek channels, with three stream crossings using pre-engineered pedestrian bridges. A detailed project erosion control and revegetation plan, along with a Stormwater Pollution Prevention Plan (SWPPP), will therefore be a necessary and important part of the final project design.

Grading for path construction will involve cuts and fills of less than 2 feet within the 12- to 30-foot-wide path section, with average cuts to level higher-lying areas and fills of low-lying areas of less than 1 foot. A front-end loader or skip loader and a backhoe with a front bucket will likely be utilized for most of the earthwork, including initial clearing and grubbing of the path alignment, minor cuts and fills needed to create a level course for the subgrade, and placement and compaction of the Class 2 aggregate base (AB) course that will underlie the 8-foot-wide asphalt concrete (AC) surface.

Clearing and grubbing of the path alignment will involve the removal and off-haul of 2 to 3 inches of root-contaminated surface soils and associated vegetation within the 12- to 30-foot-wide path cross section. Larger trees have been avoided in the path alignment, with the exception of trees that need to be removed for bridge construction. All stockpiling will be confined to the proposed 30- to 140-foot-wide construction zone (designated on the plans).

Following the clearing and grubbing and subgrade preparation to create the level, firm path subsurface, approximately 4 to 6 inches (final thickness) of Class 2 AB will be imported and placed across the width of the 12-foot path cross section. The Class 2 AB material will be imported in dump trucks and placed in temporary approved stockpile areas. The Class 2 AB will be placed in an 8- to 10-inch-thick lift by a front-end loader or skip loader, moisture conditioned by a water truck, and compacted to achieve the 4- to 6-inch minimum AB thickness. Final AC path surfacing will be accomplished using a paver and vibratory roller. Four (4) to 5 inches of loose AC material will be placed over the prepared Class 2 AB surface and rolled to obtain a final compacted minimum 2-inch-thick surface. Following any sealing, a center stripe dividing north and southbound lanes, and pavement stenciling may be applied using pickup-mounted striping equipment.

The project also includes the installation of fencing, signage, benches, and other fixtures. Installation of these structures will require the drilling of shallow 24- to 36-inch-deep by 12-inch-diameter postholes (for fencing and signage), installation of the posts, and backfilling with concrete. Equipment such as a backhoe or skid-steer equipped with a small auger will be used for the installation of these items.

## **PROJECT DESCRIPTION**

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### **CONSTRUCTION SCHEDULE**

The County has indicated that construction of the new corridor would be in roughly three sections/phases as funding becomes available. Construction of the entire path would be anticipated to occur within six years of the start of Phase 1. Construction of the bridge crossings and pathway segments located immediately adjacent to and through the riparian corridor of SLO Creek would occur within the typical agency-allowed window from June 1 to October 31 of any given year. Construction of the remainder of the pathway outside of the riparian corridor would occur year-round, weather permitting, and provided that all erosion control and stormwater management measures were in place and properly functioning.

### **1.5 PROJECT APPROVAL AND ACTIONS**

The following is a summary of project approvals and actions necessary to implement and complete the proposed project.

### **ENVIRONMENTAL REVIEW**

The project requires National Environmental Policy Act (NEPA) approval since a portion of the project's grant funds are federal dollars. It is anticipated Caltrans will issue a categorical exclusion. To complete environmental review, the implementing agency needs to formally accept the project design and the preferred alternative, in a hearing open to the public. Before taking action on the project, the San Luis Obispo County Board of Supervisors must certify that the environmental impact report (EIR) was completed in compliance with the California Environmental Quality Act (CEQA), that the Board reviewed and considered the information in the EIR before action was taken on the project, and that the EIR reflects the County's independent judgment and analysis.

### **PROJECT PHASING**

The County has identified that construction is anticipated to occur in roughly three phases as funds become available. The County will need to prioritize these phase with their stated goal of completion in 2016 in mind.

### **EASEMENT ACQUISITION**

The easement acquisition process will need to be completed by the County in negotiations with Caltrans and private property owners.

### **PERMITTING**

As identified in the County's Land Use Ordinance (Title 22) section 22.06.040 (A), public works projects such as the proposed project are exempt from land use permit requirements and allowance restrictions under the County's Land Use Ordinance. However, any necessary permit applications and requests for permit approvals from the U.S. Army Corps of Engineers, California Department of Fish and Game, Regional Water Quality Control Board, Caltrans, and other entities must be completed.





# NOTICE OF PREPARATION – DRAFT ENVIRONMENTAL IMPACT REPORT

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING  
976 OSOS STREET • ROOM 200 • SAN LUIS OBISPO • CALIFORNIA 93408 • (805) 781-5600

*Promoting the Wise Use of Land • Helping to Build Great Communities*

**DATE:**

**TO:**

**FROM:** Department of Planning and Building  
976 Osos Street, Room 300  
San Luis Obispo, CA 93408-2040

**PROJECT TITLE:** Bob Jones Pathway EIR

**PROJECT APPLICANT:** County of San Luis Obispo, County Parks

**RESPONSES DUE BY:**

The County of San Luis Obispo is the lead agency for the Bob Jones Pathway project and will prepare an Environmental Impact Report (EIR) for the project described in the attached project description. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the Environmental Impact Report prepared by our agency when considering your permit or other approval for the project. If you are not a government agency, the following is for your informational purposes only. Your comments are welcome but not required.

PLEASE provide us the following information at your earliest convenience, but not later than the 30-day comment period, which began with your agency's receipt of the Notice of Preparation (NOP).

1. NAME OF CONTACT PERSON. (Please include address, e-mail and telephone number)
2. PERMIT(S) or APPROVAL(S) AUTHORITY. Please provide a summary description of these and send a copy of the relevant sections of legislation, regulatory guidance, etc.
3. ENVIRONMENTAL INFORMATION. What environmental information must be addressed in the Environmental Impact Report to enable your agency to use this documentation as a basis for your permit issuance or approval?
4. PERMIT STIPULATIONS/CONDITIONS. Please provide a list and description of standard stipulations (conditions) that your agency will apply to features of this project. Are there other conditions that have a high likelihood of application to a permit or approval for this project? If so, please list and describe.

5. ALTERNATIVES. What alternatives does your agency recommend be analyzed in equivalent level of detail with those listed above?
6. REASONABLY FORESEEABLE PROJECTS, PROGRAMS or PLANS. Please name any future project, programs or plans that you think may have an overlapping influence with the project as proposed.
7. RELEVANT INFORMATION. Please provide references for any available, appropriate documentation you believe may be useful to the county in preparing the Environmental Impact Report. Reference to and/or inclusion of such documents in an electronic format would be appreciated.
8. FURTHER COMMENTS. Please provide any further comments or information that will help the county to scope the document and determine the appropriate level of environmental assessment.

The project description, location, and the probable environmental effects are contained in the attached materials.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, **but not later than 30 days after receipt of this notice.**

Please send your response to Mr. Steve McMasters at the address shown above. As requested above, we will need the name for a contact person in your agency. If you have any questions regarding the NOP or the proposed project, please contact Mr. Steve McMasters at [smcmasters@co.slo.ca.us](mailto:smcmasters@co.slo.ca.us) or (805) 781-5096.

In addition, a notice will be sent out regarding an EIR scoping meeting, which will be held on April 5th, 2010 at the PG&E Energy Education Center (formerly known as the PG&E Community Center) conference room located at 6588 Ontario Road, San Luis Obispo, San Luis Obispo County, California. The EIR scoping meeting will begin at 7:00 pm and end at 8:30 pm and will be open to all interested parties and provide an opportunity for input relating to the scope and content of the EIR.

Signature

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Ellen Carroll  
County of San Luis Obispo  
Department of Planning and Building

*Reference: California Administrative Code, Title 14, Section 15082*

### **Attachments**

Project Description  
CEQA Summary

# BOB JONES BIKE PATHWAY ENVIRONMENTAL IMPACT REPORT

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## NOTICE OF PREPARATION – SUMMARY OF COMMENTS RECEIVED

### Comments received during public scoping meeting (4/5/10)

1. John Salisbury

- Asked about Highway 101 bridge specifics (i.e., the length of the bridge, ramp lengths, bridge height, and retaining wall size). Hoetker and Di Leo indicated (after reviewing the plans) the bridge over Highway 101 would be 240 feet long, the ramp on the east side of Highway 101 would be 500 feet long, and the ramp from the bridge down to the Ontario Road Staging area would be 200 feet long. The bridge would be 19 feet over Highway 101.

2. Terry Eberhart

- Noted the Parks and Recreation Commission (PRC) had reviewed the proposed alignment and had supported it. He mentioned the deliberation the Commission had gone through. Di Leo noted once the EIR is complete, staff will take the EIR and the alignment back to Avila Valley Advisory Council (AVAC) and the PRC for input and a recommendation. Eventually the Board will review and make a decision on the EIR and the project with the input received from the public, AVAC, and the PRC.

3. Ann Bernhardt (spelling?)

- She drives on Monte Road frequently. She is concerned that flooding along Monte Road and San Luis Bay Drive, near their intersection, is significant. She also believes safety concerns are significant in the portion of the project where bicyclists and motorists will share Monte Road due to the existing width of Monte Road.

4. Julie Harzard (spelling?)

- She noted the county has a view shed ordinance and that consistency with the view shed ordinance was not mentioned in the presentation. McMasters indicated this will be reviewed in the land use planning section and aesthetics is a key reason for completing an EIR for the project.

5. ?

- Noted the NOP is vague and only indicates a “potential” impact. McMasters indicated the CEQA Summary document is identifying potential impacts. The purpose of the EIR is to provide the data and then address whether the impact occurs.

# BOB JONES BIKE PATHWAY ENVIRONMENTAL IMPACT REPORT

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## NOTICE OF PREPARATION – SUMMARY OF COMMENTS RECEIVED

6. Karla Bittner (?)

- She asked if the COSE had been adopted yet. Kinison indicated “no”, there is another hearing at the Board tomorrow (04/06/10). She noted the area where the pathway is proposed is pristine, the proposed bridge is a major concern, could change the character of the area. She indicated the EIR should address the number of users of the proposed project, the number of people served, and project costs.

7. John Salisbury

- Asked about available project funding. Di Leo indicated Parks has divided the project into three buildable segments. Parks feels they have enough grant funds currently to build one of the segments. Parks will continue applying for grant funds in order to complete the project.

8. Ray Bunnell

- Wanted to know why the path was not proposed down Ontario Road. He also wanted to know what the County would do if a property owner was unwilling to grant an easement. Di Leo indicated Ontario Road was explored early in the process and because of the difficulty of locating a class I bike path in this area, it was dismissed. She also indicated, per the Parks & Recreation Element, County Parks does not use eminent domain. As a result, if a property owner is unwilling to grant an easement, County Parks would look at other options or simply not build that section of bike path until an easement could be negotiated. Bunnell indicated he thought Ontario Road was a better location for the proposed project. Di Leo encouraged him to include this in his comments.

9. ?

- Asked if the County had obtained easements for the bike path. Di Leo indicated legally she cannot negotiate with property owners until the environmental documents are complete. So – no easements have not been obtained.

10. John Salisbury

- Suggested that the project should not include the Highway 101 pedestrian/bike bridge and should instead go under Highway 101 near San Luis Obispo Creek or go down San Luis Bay Drive to Ontario Road. The bridge is too expensive and there are better alternatives.

11. Dave Barnhardt? (Comment Card)

- Flooding is a concern.

# BOB JONES BIKE PATHWAY ENVIRONMENTAL IMPACT REPORT

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## NOTICE OF PREPARATION – SUMMARY OF COMMENTS RECEIVED

- Using entry area for Baron Canyon Ranch as a staging area for walker/cyclists is a concern.
- Running trail on Monte Road presents a clear safety concern. The road is currently narrow and feels unsafe right now. At the very least a traffic safety study should be done.
- Fire concerns from cigarette use during the summer.

### **Comments received during Public Review Period (3/29/10-4/27/10)**

1. John Salisbury, Received April 5, 2010

- Concerned about the funding of the project,
- Expressed an interest in the height, length, retaining wall size, and ramp lengths associated with the Highway 101 bridge,
- Suggested the Highway 101 pedestrian/bike bridge might be too expensive as there are less expensive alternatives (e.g. Pedestrians/bikes should instead go under Highway 101 near San Luis Obispo Creek or go down San Luis Bay Drive to Ontario Road).

2. Terry Eberhart, Received April 5, 2010

- Commented the Parks and Recreation Commission had reviewed and supported the proposed alignment,
- Concerned with the approval process of the project and associated EIR.

3. Ann Bernhardt, Received April 5, 2010

- States she frequently drives on Monte Road,
- States flooding near the intersection of Monte Road and San Luis Bay Drive is significant,
- Also states safety concerns are significant in the portion of the project where bicyclists and motorists will share Monte Road due to the existing width of Monte Road.

4. Julie Harzard , Received April 5, 2010

- Commented consistency with the county viewshed ordinance was not mentioned during the presentation and would like for impacts to viewsheds be analyzed.

5. Ray Bunnell, Received April 5, 2010

- Indicated Ontario Road was a better location for the proposed project,
- Concerned about the possibility a property owner was unwilling to grant an easement for the project.

6. Jim Woolf, Received April 5, 2010

# BOB JONES BIKE PATHWAY ENVIRONMENTAL IMPACT REPORT

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## NOTICE OF PREPARATION – SUMMARY OF COMMENTS RECEIVED

- Commented the NOP was vague and only indicated “potential impacts,”
- Also inquired about whether or not the county had obtained easements for the bike path.

7. Karla Bittner, Avila Valley Advisory Council, Received on April 5, 2010

- Inquired about whether the COSE had been adopted yet,
- Noted the area where the pathway is proposed is pristine and the proposed bridge would be a major concern because the bridge could cause a change in the character of the area,
- Also suggests the EIR should address the number of users the proposed project, the number of people served, and the anticipated costs of the project.

8. Jim Woolf, Bicycle Advisory Committee Received April 6, 2010

In an additional comment received by email on April 6:

- Suggested the EIR analyze the entire trail being built by the county,
- Pointed to a short section of trail to the north of the Octagon Barn to SLO city limit that was omitted by the NOP.

9. Karla Bittner, Avila Valley Advisory Council, Received on April 12, 2010

In an additional comment received by handout delivered on April 12, 2010,

- Recommends the SLO County Parks consider the COSE goals in the development of the EIR regarding the pedestrian bridge over Highway 101 in order to protect the scenic corridor of Highway 101 and views to the historic Avila Valley school house.

10. Katy Sanchez, Native American Heritage Commission, Received April 16, 2010

- Listed the procedure for conducting the required Native American consultation.

11. Michell Matson, Transportation Engineer; Department of Public Works County of San Luis Obispo, Received April 16, 2010

- Commented on the preliminary site plans of the BJB and makes recommendations for revisions and inclusions to the plans. Revisions and inclusions are technical in nature.

12. Paul Lee, Cal Fire, San Luis Obispo, Received April 15, 2010

Lists concerns and recommendations that should be considered by the EIR,

# BOB JONES BIKE PATHWAY ENVIRONMENTAL IMPACT REPORT

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## NOTICE OF PREPARATION – SUMMARY OF COMMENTS RECEIVED

- Include landmarks or other location aids to allow an injured or ill party to convey location to emergency responders for party locating,
- Emergency access to the trail capable of holding a 20 ton fire engine to portions of the trail that are not near an existing roadway (in particular Segment 3) would help mitigate emergency access to remote areas of the trail,
- During flood emergencies control of access to the path via informational signs, gate control and weather monitoring with alerting would avoid death or injury.

### 13. Sherri Danoff, Received April 17, 2010

- Comments that she would like to see access for persons having mobility disabilities evaluated for each project option.

### 14. Lynn Walter, Avila Valley Advisory Council, Received April 19, 2010

- Expressed concerned that a delay in issuing the SLO County COSE may negate consideration of key conservation goals during the EIR analysis,
- Requests the SLO County Parks consider the COSE goals in the development of the EIR regarding the pedestrian bridge over Highway 101 in order to protect the scenic corridor of Highway 101 and views to the historic Avila Valley school house.
- Also requests the alternative strategy of a Highway 101 undercrossing be explored.

### 15. Ray Bunnell, Bunnell Construction Inc., Received April 22, 2010

In an additional comment received by letter on April 22, 2010,

- States he is not a willing property owner as suggested by the county and has only allowed the county to study a path through his property with no obligation to agree to an easement or acquisition,
- Suggests the EIR include within its analysis an alternate route along Ontario Road where a route currently exists because it appears to be a less expensive, most practical, and only real option available to the county,
- Further states a route through his property presents numerous serious environmental and safety problems and lists specific concerns,
- Comments that placing the trail in the street (Cloverridge Lane) would create unnecessary traffic hazards and congestion and there is plenty of ROW to place the trail off the street on the highway side of Cloverridge Lane,
- Further comments that he believes a cross walk at the entrance of the Bunnell and Maino properties is unnecessary and creates a safety hazard and can be placed on the other side of Cloverridge Lane,

# BOB JONES BIKE PATHWAY ENVIRONMENTAL IMPACT REPORT

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## NOTICE OF PREPARATION – SUMMARY OF COMMENTS RECEIVED

- States parking on Cloverridge Lane is unnecessary and unacceptable because there is adequate parking at the Octagon Barn and at the Johnson Ranch property,
- Expressed concerns over liability associated with hazards presented by the trail location and his belief that the trail will devalue his property, promote trespassing, and potentially cause damage to his property.

### 16. James Kilmer, CalTrans District 5, Received April 22, 2010

- States much of the path alignment is outside of the Caltrans ROW, however, the San Luis Bay Drive Bike/Pedestrian Crossing is within CalTrans ROW,
- Comments the EIR must include engineered drawing for drainage improvements needed for CalTrans facilities which may include replacing drop inlets and culverts and should also analysis and clearance for any storm water/hydraulics mitigation required in CalTrans ROW as an encroachment permit will be needed,
- States CalTrans will consider the “Crossing” project to be an “Oversight Project” and provides contact information for the project manager to be assigned,
- The remaining comments provided are required plan inclusions and are technical in nature.

### 17. Melissa Guise, San Luis Obispo County Air Pollution Control District, Received April 26, 2010

- Ms. Guise identifies herself as the contact person at the APCD
- Provided detail regarding permits of approval(s) authority prior to and during construction of the project,
- Provided detail regarding evaluation of short and long term impacts, specific information to included that are consistent with current legislation, CEQA requirements, and APCD guidance,
- Suggested consultation with APCD,
- Referred to CEQA Air Quality Handbook for permit Stipulations/Conditions,
- Stated alternatives described in the EIR should involve the same level of air quality analysis as described in Section 3 of the EIR,
- Refers to APCD CEQA Air Quality Handbook for guidance on text of reasonably foreseeable projects,
- APCD’s CEQA Air Quality Handbook should be referenced in the EIR for determining the significance of impacts and level of mitigation recommended.

# BOB JONES BIKE PATHWAY ENVIRONMENTAL IMPACT REPORT

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## NOTICE OF PREPARATION – SUMMARY OF COMMENTS RECEIVED

### 18. Michael Isensee, Agricultural Resource Specialist, San Luis Obispo County Department of Agriculture / Weights and Measures, Received April 26, 2010

- States in an email that he would be interested in discussing the appropriate type of fencing at various locations and the location of the proposed trailhead parking and trail on APN 076-121-030 (Bunnell property),
- Comments the Bob Jones Bike Path plans cross sections note that farm fields are located within a minimum of 20 feet and questions whether the trail will require the removal of orchard trees nearby,
- Suggests the trail should be designed to accommodate farm traffic or create a parallel dirt track for farm equipment to spare the trail from farm equipment damage along trail sections in the access easements,
- Further states he is interested in reviewing the Form AD-1006 Farmland Conversion Impact Rating Form that was submitted to NRCS,
- Comments that the plans do not identify a sizeable box culvert south of Venado Lane and that the mail [box] at the corner of Venado Lane and Cloveridge may need to be moved.

### 19. Michael Isensee, Agricultural Resource Specialist, San Luis Obispo County Department of Agriculture / Weights and Measures, Received April 27, 2010

In an additional comment received by letter on April 27, 2010,

- Presents permit conditions and mitigation issues related to development of the trail. Permit conditions and mitigation issues discussed include:
  - Farmland conversion impacts associated with parking located on private lands designated as Agriculture,
  - Minimization of fragmentation of farmland by locating trails on or adjacent to road ROWs,
  - Incorporation of fencing and education measures to minimize or avoid trespass and liability concerns,
  - Addressing appropriate apiary locations along the proposed trail path,
  - Incorporation of measures to address shared trail use with agricultural equipment,
  - Addressing adequate height and width to move farm equipment under the Highway 101 overcrossing,
  - Incorporation of measures to address food safety concerns associated with public trail access along farm fields,
  - Ongoing implementation measures to address litter generated by trail users.
- Additional permit conditions and mitigation issues discussed include:

# BOB JONES BIKE PATHWAY ENVIRONMENTAL IMPACT REPORT

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## NOTICE OF PREPARATION – SUMMARY OF COMMENTS RECEIVED

- Measures to control or preclude trail access during pesticide applications,
  - Measures to address potential spread of noxious weeds,
  - Avoidance of relocating any agricultural infrastructure impacted by the trail or trailhead construction,
  - Avoidance or minimization of impacts such as soil compaction or incorporation of based material into adjoining farmland,
  - Coordination of trail construction timing with agricultural activities,
  - Addressing trail drainage or concentration of drainage through culverts.
  - Suggests mitigation measures should be developed as part of the EIR process rather than prior to pathway construction as suggested in the mitigation summary table of the initial study prepared.
20. Glenn Marshall, Development Services Engineer, Department of Public Works San Luis Obispo County, Received April 28, 2010
- Mr. Marshall identifies himself as a contact person,
  - States the County Public Works department will review required public improvements including streets and utilities as well as drainage and flood hazard; also will review encroachments within the Public ROW,
  - States for the use of the department, the EIR must address project anticipated impacts to traffic and circulation, drainage and flood hazard. Mr. Marshall lists items that may require further analysis in the EIR which include:
    - Traffic evaluation of the proposed Octagon Barn trailhead parking facilities (e.g. left and right turn lane warrants on Higuera Street) and shoulder parking along Higuera Street and sight distance,
    - Traffic evaluation of the proposed two project site access driveways off Higuera street with respect to operation based on proximity to each other,
    - Two Higuera Street “Mid-block” pathway crossing can not be permitted on high volume, high speed roads such as Higuera Street in the vicinity of the project; EIR must evaluate each proposed mid block crossing based on public safety,
    - Alternative alignments not requiring mid block crossing on a public road should be evaluated; an alternative that places a portion of the path on the easterly side of the roadway (rather than westerly side) may need to compare impacts to the adjacent creek, Ag land, and public safety of users,
    - Traffic warrant analysis of the proposed 3-way stop at intersection of Monte Road and San Luis Bay drive,

# BOB JONES BIKE PATHWAY ENVIRONMENTAL IMPACT REPORT

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## NOTICE OF PREPARATION – SUMMARY OF COMMENTS RECEIVED

- Discussion of State Encroachment Permit process for project work proposed in state ROW (CalTrans bridge crossings),
- Evaluate impacts to the creek, public safety, and traffic associated with merging a Class 1 bike path with Monte Road (Class 3 bike path). Impacts ought to be compared with widening of Monte Road to accommodate a Class 2 bike path or continuing the path as a Class 1 on a separate alignment; heavy bike and ped use seems incompatible with low volume but high speed traffic on Monte Road,
- Majority of the project is located in a flood hazard area, Zone A of the Aug 28, 2008 Firm Map No. 06079C1331F. Construction of the pathway which includes grading and bridges shall be subject to drainage plan approvals.
- States a list of “Standard Conditions” is available from our office and available upon request. Minimum conditions include road, circulation, drainage, utility improvements, and maintenance requirements of the new improvements,
- Comments the department does not have any alternative projects to suggest for evaluation aside from regularly scheduled infrastructure maintenance ,
- Provide information potentially relevant for EIR consideration
  - San Luis Obispo County Public Improvements Standards,
  - County Traffic Impact Study Policies (revised 3/26/2007),
  - County of San Luis Obispo National Pollutant Discharge Elimination System, Phase II, Stormwater Management Program (County Code Section 8.68),
  - County Code (title 22) sections 22.52 Grading and Drainage, and 22.14.060-flood hazard area,
  - Flood Hazard Rate Maps (FIRM), August 2008
- Requests to be provided notification that the DEIR is available for review via the web and related address where the document may be viewed,
- States he is available to respond to any questions or comments.

### **Comments received after Public Review Period (3/29/10-4/27/10)**

#### 21. Darell Farrer, Received May 13, 2010

- States horses should not be allowed on the pathway as it is difficult to keep the trail clear
- States a sign that indicates “All dogs must be on leash” should be included along the pathway
- States a sign that indicates pedestrians should “Keep Right” at short intervals is also suggested

# BOB JONES BIKE PATHWAY ENVIRONMENTAL IMPACT REPORT

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## NOTICE OF PREPARATION – SUMMARY OF COMMENTS RECEIVED

- Comments that the configuration of the curb and adjacent slope as shown in detail 9 of Appendix D should be reconsidered as upon first rain the trail will be covered with mud. The slope should terminate at the curb wall below the top of the curb.

### 22. Glenn Marshall, Development Services Engineer, Department of Public Works San Luis Obispo County, Received May 19, 2010

- Comments received clarified comments received in the April 15<sup>th</sup> and April 28<sup>th</sup> letter comment letters.

*Clarification of the April 15<sup>th</sup> letter includes:*

- Disregard Comment 3, it is more applicable to construction plan review
- Comment 4, public works cannot support the two proposed mid block at grade trail crossing and understands their position may result in a significant unavoidable impact; also states there is no certainty to when Buckley Rd. will connect to South Higuera.
- Disregard Comment 6, it is more applicable to construction plan review
- Disregard Comment 7, it is more applicable to construction plan review
- Comment 8, trail transition from South Higuera to Cloverridge Lane does not adequately consider safety with respect to US 101 northbound off ramp.
- Disregard Comment 9, it is more applicable to construction plan review
- Comment 10, a cross walk is not appropriate control for the driveway located off Cloverridge Lane

*Clarification of the April 28<sup>th</sup> letter includes:*

- Comment 3a, Traffic analysis is would not be required if the applicant agrees to construct a center left turn lane into the parking lot in accordance with County standards, widening improvements to South Higuera St. would be a minimum of 6 ft each side not including cut and fill shoulder slopes, EIR should identify any impacts associated with offsite work.
- Comment 3b, Traffic analysis would not be required if the applicant agrees to limit the number of driveways onto South Higuera St. to one. There is a safety concern with respect to circulation of multiple driveways in close proximity to each other when located on a high speed, high volume roadway
- Disregard Comment 3d, the crosswalk and stop control are acceptable mitigations for this intersection

# BOB JONES BIKE PATHWAY ENVIRONMENTAL IMPACT REPORT

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## NOTICE OF PREPARATION – SUMMARY OF COMMENTS RECEIVED

### 23. Jeff Hook, City of San Luis Obispo, Received May 20, 2010

- States the DEIR should be directed to Kim Murry ([kmurry@slocity.org](mailto:kmurry@slocity.org)) and she will forward to other departments for review
- Comments the project description should refer to the project as a segment of the Bob Jones Trail, the Octagon Barn is not the terminus, and will continue north to the City of San Luis Obispo. Additionally, City approved route travels south of Los Osos Valley Road between Highway 101 and the Los Verdes II residential development to South Higuera Street somewhere near the Octagon Barn.
- Peggy Mandeville, Principal Transportation Planner, City of San Luis Obispo commented the EIR should address how southbound bicyclists on the west side of South Higuera Street will safely access the trail on the east side of the street.
- Neil Havlik, Natural Resources Manager, City of San Luis Obispo recommends the trail should continue on the west side and cross under Higuera at the San Luis Obispo Creek Bridge because it will allow a separated grade crossing, can be designed to withstand occasional stormflows . After that point south of Filipponi Ecological Area, Neil concurs the trail route proposed
- Jeff comments that he will not be able to review the DEIR for the City of San Luis Obispo as he is moving to the City of San Clemente.

# BOB JONES BIKE PATHWAY ENVIRONMENTAL IMPACT REPORT

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## NOTICE OF PREPARATION – COMMENTS RECEIVED

### **List of Comment Letters Received**

1. John Salisbury, Received April 5, 2010
2. Terry Eberhart, Received April 5, 2010
3. Ann Bernhardt, Received April 5, 2010
4. Julie Harzard , Received April 5, 2010
5. Ray Bunnell, Received April 5, 2010
6. Jim Woolf, Received April 5, 2010
7. Jim Woolf, Received April 6, 2010
8. Karla Bittner, Avila Valley Advisory Council, Received on April 5, 2010
9. Karla Bittner, Avila Valley Advisory Council, Received on April 12, 2010
10. Katy Sanchez, Native American Heritage Commission, Received on April 16, 2010
11. Michelle Matson, Transportation Engineer, San Louis Obispo County Department of Public Works Received April 16, 2010
12. Paul Lee, Cal Fire, San Luis Obispo, Received April 15, 2010
13. Sherri Danoff, Received April 17, 2010
14. Lynn Walter, Avila Valley Advisory Council, Received April 19, 2010
15. Ray Bunnell, Received April 22, 2010
16. James Kilmer, CalTrans District 5, Received April 22, 2010
17. Melissa Guise, San Louis Obispo County Air Pollution Control District, Received April 22, 2010
18. Michael Isensee, Agricultural Resource Specialist, San Louis Obispo County Department of Agriculture / Weights and Measures, Received April 26, 2010
19. Michael Isensee, Agricultural Resource Specialist, San Louis Obispo County Department of Agriculture / Weights and Measures, Received April 27, 2010
20. Glenn Marshall, Development Services Engineer, San Louis Obispo County Department of Public Works, Received April 28, 2010

### **Comments Received after Comment Review Period (3/29/10-4/27/10)**

21. Darell Farrer, Received May 13, 2010
22. Glenn Marshall, Development Services Engineer, San Louis Obispo County Department of Public Works, Received May 19, 2010
23. Jeff Hook, Received May 20, 2010

Comment below was presented at the Bob Jones bike Pathway EIR Scoping Meeting held on April 5, 2010

John Salisbury

Asked about Highway 101 bridge specifics (i.e., the length of the bridge, ramp lengths, bridge height, and retaining wall size). Hoetker and DiLeo indicated (after reviewing the plans) the bridge over Highway 101 would be 240 feet long, the ramp on the east side of Highway 101 would be 500 feet long, and the ramp from the bridge down to the Ontario Road Staging area would be 200 feet long. The bridge would be 19 feet over Highway 101.

Asked about available project funding. DiLeo indicated Parks has divided the project into three buildable segments. Parks feels they have enough grant funds currently to build one of the segments. Parks will continue applying for grant funds in order to complete the project.

Suggested that the project should not include the Highway 101 pedestrian/bike bridge and should instead go under Highway 101 near San Luis Obispo Creek or go down San Luis Bay Drive to Ontario Road. The bridge is too expensive and there are better alternatives.

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-4062  
(916) 657-5360 - Fax



April 13, 2010

Steven McMasters  
San Luis Obispo County  
976 Osos Street, Room 300  
San Luis Obispo, CA 93408-2040

RE: SCH#2010031121 Bob Jones Path- SLO to Ontario Road; San Luis Obispo County

Dear Mr. McMasters:

The Native American Heritage Commission has reviewed the Notice of Preparation (NOP) regarding the above referenced project. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

- ✓ Contact the appropriate Information Center for a record search to determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological information center.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. **Sacred Lands File check completed, no sites indicated.**
  - A list of appropriate Native American Contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.96 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Handwritten signature of Katy Sanchez in blue ink.

Katy Sanchez  
Program Analyst  
(916) 653-4040

CC: State Clearinghouse



SAN LUIS OBISPO COUNTY  
DEPARTMENT OF PUBLIC WORKS

Paavo Ogren, Director

---

County Government Center, Room 207 • San Luis Obispo CA 93408 • (805) 781-5252  
Fax (805) 781-1229 email address: pwd@co.slo.ca.us

MEMORANDUM

**Date:** April 15<sup>th</sup>, 2010  
**TO:** Steve McMasters, County Planning and Building  
Jan DiLeo, County Parks  
**FROM:** Michelle Matson, Transportation Engineer  
**SUBJECT:** Bob Jones Pathway – ED09-129 NOP

The following are comments from the Public Works Department Transportation Division:

PRELIMINARY PLANS

- Per Caltrans Highway Design Manual (HDM), a Class I Bike Path “provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.” Class I should be provided throughout project limits. The Class III Bike Route is not consistent with the County Bikeways Plan or Parks and Recreation Element.
- “Class III Path” is not an appropriate designation per the HDM.
- Plans should include stationing for reference.
- SHEET 2&3 (Higuera Street Crossings): Class I Path crosses Higuera Street twice within ½ mile. Future of Buckley Road Extension and signalization is unknown. Midblock crossings are not appropriate on the high speed rural roads. Public Works would not issue an encroachment permit for the two crossings.
- SHEET 3: 16” culvert appears to be undersized.
- SHEET 4: Path instantly transitions from 8’ paved path to 5’ DG shoulder; does not seem appropriate to meet demand. Current Bob Jones Path carries up to 98 bicycles/hour and 56 pedestrians/hour (07/07/07). In addition, width of DG path does not comply with the County Public Works Improvement Standards
- SHEET 4: Traffic Barrier shall be metal beam guardrail and meet HDM and Caltrans Traffic Manual Standards.
- SHEET 5: No detail for transition from off-street path to on-street at Clover Ridge Lane; vehicle and bicycle conflicts not acceptable at the location.
- SHEET 5: Existing Traffic Barrier should be brought up to current HDM and Traffic Manual standards.
- SHEET 5: New crosswalk is not recommended and does not connect two destinations.

## Comment # 11 cont'd

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- SHEET 5: Class III Bike Route is not supported on County Maintained road. Class I Path should be provided. Existing width of Clover Ridge could be narrowed per County Public Works Improvement Standards
- SHEET 6: Class III Bike Route on Monte Road is not supported by Public Works. 18' of pavement is not acceptable for shared use given demand. Class I Path should be provided.

### TRAIL CROSS SECTIONS

- SHEET 2&3: Check Higuera Street Cross Sections. Roadway is not 20' wide.

File: CF 830.30.01 Transportation Planning (Avila)

V:\Michelle\Avila\Bob Jones Trail\PW Comments (041510).doc



**CAL FIRE**  
**San Luis Obispo**  
**County Fire Department**

635 N. Santa Rosa - San Luis Obispo, CA 93405  
Phone: 805.543.4244 - Fax: 805.543.4248  
[www.cdflo.org](http://www.cdflo.org)

*Matt Jenkins, Fire Chief*

April 13, 2010

Department of Planning & Building  
County Government Center, Room 300  
San Luis Obispo, CA. 93408

RE: Comments on the Notice of Preparation of an EIR – Bob Jones Path (SLO to Ontario Road) ED09-129

I have reviewed the Notice of Preparation for the Bob Jones Path (SLO to Ontario Road) ED09-129 for the County of San Luis Obispo. County Fire has a few comments regarding the proposed path.

***Type of Development***

If there is an increase in foot or bike traffic in an area that once had little traffic or none at all, the increase in traffic will bring emergencies along with it. Some of the emergencies that are likely along this hike path include:

- Medical Aids
- Vegetation Fires
- Flood Emergencies

***Development Location***

The location of the Bob Jones Path is unique as it is in a High or Very High Fire Hazard Severity Zone. The location during the rainy season brings a history of flooding and Swift Water Rescues.

In an urban and suburban setting the public expects more service. A hiker knows when he or she is a long way from public service they gear their recreation style in that fashion. A person who is recreating in an area that resembles an urban or suburban environment makes an assumption that they will be served rapidly and effectively by emergency services. This expectation is well grounded and must be reasonably satisfied.

***Fire Department Responsibilities***

Medical Aids bring a challenge to the Fire Department when a location is not well known or is unmarked for an injured or ill party to report. When an emergency call is received making access to the party as quickly as possible is critical, signs or landmarks on the path greatly help the Fire Department locate the party.

Once a location is determined rendering service from a Fire Engine is often necessary if that resource is first on scene. In most locations a road parallels the path and access can be made via the existing road, however using Segment 3 from the Bunnell Property Bike/Ped Bridge to Monte Road as an example, this is not the case. In segment 3 responding resources would have to cross a creek and fight their way through brush to make access to the party from Highway 101 or walk long distances along a path. Once access has been made the party would then need to be brought back through the same challenge that the responders came through. Access to the path that is built to hold a 20 ton Fire Engine, providing overhead clearance and turnarounds could help mitigate this concern.

Vegetation fire risk will increase as a result of introducing more people into a High or Very High Fire Hazard Severity Zone. Using Segment 3 as an example, the fuel type would support significant movement of a fire if the weather conditions are correct. Accessing a vegetation fire quickly is critical and road access plays an important role. Again using Segment 3 as an example, a vegetation fire moving East from the bike trail presents the residents in that area to significant risk. The Fire Department would have access issues getting to the path by having to cross a creek and fight their way through brush to make access. The time lost making access to a fire could result in the first due responding resources not being able to keep the fire small. Access to the path that is built to hold a 20 ton Fire Engine, providing overhead clearance and turnarounds could help mitigate this concern.

Flood Emergencies can cut people off from their path of travel for periods of time or can cause them to be swept into the creek. Both of the above emergencies can result in injury or death. Controlling access to the path during an event that causes flooding is critical. Informational signs, gates controlling access and weather monitoring with alerting may help mitigate this concern.

The above are some concerns that should be considered as the Bob Jones Path is planned. Should you have any questions please feel free to contact me. Thank you for allowing us to comment.

*Paul Lee*

**Paul Lee**  
Fire Marshal/Battalion Chief

**CAL FIRE**  
San Luis Obispo County Fire  
San Luis Obispo Unit  
635 N. Santa Rosa  
San Luis Obispo, CA. 93405  
805-543-4244

Comment # 13

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To: <[smcmasters@co.slo.ca.us](mailto:smcmasters@co.slo.ca.us)>  
From: "Sherri Danoff" <[sherri39@charter.net](mailto:sherri39@charter.net)>  
Date: 04/17/2010 09:46AM  
cc: "'Jan Taylor'" <[jktayloredd@yahoo.com](mailto:jktayloredd@yahoo.com)>  
Subject: Bob Jones Trail

Steve,

I would like to see access for persons having mobility disabilities carefully evaluated for each option.

Thanks,

Sherri Danoff

## Comment #14

---

From: "Walter, Lynn E" <[LRW6@PGE.COM](mailto:LRW6@PGE.COM)>

To: <[ahill@co.slo.ca.us](mailto:ahill@co.slo.ca.us)>

Cc: <[rhostetter@co.slo.ca.us](mailto:rhostetter@co.slo.ca.us)>, <[sdevine@co.slo.ca.us](mailto:sdevine@co.slo.ca.us)>, <[rhostetter@co.slo.ca.us](mailto:rhostetter@co.slo.ca.us)>, <[jdileo@co.slo.ca.us](mailto:jdileo@co.slo.ca.us)>, <[cblack@co.slo.ca.us](mailto:cblack@co.slo.ca.us)>

Date: 04/19/2010 07:38 AM

Subject: Avila Valley Advisory Council - Bob Jones EIR

---

To Mr. Adam Hill, County Supervisor District 3;

The Avila Valley Advisory Council would like to reiterate that we are extremely supportive of the Bob Jones Bike Trail. This trail is an important showcase feature for our county and can, when completed, be an embodiment of Avila Valley citizen values of public access, environmental sensitivity, and support of agriculture and business. Some of us attended the April 5, 2010 EIR scoping meeting and became concerned about the possible direction of the project deviating from these basic values.

First, we are concerned that a delay in issuing the SLO County General Plan Conservation Element (as required by the state of California) may negate consideration of key conservation goals during the EIR development. Specifically AVAC requests SLO County Parks consider the Conservation Element Goals in developing the EIR in reference to the pedestrian bridge over Highway 101. The goal is to protect the scenic corridor of Highway 101 between Avila Beach Drive and San Luis Bay Drive, as well as to protect the visual corridor that includes views of the historic Avila Valley school house.

Second, we are concerned that the alternative of passing the trail below Highway 101 will not be fully considered. Specifically, AVAC requests that SLO County Parks include the alternative implementation strategy of a Highway 101 undercrossing for the Bob Jones Bike Trail within the EIR.

In short though we support the Bob Jones bike trail, we do not support completing it at the expense of our picturesque valley. We believe the Conservation Element Goals and the inclusion of an undercrossing alternative during the EIR development is crucial to ensuring the best solution.

Respectfully,

Lynn Walter  
Avila Valley Advisory Council - Chair

# BUNNELL

April 19, 2010

SLO COUNTY  
PLANNING/BUILDING  
DEPT

2010 APR 22 PM 3: 13

Mr. Steven McMasters, EIR Manager  
Department of Planning and Building  
County Government Center  
San Luis Obispo, CA 93408

RE: Bob Jones Path – EIR Preparation Comments

Dear Mr. McMasters:

The following are my comments to the preparation of an EIR for the Bob Jones Path. These are issues that I feel *must* be considered in order to have a valid and thorough EIR:

1. I have never been a willing property owner as suggested by County reporting to date. I have only allowed the County to study a possible path through my property with the clear understanding that I would have no obligation to agree to an easement or acquisition that would allow such to happen.
2. I am amazed that the EIR is apparently not including the study of an alternate route along Ontario Road where a route already exists, even though that appears to be the less expensive, most practical route, and is probably the only real option you have. This does not make sense, nor does it make a valid EIR.
3. A route through the Bunnell property, even if it were possible, presents a number of serious environmental and safety problems:

Crossing the creek with a bridge requires ramps and abutments in the flood plain, which will catch flood debris and potentially cause flood waters to back up to a higher level with a greater potential to cause damage to Bunnell land and structures. Even now we occasionally have flood water inside my barn.

Placing a public trail in this flood plain is very dangerous. The flood channel narrows at the south end of the property where flood water is squeezed between the hill and the highway. Flood water in this area can reach a depth of 8 to 10 feet or more. It has been known to go onto the highway at this point. How would the County protect the public from this hazard?

Flood water at this location is dangerous and destructive. Fences are destroyed each year and debris is piled up which requires expensive maintenance and rebuilding. Any construction in this area is going to add to the problem. Fences designed to withstand these forces would then catch more debris and thereby cause more problems.

Even at the wider portion of the flood plain prior to reaching the proposed bridge location, the flood water occasionally reaches several feet in depth at the highway fence. I have seen the property flood as many as 7 times in one rain season. This flooding can come quickly at times, potentially trapping unsuspecting path users.

Another hazard to consider is the potential for cars coming off the highway onto the proposed trail.

These hazards must be studied in addition to the obvious environmental concerns; one of which is the removal of good to prime ag land, which would not be necessary with the Ontario Road route.

**Bunnell Construction, Inc.**  
141 Suburban Road, A-5  
San Luis Obispo, CA 93401  
805/544-4300 FAX 805/541-3985

4. Allowing the trail to share the street (Cloverridge Lane) is unacceptable. There is plenty of right away to place a trail off of the street on the highway side of Cloverridge Lane. Placing the trail in the street would create unnecessary traffic hazards and congestion.

A crosswalk at the entrance to the Bunnell and Maino properties as shown on the plan is a little shocking considering that it is completely unnecessary and simply creates a safety hazard. This places pedestrian traffic at private driveways when it is not a necessity. The trail could easily be placed on the other side of Cloverridge Lane.

5. Trailhead parking on Cloverridge Lane is also unnecessary and unacceptable. This would essentially turn Cloverridge Lane into a parking lot, creating even more traffic and safety concerns. Cloverridge Lane is now access for six homes as well as at least 4 more to be built. In addition, it provides access for farm equipment, farm employees and other ranch operations. The County would constantly have to deal with problems relating to this parking due to violations and complaints from the private property owners. Trailhead parking would not be needed here with the large parking area at the Octagon Barn and the parking area across the highway at the Johnson Ranch property. The Johnson Ranch parking also has the ability to be greatly enlarged where this would not be possible on Cloverridge Lane.
6. Liability – How would the property owners be protected from the liability associated with the hazards presented by the proposed trail location? Hazards such as injury, loss of life, attack by predators, etc.?

How will the property owners be protected from trespassers leaving the trail?

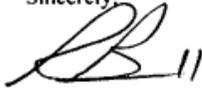
All of the issues on Cloverridge Lane have been discussed and presented to you before. Apparently no one is listening since the plan has not changed.

While it may be romantic to have a trail along the creek, it does not appear to be in the best interests of the public or the County considering safety, cost, and the environmental issues. It certainly is not in the best interests of the property owners. I BELIEVE IT WILL GREATLY DEVALUE MY PROPERTY, POTENTIALLY CAUSE DAMAGE, AND PROMOTE TRESPASSING. We would lose the privacy that we now enjoy. The maintenance, management, and patrolling costs to the County would be much greater than they would be for an improved route on Ontario Road.

THE FACT THAT THE COUNTY IS CONTINUING TO STUDY A ROUTE THROUGH THE BUNNELL RANCH WITHOUT A SERIOUS ALTERNATIVE, I BELIEVE, IS PLACING A CLOUD OVER THE FUTURE OF MY PROPERTY AND LOWERING ITS VALUE. ESSENTIALLY THIS MAY AMOUNT TO INVERSE CONDEMNATION.

A real alternative should be considered in your EIR. The EIR should also consider increased flooding caused by future upstream developments approved by the City and County.

Sincerely,



Ray Bunnell

RB:gb

**DEPARTMENT OF TRANSPORTATION**

50 HIGUERA STREET  
SAN LUIS OBISPO, CA 93401-5415  
PHONE (805) 549-3101  
FAX (805) 549-3329  
TTY 711  
<http://www.dot.ca.gov/dist05/>



*Flex your power!  
Be energy efficient!*

April 22, 2010

SLO – 101 PM 22.48

Steve McMasters  
Department of Planning and Building  
976 Osos Street, Room 300  
San Luis Obispo, CA 93408-2040

Dear Mr. McMasters,

**BOB JONES PATH (SLO TO ONTARIO ROAD) EIR; ED09-129, NOTICE OF PREPARATION**

This letter is the Caltrans' analysis and response to the public review of the Bob Jones Path (Path) EIR Notice of Preparation (NOP). Complete Streets Act (AB 1358), now mandates that Caltrans view all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

Specific to this proposed project, most of the Path alignment is outside of Caltrans Right-of-Way (R/W), therefore, most of the project's scope is not within our purview to analyze. However, a key structural component of the Path, namely the proposed San Luis Bay Drive Bike/Ped Crossing (Crossing), is within Caltrans' R/W. As such, our comments below will focus mainly on an analysis of the proposed Crossing.

1. (Sheet 5 of 7, *Conceptual Highway 101 Overcrossing*) Plans should show Caltrans conventional and access-control R/W lines. Caltrans cannot give a full review of the Path and Crossing without the delineation of the U.S 101 R/W. Also, if final grading and drainage plans and calculations for any storm water event show a net increase in the amount of storm water runoff being added to Caltrans' roadside drainage systems, the EIR must include engineered drawings for the drainage improvements needed for those Caltrans facilities. These improvements could include replacing drop inlets and culverts. The EIR should also provide the environmental analysis and clearance for any storm water/hydraulics mitigation required in Caltrans R/W as it will be needed for an encroachment permit from Caltrans.

*"Caltrans improves mobility across California"*

Mr. McMasters  
April 22, 2010  
Page 2

2. (Sheet 5 of 7, *Conceptual Highway 101 Overcrossing*) A full review of the design of the Crossing must also include an analysis by Caltrans Headquarter (HQ) Structures Engineering. Due to the extraordinary work loads of the HQ Structures group, their review will not be possible in the time frame of the public comment period for the Path's NOP. San Luis Obispo County Planning Staff have been contacted regarding the Structures review schedule and have informed Caltrans that the review could be incorporated into the Draft EIR when the structural analysis is completed.
3. (Sheet 5 of 7, *Conceptual Highway 101 Overcrossing*) The Crossing project will need to be considered an "Oversight Project" by Caltrans. That is, given the potential costs and complexity involved in the design, environmental clearance and construction of the Crossing, the project will need to be assigned a Project Manager. The Initial District 5 entry point of contact for the project should be with Kathy DiGrazia in Advance Planning. Kathy's telephone number is (805-542-4747). Initial project contact should also be made with District 5 Project Management. Mr. Paul Martinez, Project Manager, can be reached at (805-549-3407).
4. (Sheet 5 of 7, *Conceptual Highway 101 Overcrossing*) The structural abutments of the Crossing should be designed and constructed completely out of Caltrans R/W. Unless the Crossing's retaining walls and abutments are kept of Caltrans access control R/W, approval of the project will be more difficult.
5. (Sheet 5 of 7, *Conceptual Highway 101 Overcrossing*) Please show all U.S. 101, edge of travel-way (ETW), edge of pavement (EP), and centerline in future engineering plans.
6. (Sheet 5 of 7, *Conceptual Highway 101 Overcrossing*) The Crossing must meet all current Highway Design Manual 1000 (HDM) standards for a Class 1 Bikeway, including requirements for The Americans with Disabilities Act (ADA).
7. (Sheet 5 of 7, *Conceptual Highway 101 Overcrossing*) The design of the Crossing must be able to accommodate a future 6-lanning of U.S. 101 and must be shown in all standard cross-sections.
8. (Sheet 5 of 7, *Conceptual Highway 101 Overcrossing*) The design of the Crossing must meet vertical clearance standards applicable and found in the HDM.
9. (Sheet 5 of 7, *Conceptual Highway 101 Overcrossing*) The design of a Crossing retaining wall within Caltrans R/W will require a Longitudinal Encroachment Permit from District 5.

Mr. McMasters  
April 22, 2010  
Page 3

Thank you for the opportunity to comment on the Bob Jones Path EIR NOP. If you have any questions regarding the foregoing please contact me at your earliest convenience.

Sincerely:

A handwritten signature in black ink, appearing to read "James Kilmer", with a long horizontal flourish extending to the right.

**James Kilmer**  
District 5  
CEQA Coordinator/Development Review for San Luis Obispo County

Telephone:(805) 549-3683

Email: [James\\_kilmer@dot.ca.gov](mailto:James_kilmer@dot.ca.gov)

Cc: Jan DiLeo, SLO County Parks and Recreation Department



April 22, 2010

Steve McMasters  
County of San Luis Obispo, Environmental Division  
Department of Planning and Building  
County Government Center  
San Luis Obispo CA 93408

SUBJECT: APCD Comments Regarding the Bob Jones Bike Path (SLO to Ontario) NOP  
Project Level. (ED09-129)

Dear Mr. McMasters:

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the proposed project located at Bob Jones Bike Path in San Luis Obispo.

The project as proposed would develop 4.4 miles of mostly Class I pedestrian/bike path that would connect the existing bikeway along South Higuera Street from the San Luis Obispo Land Conservancy's Octagon Barn south to the County's Ontario Road Staging Area. The project would include the construction of bridges at grade crossings and improvements and expansion of parking primarily at the Octagon Barn and the Ontario Road Staging Area.

*The following are APCD comments that are pertinent to this project:*

1. Contact Person:

Melissa Guise  
Air Pollution Control District  
3433 Roberto Court  
San Luis Obispo, CA 93401  
(805) 781-4667

2. Permits of Approval(s) Authority

Permits for Portable Equipment

Portable equipment used during construction activities may require statewide registration or an APCD permit. Additionally, some future developments (i.e. gas stations, auto body and paint shops, etc.) may require APCD permits and applicants will need to apply for an Authority to Construct. Please contact our Engineering Division at (805) 781-5912 prior to final permit approval of these types of projects by your agency.

Naturally Occurring Asbestos

The project site is located in a candidate area for Naturally Occurring Asbestos (NOA), which has been identified as a toxic air contaminant by the California Air Resources Board (ARB). Under the ARB Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations, **prior to any grading activities at the site, the**

3433 Roberto Court • San Luis Obispo, CA 93401 • 805-781-5912 • FAX: 805-781-1002  
info@slocleanair.org • www.slocleanair.org

*NOP Project Level for Bob Jones Bike Path (SLO to Ontario)*

*April 22, 2010*

*Page 2 of 4*

**project proponent shall ensure that a geologic evaluation is conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the District (see Attachment 1). If NOA is found at the site, the applicant must comply with all requirements outlined in the Asbestos ATCM.** This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program for approval by the APCD. Please refer to the APCD web page at <http://www.slocleanair.org/business/asbestos.asp> for more information or contact the APCD Enforcement Division at 781-5912.

#### Developmental Burning

Effective February 25, 2000, **the APCD prohibited developmental burning of vegetative material within San Luis Obispo County.** Under certain circumstances where no technically feasible alternatives are available, limited developmental burning under restrictions may be allowed. This requires prior application, payment of fee based on the size of the project, APCD approval, and issuance of a burn permit by the APCD and the local fire department authority. The applicant is required to furnish the APCD with the study of technical feasibility (which includes costs and other constraints) at the time of application. If you have any questions regarding these requirements, contact the APCD Enforcement Division at 781-5912.

#### Demolition of Asbestos Containing Materials

Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during demolition or remodeling of existing buildings. Asbestos can also be found in utility pipes/pipelines (transit pipes or insulation on pipes). **If utility pipelines are scheduled for removal or relocation; or building(s) are removed or renovated this project may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP).** These requirements include but are not limited to: 1) notification requirements to the APCD, 2) asbestos survey conducted by a Certified Asbestos Inspector, and, 3) applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at (805) 781-5912 for further information.

### 3. Environmental Information:

The potential air quality impacts should be assessed in the EIR. This analysis should address both short-term and long-term emissions impacts (including traditional air pollutants and greenhouse gas emissions) and include the following information:

- a. A description of existing air quality and emissions in the impact area, including the attainment status of SLO County relative to State and Federal air quality standards and any existing regulatory restrictions to development. The most recent Clean Air Plan should be consulted for applicable information.

*NOP Project Level for Bob Jones Bike Path (SLO to Ontario)*  
*April 22, 2010*  
*Page 3 of 4*

- b. A complete emission analysis should be performed on all relevant emission sources, using emission factors from the EPA document AP-42 "Compilation of Air Pollutant Emission Factors", the latest approved version of URBEMIS, EMFAC, OFF-ROAD or other approved emission calculator tools. The emissions analysis should include calculations for estimated emissions from both construction and operational activities. Documentation of emission factors and all assumptions (i.e. anticipated land uses, average daily trip rate from trip generation studies, average trip length, vehicle and equipment emission factors, etc.) should be provided in an appendix to the EIR. The quantitative analysis should address criteria pollutants, greenhouse gases, toxics and fugitive dust.
- c. The EIR should include a range of feasible alternatives to the proposed project that could effectively minimize air quality impacts. A thorough emissions analysis should be conducted for each of the proposed alternatives identified. The EIR author should contact the SLO County APCD if additional information and guidance is required. All calculations and assumptions used should be fully documented in an appendix to the EIR.
- d. Assembly Bill 32, the California Global Warming Solution Act of 2006 and California Governor Schwarzenegger Executive Order S-3-05 (June 1, 2005), both require reductions of greenhouse gases (GHG) in the State of California. The Governor has recognized mitigation efforts will be necessary to reduce greenhouse gas emissions. In order to address these issues, greenhouse gas emissions should be evaluated in the EIR, and appropriate mitigation identified.
- e. A cumulative impact analysis should be performed to evaluate the combined air quality impacts of this project and impacts from existing and proposed future development in the area. This should encompass all planned construction activities within one mile of the project.
- f. The data analyses requested above should address local and regional impacts with respect to maintaining applicable air quality standards. Authors should consult the SLO County APCD to determine if a modeling analysis should be performed and included in the EIR.
- g. Any temporary construction impacts, such as fugitive dust and combustion emissions from construction and grading activities, should be quantified and mitigation measures proposed.
- h. Mitigation measures to reduce or avoid significant air quality impacts should be recommended. The EIR should address any proposed off-site mitigation measures and describe feasible mitigation measures to reduce air quality impacts on-site. Offsite mitigation may be required in the event that emissions cannot be reduced below APCD specified thresholds.

*NOP Project Level for Bob Jones Bike Path (SLO to Ontario)  
April 22, 2010  
Page 4 of 4*

4. Permit Stipulations/Conditions:

It is recommended that you refer to the 2009 version of the "CEQA Air Quality Handbook" (the Handbook). If you do not have a copy, it can be accessed on the APCD web page ([www.slocleanair.org](http://www.slocleanair.org)) in the Business Assistance section, listed under Regulations, or a hardcopy can be requested by contacting the APCD. The Handbook provides information on mitigating emissions which should be referenced in the EIR.

5. Alternatives:

Any alternatives described in the EIR should involve the same level of air quality analysis as described in section 3 listed above.

6. Reasonably Foreseeable Projects, Programs or Plans:

The 2009 version of the APCD's CEQA Air Quality Handbook provides guidance for preparing the EIR.

7. Relevant Information:

As mentioned earlier, the Handbook should be referenced in the EIR for determining the significance of impacts and level of mitigation recommended.

Thank you for the opportunity to comment on this proposal. If you have any questions or comments, feel free to contact me at 781-4667.

Sincerely,



Melissa Guise  
Air Quality Specialist

MAG/lrs

cc: Jan DiLeo, San Luis Obispo County Parks  
Karen Brooks, Enforcement Division, APCD  
Tim Fuhs, Enforcement Division, APCD  
Gary Willey, Engineering Division, APCD

Attachments:

Naturally Occurring Asbestos – Construction & Grading Project Exemption Request Form,  
Construction & Grading Project Form



3433 Roberto Court, San Luis Obispo, CA 93401  
805-781-5912 – FAX: 805-781-1002

**Naturally Occurring Asbestos  
Construction & Grading Project Exemption Request Form**

<b>Applicant Information/ Property Owner</b>		<b>Project Name</b>	
<b>Address</b>		<b>Project Address and /or Assessors Parcel Number</b>	
<b>City, State, Zip</b>		<b>City, State, Zip</b>	
<b>Email Address</b>		<b>Email Address</b>	
<b>Phone Number</b>	<b>Date Submitted</b>	<b>Agent</b>	<b>Phone Number</b>

The District may provide an exemption from Section 93105 of the California Code of Regulations - Asbestos Airborne Toxic Control Measure For Construction, Grading, Quarrying, And Surface Mining Operations for any property that has any portion of the area to be disturbed located in a geographic ultramafic rock unit; if a registered geologist has conducted a geologic evaluation of the property and determined that no serpentine or ultramafic rock is likely to be found in the area to be disturbed. Before an exemption can be granted, the owner/operator must provide a copy of a report detailing the geologic evaluation to the District for consideration. The District will approve or deny the exemption within 90 days. An outline of the required geological evaluation is provided in the District handout "**ASBESTOS AIRBORNE TOXIC CONTROL MEASURES FOR CONSTRUCTION, GRADING, QUARRYING, AND SURFACE MINING OPERATIONS – Geological Evaluation Requirements.**"

**NOTE: A basic exemption evaluation fee of \$165.00 will be charged.**

**APPLICANT MUST SIGN BELOW:**

*I request the San Luis Obispo County Air Pollution Control District grant this project exemption from the requirements of the ATCM based on the attached geological evaluation.*

\_\_\_\_\_  
Legal Declaration/Authorized Signature

\_\_\_\_\_  
Date:

<b>OFFICE USE ONLY - APCD Required Element – Geological Evaluation</b>			
<b>Intake Date:</b>	<b>APCD Staff:</b>	<b>OIS Site #:</b>	<b>OIS Project #:</b>
<b>Date Reviewed:</b>	<b>APCD Staff:</b>	<b>Approved</b>	<b>Not Approved</b>
<b>Comments:</b>			



3433 Roberto Court, San Luis Obispo, CA 93401  
805-781-5912 – FAX: 805-781-1002

**Naturally Occurring Asbestos  
Construction and Grading Project Form**

Applicant Information/Property Owner		Project Name	
Address		Project Address and/or Assessors Parcel Number	
City, State, Zip		City, State, Zip	
Email		Email	
Phone Number	Date Submitted	Agent	Phone Number
Check Applicable	DESCRIPTION (attach applicable required information)	APCD REQUIREMENT 1	APCD REQUIREMENT 2
	Project is subject to NOA requirements but NOT disturbing NOA	Geological Evaluation	Exemption Request Form
	Project is subject to NOA requirements and project is disturbing NOA – more than one acre	Geological Evaluation	Dust Control Measure Plan
	Project is subject to NOA requirements and project is disturbing NOA – one acre or less	Geological Evaluation	Mini Dust Control Measure Plan

*Please note that the applicant will be invoiced for any associated fees*

**REQUIRED APPLICANT SIGNATURE:**

Legal Declaration/Authorized Signature	Date
--	------

APCD OFFICE USE ONLY				
Geological Evaluation	Exemption Request Form	Dust Control Measure Plan		Monitoring, Health and Safety Plan
Approved Yes <input type="checkbox"/> No <input type="checkbox"/>	Approved: Yes <input type="checkbox"/> No <input type="checkbox"/>	Approved: Yes <input type="checkbox"/> No <input type="checkbox"/>		Approved: Yes <input type="checkbox"/> No <input type="checkbox"/>
Comments:	Comments:	Comments:		
APCD Staff:	Intake Date:	Date Reviewed	OIS Site #	OIS Proj #
Invoice No.	Basic Fee	Additional Fees	Billable Hrs	Total Fees

## Comment # 18

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To: Steve McMasters/Planning/COSLO@Wings  
From: Mike Isensee/AgComm/COSLO  
Date: 04/26/2010 12:17PM  
Subject: Re: Bob Jones NOP

Thanks Steve.

Here is our NOP response. I will send a signed letterhead copy.

When the time is right (and possibly on site) I would be interested in talking about:

- the appropriate type of fencing at various locations,
- the location of the proposed trailhead parking and trail on APN 076-121-030 (Bunnell) - the parking appears to be partially located on the farmland rather than ROW, although this may be a mapping issue...
- the cross sections which note that farm fields are located a minimum of 20 feet from the trail ROW. It would appear that the resulting path will be immediately adjacent to existing orchard trees. Will this note require their removal?
- the joint use of the "farm road easement" in the southern segments and on other farmland owned by Land Conservancy (APN 076-241-018). The trail should be designed appropriate to accommodate farm traffic (either a parallel dirt track for farm equipment or possibly greater amount of base/concrete so farm equipment does not damage the trail located in the access easements.

I would also be interested in reviewing the Form AD-1006 Farmland Conversion Impact Rating Form that was submitted to NRCS. Back when the project was discussed as avoiding farm field where possible, locating the trail at the edge of farm fields (along Monte and Cloveridge), and placing all trailhead parking in public ROW, we verbally stated there would be no significant conversion call from our Department. It appears that the project has changed in some important ways that will be converting more farmland than previously discussed.

Something to look at regarding trails in ag areas:

<http://www.agf.gov.bc.ca/resmgmt/sf/trails/index.htm>

Not all is relevant here but there are many suggestions relevant to compatibility.

Not ag issues, but when I was out I noticed the plans do not identify a sizeable box culvert just south of Venado Lane (Sheet 5 appendix A). Not sure if it needs any improvement or modifications for the planned trail. I also watched two cars pick up mail at the corner of Venado Lane/Cloveridge. The mail may need to be moved so it is not on the far side of the bike lane in this area...

Michael Isensee, Agricultural Resource Specialist  
San Luis Obispo County Department of Agriculture  
2156 Sierra Way, Suite A San Luis Obispo, CA 93401  
805.781.5753 (ph) 805.781.1035 (fax)  
[misensee@co.slo.ca.us](mailto:misensee@co.slo.ca.us)



COUNTY OF SAN LUIS OBISPO

**Department of Agriculture/Weights and Measures**

2156 SIERRA WAY, SUITE A • SAN LUIS OBISPO, CALIFORNIA 93401-4556  
ROBERT F. LILLEY (805) 781-5910  
AGRICULTURAL COMMISSIONER/SEALER FAX (805) 781-1035  
www.slocounty.ca.gov/agcomm AgCommSLO@co.slo.ca.us

**DATE:** April 26, 2010  
**TO:** Steven McMasters, Environmental Resource Specialist  
**FROM:** Michael Isensee, Agriculture Department *mqi*  
**SUBJECT:** Bob Jones Trail Notice of Preparation ED09-129, AG#1500

Name of Contact Person: Michael Isensee  
County Agriculture Department  
2156 Sierra Way, Suite A  
San Luis Obispo, CA 93401  
781.5753

Approval Authority: Agriculture and Open Space Element (AOSE)

Environmental Information: Potential compatibility issues associated with non-agricultural trail development and use adjoining agricultural operations and resources. Minimize the conversion or fragmentation of agricultural land. The project should be consistent with AOSE policies and PRE policies relative to agricultural lands and uses and private lands.

Permit Conditions/Mitigation Issues:

1. Minimizing the conversion of farmland for trailhead development and parking. Farmland conversion impacts associated with parking located on private lands designated Agriculture rather than within public rights of way should be assessed and minimized to the extent feasible.
2. Minimizing the conversion or fragmentation of farmland by locating trails on or adjacent to road right of ways, the edge of parcels or as close as feasible to the riparian vegetation edge wherever feasible.
3. Incorporating measures such as fencing and educational signage adequate to minimize or avoid trespass and liability concerns. Fencing in areas that abut farm fields should be constructed of a durable material that will preclude trespass. In areas where a stream or dense vegetation separates farm fields from the proposed trail, no fencing may be necessary for agricultural compatibility purposes. Fencing should be adequate to limit access by dogs and substantial enough to allow for the use of livestock on adjoining private properties.

4. Addressing appropriate apiary locations may be necessary with the proposed trail. Apiaries are an agricultural compatibility issue not mentioned in the Initial Study but common for various row crops and orchards is the use of apiaries for pollination. Apiaries are often located as close as feasible (and legal under county ordinance) to public roads for the efficiency of the beekeeper. The county apiary ordinance allows bees to be located adjacent to public ROWs when actively pollinating crops, but this can lead to hazardous situations for pedestrians/trail users.
5. Incorporating measures to address shared trail use with agricultural equipment use especially in the existing "farm road easement" for APNs 076-251-017, -021, -027, -054, 076-261-051 and -053 and 076-241-018. Trail design and development in these areas should ensure that access to farm fields by farm equipment and employees will not be restricted and that additional farmland will not be converted in order to provide alternative access.
6. Ensuring both adequate height and width to move farm equipment under the proposed Highway 101 overcrossing on APN 076-251-017.
7. Incorporating measures to address food safety concerns associated with public trail access along farm fields.
8. Ongoing implementation measures to address litter generated by trail users.
9. Incorporating measures to control or preclude trail access during pesticide applications on neighboring agricultural properties.
10. Incorporating measures such as a weed management program to address the potential spread of noxious weeds along trail corridors.
11. Avoiding or relocating any agricultural infrastructure impacted by trail or trailhead construction including irrigation wells and waterlines and farm field access roads.
12. Avoiding or minimizing impacts such as soil compaction or incorporation of based material into adjoining farmland during trail development. Utilize an underlayment of geotextile matting in any temporary construction areas located on private property/farm fields in order to avoid embedding base or other materials in the topsoil.
13. Working with any landowners and farm lessees to coordinate the timing of trail construction with agricultural activities.
14. Addressing trail drainage or concentration of drainage through culverts, especially any new proposed culverts, which may adversely impact adjoining or downstream farm fields.

Relevant Information:        Agriculture and Open Space Element.  
   Parks and Recreation Element.

Project soil types 169, 197, 198 and 210 are all identified as prime farmland by the NRCS. The majority of the project is located on these 4 soil types. The initial study does not identify 169 as mapped prime farmland.

Further Comments:        Mitigation measures should be developed as part of the EIR process rather than prior to pathway construction as suggested in the mitigation summary table of the Initial Study.

**RECEIVED**  
APR 27 2010  
SLO CO PLAN & BLDG DEPT.

Comment below was presented at the Bob Jones bike Pathway EIR Scoping Meeting held on April 5, 2010

Terry Eberhart

Noted the Parks and Recreation Commission (PRC) had reviewed the proposed alignment and had supported it. He mentioned the deliberation the Commission had gone through. Di Leo noted once the EIR is complete, staff will take the EIR and the alignment back to Avila Valley Advisory Council (AVAC) and the PRC for input and a recommendation. Eventually the Board will review and make a decision on the EIR and the project with the input received from the public, AVAC, and the PRC.



# SAN LUIS OBISPO COUNTY DEPARTMENT OF PUBLIC WORKS

Paavo Ogren, Director

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County Government Center, Room 207 • San Luis Obispo CA 93408 • (805) 781-5252

Fax (805) 781-1229

email address: [pwd@co.slo.ca.us](mailto:pwd@co.slo.ca.us)

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## MEMORANDUM

**Date:** April 28, 2010

**To:** Mr. Steve McMasters, Project Manager

**From:** Glenn Marshall, Development Services Engineer

**Subject:** Notice of Preparation – County of San Luis Obispo Parks, Bob Jones Pathway Project

Thank you for the opportunity to provide information on the Notice of Preparation of an Environmental Impact Report (EIR) for the subject project. It has been reviewed by several divisions of Public Works, and this represents our consolidated response.

1. Contact person: Glenn Marshall, County Government Center Room 207, San Luis Obispo California 93408. (805) 781-1596, [gdmarshall@co.slo.ca.us](mailto:gdmarshall@co.slo.ca.us).
2. County Public Works will review required public improvements including streets and utilities, as well as drainage and flood hazard, under the provisions of the Real Property Division Ordinance and the Land Use Ordinance. We also review encroachments within the Public Right-of-Way in accordance with Title 13 of the County Code and in accordance with the provisions of Chapter 5.5 (commencing with Section 1450) of Division 2 of the Streets and Highways Code.
3. For our use, the report must address project anticipated impacts to traffic and circulation, drainage and flood hazard. The following items may require further analysis in the EIR:
  - a. Traffic evaluation of the proposed Octagon Barn trailhead parking facilities with respect to left and right turn lane warrants on Higuera Street, shoulder parking along Higuera Street and sight distance.
  - b. Traffic evaluation of the proposed two project site access driveways off Higuera Street with respect to operation based on their proximity to each other.
  - c. The two Higuera Street “mid-block” pathway crossings can not be permitted on high-volume, high-speed roads such as Higuera Street in the project vicinity. The EIR must evaluate each proposed mid-block crossing based on public safety. Additionally, alternative alignments not requiring mid-block crossings on a public road should be evaluated. An alternative alignment that places that portion of the pathway on the easterly side of the roadway (rather than the westerly side) may need to compare impacts to the adjacent creek, the adjacent ag land, and public safety of the users.
  - d. Traffic warrant analysis of the proposed 3-way stop at the intersection of Monte Road and San Luis Bay Drive.
  - e. Discussion of the State Encroachment Permit process for project work proposed in the state right-of-way (Caltrans bridge crossings).
  - f. Evaluate impacts to the creek, to public safety and to traffic associated with merging a Class 1 pathway with Monte Road (Class 3 pathway). These impacts ought also to be compared with widening Monte Road to accommodate a Class 2 pathway or continuing the pathway as a Class 1 on a separate alignment. The heavy bike and ped use seems incompatible with

Comment # 20 cont'd

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the low volume but high speed traffic on Monte Road.

- g. The majority of the project is located in a flood hazard area, Zone A of the Aug 28, 2008 FIRM Map No. 06079C1331F. Construction of the pathway which includes grading and bridges shall be subject to drainage plan approval as defined in 22.14.060 of the County Code.
4. A list of "Standard Conditions" is available from our office and available upon request. Minimum conditions would include road improvements, circulation improvements, drainage improvements, utility improvements, and maintenance requirements of the new improvements.
5. We do not have any alternative projects to suggest for evaluation.
6. Aside from regularly scheduled infrastructure maintenance this department does not have any reasonably foreseeable projects, programs or plans in the area of this proposed development.
7. The following information may be relevant for consideration in the EIR:
  - a. San Luis Obispo County Public Improvement Standards.
  - b. County Traffic Impact Study Policies (revised 3/26/07)
  - c. County of San Luis Obispo National Pollutant Discharge Elimination System Phase II, Stormwater Management Program (County Code Section 8.68)
  - d. County Code (Title 22) Sections 22.52-Grading & Drainage, and 22.14.060-Flood Hazard Area
  - e. Flood Insurance Rate Maps (FIRM), August 2008.
8. Public Works has no further comments on the Notice of Preparation.

Please provide us notification that the Draft EIR is available for review via the web and the related web address where the document may be viewed. If you have any questions or comments I can be contacted by phone at 805/781-1596, by email at ([gdmarsall@co.slo.ca.us](mailto:gdmarsall@co.slo.ca.us)), or at the above address.

Cc: Frank Honeycutt, Transportation and Roads Division Manager

V:\\_DEVSERV Referrals\\_Referral Responses\Land Use Permits\Bob Jones Trail\NOP\20100329 NOP Response.doc

Comment # 21

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To: <smcmasters@co.slo.ca.us>  
From: "Farrer, Darell" <DLF1@pge.com>  
Date: 05/13/2010 10:58AM  
Subject: Bob Jones Pathway

Steven,

I have reviewed the plans for the Bob Jones Pathway for the section from San Luis Obispo to Ontario Road. The extracts below are from the plans developed by The Morro group and dated 1/28/2010. Appendix D shows details. On page 3 of 6 the proposed signage is displayed.

Detail 6 implies that horses will be allowed. Horses should not be allowed. The difficulty of keeping the trail clean would be greatly compounded with the presence of horses.

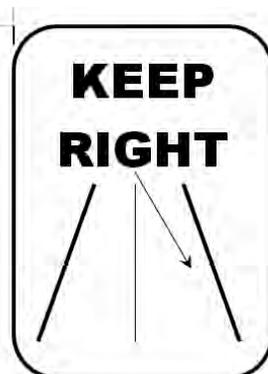
DETAILS Page 3 of 6



DETAIL 6

One proposed sign states "ALL DOGS MUST BE ON LEASH." I ride the trail from San Luis Bay Drive to Avila Beach every day. Some leashes are long enough to preclude control of the dog. The sign should require dogs to be on a short leash with short being 3 feet or less.

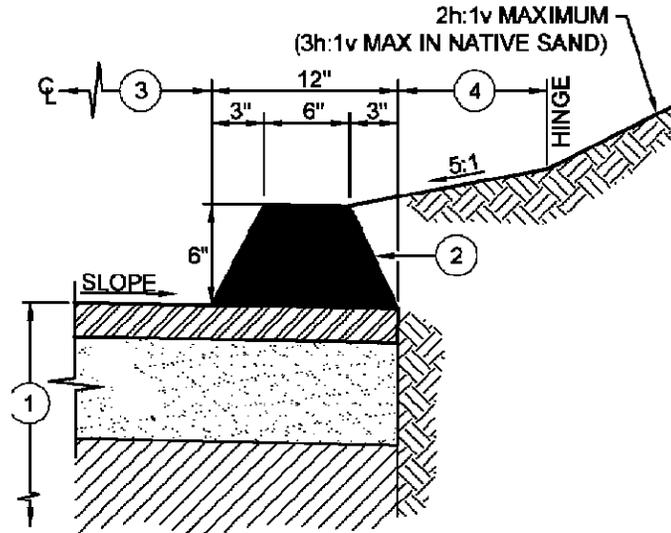
Lacking in the signage is one directing users to KEEP RIGHT. I would suggest one such as



These signs should be installed at very short intervals. The majority of events on the trail is caused by people

not keeping right.

DETAILS Page 4 of 6 shows a detail of the curb and adjacent slope. With this configuration the first rain will cover the trail in mud. The slope should terminate at the curb well below the top of the curb.



AC Curb Detail 9

Darell Farrer



SAN LUIS OBISPO COUNTY  
DEPARTMENT OF PUBLIC WORKS

Paavo Ogren, Director

County Government Center, Room 207 • San Luis Obispo CA 93408 • (805) 781-5252  
Fax (805) 781-1229 email address: pwd@co.slo.ca.us

**MEMORANDUM**

**Date:** May 19, 2010  
**To:** Mr. Steve McMasters, Project Manager  
**From:** Glenn Marshall, Development Services Engineer  
**Subject:** Notice of Preparation – County of San Luis Obispo Parks, Bob Jones Pathway Project

Thank you for meeting with Shaun Cooper, Michelle Matson and myself to clarify Public Works concerns as outlined in the Public Works comments letter dated April 15, 2010, and our Notice of Preparation response letter dated April 28, 2010, both in reference to the Subject project.

Clarifying our April 15, 2010 comments:

1. Bullet comment 3: Disregard comment since it is more applicable to construction plan review.
2. Bullet comment 4: For reasons of public safety, Public Works can not support the two proposed mid-block, "at-grade" trail crossing of Higuera Street due to the high-speed and high-volume traffic conditions. We understand that our position may result in a project related significant unavoidable impact. Additionally, due to road impact fee funding issues associated with annexations to the City of San Luis Obispo, there is no certainty as to when the Buckley Road extension will connect to South Higuera.
3. Bullet comment 6: Disregard comment since it is more applicable to construction plan review.
4. Bullet comment 7: Disregard comment since it is more applicable to construction plan review.
5. Bullet comment 8: The trail transition from South Higuera Street to Cloverridge Lane does not adequately consider safety with respect to the high-speed US 101 northbound offramp.
6. Bullet comment 9: Disregard comment since it is more applicable to construction plan review.
7. Bullet comment 10: A crosswalk is not an appropriate control device for the driveway located off Cloverridge Lane.

Clarifying our April 28, 2010 comments:

1. Comment 3a: A traffic analysis would not be required assuming the applicant agrees to construct a center left turn lane into the parking lot in accordance with County Standards which require center left turn lanes on county roads having 5,000 ADT and greater. The extent of improvements would include vehicle stacking, deceleration and taper transitions extending a minimum of 1,500 feet, or roughly 750 feet each side of the driveway assuming widening equally on both sides of South Higuera Street. The widening improvements to South Higuera Street would be a minimum of 6-feet each side not including cut and fill shoulder slopes. The EIR should identify any impacts associated with this offsite work.
2. Comment 3b: A traffic analysis would not be required if the applicant agrees to limit the number of driveways onto South Higuera Street to one. There is a safety concern with respect to circulation of multiple driveways in close proximity to each other when located on a high-speed, high-volume road.
3. Comment 3d: Disregard comment. Both the crosswalk and stop control are acceptable mitigations for this intersection.

Please contact me if I missed clarifying any meeting items or if you have any additional questions.

Cc: Frank Honeycutt, Transportation and Roads Division Manager  
Michelle Matson, Transportation and Roads  
Shaun Cooper, Parks & Recreation

## Comment # 23

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From: "Hook, Jeff" <jhook@slocity.org>  
To: <smcmasters@co.slo.ca.us>  
Cc: "Murry, Kim" <kmurry@slocity.org>, "Mandeville, Peggy" <pmandevi@slocity.org>, "Havlik, Neil" <nhavlik@slocity.org>  
Date: 05/20/2010 04:47 PM  
Subject: NOP Comments - Bob Jones Path EIR; ED09-129

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Hi Steve,

I was pleased to see this project is moving forward. The City looks forward to reviewing the draft EIR. Please direct the draft to Kim Murry ([kmurry@slocity.org](mailto:kmurry@slocity.org)), and she will forward it to other City departments for review. I received these preliminary comments on the scope/IES from Public Works and Administration staff:

1. The project description should refer to this project as a segment of the Bob Jones Trail. The Octagon Barn is not the terminus. The proposed trail will continue north to the City of San Luis Obispo. The City approved route travels south of Los Osos Valley Road between Highway 101 and the Los Verdes II residential development to South Higuera Street somewhere near the Octagon Barn.

2. The EIR should address how southbound bicyclists on the west side of South Higuera Street will safely access the Bob Jones Trail on the east side of the street.

Peggy Mandeville  
Principal Transportation Planner  
City of San Luis Obispo  
805-781-7590

3. I see where the plan DOES cross over onto the west side of Higuera about 300 feet south of the Octagon Barn, where some day Buckley Road will come through. But it crosses back over Higuera near the current entryway into the Filipponi Ecological Area instead of continuing on the west side and crossing under Higuera at the San Luis Obispo Creek Bridge there. I recommend doing the latter as it will allow a separated grade crossing, and can be designed to withstand occasional stormflows which will undoubtedly occur there. From that point south on the Filipponi Ecological Area I concur with the proposed location.

Neil Havlik  
Natural Resources Manager  
805-781-7211

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Unfortunately, I won't be reviewing the DEIR for the City of SLO, but I look forward to some day seeing the finished product. I've accepted a job with the City of San Clemente and Paula and I will be moving this summer. Let's keep in touch. It would be great to see you up in Bend or on your next trip to San Diego. Best regards,

Jeff  
[jwh4231@yahoo.com](mailto:jwh4231@yahoo.com)  
805.466.5538

### Comment # 3

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Comment below was presented at the Bob Jones bike Pathway EIR Scoping Meeting held on April 5, 2010

Ann Bernhardt

She drives on Monte Road frequently. She is concerned that flooding along Monte Road and San Luis Bay Drive, near their intersection, is significant. She also believes safety concerns are significant in the portion of the project where bicyclists and motorists will share Monte Road due to the existing width of Monte Road.

Comment # 4

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Comment below was presented at the Bob Jones bike Pathway EIR Scoping Meeting held on April 5, 2010

Julie Harzard

She noted the county has a view shed ordinance and that consistency with the view shed ordinance was not mentioned in the presentation. McMasters indicated this will be reviewed in the land use planning section and aesthetics is a key reason for completing an EIR for the project.

Comment below was presented at the Bob Jones bike Pathway EIR Scoping Meeting held on April 5, 2010

Ray Bunnell

Wanted to know why the path was not proposed down Ontario Road. He also wanted to know what the County would do if a property owner was unwilling to grant an easement. Di Leo indicated Ontario Road was explored early in the process and because of the difficulty of locating a class I bike path in this area, it was dismissed. She also indicated, per the Parks & Recreation Element, County Parks does not use eminent domain. As a result, if a property owner is unwilling to grant an easement, County Parks would look at other options or simply not build that section of bike path until an easement could be negotiated. Bunnell indicated he thought Ontario Road was a better location for the proposed project. Di Leo encouraged him to include this in his comments.

## Comment # 6

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Comment below was presented at the Bob Jones bike Pathway EIR Scoping Meeting held on April 5, 2010

Jim Woolf

He noted the NOP is vague and only indicates a “potential” impact. McMasters indicated the CEQA Summary document is identifying potential impacts. The purpose of the EIR is to provide the data and then address whether the impact occurs.

Asked if the County had obtained easements for the bike path. Di Leo indicated legally she cannot negotiate with property owners until the environmental documents are complete. So – no easements have not been obtained.

## Comment # 7

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Comment below was presented at the Bob Jones bike Pathway EIR Scoping Meeting held on April 5, 2010

Karla Bittner

She asked if the COSE had been adopted yet. Kinison indicated "no", there is another hearing at the Board tomorrow (04/06/10). She noted the area where the pathway is proposed is pristine, the proposed bridge is a major concern, could change the character of the area. She indicated the EIR should address the number of users of the proposed project, the number of people served, and project costs.

AVAC

Comments to Council on Bob Jones Bike Trail  
EIR Scoping—submitted by Karla Bittner  
April 12, 2010

**RECOMMENDATION:** *AVAC request SLO County Parks consider Conservation Element Goals in developing EIR, specifically in reference to the pedestrian bridge over Highway 101. Goal is to protect scenic corridor of Highway 101 between Avila Beach Drive and San Luis Bay Drive, as well as protect visual corridor that includes views of historic Avila Beach schoolhouse.*

The SLO County General Plan does not have a required Conservation Element as mandated by the state of California. The draft Conservation Element is nearing completion.

The General Plan expresses a vision of the future and constitutes a blueprint that guides future development throughout SLO County. The state of California requires that a General Plan include at least seven mandatory elements or sections: The Land Use Element, the Circulation Element, the Housing Element, the Conservation Element, the Open-space Element, the Noise Element, and the Safety Element. These elements provide a framework for the presentation of objectives, land use policies, and development standards.

The stated Purpose of our Conservation Element is to conserve and protect important natural resources while balancing the needs of the natural and built environments. The county will: promote efforts that will prevent or eliminate damage to the environment. The county's special character is vulnerable to development pressure that incrementally degrades biodiversity and threatens ecologic, historic, scenic and other natural resources. There shall be increased protection of community separators and scenic corridors.

The document addresses several resources, including Open Space, Soil, Water and Visual. Visual Resources intent is to protect the visual character and identity of the county while recognizing private property rights in order to 1) maintain a sense of place recognized by residents, 2) preserve scenic landscapes that are highly valued by residents and visitors and 3) maintain a high quality visual environment that enhances tourism, real estate values and economic growth.

**Goal 1**

The natural and agricultural landscape will continue to be the dominant view in rural parts of the county.

**Policy VR 1.1 Adopt Scenic Protection Standards**

Protect important scenic landmarks, views, and landscapes including visual Sensitive Resource Areas from incompatible development and land uses.

Page 2

AVAC: Bob Jones Bike Trail EIR Scoping comments

**Goal 2**

The natural and historic character and identity of rural areas will be protected.

**Policy VR 2.1 Develop in a manner compatible with Historical and Visual Resources.** Through the review of proposed development, encourage designs that are compatible with the natural landscape and with recognized historical character and discourage designs that are clearly out of place within rural areas.

**Policy VR 2.3 Revise Countywide Design Guidelines**

New development should follow Countywide Design Guidelines to protect rural visual and historical character. The guidelines should encourage new development that is compatible with public views of scenic areas, the natural landscape, and existing development.

**Goal 3**

Visual Resources will be protected within visual sensitive resource areas (SRAS) and Scenic Corridors along well-traveled Highways and Roads.

**Policy VR.1 Designation of Scenic Corridors**

Guidelines and standards should require sensitive siting of development and visually effective setbacks.

Implementation **Strategy VR4.1.2 Scenic corridor: Design Standards**

**Strategy VR 4.1.2 Scenic Corridor: Highway Improvement**

Install, and encourage Caltrans to install special scenic treatments within scenic road and highway rights-of-way.

**Table VR-2: Candidate Scenic Corridors**

Avila Beach Drive

Highway 101

The draft Conservation Element for SLO County may be referenced at:

[http://www.slocounty.ca.gov/planning/General\\_Plan\\_Ordinances\\_and\\_Elements/Plans\\_in\\_Process\\_and\\_Draft\\_Plans/Conservation\\_Element.htm](http://www.slocounty.ca.gov/planning/General_Plan_Ordinances_and_Elements/Plans_in_Process_and_Draft_Plans/Conservation_Element.htm)

Review project plans: [www.slocountyparks.org](http://www.slocountyparks.org). Once at this web site, click on the tab that says "Information", then click on the box that indicates "Current county Park Projects". Finally, click on the Bob Jones Pathway.

Submitted by Karla Bittner

Avila Beach resident

## Comment # 8

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From: Jim Woolf <slowolf@gmail.com>  
To: jdileo@co.slo.ca.us  
Date: 04/06/2010 07:10 AM  
Subject: Bob Jones NOP

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Jan Di Leo,

I attended the scoping meeting last night at the PG&E Education Center and had only one additional comment:

I suggest the EIR cover the entire trail being built by the county. The analysis in the document omits the short section of trail on county land running north of the Octagon Barn to the SLO City line where it will connect with the city's section of the trail. I can see no reason why the environmental impacts of that section of trail are not analyzed in this document, too. Doing the study now will avoid delays later.

I am a member of the SLO Bicycle Advisory Committee.

Thanks,

Jim Woolf  
1077 Ella Street  
San Luis Obispo, CA  
93401

AVAC

Comments to Council on Bob Jones Bike Trail  
EIR Scoping—submitted by Karla Bittner  
April 12, 2010

**RECOMMENDATION:** AVAC request SLO County Parks consider Conservation Element Goals in developing EIR, specifically in reference to the pedestrian bridge over Highway 101. Goal is to protect scenic corridor of Highway 101 between Avila Beach Drive and San Luis Bay Drive, as well as protect visual corridor that includes views of historic Avila Beach schoolhouse.

The SLO County General Plan does not have a required Conservation Element as mandated by the state of California. The draft Conservation Element is nearing completion.

The General Plan expresses a vision of the future and constitutes a blueprint that guides future development throughout SLO County. The state of California requires that a General Plan include at least seven mandatory elements or sections: The Land Use Element, the Circulation Element, the Housing Element, the Conservation Element, the Open-space Element, the Noise Element, and the Safety Element. These elements provide a framework for the presentation of objectives, land use policies, and development standards.

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Submitted by Karla Bittner

Avila Beach resident