

COUNTY OF SAN LUIS OBISPO
BOB JONES PATHWAY
(SAN LUIS OBISPO TO ONTARIO ROAD)
FINAL ENVIRONMENTAL IMPACT REPORT

SCH #2010031121

Prepared for:

COUNTY OF SAN LUIS OBISPO
COUNTY GOVERNMENT CENTER
SAN LUIS OBISPO, CA 93408
WWW.SLOCOUNTY.CA.GOV

Prepared by:



JANUARY 2015

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JANUARY 2015

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1.0 INTRODUCTION

1.1 PURPOSE OF THE EIR PROCESS

This Final Environmental Impact Report (FEIR) is an informational document prepared by the San Luis Obispo County (County) to evaluate the potential environmental impacts of the proposed Bob Jones Pathway (San Luis Obispo to Ontario Road) (BJP or project). The primary objectives of the EIR process under the California Environmental Quality Act (CEQA) are to inform decision-makers and the public about a project's potential significant environmental effects, identify possible ways to minimize significant effects, and consider reasonable alternatives to the project. This EIR has been prepared with assistance from the County's planning and environmental consultant, PMC, and reviewed by County staff for completeness and adequacy in accordance with Public Resources Code (PRC) Sections 21000–21177 and the State CEQA Guidelines.

As prescribed by State CEQA Guidelines Sections 15088 and 15132, the lead agency, the San Luis Obispo County General Services Agency, is required to evaluate comments on environmental issues received from persons who have reviewed the Draft EIR and prepare written responses to those comments. This document, together with the DEIR (incorporated by reference in accordance with State CEQA Guidelines Section 15150), will comprise the Final Environmental Impact Report (FEIR) for this project. Pursuant to CEQA requirements, San Luis Obispo County must certify the FEIR as complete and adequate prior to approval of the project.

This FEIR contains individual responses to each written and verbal comment received during the public review period for the DEIR, as well as a "master response" that addresses recurring comments submitted by more than one person. In accordance with State CEQA Guidelines Section 15088(b), the written responses describe the disposition of significant environmental issues raised. The San Luis Obispo County and its consultants have provided a good faith effort to respond in detail to all significant environmental issues raised by the comments.

1.2 FINAL EIR REVISIONS

DRAFT EIR

A Notice of Availability was posted on the County's website and distributed to interested parties on August 19, 2013. The DEIR was available for public review and comment between August 20, 2013, and October 21, 2013. A public workshop for the Bob Jones Pathway project was held on August 28, 2013. Comments received during the public workshop and public review period are addressed in this FEIR.

REVISED DRAFT EIR

Based on the County's review of the comment letters received, as well as substantial input received at the public meeting on August 28, 2013, the County determined that one or more additional pathway alignments should be examined for viability in the EIR. As such, the County compiled a Revised DEIR (RDEIR) document to address the issues raised through the analysis of an additional alternative pathway alignment. This analysis, referred to as Alternative 6, was presented in a revised Section 3.0 of the EIR.

A Notice of Availability for the RDEIR was published in October 21, 2014, on the County's website and distributed to interested parties on the same date. The RDEIR was available for public review and comment from October 21, 2014, to December 8, 2014. A public meeting presenting was held on November 13, 2014 to present the new alignment and report the findings of the RDEIR.

1.0 INTRODUCTION

Comments received during the RDEIR review period are addressed in this FEIR.

1.3 EIR CERTIFICATION PROCESS AND PROJECT APPROVAL

In accordance with the requirements of CEQA and the procedures of the San Luis Obispo County, the Board of Supervisors must certify the FEIR as complete and adequate prior to taking action on the proposed Bob Jones Pathway project. Prior to Board of Supervisors action on the EIR and project, the San Luis Obispo County Parks and Recreation Commission (PRC) will serve as an advisory body and make a recommendation on the EIR and project to the Board of Supervisors.

Once the EIR is certified and all information considered, using its independent judgment, the County can take action to go forward with the proposed pathway, make changes, or select an alternative to the proposed alignment. While the information in the EIR does not control the County's ultimate decision, the San Luis Obispo County must respond to each significant effect and mitigation measure identified in the EIR by making findings supporting its decision.

2.0 RESPONSE TO COMMENTS

Below are responses to comments received on the proposed project during the public review process. One master response has been prepared to respond to several comments received during the DEIR process and to address the new alternative, Alternative 6 proposed in the Revised DEIR. Specific comment letters received have been addressed further below in two sections: Section 2.2, Responses to Specific Comment Letters on the DEIR, and Section 2.3, Responses to Specific Comment Letters on the RDEIR.

2.1 MASTER RESPONSE

MASTER RESPONSE 1: ALTERNATIVE 6 – FARMING OPERATIONS AND CONFLICT AVOIDANCE

The County of San Luis Obispo prepared and distributed a Draft EIR (DEIR) for the proposed project in August 2013. Based on agency and public comment letters received, as well as input received at a public meeting, the County determined that one or more additional pathway alignments should be examined for viability in the EIR. A Revised Draft EIR (RDEIR) was published in October 2014 containing a new alternative to the proposed project, Alternative 6 – Farming Operations and Conflict Avoidance.

The additional alternative (Alternative 6) has been designed to further reduce the significant impacts of the project and to more clearly document potential secondary effects of routing the path along San Luis Obispo Creek and under the Highway 101 Bridge (Bridge No. 49-0014R/L) at San Luis Obispo Creek. Supporting technical analysis, including supplemental biological, cultural resource, and hydrology reports, is included in a series of appendices to the RDEIR.

The objectives of Alternative 6 are to (a) reduce potential conflicts with day-to-day agricultural operations associated with active farming along the alignment; (b) incorporate the highway undercrossing concept instead of the Highway 101 overcrossing; and (c) improve safety by eliminating key at-grade crossings. In Alternative 6, Segment 3 contains two alignment options, both of which have been analyzed in the RDEIR. These options are described as Alternative 6A and 6B. Alternative 6A places the path closer to San Luis Obispo Creek (SLO Creek) for approximately 2,000 feet, while the other (6B) runs parallel to Highway 101.

Alternative 6, if approved by the County, would eliminate the need for the following project mitigations and addresses several community concerns:

- **Aesthetics and Visual Resources:** Due to the proposed undercrossing, Alternative 6 eliminates the need for mitigation measures at the proposed project overcrossing location. Alternative 6 would introduce greater visual sensitivity to users of Highway 101 by placing the pathway near and under the highway. Although the mitigation measures included in the EIR would fully mitigate the original project impact through planting and landscape plans compatible with Caltrans requirements, Alternative 6 is considered more consistent with community values.
- **Agricultural Resources:** Alternative 6 would avoid known and existing agricultural operations, access points, and equipment staging areas.
- **Cultural Resources:** Alternative 6 would avoid an area with recorded cultural resources near the base of Baron Canyon.
- **Transportation and Safety:** Alternative 6 eliminates the at-grade crossings at Higuera Street, and users would not be required to share the road with vehicles along Monte Road.

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- **Billboard Removal:** Alternative 6 would eliminate the need for billboard removal as project mitigation.

Alternative 6 would result in slightly greater impacts with respect to changes in hydrology and riparian impacts along SLO Creek. At the new Baron Canyon bridge crossing, surface water elevations of SLO Creek may rise up to 0.5 feet; however, neither the highway nor existing structures would be at risk. Monte Road, which occasionally floods, may experience slightly higher water elevations during severe storm events. Also, within Segments 3 and 4, the alignment would impact approximately a half acre of jurisdictional riparian area. These impacts, however, are outweighed by the environmental benefits of Alternative 6 in the areas of visual resources, geology and soils, reduction in farm conflicts, and avoidance of cultural resources.

As determined from the analysis contained in the RDEIR, Alternative 6 incorporates the environmental benefits of Alternatives 3 and 4 while further reducing impacts associated with farming conflicts. Perhaps most importantly, Alternative 6 also avoids the visual impacts and controversy associated with the Highway 101 overcrossing in Segment 5. Alternative 6 provides the best balance in addressing community concerns, meeting project objectives, and minimizing environmental impacts. As such, Alternative 6 represents the environmentally superior alternative.

An EIR is required to identify feasible mitigation measures or alternatives to address the significant impacts of a project. To that end, Alternative 6 addresses the public and agency concerns raised during the review process, providing an example of how the environmental review process can work effectively to adjust a project to avoid impacts. The responses to comments throughout this Final EIR assume that Alternative 6, as analyzed in the RDEIR, will be the preferred project considered by the County for approval.

2.2 RESPONSES TO SPECIFIC COMMENT LETTERS ON THE DEIR

Below are responses to specific comments letters received during the public review process for the proposed project Draft EIR.

**TABLE 1
DRAFT EIR COMMENTS RECEIVED**

Letter	Name	Commenter	Date Received
State Agencies			
A	California Department of Transportation (Caltrans)	Adam Fukushima	October 18, 2013
B	Native American Heritage Commission (NAHC)	Dave Singleton	September 17, 2013
C	San Luis Obispo County Agricultural Commissioner	Lynda Auchinachie	October 18, 2013
D1	The Land Conservancy of San Luis Obispo County	Kaila Dettman	October 15, 2013
D2	The Land Conservancy of San Luis Obispo County	B. K. Richard	August 28, 2013
E	San Luis Obispo Council of Governments (SLOCOG)	Ronald L. De Carli	October 16, 2013
General Public			
1	Avila Valley Advisory Council (AVAC)	Jim Hartig	October 15, 2013
2	Bruce and Debbie Smith, Avila Barn Owners	Bruce and Debbie Smith	October 12, 2013
3	Dave Bernhardt	Dave Bernhardt	August 28, 2013

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Letter	Name	Commenter	Date Received
4	David Book	David Book	August 28, 2013
5	Darell Farrer	Darell Farrer	September 30, 2013
6	George Gibson	George Gibson	October 18, 2013
7	Michael Grantham	Michael Grantham	October 18, 2013
8	Lionel Johnston	Lionel Johnston	August 27, 2013
9	Charlene Korsgaard	Charlene Korsgaard	August 28, 2013
10	Stuart Larsen	Stuart Larsen	October 21, 2013
11	Peter Nelson	Peter Nelson	September 21, 2013
12	Penny Rappa	Penny Rappa	October 18, 2013
13a	John Salisbury	John Salisbury	October 14, 2013
13b	Maridel Kennedy Salisbury	Maridel Kennedy Salisbury	October 14, 2013
14	Myron H. "Skip" Amerine	Myron H "Skip" Amerine	August 28, 2013
15	SLO County Bike Coalition	Dan Rivoire	October 21, 2013
16	Blythe and Robyn Gable	Blythe and Robyn Gable	October 12, 2013
17 (a/b)	Terry N. Taylor	Terry N. Taylor	August 29, 2013
18	William Tickell	William Tickell	October 21, 2013
19	Kevin Martin	Kevin Martin	October 17, 2013

2.0 RESPONSES TO COMMENTS

DEPARTMENT OF TRANSPORTATION

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

Letter A



*Flex your power!
Be energy efficient!*

October 18, 2013

Ryan Hostetter
Project Manager
County of San Luis Obispo
County Planning & Building Department
976 Osos Street, Room 300
San Luis Obispo CA 93408-2040

SCH 2010031121
05-SLO-101-R022.48

Dear Ms. Hostetter:

COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE BOB JONES PATHWAY (SAN LUIS OBISPO TO ONTARIO ROAD)

The California Department of Transportation (Caltrans) appreciates the opportunity to comment on the DEIR for this project. Caltrans views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle and pedestrian modes as integral elements of the transportation system. Caltrans is supportive of the Bob Jones Pathway project and has been working with County staff to help identify opportunities and challenges the project may encounter moving forward.

Most of the project alignment is outside of Caltrans right-of-way; therefore, most of the project's scope is not within our purview to analyze. However, a key structural component of the project is the proposed crossing of US 101. While Caltrans is supportive of the project crossing, it must be planned and designed in a way that avoids negative impacts on the State Transportation System. It also must be planned and constructed in accordance with all State design standards to ensure public safety and the long term structural viability of the project.

General Comments

- 1) The long-term planning concept for US 101 includes conversion to a six-lane freeway facility. Therefore, any proposed overcrossing of US 101 must be designed to accommodate the width of the long-term planning goal. For example, no structural elements, including but not limited to abutments and pillars, may be placed in a way which would preclude the planning goal of a six-lane facility.

A-1

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Ms. Ryan Hostetter
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- 2) Any proposed crossing of US 101, whether overcrossing or undercrossing, must meet all State design standards including all Class I bikeway and Americans with Disabilities Act (ADA) standards. These standards would include any curves or slopes leading up to an over- or undercrossing. Furthermore, no design will be allowed which compromises the structural integrity or reduces the flood capacity of any bridges or other highway facilities. A-2

- 3) In addition, for any work proposed on Caltrans right-of-way, the County would need to obtain an encroachment permit and assume all construction, operational and long-term maintenance costs. Relative to the permit, detailed information may need to be submitted as part of the application process including, but not limited to, hydraulic calculations, environmental reports, and biological and resource findings. A-3

- 4) The final aesthetic design of a US 101 overcrossing, retaining walls and associated features should be based on the recommendations of a community-based aesthetic design advisory committee in which the County, Caltrans, and local citizens participate. A-4

Specific Comments

- 5) *Page 2.1-6 Table 2.1-1*
This table combines viewer sensitivity with project visibility without an explanation of the math behind it. The analysis of sensitivity and exposure can be important, but the criteria, rationale, etc., needs to be mentioned. In addition, the previous paragraph states that the “visual sensitivity of the overall area was determined to be high.” The table should reconcile that statement with any rating descriptor of less than moderately high. As currently written, the table skews the ratings downward. A-5

- 6) *Page 2.1-7 Table 2.1-2*
This table uses an arbitrary numeral-to-narrative rating (as shown in the note below the table) that is inconsistent with FWHA/Caltrans definitions, and skews the resulting rating definition downward. In addition, the Key Viewing Areas (KVA) should not be combined into one generic descriptor for each segment. Rather, the narrative descriptor should be placed immediately next to each KVA numerical rating in the table. A-6

- 7) *Page 2.1.9 Key Viewing Areas*
Please add “best case scenarios” to the “worst case scenarios” statement. A-7

- 8) *Page 2.1-10, Adverse Effect on a Scenic Vista*
The DEIR uses an incorrect application of the CEQA question. A scenic vista does not have to be “officially designated” in order to be identified and analyzed. Scenic vistas stand on their own merits, and they do exist in the project area. This section, and all A-8

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related summaries and cross-over sections etc., need to be revised to address this important potential visual effect. A-8

9) *Page 2.1-10 Alternative Concept and Overcrossing Design*

Please add a statement directing the reader to the specific pages of the Visual Impact Assessment (VIA) appendix showing what all of the overcrossing design options look like. A-9

10) *Page 2.1-15 through 2.1-17, Substantially Damage Scenic Resource Within a State Scenic Highway*

The document uses incorrect application of the CEQA question. The “scenic resources” question only applies to Officially Designated State Scenic Highways. This section needs to acknowledge that the question does not apply. All the subsequent analysis and mitigation measures then need to be moved to either the “Scenic Vista” and/or “Visual Character” discussion sections as appropriate. This also applies to other cross-over sections where CEQA scenic resources are referenced. A-10

11) *Page 2.1-17 through 2.1-18, Substantially Degrade the Existing Visual Character or Quality*

This section incorrectly mixes “Visual Character” and “Scenic Vista” discussion. Please regroup discussion areas to appropriate sections. This section also incorrectly bases finding on the “no officially designated scenic vistas” rationale. A-11

12) *Page 2.1-17 Impact 2.1-2 Paragraph 3*

This paragraph skews the analysis by applying the viewer subjectivity rationale to potentially adverse impacts but not to potentially beneficial impacts. This weakens the argument and could appear biased. A-12

13) *Page 2.1-18 Table 2.1-3*

This table uses an arbitrary numeral-to-narrative rating (as shown in the note below the table) that is inconsistent with FWHA/Caltrans definitions. A-13

14) *Page 2.1-18 Table 2.1-3*

Minus signs should be used rather than parenthesis to indicate negative differences. A-14

15) *Page 2.1-36 Overcrossing Improvements*

The analysis uses an arbitrary rationale for its findings. The “less than moderately high” existing visual quality criteria used to modify the Visual Quality Evaluation (VQE) rating is not appropriate, particularly when used to justify a Class III finding. In addition, relying on County Standard mitigation measures to reduce impacts to a level of insignificance is not advised since most of them are too generic and would not necessarily provide benefit. Also, if relying on measures to minimize impacts, that should be called Class II. Also, this finding is inconsistent with community testimony and comments received at scoping meetings. A-15

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Note: Page 2a of the VIA states that all Highway 101 overcrossing alternatives “would be significant.” A-15

16) *Page 2.1-36 Overcrossing Improvements*
There is no guarantee that the overcrossing would be painted a neutral gray-green. This section and all other applicable ratings and discussions should include the range of ratings for the various structure options. A-16

17) *Page 2.1.37 MM 2.1-3a*
This measure may constitute a deferral of mitigation under CEQA. There is no guarantee that the billboard can be removed. The cost of buying future income rights can be very high. Unless this amount has been quantified and the appropriate governing body has agreed to fund it, the measure cannot be counted as mitigation. Perhaps a measure should be added that requires prior to project approval, a billboard buyout contract must be executed between the County and landowner that legally obligates funding. A-17

18) *Page 2.1.38 MM 2.1-3c*
Caltrans shall approve all textures and patterns within its right-of-way, not just be consulted. A-18

19) *Page 2.1.38 MM 2.1-3d*
The project should also receive thorough aesthetic review by the planning commission and other appropriate County boards. A-19

If you have any questions or concerns, please feel free to contact me at (805) 549-3131 or adam.fukushima@dot.ca.gov.

Sincerely,



Adam Fukushima, PTP
Development Review
Caltrans District 5

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2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER A – CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

Response to Comment A-1

Commenter states that the long-term planning concept for US 101 includes a conversion of the facility into a six-lane freeway and requests that any highway overcrossing be designed to accommodate the long-term planning goal.

The proposed project would not preclude the Highway 101 planning goal. The preferred Alternative 6 eliminates the need for an overcrossing and utilizes the existing creek corridor under the highway. Further, the County intends to work with Caltrans to coordinate future improvements to the proposed undercrossing location and to incorporate those improvements into the pathway plans.

Response to Comment A-2

Commenter notes that any proposed crossing of US 101 must meet all state design standards and that no design will be allowed that will compromise the structural integrity or reduce the flood capacity of any Caltrans facilities.

This comment does not address the adequacy of the EIR. The County will work with Caltrans to ensure that all state design standards are met during the Caltrans permitting process and that no impacts to structural integrity or flood capacity of Caltrans facilities would take place.

Response to Comment A-3

Commenter notes that the County will need to obtain an encroachment permit and that all construction, operational, and long-term maintenance costs must be assumed by the County.

Comment noted. The County will work with Caltrans to obtain an encroachment permit. The County is aware of its financial responsibility for the construction, operation, and maintenance of the Bob Jones Pathway.

Response to Comment A-4

Commenter notes that the final aesthetic design of a US 101 overcrossing should be based on the recommendations of a community-based aesthetics advisory committee, which should include Caltrans.

The County conducted public outreach efforts to elicit input on the aesthetics of a Highway 101 overcrossing, which was fully analyzed in the DEIR. As part of the public comment process, Alternative 6 was designed and proposed in the RDEIR. Alternative 6 eliminates the need for a highway overcrossing, which would eliminate the need for an advisory committee.

Response to Comment A-5

Commenter addresses Table 2.1-1 on page 2.1-6 and inquires about the method used to quantify the visual sensitivity of the areas studied. Further, commenter notes that the individual ratings of each segment are inconsistent with the classification of the area as a whole.

Although the individual ratings of each segment vary from very low for Segment 4 to high for Segment 5, the overall visual sensitivity of the area is considered moderately high based on the

Visual Impact Assessment (VIA). Individual and area ratings are not mutually exclusive, as the aggregate of each rating can equal a moderately high rating overall. Additionally, for a discussion of the criteria for determining area sensitivity, please see Section 5.1 of Technical Appendix T1, Aesthetics, which describes the methodology and thresholds of significance. The findings summarized in Table 2.1-1 are based on a qualitative analysis of the area following Federal Highway Administration-established standards. Additional quantitative factors for visual quality are provided in Table 2.1-2. No changes are needed.

Response to Comment A-6

Commenter notes that Table 2.1-2 uses an arbitrary numeral to narrative rating that is inconsistent with FHWA/Caltrans guidelines and that the Key Viewing Areas (KVA) should not be combined into one generic descriptor for each segment.

As described in Section 6.2 of Technical Appendix T1, Aesthetics:

Consistent with the FHWA visual assessment methodology, a Visual Quality Evaluation (VQE) was conducted in order to assess the magnitude of the potential visual changes caused by the proposed project. The VQE compares the visual quality of both the existing and proposed conditions. A separate VQE was done from each of the 11 KVAs. A numerical rating between one and seven was assigned for the visual quality of existing conditions from each viewpoint, with one having the lowest value and seven the highest.

For an in-depth discussion of each segment KVA, please see Section 6.2 of Technical Appendix T1, Aesthetics. A short summary was included in the DEIR section to keep the DEIR at a reasonable length. No changes are needed.

Response to Comment A-7

Commenter requests that "best case scenarios" be added to the worst case scenario statement on page 2.1.9.

The phrase "worst-case scenarios" was deleted from the text of the DEIR so as to not confuse readers with a discussion of worst- versus best-case scenarios. The impact analysis studies ways to minimize impacts to visual resources but may not always represent a best- or worst-case scenario. As such, the following change was implemented on page 2.1-9, Section 2.1, Aesthetics. Text in ~~strikeout~~ (e~~be~~) represents text that was removed from the DEIR.

While there may be glimpses from other areas along Highway 101 and the frontage roads, these eleven areas were judged to best represent or illustrate the potential impacts of the project, ~~including the worst-case scenarios.~~

Response to Comment A-8

Commenter notes that the DEIR uses an incorrect application of the "scenic vista" CEQA definition.

Although Caltrans identifies scenic vistas as a "viewpoint that provides expansive views of a highly valued landscape," the County of San Luis Obispo does not identify the project area as containing a scenic vista. CEQA Section 15064.7 states that each public agency is encouraged to develop thresholds for the agency to use in the determination of the significance of

2.0 RESPONSES TO COMMENTS

environmental effects. As such and based on County of San Luis Obispo thresholds for scenic vistas, this resource is not located within the project area and no change is needed.

Response to Comment A-9

Commenter requests that a statement be added to direct readers to specific pages of the Visual Impact Assessment appendix that identify overcrossing options.

The following change was made on page 2.1-10 in Section 2.1 of the DEIR.

These configurations are shown in Figure 2c of the VIA, which is included in Technical Appendix T1, page 13.

Response to Comment A-10

Commenter notes that the “scenic resources” question is being incorrectly applied in the document and that the subsequent discussion needs to be moved to either a Scenic Vista or Visual Character section.

The discussion on page 2.1-15 clearly states that the section of US 101 located within the project area is not a designated State Scenic Highway but that the COSE suggests that this portion of the roadway be designated in the future. Further, as pointed out in Response to Comment A-8, CEQA Section 15064.7 states that each public agency is encouraged to develop thresholds for the agency to use in the determination of the significance of environmental effects. Upon considering the potential for Highway 101 designation as a scenic corridor and the potential project impacts, the County decided to include this discussion and voluntary mitigation measures. Further, County-adopted Highway Corridor Design Standards are applicable to two parcels in Segments 2 and 3, which makes this discussion pertinent to the project. No change is needed.

Response to Comment A-11

Commenter notes that the section discussing impacts to visual character incorrectly defines “visual character” and “scenic vista.”

Please see Response to Comment A-8 regarding the definition of scenic vistas. The County defines visual character as a sensitive resource that provides a “sense of place, is valued by residents, and enhances tourism, real estate values, and economic growth.” The DEIR uses these three characteristics to discuss existing visual character and potential project impacts. No changes are needed.

Response to Comment A-12

Commenter implies that the paragraph skews the discussion due to applying viewer subjectivity rationale only to potentially negative impacts but not to beneficial impacts.

The following change was made on page 2.1-17 to reflect subjectivity as it could apply to both beneficial and negative impacts.

The proposed bridge and overcrossing structures are the primary features that would most likely result in adverse effects to the visual character of the surrounding area,

understanding that a person's sensitivity to changes in the visual character of the area can be very subjective for both negative and beneficial impacts.

Response to Comment A-13

Commenter notes that Table 2.1-3 uses a numerical system that is arbitrary and inconsistent with FHWA/Caltrans standards.

For a technical explanation of the rating system and its applicability to the FHWA/Caltrans standards, please see Appendix T1, Aesthetics, Section 5 Methodology and Thresholds of Significance, and Section 6 Key Viewing Areas, with particular attention to page 19 of the appendix. No changes are needed.

Response to Comment A-14

Commenter notes that negative values should be denoted with a minus sign.

Please note that the value in parentheses in Table 2.1-3 denotes the difference between existing and post-project visual quality ratings, and not necessarily negative values. The following change was made to Table 2.1-3 to clarify the symbol:

Notes: 1 – very low; 2 – low; 3 – moderately low; 4 – moderate; 5 – moderately high; 6 – high; 7 – very high

(1) West ramp = 3.33 with a difference of (0.17); values in () represent difference between existing and post-project visual quality ratings

Response to Comment A-15

Commenter notes that the discussion of overcrossing improvements on page 2.1-36 uses an arbitrary rationale for its findings and that using County standards mitigation measures does not adequately mitigate impacts.

Please note that under the preferred Alternative 6, the overcrossing of Highway 101 would not be necessary, thereby rendering this issue moot. As such, no further discussion is needed regarding overcrossing improvements and using County standards for mitigation. No changes are needed.

Response to Comment A-16

Commenter notes that there is no guarantee as to the color of the proposed overcrossing.

To account for the potential impacts of the proposed overcrossing, the County analyzed Alternative 6 in the RDEIR, which eliminated the need for an overcrossing. No changes are needed.

Response to Comment A-17

Commenter notes that mitigation measure 2.1-3a may be deferred mitigation since the County cannot guarantee the removal of a billboard.

2.0 RESPONSES TO COMMENTS

Alternative 6 analyzed in the RDEIR eliminates the need for a Highway 101 overcrossing and as a result, billboard removal would not be required. As such, Mitigation Measure 2.1-3a would not be needed for Alternative 6 if it is approved by the County. No changes are needed.

Response to Comment A-18

Commenter notes that Caltrans needs to approve all textures and patterns within its right-of-way.

This comment does not address the adequacy of the EIR. The County will apply for a Caltrans encroachment permit, and such approvals will be sought at that time. No changes are needed.

Response to Comment A-19

Commenter notes that the project should undergo aesthetic review by the Planning Commission and other appropriate County boards.

This comment does not address the adequacy of the EIR. The County will work with all appropriate County and City of San Luis Obispo boards and seek input as needed. No changes are needed.

Letter B

STATE OF CALIFORNIA

Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Boulevard
West Sacramento, CA 95691
(916) 373-3715
(916) 373-5471 – FAX
e-mail: ds_nahc@pacbell.net

September 17, 2013

Mr. Ryan Hostetter, Planner

County of San Luis Obispo

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

RE: SCH#2010031121 CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the **“Bob Jones Pathway (Bike Path from San Luis Obispo to Ontario Road)”** located in the Avila Beach area; San Luis Obispo County, California

Dear Mr. Hostetter

The Native American Heritage Commission (NAHC) has reviewed the CEQA Notice regarding the above referenced project. In the 1985 Appellate Court decision (170 Cal App 3rd 604), the court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources impacted by proposed projects, including archaeological places of religious significance to Native Americans, and to Native American burial sites.

The California Environmental Quality Act (CEQA) states that any project which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064.5(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 places(s), The NAHC recommends that known traditional cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report (DEIR).

If an additional 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. We suggest that this be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native

B-1

2.0 RESPONSES TO COMMENTS

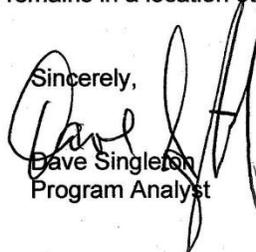
American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure pursuant to California Government Code Section 6254.10.

A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources. 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, pursuant to California Health & Safety Code Section 7050.5 and California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. Also, California Public Resources Code Section 21083.2 require documentation and analysis of archaeological items that meet the standard in Section 15064.5 (a)(b)(f). 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 §5097.98 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.

B-1

Sincerely,



Dave Singleton
Program Analyst

CC: State Clearinghouse

Attachment: Native American Contacts list

**Native American Contacts
San Luis Obispo County
September 17, 2013**

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks, CA 91362
folkes9@msn.com
805 492-7255
(805) 558-1154 - cell
folkes9@msn.com

Chumash
Tataviam
Ferrandeño

Judith Bomar Grindstaff
63161 Argyle Road
King City, CA 93930
(831) 385-3759-home

Salinan

Santa Ynez Band of Mission Indians
Vincent Armenta, Chairperson
P.O. Box 517
Santa Ynez, CA 93460
varmenta@santaynezchumash.
(805) 688-7997
(805) 686-9578 Fax

Chumash

San Luis Obispo County Chumash Council
Chief Mark Steven Vigil
1030 Ritchie Road
Grover Beach CA 93433
(805) 481-2461
(805) 474-4729 - Fax

Chumash

Barbareno/Ventureno Band of Mission Indians
Julie Lynn Tumamait-Stennsle, Chair
365 North Poli Ave
Ojai, CA 93023
jtumamait@sbcglobal.net
(805) 646-6214

Chumash

Peggy Odom
1339 24th Street
Oceano, 93445
(805) 489-5390

Chumash

Lei Lynn Odom
1339 24th Street
Oceano, CA 93445
(805) 489-5390

Chumash

Salinan Tribe of Monterey, San Luis Obispo Counties
John W. Burch, Traditional Chairperson
14650 Morro Road
Atascadero, CA 93422
salinatribe@aol.com
805-460-9202
805 235-2730 Cell
805-460-9204

Salinan
Chumash

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

his list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SSCH#2010031121; CEQA Notice of Completion; draft Environmental Impact Report (DEIR); for the Bob Jones Pathway Project; located in the Avila Beach area; San Luis Obispo County, California.

2.0 RESPONSES TO COMMENTS

Native American Contacts San Luis Obispo County September 17, 2013

Santa Ynez Tribal Elders Council
Adelina Alva-Padilla, Chair Woman
P.O. Box 365 Chumash
Santa Ynez , CA 93460
elders@santaynezchumash.org
(805) 688-8446
(805) 693-1768 FAX

Salinan Nation Cultural Preservation Association
Robert Duckworth, Environmental Coordinator
4777 Driver Rd. Salinan
Valley Springs CA 95252
dirobduck@thegrid.net
831-578-1852

Randy Guzman - Folkes
6471 Cornell Circle Chumash
Moorpark , CA 93021 Fernandeno
ndnRandy@yahoo.com Tataviam
(805) 905-1675 - cell Shoshone Paiute
Yaqui

Coastal Band of the Chumash Nation
Michael Cordero, Chairperson
P.O. Box 4464 Chumash
Santa Barbara CA 93140
CbcnTRIBALCHAIR@gmail.com

Xolon Salinan Tribe
Johnny R Eddy Jr, Chairperson
3179 Garrity Way #734 Salinan
Richmond , CA 94806
831-210-9771

yak tityu tityu - Northern Chumash Tribe
Mona Olivas Tucker, Chairwoman
660 Camino Del Rey Chumash
Arroyo Grande CA 93420
(805) 489-1052 Home
(805) 748-2121 Cell
olivas.mona@gmail.com

Salinan Nation Cultural Preservation Association
Doug Alger, Cultural Resources Coordinator
PO Box 56 Salinan
Lockwood , CA 93932
fabdq2000@earthlink.net

Matthew Darian Goldman
495 Mentone Chumash
Grover Beach CA 93433
805-748-6913

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**Native American Contacts
San Luis Obispo County
September 17, 2013**

Santa Ynez Band of Mission Indians
Tribal Admin/Counsel Sam Cohen
P.O. Box 517 Chumash
Santa Ynez , CA 93460
Info@santaynezchumash.org
(805) 688-7997
(805) 686-9578 Fax

Frank Arredondo
PO Box 161 Chumash
Santa Barbara CA 93102
ksen_sku_mu@yahoo.com

Salinan Nation Cultural Preservation Association
Gregg Castro, Administrator
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glcastro@pacbell.net
(408) 219-2754

Santa Ynez Tribal Elders Council
Freddie Romero, Cultural Preservation Constnt
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Santa Ynez , CA 93460
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freddyromero1959@yahoo.com

Salinan-Chumash Nation
Xielolixii
3901 Q Street, Suite 31B Salinan
Bakersfield , CA 93301 Chumash
408-966-8807 - cell

Barbareno/Ventureno Band of Mission Indians
Kathleen Pappo
2762 Vista Mesa Drive Chumash
Rancho Pales Verdes CA 90275
310-831-5295

Northern Chumash Tribal Council
Fred Collins, Spokesperson
67 South Street Chumash
San Luis Obispo CA 93401
fcollins@northernchumash.org
(805) 801-0347 (Cell)

Barbareno/Ventureno Band of Mission Indians
Raudel Joe Banuelos, Jr.
331 Mira Flores Court Chumash
Camarillo , CA 93012
805-987-5314

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2.0 RESPONSES TO COMMENTS

Native American Contacts San Luis Obispo County September 17, 2013

Coastal Band of the Chumash Nation
Janet Darlene Garcia
P.O. Box 4464 Chumash
Santa Barbara CA 93140
805-689-9528

Coastal Band of the Chumash Nation
Crystal Baker
P.O. Box 723 Chumash
Atascadero , CA 93423
805-466-8406

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SSCH#2010031121; CEQA Notice of Completion; draft Environmental Impact Report (DEIR); for the Bob Jones Pathway Project; located in the Avila Beach area; San Luis Obispo County, California.

RESPONSE TO LETTER B – NATIVE AMERICAN HERITAGE COMMISSION (NAHC)

Response to Comment B-1

Commenter provides general information regarding the jurisdiction of the NAHC and summarizes its recommendations for complying with those CEQA provisions that apply to archaeological resources. Commenter provides a list of appropriate Native American contacts for consultation concerning the project site. Commenter further outlines the recommended mitigation plan for areas of known cultural sensitivity and for the accidental discovery of unknown archeological resources.

Commenter is referred to DEIR pages 2.4-1 through -16 for a discussion of the project's potential impacts to archeological resources. The DEIR acknowledges the potential for unknown archeological resources to be discovered during ground-disturbing activities. The DEIR provides mitigation measures consistent with the recommended mitigation plan outlined in this comment; these measures can be found in Section 2.4, Cultural Resources. The project would also comply with existing state regulations regarding the accidental discovery of human remains identified by the commenter. Because the project does not include a General Plan or Specific Plan amendment, no tribal consultation for the project is required under SB 18. Nonetheless, the project would be sensitive to archeological and historical resources.

Letter C

Pamela Lapham

Subject: FW: prohibition of pesticides (which includes herbicides) - Bob Jones Comment

From: Lynda Auchinachie/AgComm/COSLO
To: Ellen Carroll/Planning/COSLO@Wings
Cc: Ryan Hostetter/Planning/COSLO@Wings
Date: 10/18/2013 04:58 PM
Subject: prohibition of pesticides (which includes herbicides)

Hi Ellen,

There is a mitigation measure that keeps showing up in DEIRs that is aimed at regulating/prohibiting the use of herbicides (herbicides are considered a pesticide). I just noticed it again in the Bob Jones Pathway MM 2.3-1f.

As discussed before and identified by county counsel, such regulation/prohibition is in direct conflict with CA Food and Agriculture Code 11501.1(a) because the CA Department of Pesticide Regulation occupies the whole field of regulation regarding the use of pesticides/herbicides and this authority cannot be preempted through a local action. Prohibiting or regulating the use of herbicides through the County's land use process would be considered preemptive and unenforceable.

C-1

Could you please remind your staff because I may not always catch it in the bio sections. Let me know if you have questions.

Thanks,
Lynda

Ryan...do you want me to make a formal comment for bj or will you take care of this issue?

[Scanned @co.slo.ca.us]

RESPONSE TO LETTER C – SAN LUIS OBISPO COUNTY AGRICULTURE COMMISSIONER

Response to Comment C-1

Commenter states that California Food and Agriculture Code Section 11501.1(a) grants all authority on the regulation of pesticides and herbicides to the California Department of Pesticide Regulations and this authority cannot be preempted through a local action. Therefore, DEIR mitigation measure MM 2.3-1f, which prohibits the use of herbicides as the primary method to control invasive and exotic plants in the project area, would be preemptive and unenforceable.

The comment refers to mitigation measure MM 2.3-1f, which states that the use of herbicides is prohibited as the primary method to control invasive, exotic plants. To clarify, this measure is not intended to regulate the use of herbicides in areas of active agriculture. The measure, as presented on page 2.3-31 of the DEIR, is modified as follows:

- The use of herbicides is prohibited as the primary method to control invasive, exotic plants along the pathway, except in areas of managed agriculture, where use of pesticides (including herbicides) is regulated by the California Food and Agriculture Code.



P.O. Box 12206 • SLO, CA 93406 • (805) 544-9096 • FAX (805) 544-5122
VISIT US ONLINE AT: WWW.LCSLO.ORG

Letter D1

October 15, 2013

Ryan Hostetter
Project Manager
County Planning & Building Dept.
976 Osos St., Rm. 300
San Luis Obispo, CA 93408-2040

RE: Bob Jones Pathway Draft Environmental Impact Report

Dear Ms. Hostetter,

The Land Conservancy of San Luis Obispo County (The Land Conservancy) appreciates the opportunity to comment on the Bob Jones Pathway Environmental Impact Report (EIR). The Land Conservancy has been involved in the creation of the Bob Jones Pathway from the beginning. Bob Jones was our Board President in the late 1980's and the Pathway is a great way to honor his legacy of protecting San Luis Obispo Creek for the benefit of us all.

The Land Conservancy continues to direct significant resources towards supporting the project, including owning and managing large segments of the future Pathway and partnering to create the Octagon Barn Center staging area. We look forward to the day when families can start at the Octagon Barn and walk or bike their way to the ocean at Avila Beach, experiencing the vibrancy of family farms and the wonders of San Luis Obispo Creek along the way.

After careful review of the document by our Board of Trustees, Staff, and Committees, we would like to offer the following comments:

1. The EIR is a thorough and accurate document overall. We did not see any significant omissions or incorrect statements that warrant further delay of the process, and we feel that the proposed project was well-studied. **Therefore, we recommend certification of the EIR and advancement of the Bob Jones Pathway project.**
2. **We strongly recommend that Alternative 3 be designated as the preferred route for the Pathway.** We recognize that this could negatively impact the agriculture land on the east side of South Higuera Street. While we strive to promote and support agriculture, we feel that reducing the number of crossings on Higuera in that segment will be much safer for families with small children and all other Pathway users. Alternative 3 will also reduce impacts to the San Luis Obispo Creek riparian corridor. We agree that Alternative 3 is the environmentally superior alternative as stated on Page 3.0-22.
3. Related to Item 2, we feel that a stoplight or other type of traffic control should be included at the intersection of the Pathway and South Higuera St. at the Octagon Barn Center to slow

D1-1

D1-2

D1-3

traffic and **provide a safe interim crossing for Pathway users prior to completion of the Buckley Road extension** (unless the extension and Pathway are built simultaneously.)

D1-3

4. The Land Conservancy has the following comments and questions related to technical aspects of the EIR:

a. On Page 2.3-5, 2.3-29, and elsewhere throughout the document, it is stated that there are no documented occurrences of California red-legged frog in the riparian areas of the subject stretches of San Luis Obispo Creek. The Land Conservancy has performed surveys conducted by qualified biologists and has confirmed the presence of adult individuals in the riparian area of San Luis Obispo Creek at the downstream end of the BSA. **We recommend that the EIR be amended to reference the confirmed presence of California red-legged frog.**

D1-4

b. On page 2.3-12 the document refers to juvenile steelhead being observed in the BSA. The Land Conservancy, the California Conservation Corps, and the CA Department of Fish and Wildlife have observed adult steelhead on numerous occasions throughout the BSA in San Luis Obispo Creek. Some of these have been documented in formal snorkel and/or electro fishing surveys. **We recommend that the EIR be amended to reference the confirmed presence of adult steelhead in addition to juvenile individuals. We also recommend that the applicable mitigation measures be implemented to the maximum extent practicable to reduce negative impacts to steelhead along Lower San Luis Obispo Creek.**

D1-5

c. On Sheet 3 of Appendix A.3, and as described on Page 1.0-21, Number 1, the document identifies a staging area at the Filipponi Ecological Preserve. The Filipponi Ecological Preserve has been used as a mitigation site for various projects. **We recommend that the County confirm the boundaries of projects that were completed several years ago on the Preserve.** The staging area should be constructed to avoid impact to those projects.

D1-6

d. The project will likely disturb intact riparian areas that The Land Conservancy has worked hard to protect and restore. We ask that the following measures be integrated into the EIR and future planning documents that are contemplated in the EIR.

i. The *Arundo donax* (giant reed) described on page 2.3-8 and elsewhere in the document has been removed since the surveys were conducted by SWCA in 2006. **We request that if *Arundo donax* sprouts or new stands are found during or following construction that The Land Conservancy is notified of the location and the contractor properly removes the plant if it is within the project area.** This should specifically be integrated into mitigation measures MM 2.31a and MM 2.3-4b and the future Habitat Mitigation and Monitoring Plan since disturbance may increase the risk of *Arundo* re-growth, germination and/or infestation.

D1-7

ii. The crossing over San Luis Obispo Creek at San Luis Bay Drive will impact a section of the riparian area that has been restored with grant funds by our

D1-8

organization. As currently shown in the simulations in Figure 2.1-3b, the crossing appears to impact more area than is necessary in the riparian zone. **We recommend that the bridge alignment be designed in a way that reduces the proposed footprint within the riparian zone.**

D1-8

- e. We recognize that the proposed route along Monte Road and our Lower San Luis Obispo Creek Floodplain Preserve will remove a small amount of farmland from production, and this is studied in the EIR. We have concerns that the current alignment in Segments 3 and 4 will also have negative impacts on the agricultural operations of the farmers that lease our property. **We feel that mitigation measures MM 2.2-3a through MM 2.2-3c should be implemented to the maximum extent practicable, and that the farmers and landowners be directly involved in the development of the Farmland Conflict Reduction Plan.** We encourage the County to consider design elements and alignment modifications that minimize impacts to equipment ingress and egress, and that the Pathway allow for operations to continue unimpeded.

D1-9

- 5. We recommend that the County continue conversations with Caltrans and other agencies regarding Alternative 4 and that an undercrossing as part of a possible Caltrans-implemented retrofit to the Highway 101 bridge remain as a viable alternative. That said please do not delay the project indefinitely on the chance that Caltrans may retrofit the bridge in the future. We do have concerns related to the increased maintenance costs and the impacts to wildlife habitat, geology and soils, and hydrology associated with an undercrossing constructed in the floodway of San Luis Obispo Creek. We also have concerns about the visual impact of the proposed overcrossing. **We feel that the EIR accurately portrays the overpass/undercrossing alternatives and their relative impacts.**

D1-10

Our organization is committed to connecting the people of our community to the land that sustains us. We are also committed to caring for San Luis Obispo Creek and the local farmers that support our economy and way of life. In general, we believe that the EIR adequately addresses the potential impacts of this project and balances the needs of all stakeholders through its mitigation measures. **On behalf of The Land Conservancy Board of Trustees, I encourage the San Luis Obispo County Board of Supervisors to certify the EIR and move forward to the next stage of this project.** Thank you for your consideration. Feel free to contact me for additional information or documentation.

Sincerely,



Kaila Dettman
Executive Director

RESPONSE TO LETTER D1 – THE LAND CONSERVANCY OF SAN LUIS OBISPO COUNTY

Response to Comment D1-1

Commenter states that the DEIR adequately analyzes the proposed project and recommends its certification and advancement of the project.

Comment noted.

Response to Comment D1-2

Commenter supports the DEIR finding that Alternative 3 is the environmentally superior alternative and recommends that the County designate Alternative 3 as the preferred route for the proposed pathway. Commenter acknowledges that Alternative 3 would impact agricultural land east of South Higuera Street but would provide safer conditions for those utilizing the pathway and would reduce impacts to the San Luis Obispo Creek riparian corridor.

Comment noted. No change is needed.

Response to Comment D1-3

Commenter suggests that a stoplight or other type of traffic control be installed where the proposed pathway would intersect South Higuera Street at the Octagon Barn Center to slow traffic and ensure public safety until the Buckley Road extension is completed.

Comment noted. Please see Master Response 1 for a description of Alternative 6, which eliminates the need for crossings at South Higuera Street. The project was designed to meet all safety standards as discussed on pages 2.6-10 through -15 of the DEIR. The County acknowledges that the City's portion of the pathway may connect to the Octagon Barn Center via a crossing of South Higuera Street. This crossing is not part of the County project. The crossing is the responsibility of the City of San Luis Obispo and the County will work with the City of San Luis Obispo Public Works Department to ensure that any at-grade crossing is appropriately located and designed to safety standards.

Response to Comment D1-4

Commenter states that surveys for California red-legged frog conducted by the Land Conservancy have confirmed the presence of adult individuals of the species in the riparian area of San Luis Obispo Creek at the downstream end of the BSA. Commenter requests that the DEIR be revised to reference the confirmed presence of this species.

As part of the updated RDEIR, a new Biological Resources Assessment (BRA) was compiled and updated to include California red-legged frog and potential project impacts on the species and its habitat. Please see page 14 of Appendix B of the RDEIR. Further, mitigation measures proposed in the DEIR and the revised BRA assume the species' presence and would apply to the project.

Response to Comment D1-5

Commenter states that adult steelhead have been observed within the BSA by multiple parties and requests that the DEIR be revised to reference the confirmed presence of adults of this species.

2.0 RESPONSES TO COMMENTS

As part of the updated RDEIR, a new Biological Resources Assessment (BRA) was compiled. Similar to the DEIR, it acknowledges the presence of steelhead in the project area. The BRA also notes that steelhead were observed at the Alternative 6 proposed bridge location. The BRA and the DEIR mitigation measures would serve to protect both juvenile and adult steelhead populations and habitat in the project area. As such, no change is needed.

Response to Comment D1-6

Commenter states that the Filipponi Ecological Preserve, which is identified as a staging area for the proposed project, has been used as a mitigation site for various other projects. Commenter recommends that the boundaries of those projects be confirmed and that the staging area be constructed to avoid impacts to those projects.

The DEIR project description and plans identify a temporary construction staging area adjacent to the proposed pathway and South Higuera Street, located on City of San Luis Obispo land within the Filipponi Reserve. The same area is identified as a temporary construction easement. The revised BRA includes the temporary construction easement in the study area, and all mitigation measures would apply to that area. The temporary construction area would be returned to its original condition, thus minimizing potential impacts to the area. No change is needed.

Response to Comment D1-7

*Commenter states that the proposed project is likely to disturb riparian areas that have been restored by the Land Conservancy and requests that should giant reed (*Arundo donax*) be discovered during or following construction, it be removed and the Land Conservancy be notified.*

The potential for the proposed project to introduce invasive and/or exotic species within the project area is discussed in Impact 2.3-6 on page 2.3-40 of the DEIR, and it includes vegetation management and invasive species mitigation measures. As such, the revised BRA includes Mitigation Measures Bio-10, Bio-19, Bio-21, Bio-37, and Bio-38.

Additionally, the following text has been added to mitigation measure MM 2.3-4b (DEIR pages S-46 and 2.3-37) as follows:

MM 2.3-4b During construction, the biological monitor(s) will ensure that the spread or introduction of invasive exotic plant species will be avoided to the maximum extent possible. When practicable, invasive exotic plants on the project site (such as *Arundo donax*) will be removed and properly disposed.

Response to Comment D1-8

Commenter states that the proposed project will disturb a riparian area adjacent to the proposed crossing over San Luis Obispo Creek at San Luis Bay Drive, which has been restored by the Land Conservancy. Commenter requests that the bridge alignment be designed to reduce its footprint within the riparian zone.

See Master Response 1. The bridge crossing in question would not be required under preferred Alternative 6.

Response to Comment D1-9

Commenter states that the proposed pathway route would remove a small area of farmland from production and could have negative impacts on agricultural operations. Commenter supports implementation of mitigation measures MM 2.2-3a through MM 2.2-3c to the maximum extent practicable. Commenter recommends that farmers and landowners be directly involved in the development of the Farmland Conflict Reduction Plan and that the County consider design and alignment modifications to minimize impacts to farm operations.

See Master Response 1. Alternative 6 eliminates major impacts to agricultural operations. No change is needed.

Response to Comment D1-10

Commenter recommends that the County continue to pursue an undercrossing of Highway 101 in conjunction with a Caltrans retrofit of the bridge (Alternative 4) but not delay the project indefinitely. Commenter states that the EIR accurately portrays the overpass/undercrossing alternatives and related impacts.

See Master Response 1. Alternative 6 provides a viable option to cross under Highway 101. No change is needed.

Letter D2



Draft EIR Comment Form
Proposed Bob Jones Bike Path San Luis Obispo to
Ontario Road Project

Date: 8/28/13
Name*: B.K. Richard
Affiliation (if any)*: Land Conservancy
Address*: 130 Anacapa
City, State, Zip Code*: SLO. CA. 93105
Telephone Number*: 805.801.7578
Email*: bk@bishoppeakgroup.net

Comment: It's not clear whether the alternatives have been completely covered by the EIR studies. I.e. if an alternative is selected, would additional studies be triggered before the process can conclude with certification?

D2-1

I think it would be an interesting challenge to local civil engineers (Cal Poly, professionals) to come up with a creative proposal(s) about putting the path under 101. Is there a concept which didn't impact abutments? A "floating" concept? A structure suspended under the bridge? A bridge suspended from pilons which are outside the impact zone of the 101 bridge completely?

D2-2

*Please print. Your name, address, and comments become public information and may be released to interested parties if requested.
The parking lot at Ontario is busy. Is there

D2-3

Please either deposit this sheet at the sign-in table before you leave today, or fold, stamp, and mail. Insert additional sheets if needed. Comments must be received by October 21, 2013. Comments may also be faxed to (805) 788-2413 or emailed to rhostetter@co.slo.ca.us.

An estimate for the use of this lot & the lot at the Barn?
Is the currently proposed plan adequate?

RESPONSE TO LETTER D2 – LAND CONSERVANCY

Response to Comment D2-1

Commenter asks if the project alternatives have been fully evaluated in the DEIR or, should an alternative be selected, whether further analysis would be required prior to certification.

Please see Master Response 1. The RDEIR provided an additional alternative with all supporting studies. In accordance with CEQA Guidelines Section 15126.6(d), the DEIR provides “sufficient information about each project alternative to allow meaningful evaluation, analysis, and comparison with the proposed project”; however, the significant effects of the alternatives are discussed in less detail than those of the project as proposed. As stated on DEIR page 1.0-2, should any phase or segment of the pathway be changed or modified from the existing project description, subsequent supplemental environmental review may be required and may tier from the DEIR.

Response to Comment D2-2

Commenter asks if the County has considered alternative designs for an underpass of Highway 101 that would not impact abutments such as a suspended structure under the bridge.

Please see Master Response 1.

Response to Comment D2-3

Commenter states that the parking lot at the Ontario staging area is heavily used. Commenter asks if estimates of the anticipated demand for parking at this lot and the lot at the Octagon Barn have been made and if the proposed parking plan will be adequate to meet the demand.

The provision of inadequate parking in and of itself is not considered an environmental impact under CEQA, as such parking capacity is not required to be studied under CEQA. As discussed on DEIR pages 1.0-22 through -27, several voluntary mitigation measures have been incorporated into the proposed project, including a measure requiring the provision of adequate parking at proposed facilities, such that surrounding area streets are not adversely impacted. The project proposes improved and expanded parking, primarily located at the Octagon Barn and the Ontario Road staging area, with lesser (trailhead) parking located at specified locations along the route in order to meet the anticipated parking demand from pathway users.

2.0 RESPONSES TO COMMENTS



October 16, 2013
Ryan Hostetter, Project Manager
County Planning & Building Dept.
976 Osos St., Rm. 300
San Luis Obispo, CA 93408-2040

Letter E

CONNECTING COMMUNITIES
ARROYO GRANDE | ATASCADERO | GROVER BEACH
MORRO BAY | PASO ROBLES | PISMO BEACH
SAN LUIS OBISPO | SAN LUIS OBISPO COUNTY

RE: Bob Jones Pathway (San Luis Obispo to Ontario Road) -- Draft Environmental Impact Report (DEIR)

Dear Ms. Hostetter,

Thank you for the opportunity to review the Bob Jones DEIR. San Luis Obispo Council of Governments (SLOCOG) is the Regional Transportation Planning Agency and Metropolitan Planning Organization for the county. We have been very supportive of the project from the outset. Currently SLOCOG has programmed \$800,000 in federal transportation funds for construction of the Northern Segment from the Octagon Barn to Clover Ridge Road. The subsequent phases of the project are also included in our 2010 Regional Transportation Plan-Preliminary Sustainable Communities Strategy (RTP-PSCS) as long term projects.

While we are very supportive of the project, we have grave concerns about the timing of the environmental review and the potential loss of funding committed to construction. We understand the County may need more time to do additional studies to address concerns raised by the community and agencies with regard to the overcrossing or undercrossing of US 101. We are very concerned that any additional delay in the EIR will jeopardize the construction funding on the northern segment. We suggest the county consider the following strategy to minimize risk of losing the federal construction funding, complete the EIR, and build a useable trail segment:

E-1

1. Certify the EIR with Alternative 3 which would keep the project on the east side of South Higuera. This alternative addresses safety concerns raised by the presence of mid-block crossings.
2. Certify the EIR with Alternative 5 – Interim Improvements for the segment south of San Luis Bay Drive.
3. Complete the NEPA with these alternatives and move forward with next steps, including design, for Northern segment construction.
4. Work through SLOCOG to seek funding for additional studies to determine the best alternative for the southern segment.

E-2

E-3

E-4

There are phases of the project that will be useful to and enjoyed by the public in advance of the full 4.4 miles being constructed. The SLOCOG funds on the first phase have lapsed before and are in danger of lapsing again.

The Bob Jones Pathway will be enjoyed by many visitors and residents. This project has been important to many members of our community for a very long time and we are anxious to see the DEIR be certified in a timely manner. We urge the County to keep moving forward to ensure the timely use of SLOCOG funds for construction of this important trail.

Sincerely,

Ronald L De Carli

1114 Marsh Street San Luis Obispo, CA 93401 | t (805) 781-4219 f (805) 781-5703 | slocog@slocog.org SLOCOG.ORG

RESPONSE TO LETTER E – SAN LUIS OBISPO COUNCIL OF GOVERNMENTS (SLOCOG)

Response to Comment E-1

Commenter expresses support of the proposed project as well as concern about the potential to lose committed construction funding due to delays in the preparation of the EIR.

Comment noted.

Response to Comment E-2

Commenter provides suggested actions to minimize the risk of losing federal construction funding and to complete the project. Specifically, commenter suggests that the County select project Alternative 3 because it addresses safety concerns by eliminating the mid-block crossings of South Higuera Street.

Comment noted. Commenter is referred to Master Response 1.

Response to Comment E-3

Commenter suggests completing the NEPA review for the project.

Comment noted. The County is completing the NEPA review for the proposal, which is a separate process from CEQA.

Response to Comment E-4

Commenter suggests that the County continue to work through SLOCOG to seek funding.

Comment noted.

Letter 1

<p>AVILA VALLEY ADVISORY COUNCIL P.O. Box 65 Avila Beach CA 93424 www.avilavalley.org</p>	<p style="text-align: center;">AVAC</p> <p style="text-align: center;"><u>Our Mission Statement</u></p> <p>The Avila Valley Advisory Council's (AVAC) Mission is to represent the interests of valley residents and enterprises, to monitor and guide development and to promote the general welfare of the community. To these ends, AVAC works to assure that essential public services keep pace with change and promotes the conservation of the natural beauty and resources in the Avila Area.</p>
<p>Chair Jim Hartig Vice Chair Sherri Danoff Secretary Anne Brown Treasurer Julie Hartzell</p> <p><u>Members of Council</u></p> <p><u>Avila Beach:</u> Anne Brown Lynn Helenius Lisa Newton John Salisbury(alt)</p> <p><u>Avila Valley:</u> Julie Hartzell MaryEl Hansen Jan Taylor (alt)</p> <p><u>San Luis Bay Estates:</u> Sherri Danoff Saul Goldberg Jim Hartig Bob Pusanik Ken Thompson Lynn Walter Karla Bittner (alt) William Ziegler(alt)</p> <p><u>See Canyon:</u> Denise Allen Bill Tickell Karen Wickler (alt)</p> <p><u>Squire Canyon:</u> Open (2)</p>	<p>DATE: October 15, 2013 TO: Ryan Hostetter, Project Manager FROM: Avila Valley Advisory Council SUBJECT: COMMENTS ON DRAFT EIR, BOB JONES PATHWAY</p> <p>1. <u>Page 1.0-19, Segment 4: San Luis Bay Drive Crossing</u> The Project Description does not incorporate reference to the bridge design depicted in view shed simulations. The depicted steel truss bridge design is one of three designs shown on Sheet 6 of Appendix A, titled Conceptual Highway 101 Overcrossing Options. AVAC thinks the EIR should explicitly identify the depicted bridge design as the project bridge or clarify that it is a possible bridge design. 1-1</p> <p>2. <u>Page 2.1-7, Table 2.1-2 & Page 2.1-18, Table 2.1-3</u> Pertaining to the Highway 101 bridge overcrossing, view sheds from Monte Road and Ontario Road should probably be considered in the visual quality evaluations. 1-2</p> <p>3. <u>Page 2.1-36, MM 2.1-2b</u> Mitigation for visual aesthetic impact of the new San Luis Bay Bridge assigns responsibility for design to County General Services. Mitigation should include opportunity for AVAC review and input before the design is finalized. 1-3</p> <p>4. <u>Page 2.1-36, MM 2.1c</u> Landscape mitigation is a plan to be prepared by County General Services for approval by Planning's Environmental Coordinator. Retaining wall designs for the new San Luis Bay Bridge ramps are not addressed. AVAC should be provided opportunity for review and input to the proposed ramp wall and fencing designs before finalized. 1-4</p> <p>5. <u>Page 2.1-37, MM 2.1-3a</u> The preceding paragraph mentions that a billboard on Land Conservancy property is a candidate for removal- if the Conservancy is compensated for lost leasing revenue. However, there is no mention that compensation for lost leasing revenue will occur, or how. Without such information it cannot be assumed that removal of a billboard will be carried out. Therefore it seems to be improper to identify billboard removal as a mitigation. 1-5</p> <p>At the August 28 public meeting on the EIR the consultant mentioned that no particular billboard has been identified for removal. This should be clarified in the EIR. Too, the EIR should clarify that this mitigation is uncertain since billboards are privately owned.</p> <p>6. <u>Pages 2.6.2 & 2.6-17, Transportation and Circulation, Existing Setting and Cumulative Impacts</u> The EIR should address that parking at the Ontario Road staging area often overflows onto both sides of the street for a considerable distance, creating potential hazards to BJ Pathway users when loading and unloading equipment. The proposed project would add Pathway users and exacerbate existing conditions. 1-6</p> <p>7. <u>Pages 3.0-16 & 3.0-17, Comparative Analysis of Alternative 4</u> There is approximately 9-10 foot clearance from soil to bottom of the existing Highway 101 1-7</p>

bridge within which the proposed trail width of 10 feet with a 2 foot base material apron on each side could be positioned and have 7.5-8 feet of clearance on each side, including aprons. The EIR should document why this alternative route is treated differently from other BJ Pathway segments in the floodway with similar habitat, geology-soils and hydrology-water quality impacts.

1-7

8. Page 3.0-18, Summary for Alternative 4

Quantification is necessary to support conclusions that the undercrossing Alternative would result in greater maintenance costs than a bridge overcrossing and result in more seasonal closures than would otherwise occur on project and existing segments of the BP pathway.

1-8

9. Page 3.0-19, Summary for Alternative 4

The discussion about including a pathway undercrossing if there are future improvements to the existing Highway 101 bridge over the creek should mention that no bridge improvements are under consideration by Caltrans. The EIR consultant clarified this point at the August 28 public meeting.

1-9

10. Section 2.0, Impact Analysis & Appendix T6, Hydrology

While Hydrology and Water Quality subsections which appear under Alternatives contain conclusionary statements, the EIR contains no Impact section for analysis of hydrology impacts. Also, the appendicized 2009 Hydrology study does not evaluate the Alternative 4 highway undercrossing. These deficiencies should be remedied. Included should be analysis of expected pathway flooding with the proposed Highway 101 bridge compared with the Alternative 4 highway undercrossing.

1-10

Considering that the proposed pathway extension is routed within a floodplain, as is the existing pathway, it is necessary to evaluate whether flooding will impact public use of the pathway differently with either the bridge overcrossing or an undercrossing. Knowing whether the pathway will be used more days with the overcrossing than an undercrossing is essential information. It is also essential to know the difference in maintenance requirements for the proposed bridge versus an undercrossing. The T6 Hydrologic Study does not support the conclusion of the EIR in regards to the preferred route and undercrossing.


Jim Hartig, AVAC Chairperson

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER 1 – AVILA VALLEY ADVISORY COUNCIL (AVAC)

Response to Comment 1-1

Commenter states that the DEIR project description should identify the bridge design depicted in the visual simulations as either the proposed bridge design or one of three design options as shown in DEIR Appendix A.

See Master Response 1. The bridge described on page 1.0-19 of the DEIR is one of the smaller creek crossings, not the larger crossing structure over Highway 101. This bridge detail is shown on Sheet 4. The RDEIR provides an analysis of Alternative 6 (Farming Operations and Conflict Avoidance), which proposes an undercrossing of Highway 101, thereby eliminating the need for a new bridge. Alternative 6 has been identified as the environmentally superior alternative.

Response to Comment 1-2

Commenter states that viewsheds from Monte Road and Ontario Road should be considered in the evaluation of the proposed Highway 101 bridge overcrossing.

See Master Response 1 and Response to Comment 1-1.

Response to Comment 1-3

Commenter requests that mitigation measure MM 2.1-2b be revised to allow opportunity for AVAC to review and provide input on the design of the new San Luis Bay Drive Bridge.

Conceptual bridge design, including the design of the creek crossing at San Luis Bay Drive, is illustrated in DEIR Appendix A. The measure is intended to minimize the visual impact of the structure. The County of San Luis Obispo will take into consideration all comments received during the public review process. It should be noted that the bridge would not longer be necessary if Alternative 6 (see RDEIR) is approved. .

Response to Comment 1-4

Commenter requests that mitigation measure MM 2.1-2c be revised to allow opportunity for AVAC to review and provide input on the proposed bridge ramps, walls, and fencing designs.

Please see Response to Comment 1-3 above. At this time, the conceptual bridge plans at the San Luis Bay Drive crossing do not include retaining walls (see Appendix A). Further, the bridge would not be necessary if Alternative 6 (Master Response 1) is approved.

Response to Comment 1-5

Commenter states that the DEIR fails to discuss whether and how the Land Conservancy would be compensated for lost leasing revenue should a billboard be removed from its land as part of project mitigation.

Please see Master Response 1.

Response to Comment 1-6

Commenter states that the DEIR should describe that under existing conditions, parking at the Ontario Road staging area often overflows onto both sides of the street for a considerable distance, potentially creating a hazard and that the project would exacerbate these conditions.

Comment noted. With new parking facilities associated with the Octagon Barn trailhead, the existing Ontario Road staging area will no longer serve as the pathway's northern terminus. As such, the County anticipates user parking to shift to the Octagon Barn Center. The project also includes several "voluntary measures" that are incorporated into the project. As stated on page 1.0-27, facilities are required to provide adequate parking to limit impacts on surrounding streets.

Response to Comment 1-7

Commenter describes the existing conditions of the location of the Highway 101 undercrossing proposed under Alternative 4 and requests an explanation as to why the alternative route is treated differently from other pathway segments in the floodway.

See Master Response 1 and the RDEIR. The Alternatives section has been updated and replaced in its entirety in the RDEIR.

Response to Comment 1-8

Commenter states that the DEIR should provide evidence for the assertion that a highway undercrossing would result in greater maintenance costs than an overcrossing as well as more closures than other pathway segments.

As discussed on RDEIR page 3.0-38, the proposed undercrossing is located within the active floodplain of SLO Creek and will require closures during periods of creek high flow as well as additional maintenance work to clear the path of debris and sediment. However, as further discussed in this section of the RDEIR, operational and maintenance issues are not an environmental impact under CEQA. DEIR Appendix T6 and RDEIR Appendix C provide detailed hydraulic studies for the project, including the proposed undercrossing. Furthermore, commenter is referred to Master Response 1. The RDEIR identified Alternative 6 as the environmentally superior alternative, which includes the undercrossing of Highway 101 in Segment 5.

Response to Comment 1-9

Commenter states that the DEIR should identify that no Highway 101 bridge improvements are under consideration by Caltrans.

Comment noted. Please see Master Response 1. The RDEIR and Alternative 6 include an updated Alternatives section. The County has determined that the pathway project could proceed regardless of future Caltrans improvement plans for the existing bridge structure. The RDEIR (page 3.0-19) acknowledges that Caltrans is not currently planning any improvement at the subject bridge.

2.0 RESPONSES TO COMMENTS

Response to Comment 1-10

Commenter states that the DEIR does not contain an impact section for analysis of hydrology impacts and the appendicized hydraulic study does not evaluate the highway undercrossing proposed by Alternative 4. Commenter further states that DEIR Section 3.0, Alternatives, contains conclusory statements regarding hydrology and water quality.

See Master Response 1. An analysis of the project's potential impacts related to hydrology and water quality is provided on pages S-16 through S-17 of the DEIR. The hydraulic study prepared for the proposed project (see DEIR Technical Appendix T6) does not evaluate a bridge undercrossing, as an undercrossing was not proposed as part of the project. The RDEIR provides an updated hydraulic study addressing Alternative 6, which proposes an undercrossing in Segment 5. According to the hydraulic study (see RDEIR Appendix C), available channel hydraulic information for the proposed location of the undercrossing was reviewed and discussed with a Caltrans hydraulic engineer and it was determined that no new hydraulic analysis was considered to be necessary.

CEQA Guidelines Section 15126.6(d) states that the discussion of environmental effects of alternatives may be in less detail than the discussion of the impacts of the project as proposed. Furthermore, the commenter is referred to RDEIR pages 3.0-37 and -38, which provide a more detailed analysis of the potential impacts of a highway undercrossing related to hydrology and water quality based on a revised hydraulic study.

Letter 2

October 12, 2013

Ryan Hostetter, Project Manager
County Planning & Building Dept.
976 Osos St., Rm. 300
San Luis Obispo, CA 93408-2040

Subject: Bob Jones Pathway (San Luis Obispo to Ontario Road)
Comments on Draft EIR

Dear Ms. Hostetter,

We own the Avila Valley Barn business, and as part of our business we farm orchards along Monte Road, and a vegetable on the south side of San Luis Bay Drive near Monte Road.

We are supportive of a city-to-sea bike trail, but we feel strongly that the Draft Environmental Impact Report (DEIR) failed to identify many impacts to our agriculture operations that need to be addressed.

One way to address the impacts is to consider the Farm Friendly alternate route proposed by SLO Creek Farms. The Farm Friendly alignment resolves the agricultural impacts and we feel that the DEIR should consider it.

Our farming operations are closely linked with those on the SLO Creek Farms. We share common irrigation systems access roads, and public road frontage. The selected bike route affects both properties and operations in similar ways, and the attached documents review the DEIR along the entire Monte Road area as a whole. The land that we farm is owned by the Land Conservancy.

The DEIR proposed route has the following Impacts that were not identified or sufficiently addressed in the DEIR. These issues are also shown on the attached exhibits and annotated photo, which show additional detail to be considered.

Agricultural Entrances

1. Agricultural entrances to public roads were not identified. There are seven existing driveway entrances in the Monte Road area that the DEIR proposed bike lane would cross, and only one is shown (south of San Luis Bay Drive). The DEIR is deficient without addressing these accesses, and must specifically resolve operational conflicts and safety concerns.
2. Driveway entrances take room. Turning movements need to be considered, off street pull out areas need to be considered, fencing and gates need to be integrated into the solution. The room for the entrances needs to be shown, and this will result in additional lost agricultural land that must be considered as impacted area and mitigated.

2-1

3. As proposed – the bike lane must cross the agricultural entrances. The DEIR must consider the impacts to agricultural operation and public safety, identify the necessary configuration and develop associated mitigation measures. Operational issues include fencing, truck and agricultural vehicle movements, appropriate surfacing and surface maintenance. Each entrance will need to be treated as a road crossing with appropriate stop controls on the bike lane.

2-1

Isolated Agricultural Areas

1. The DEIR proposed bike lane isolates existing agriculture use areas from the primary farm fields. In order to continue utilizing the isolated area, new agricultural crossings need to be identified on the DEIR, and all the crossing conflicts addressed.
2. In some areas, the separation means that instead of one agricultural road, two will be needed, and this is added lost use of farm land that needs to be identified as an impact, and mitigated

2-2

Functionally Impacted Areas

1. The DEIR proposed bike lane eliminates several areas of functional importance to the farming operations. These include areas used for employee parking, vehicle turning, loading and unloading, equipment storage, and irrigation.
2. The DEIR needs to identify the loss of these areas and show how and where they will be replaced. The lost areas of functionality need to be included in the area of agricultural impact and mitigated.

2-3

Eliminated Agricultural Roads

1. In three locations, the proposed bike lane eliminates existing agricultural roads, by replacing them with bike lane. The DEIR needs to specifically identify this as an impact, how where the replacement agricultural road will be located in a way that the farm can function properly.
2. The three locations are:
 - a. Photo ID 4, North of Monte Road. The loss of this Agricultural road means that farm areas will be isolated, that the Baron Canyon Ranch emergency access will be eliminated, and the vehicle turnaround areas will be eliminated.
 - b. Photo ID 6, South end of DEIR proposed Class 3 bike route. The loss of this Agricultural Entrance and road means that access is lost to the existing agricultural bridge over San Luis Obispo Creek. This bridge is the only access from within Land Conservancy property from the Monte Road farm fields on the west side of the creek.
 - c. Photo ID 17 and 18, south of San Luis Bay Drive. The loss of this agricultural road affects several other properties that rely on it for access.
3. The DEIR needs to identify these lost agricultural roads as impacts, and propose physical solutions as mitigations in order to preserve the functional use of the property.

2-4

Fencing

1. Fencing around the farm fields must be tall deer resistant fencing. The DEIR needs to recognize this, clearly indicate where deer fencing will be located, and resolve issues created at the interface between the bike lane and the agricultural roads and entrances.

2-5

Offsite issues

The issues noted below are not on our property, but they relate to the impact of Monte Road section of the bike lane as a functional unit. These are included in more detail on the photo identification.

1. Additional agricultural entrance conflicts, and no replacement identified
2. The DEIR proposed route directly conflict with existing facilities.
3. The bike lane cross section is inaccurately drawn and the bike lane cannot fit as shown due to topography, conflicts, and engineering standards.
4. The DEIR proposed route unnecessarily includes a section of Class 3 Bike Route on Monte Road.

2-6

Farm Friendly Alignment (FFA)

The problems above all stem from the location of the DEIR proposed alignment – it is located along the Farm frontage. This farm frontage is a high-use area. It is where the site is accessed, employees park, trucks and tractors turn around, produce is packed and loaded, equipment stored, and public customers enter, park and gather. The DEIR is not acceptable unless it identifies the specific impacts to these farm functions and offers mitigation.

Attached to this letter is the Farm Friendly Alignment proposed by SLO Creek Farms for the bike lane which is largely absent of the issues described above. The Farm Friendly Alignment (FFA) has the following features:

1. The FFA follows the outside perimeter of the farm fields, on the far side of the public road access. Because of this, there are no agricultural crossings, and no isolated agricultural areas,
2. There are very few facility conflicts – resolved with irrigation and fence relocations.
3. The topography is generally flat, so the land is not taken up with fill slopes.
4. The FFA results in more of the bike lane being located along the creek.
5. The FFA replaces Class 3 bike route on Monte Road, with Class 1 bike lane along the creek.

2-7

The Farm Friendly Alignment clearly has less impacts to agriculture, and we believe it to be the environmentally superior alternative. The DEIR should to consider this alignment as a solution the problems noted in this letter, and we are in support of the bike lane in the FFA location.

Summary

We are supportive of the Bob Jones Bike Trail, and want to see it succeed for the community. We feel that is unnecessary for this success to come with all the impacts to our farming

2.0 RESPONSES TO COMMENTS

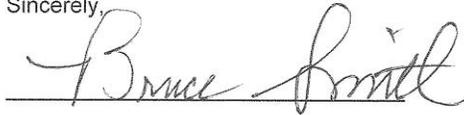
operations. We ask that the issues we identified all be resolved in the present alignment, or that the FFA alignment be implemented.

The following exhibits are attached as a part of this comment letter:

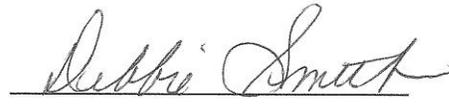
- Exhibit A: DEIR Alignment
- Exhibit B: Annotated photos of the DEIR Alignment
- Exhibit C: Farm Friendly Alignment
- Exhibit D: Farm Friendly Alignment shown on the project plans

Thank you for your consideration on this, and we look forward to our future communications.

Sincerely,



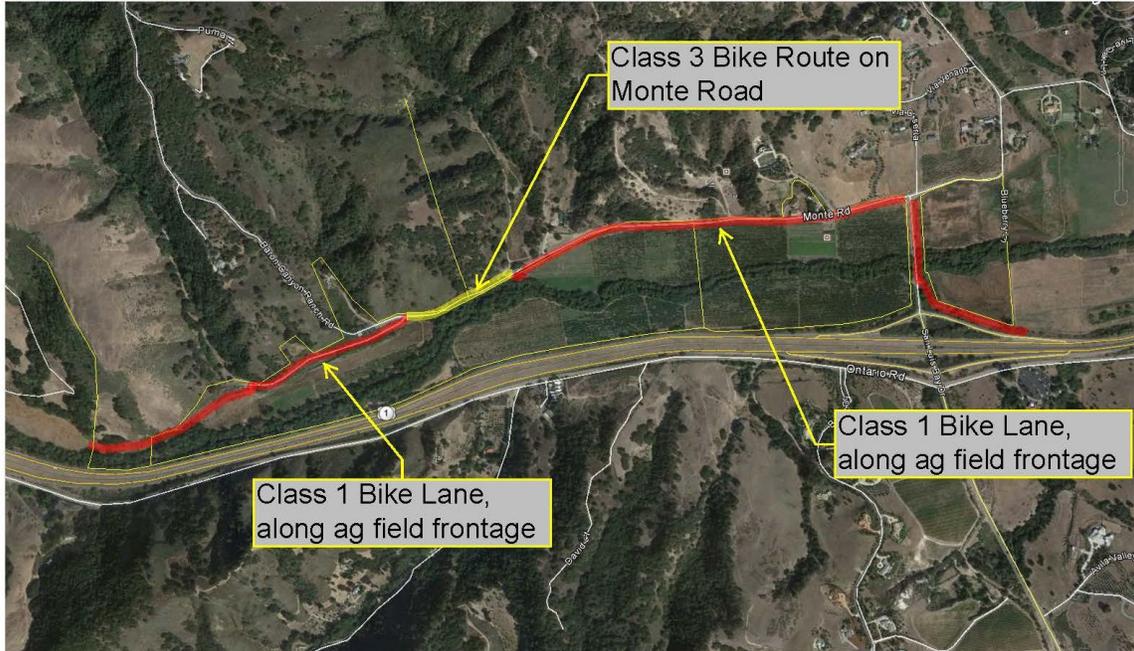
Bruce Smith (Owner Avila Valley Barn)



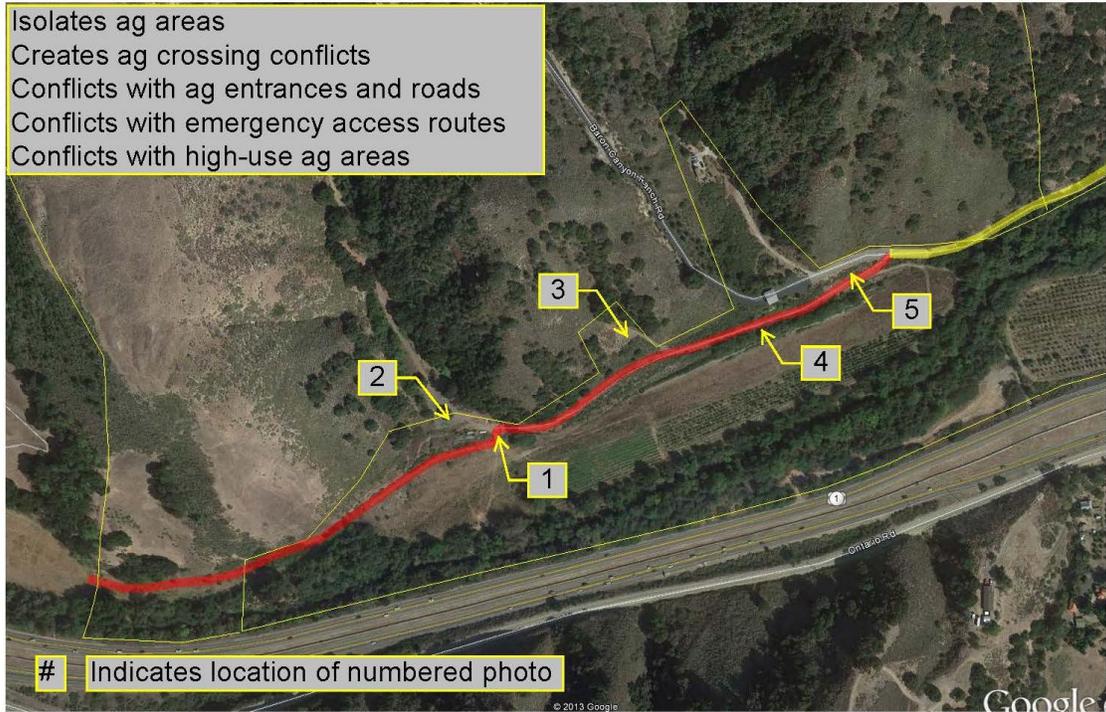
Debbie Smith (Owner Avila Valley Barn)

Exhibit A
DEIR Alignment

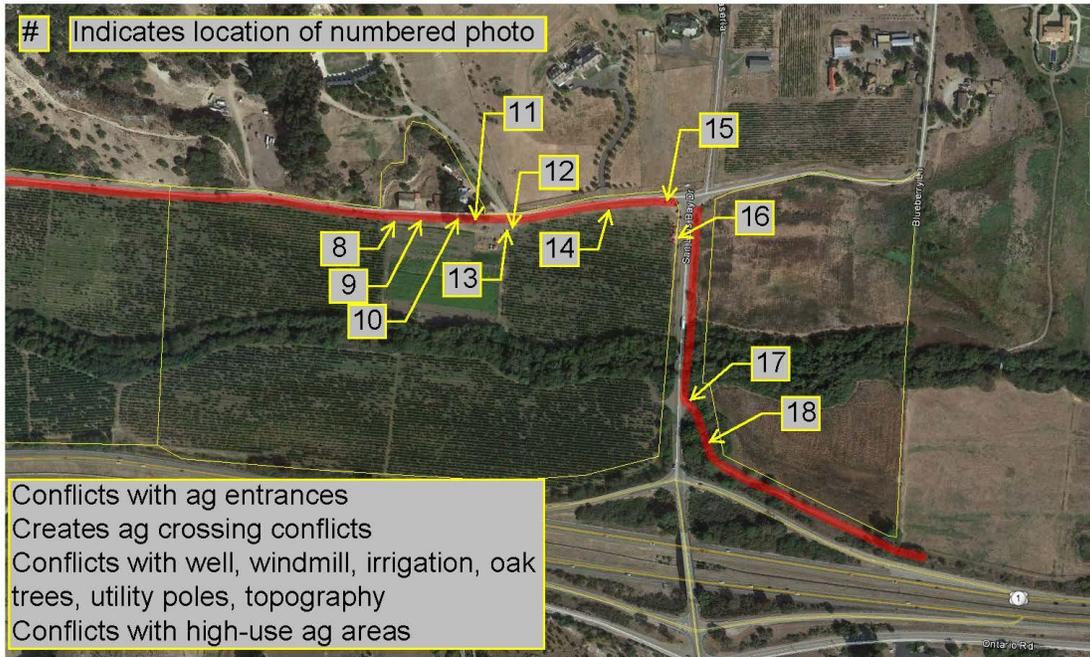
2.0 RESPONSES TO COMMENTS



**Bob Jones Trail - Monte Road Area
DEIR Proposed Alignment**



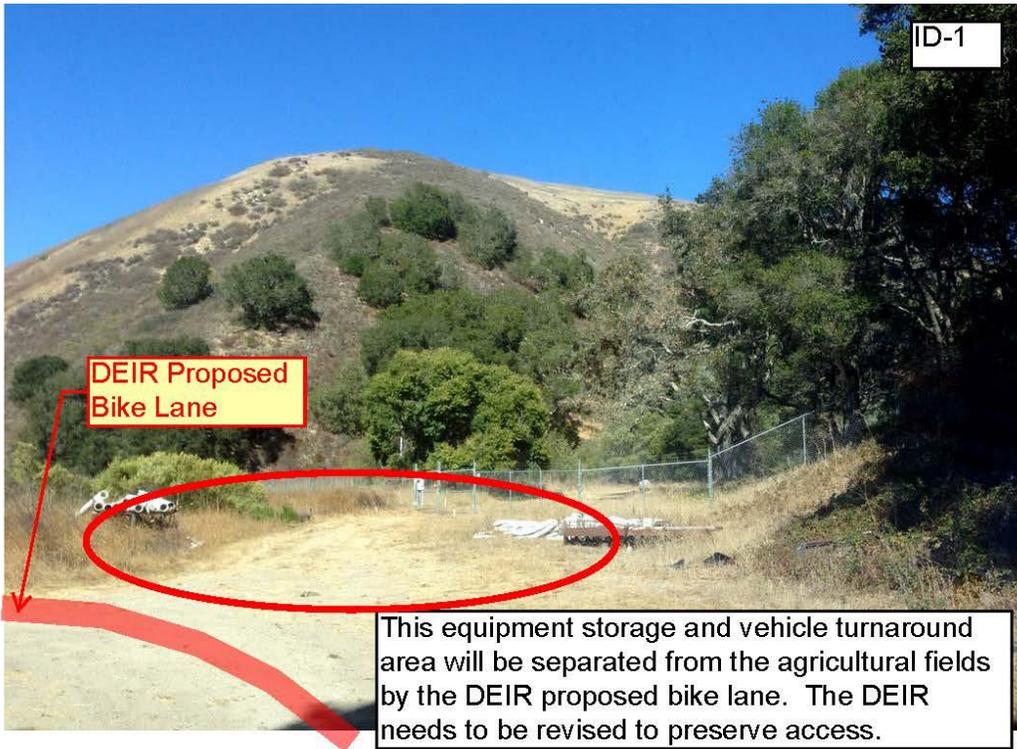
**Bob Jones Trail - Monte Road Area
DEIR Proposed Alignment**

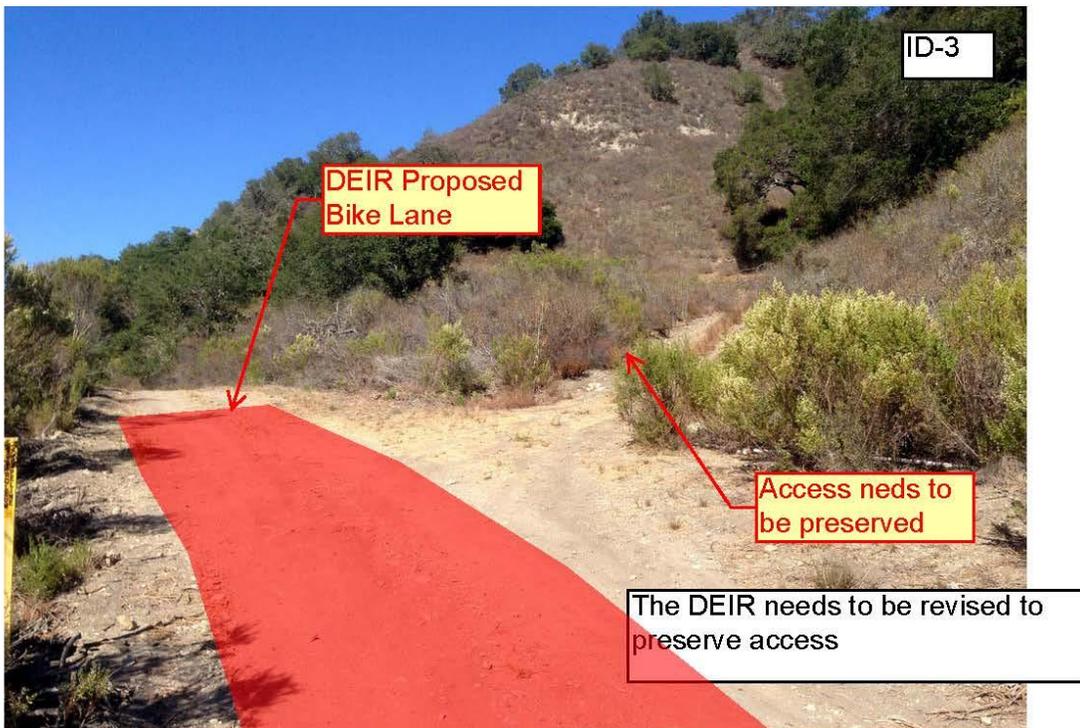


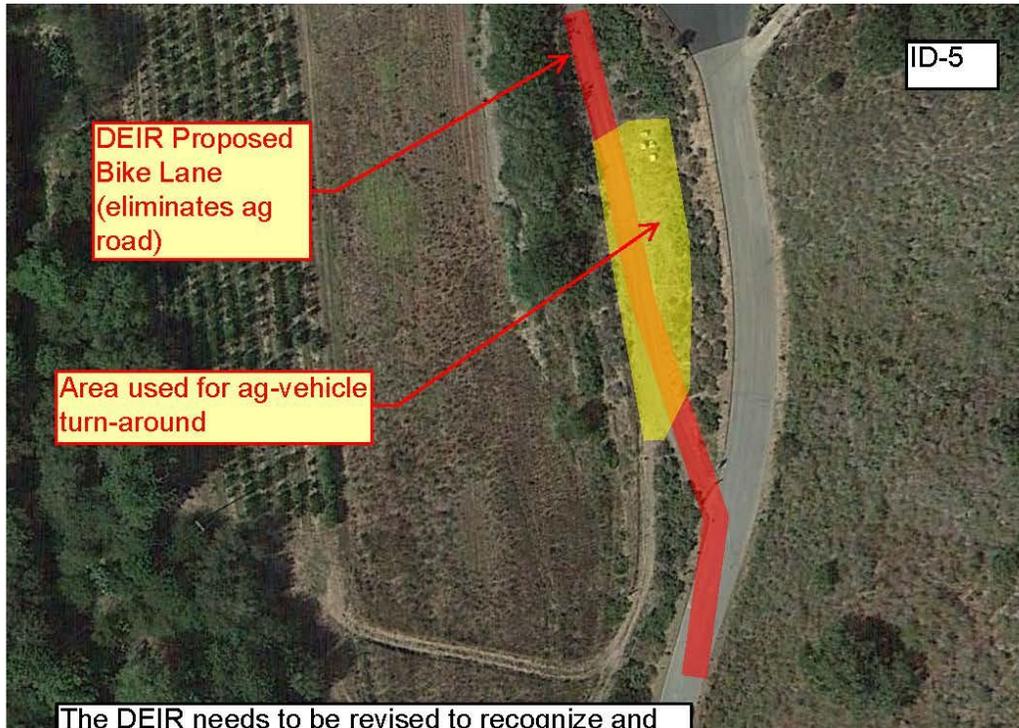
**Bob Jones Trail - Monte Road Area
DEIR Proposed Alignment**

Exhibit B

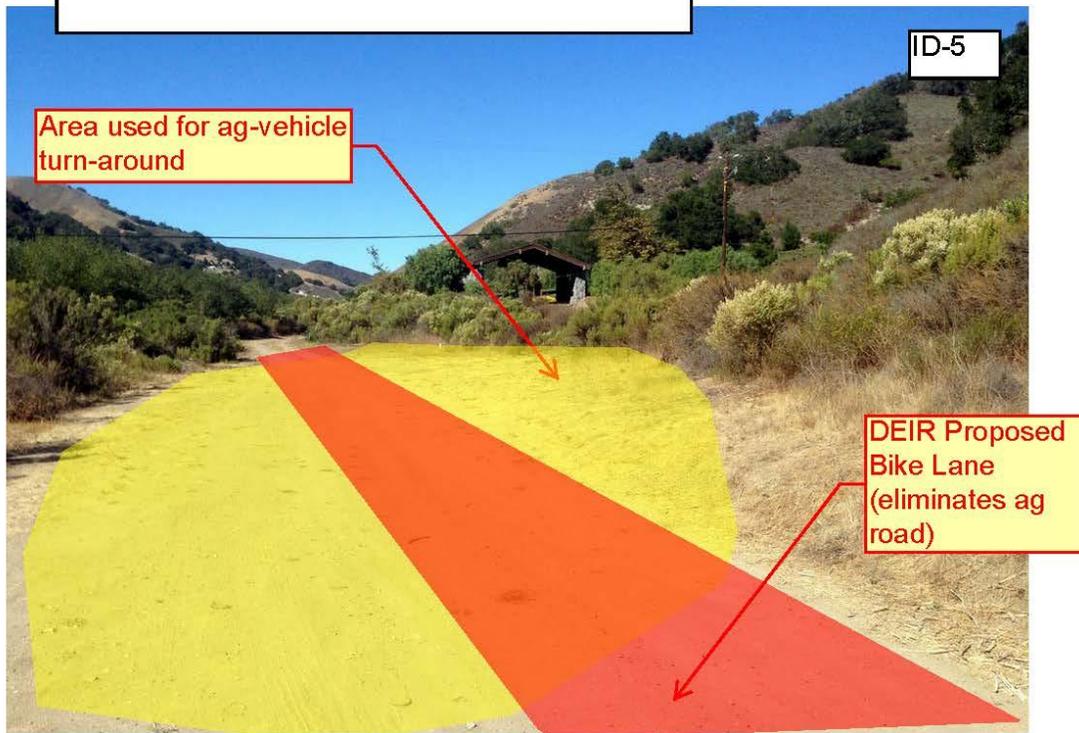
Annotated photos of the DEIR Alignment

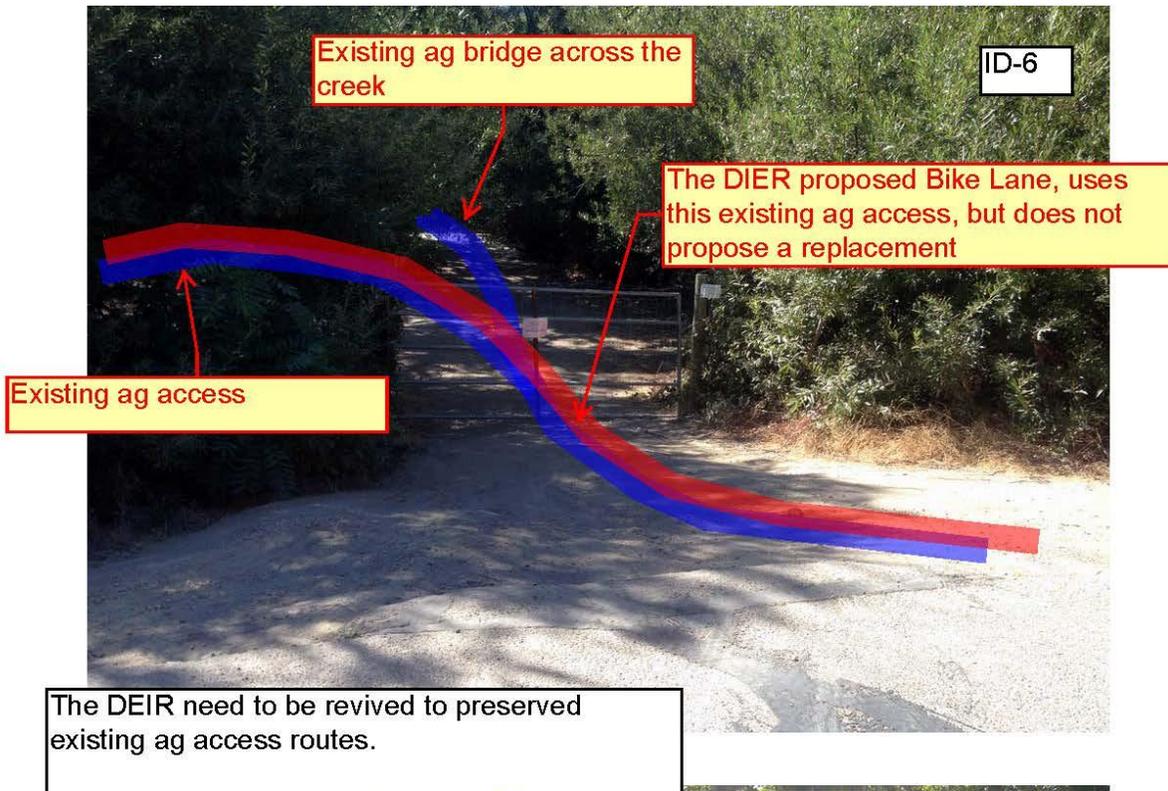


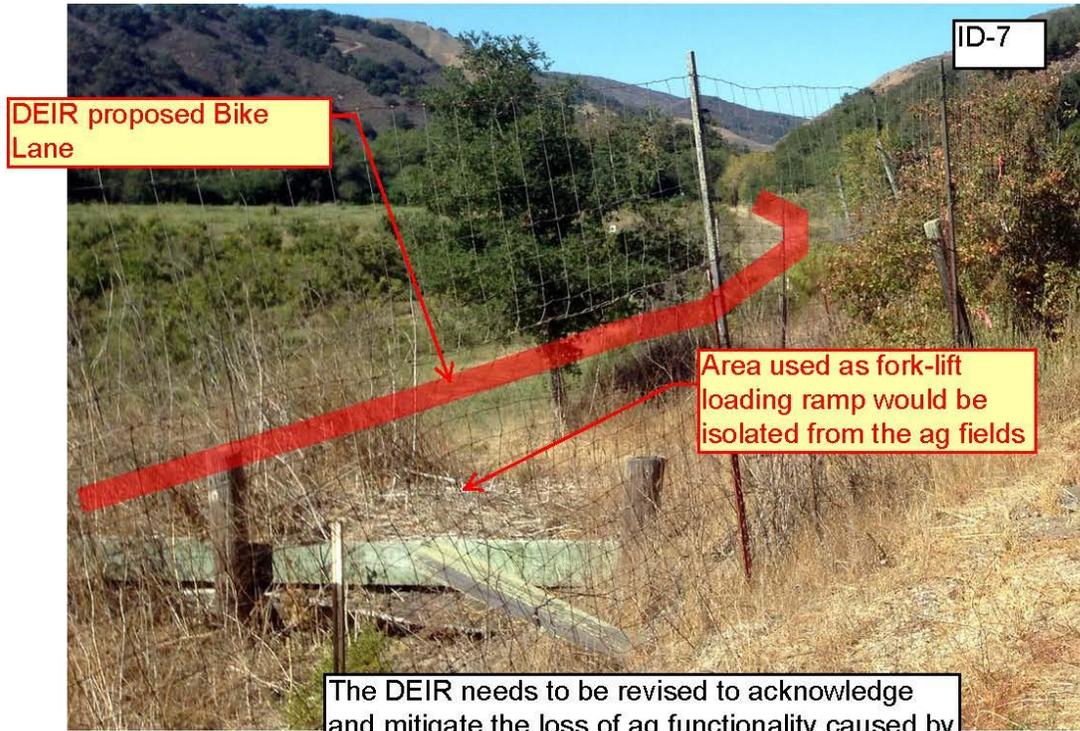


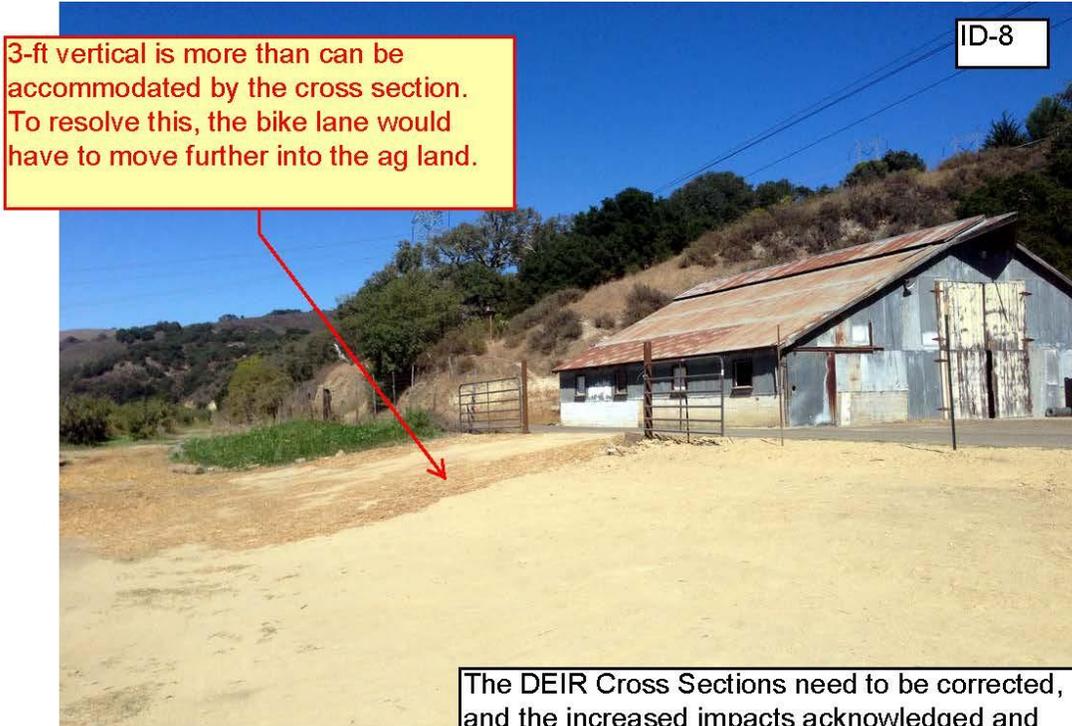


The DEIR needs to be revised to recognize and mitigate the impact of this ag use area.





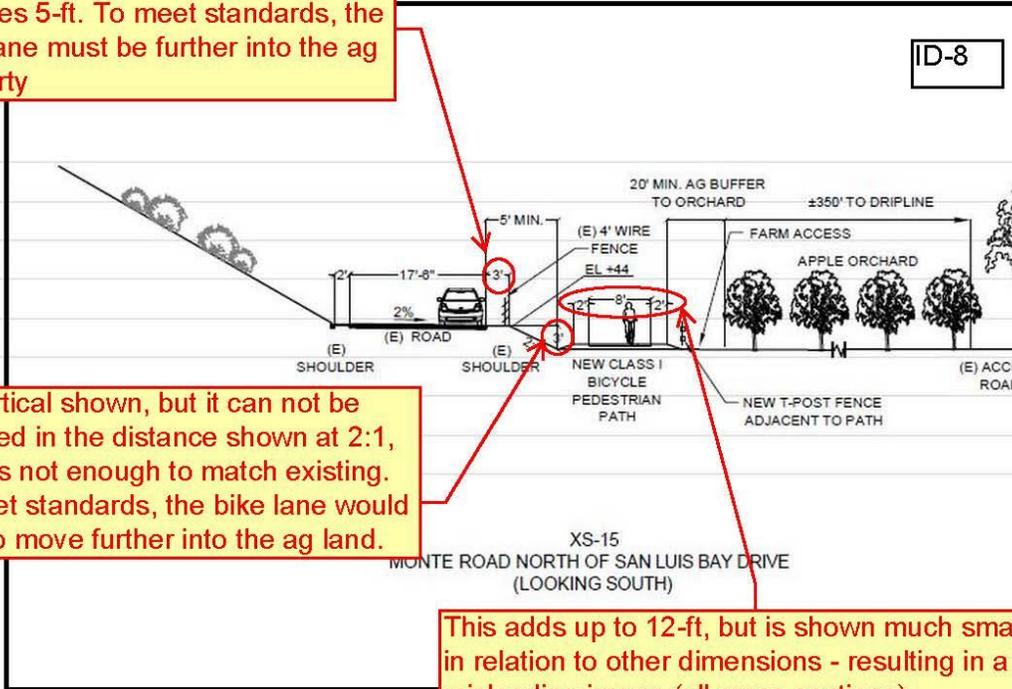




3-ft vertical is more than can be accommodated by the cross section. To resolve this, the bike lane would have to move further into the ag land.

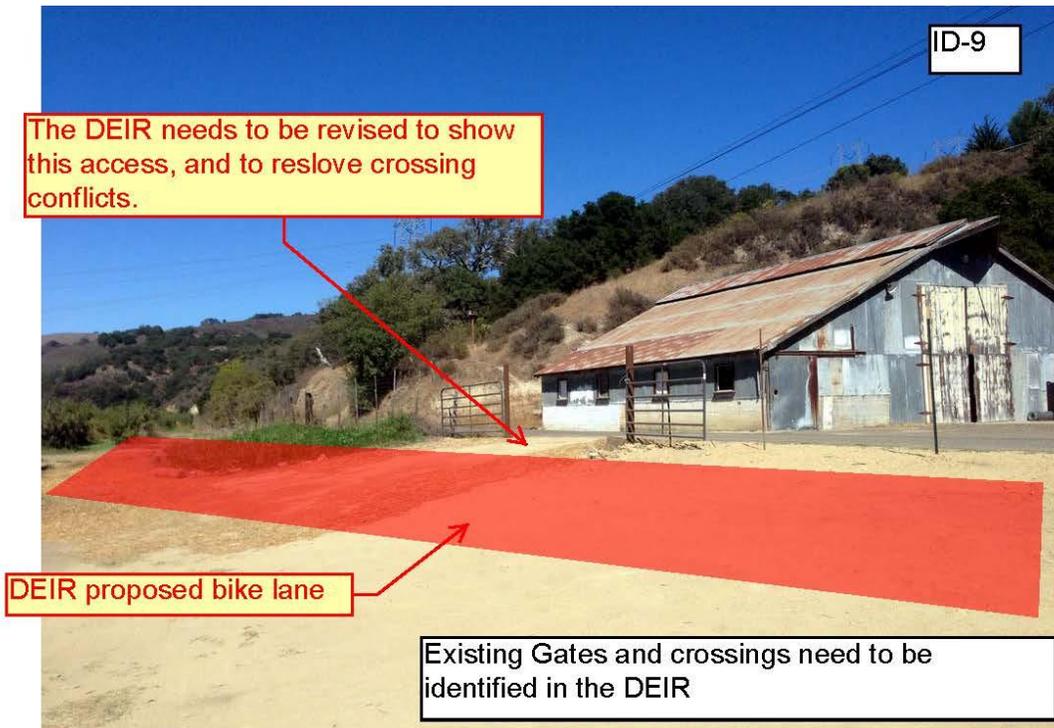
The DEIR Cross Sections need to be corrected, and the increased impacts acknowledged and mitigated

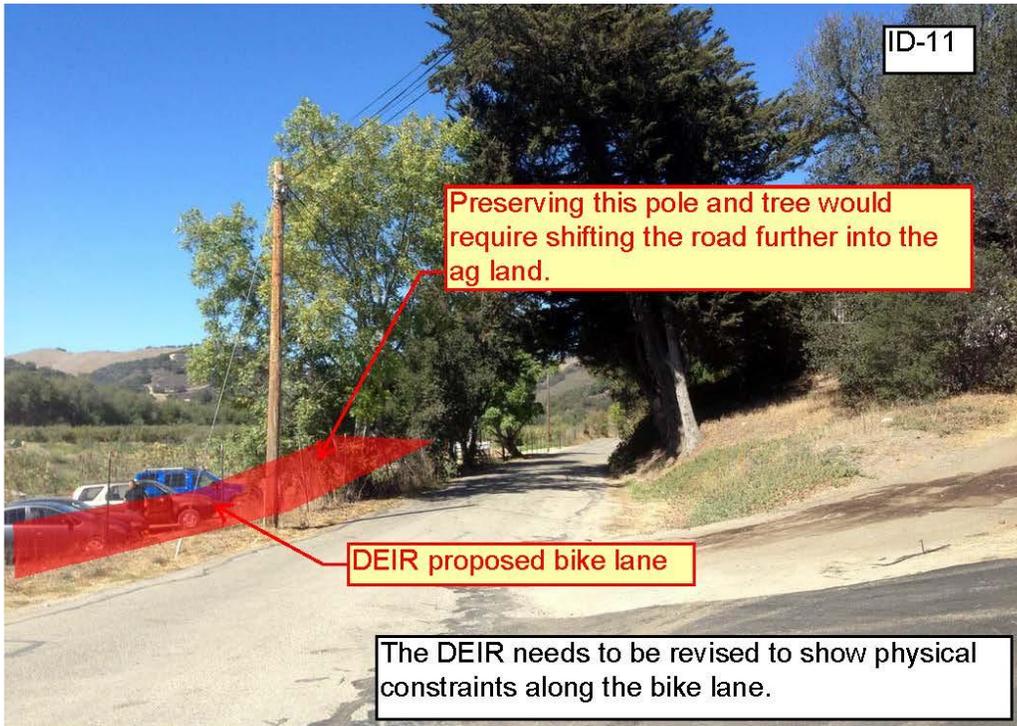
3-ft shown, but SLO Co std A1-b requires 5-ft. To meet standards, the bike lane must be further into the ag property



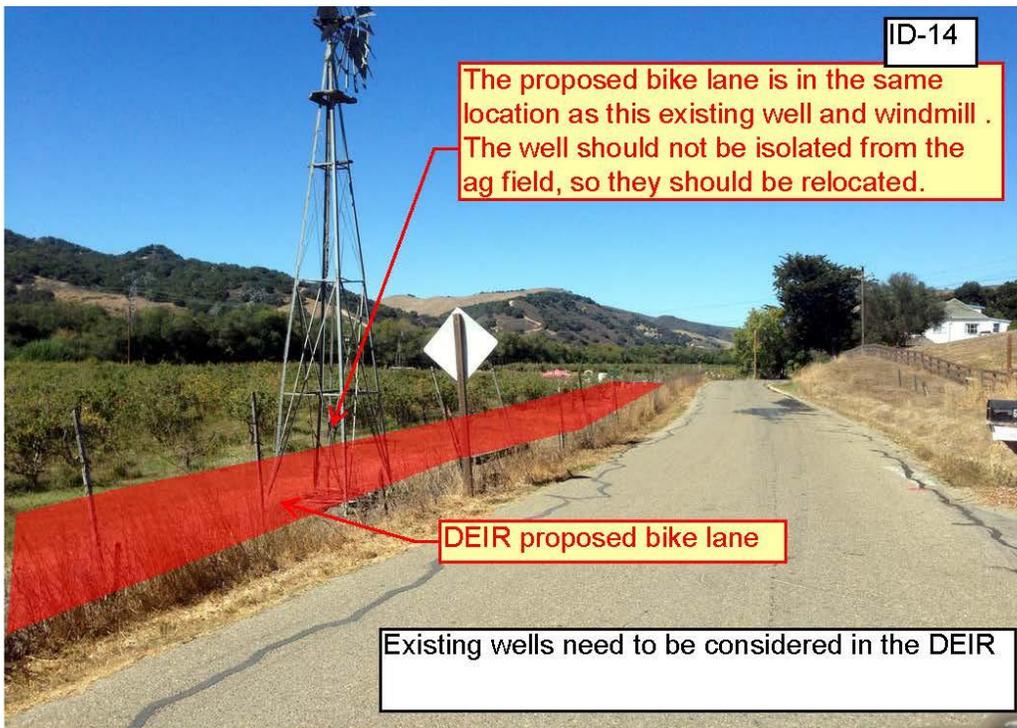
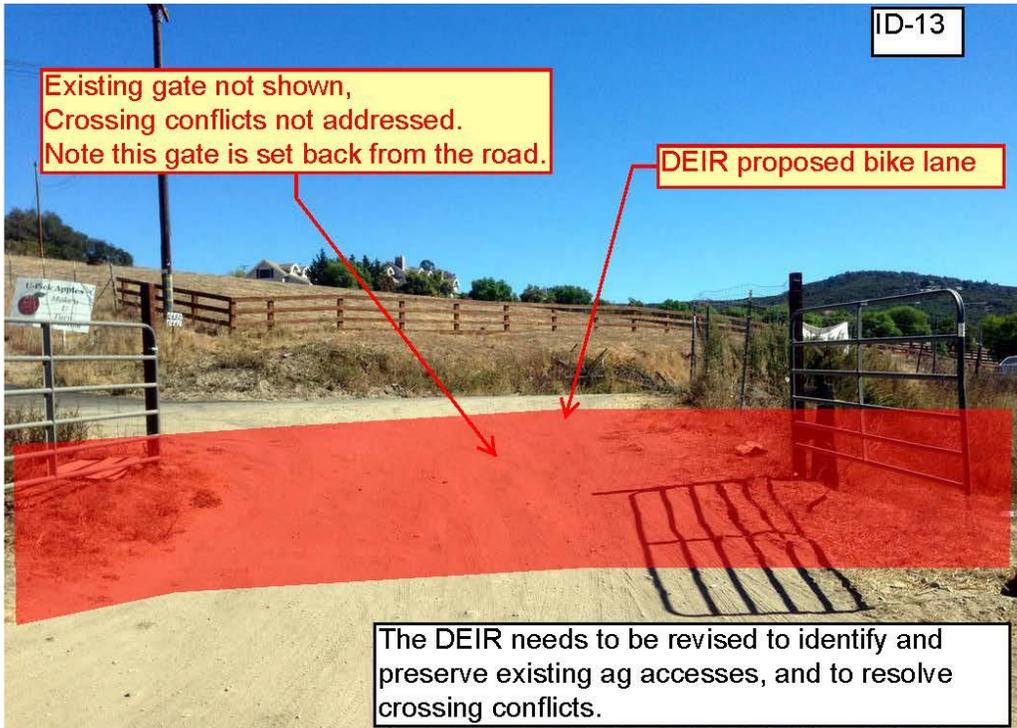
3-ft vertical shown, but it can not be achieved in the distance shown at 2:1, and it is not enough to match existing. To meet standards, the bike lane would have to move further into the ag land.

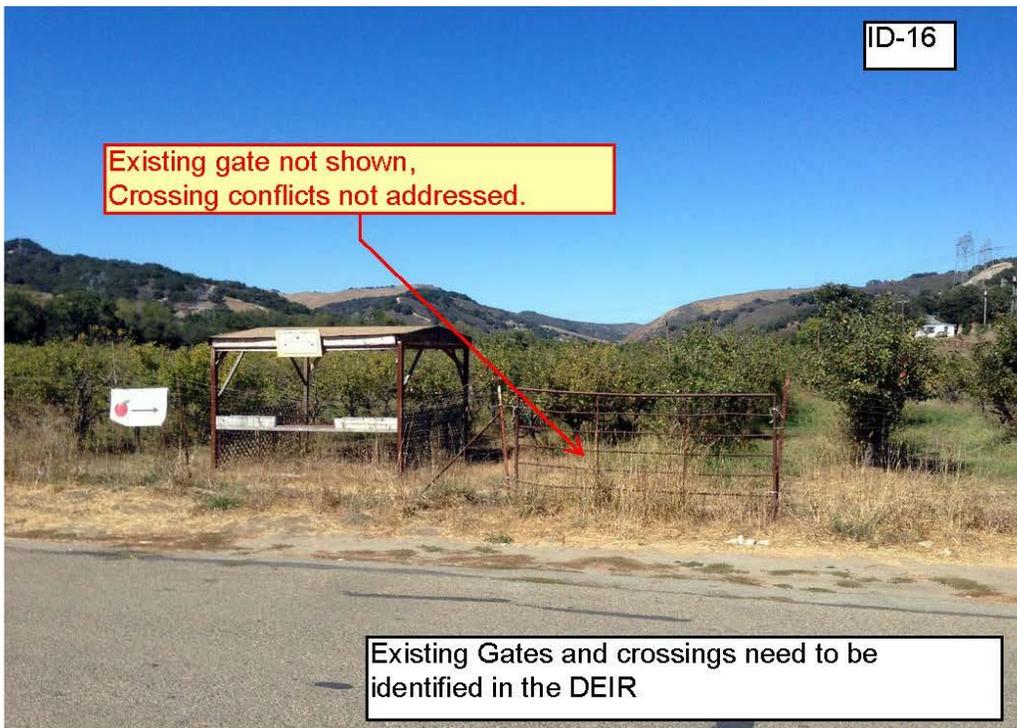
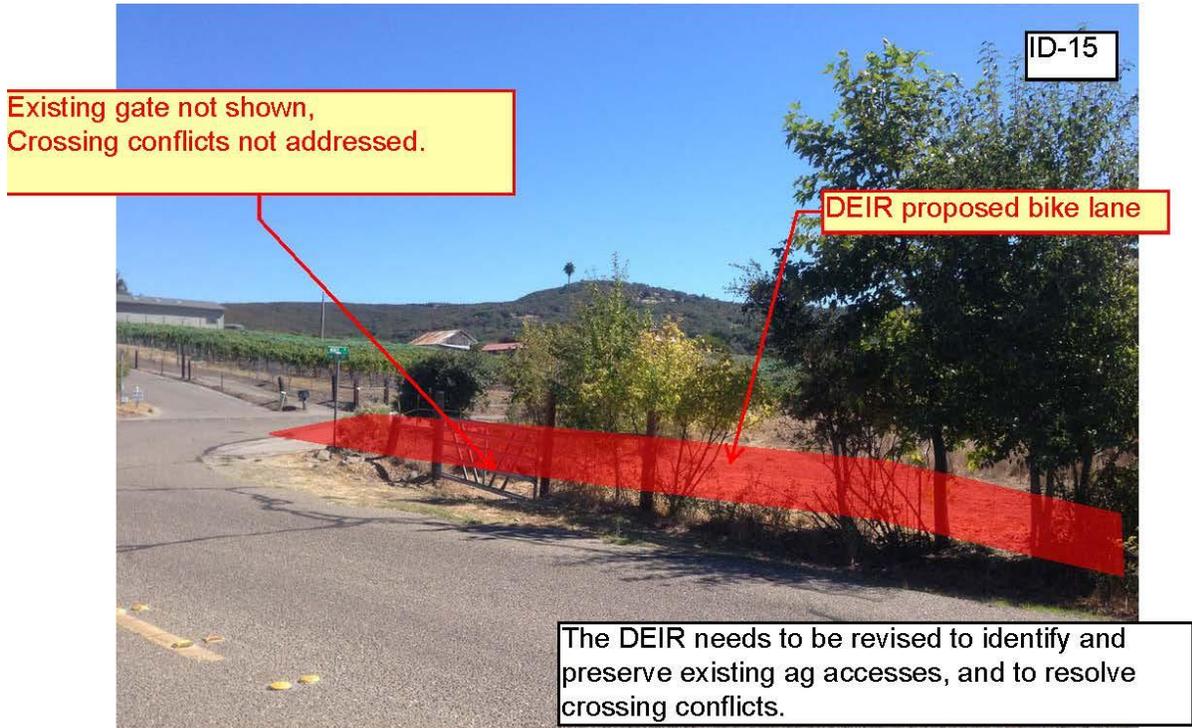
This adds up to 12-ft, but is shown much smaller in relation to other dimensions - resulting in a misleading image (all cross sections)

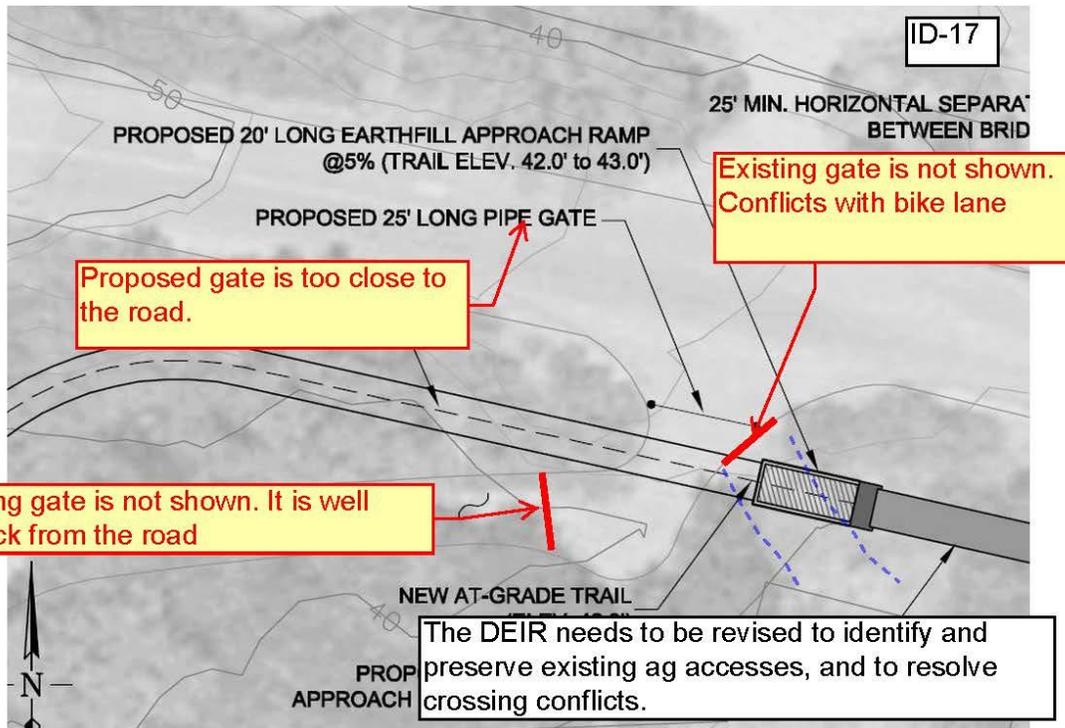




2.0 RESPONSES TO COMMENTS







RESPONSE TO LETTER 2 – BRUCE AND DEBBIE SMITH

Response to Comments 2-1 through 2-7

Commenters provide several comments regarding agriculture impacts, conflicts, fencing, and other issues associated with the project as analyzed in the DEIR.

See Master Response 1. The RDEIR provides an analysis of Alternative 6 (Farming Operations and Conflict Avoidance), which includes an alternative alignment that would avoid Monte Road and the adjacent farming operations, thereby avoiding potential conflicts with these uses. Alternative 6 has been identified as the environmentally superior alternative. Alternative 6 incorporates several alignment and design concepts as suggested in the Farm-Friendly Alternative.

Letter 3



Draft EIR Comment Form
Proposed Bob Jones Bike Path San Luis Obispo to
Ontario Road Project

Date: 8/28/2013
Name*: Dave Bernhardt
Affiliation (if any)*: Baron Canyon Ranch HOA Bd of Directors
Address*: 5750 ~~Barron~~ Balm Ridge Way
City, State, Zip Code*: S.L.O. CA 93401
Telephone Number*: 805 543 7694
Email*: bernhardt@fix.net

Comment: Our development (25 homes, eventually to become 29) has followed this project closely. All homes are accessed by Monte Rd. Two concerns stand out for us:

1) The safety of bicycles and pedestrians on the proposed route is of concern. The route currently shows the trail paralleling Monte Rd near our neighborhood. If the trail is not adequately separated from the paved road, our driving neighbors represent a safety hazard and the walkers/bikers also would present an unacceptable potential delay for drivers.

3-1

2) The current route goes very close to our ^{Baron Canyon Ranch} entry gate and cul-de-sac. It appears inevitable that people will access the path at that point creating a parking hazard (i.e. many cars could be parked potentially affecting access to our gate & road).

3-2

*Please print. Your name, address, and comments become public information and may be released to interested parties if requested.

Please either deposit this sheet at the sign-in table before you leave today, or fold, stamp, and mail. Insert additional sheets if needed. Comments must be received by October 21, 2013. Comments may also be faxed to (805) 788-2413 or emailed to rhostetter@co.slo.ca.us.

RESPONSE TO LETTER 3 – DAVE BERNHARDT

Response to Comment 3-1

Commenter states that his home and neighboring homes are accessed via Monte Road and expresses concern for the safety of bicycles, pedestrians and motorists if the pathway is not properly separated from the roadway.

See Master Response 1. The RDEIR provides an analysis of Alternative 6 (Farming Operations and Conflict Avoidance), which includes an alternative alignment in Segment 3 that would avoid Monte Road, thereby minimizing safety hazards associated with a Class III path along this section of roadway. Alternative 6 has been identified as the environmentally superior alternative.

Response to Comment 3-2

Commenter states that the proposed path alignment would lie close to the Baron Canyon Ranch entry gate and cul-de-sac and expresses concern that path users would use this area to park vehicles, creating a hazard and blocking entry.

See Master Response 1. The RDEIR provides an analysis of Alternative 6 (Farming Operations and Conflict Avoidance), which includes an alternative alignment in Segment 3 that would avoid Monte Road, thereby eliminating the potential for users to park vehicles in this area. Alternative 6 has been identified as the environmentally superior alternative.

Letter 4



Draft EIR Comment Form
Proposed Bob Jones Bike Path San Luis Obispo to
Ontario Road Project

Date: 8/28/13
Name*: David Book
Affiliation (if any)*: _____
Address*: 107 San Luis st.
City, State, Zip Code*: Avila Beach, CA
Telephone Number*: 805 895 5833
Email*: dbook12345@aol.com

Comment: As a frequent bike rider from Avila to SLO (2-3 times a week since 1990) I would find the bridge alternative over 101 an expensive but inefficient path way. If this alternative were in existence I would merely exit the Bob Jones left onto Ontario and Right on to San Luis Bay Drive to Monte rather than hump over the Bridge. The 101 underpass adjacent to the creek would be useful and much more scenic. The concern about flooding is overstated since it is such a rare occurrence and flood times almost never coincide with bicycle riding weather.

4-1

4-2

Lastly, the most important environmental impact to me would be getting the project completed in a timely manner. Funding would be faster (less expensive) and construction time would be faster (smaller scope of project) for the underpass compared to the bridge overpass.

4-3

*Please print. Your name, address, and comments become public information and may be released to interested parties if requested.

Please either deposit this sheet at the sign-in table before you leave today, or fold, stamp, and mail. Insert additional sheets if needed. Comments must be received by October 21, 2013. Comments may also be faxed to (805) 788-2413 or emailed to rhostetter@co.slo.ca.us.

RESPONSE TO LETTER 4 – DAVID BOOK

Response to Comments 4-1 and 4-2

Commenter expresses opposition to a pathway overpass over Highway 101.

Please see Master Response 1. Alternative 6, which provides a route under the highway, is fully analyzed in the RDEIR.

Response to Comment 4-3

Commenter expresses the opinion that the most important issue is completing the project in a timely manner and states that the underpass option would be quicker to fund and construct.

Comment noted. The comment does not pertain to the adequacy of the environmental analysis and does not require a response in the FEIR. However, the comment will be provided to the decision-makers for their consideration.

Letter 5

Pamela Lapham

Subject: FW: Bob Jones Trail) Octagon Barn to Ontario Road.

From: "Farrer, Darell" <DLF1@pge.com>
To: "rhostetter@co.slo.ca.us" <rhostetter@co.slo.ca.us>
Date: 09/30/2013 10:29 AM
Subject: Bob Jones Trail – Octagon Barn to Ontario Road.

Ryan Hostetter, Project Manager
County Planning & Building Dept.
976 Osos St., Rm. 300
San Luis Obispo, CA 93408-2040

RE: Bob Jones Trail – Octagon Barn to Ontario Road.

The draft EIR discusses alternatives in Section 3.

An alternative to segment 1 of the trail is the elimination of the two South Higuera crossings. The comparison does not show a significant difference between the proposed two crossings and the elimination of the two crossings.

While this may be true from a strictly environmental view, the comparison does not take into account safety or cost. Crossing South Higuera twice does not make any sense from aspects of safety, cost, or traffic flow.

5-1

The alternative of eliminating the two crossings could be given more consideration than it appears to have been given. Eliminating the two crossings greatly improves safety, cost, and traffic flow.

Alternative 4 to the trail segment 5 proposes using the existing Highway 101 undercrossing. Use of the undercrossing would greatly reduce the cost as an additional bridge over 101 would not be necessary. The proposed bridge is large and will be very expensive.

5-2

The proposal for the segment of the Bob Jones trail from Avila Beach to Port San Luis crosses the creek with a section cantilevered off of the existing bridge. Why was a similar solution not used to cross 101? A cantilevered section attached to the bridge over 101 at San Luis Bay Drive seems very practical.

5-3

Darell Farrer
6755 Avila Valley Drive
San Luis Obispo, CA 93405

PG&E is committed to protecting our customers' privacy.

RESPONSE TO LETTER 5 – DARELL FARRER

Response to Comment 5-1

Commenter states that the DEIR should give more consideration to an alternative which eliminates the two proposed at-grade crossings of South Higuera Street.

See Master Response 1. The RDEIR analyzed an additional project alternative (Alternative 6 – Farming Operations and Conflict Avoidance), which was identified as the environmentally superior alternative. As stated on RDEIR page 3.0-22, under Alternative 6, Segment 1 would be aligned similar to Alternative 3, which eliminates the two crossings at South Higuera Street.

Response to Comment 5-2

Commenter expresses support for the use of the existing Highway 101 undercrossing as proposed under Alternative 4, as it would reduce project costs.

See Master Response 1. Under Alternative 6, pathway Segment 5 would be similar to the Alternative 4 crossing under Highway 101.

Response to Comment 5-3

Commenter suggests a cantilevered crossing off an existing bridge, similar to the crossing farther south.

See Master Response 1. Further, a cantilever design cannot be used in this location because the pathway not only crosses the creek but also must cross the highway itself.

Letter 6

Pamela Lapham

Subject: FW: Bob Jones EIR Link

From: george hohon3 <hohon3@hotmail.com>
To: "rhostetter@co.slo.ca.us" <rhostetter@co.slo.ca.us>
Date: 10/18/2013 09:09 PM
Subject: RE: Bob Jones EIR Link

Ryan, please add my comments to the discussion on the environmental document for Bob Jones EIR Link.

First and foremost, the preferred alternative is the most environmentally damaging of all the alternatives presented. Not only is the damage potentially severe during the construction process, but if selected as the permanent route, the damage will continue indefinitely by those who use the path. Litter, dog feces, adjacent plant damage, and noise pollution will be ever present if the path is placed next to San Luis Obispo Creek. This type of damage can already be seen on the current Bob Jones Path and there is nothing in the proposed design that will alter this fact.

6-1

The preferred route is the most expensive of the alternate routes proposed. It should be noted that the County's Board of Supervisors has a fiduciary responsibility to use the people's tax money wisely. Such an expensive, when other less expensive, equal alternatives are available is irresponsible. Couple this with the fact this route has the potential for the greatest amount of environmental damage, the combined problems are increasing at an exponential rate.

6-2

The preferred route requires the taking of viable and well used private property when other alternatives do no such thing. Keeping the route along Ontario Road takes no private property and only requires the coordination of use within the existing public right of way of the County and the State of California.

6-3

The preferred route alters the intersection of Monte Road and San Luis Bay Drive by creating a three way stop for motor vehicles. Yet, it is known such intersections do nothing to actually stop bicycle traffic before entering the intersection. The recommended action does not protect the bicyclist and alters an existing intersection with no history of safety issues or accidents. The proposed design is deficient and lacks the needed control to keep bicyclist safe.

6-4

The preferred path has an alignment that is prone to flooding and this flooding can happen without notice. The design does not include

6-5

improvements to keep the paths elevation above the 100 year flood plain. It should also be noted that San Luis Bay Drive, between Monte Road and San Luis Obispo Creek is over-topped with flood waters on a regular basis. The flooding of this portion of the road, and the preferred path location, is 90 degrees to the direction of travel and it is swift and can be very deep. Road closures due to flooding occur frequently and can last for days. There is nothing mentioned in the EIR as to how this situation will be handled. Consider a different route, and this safety issue can be avoided completely.

6-5

Like the existing Bob Jones Bike Path, the preferred link will not see the serious cyclist. It will attract walkers, families with strollers, and kids on small bikes. Serious cyclists will continue to use Ontario Road, as those that use Avila Beach Drive over the use of the existing bike path from Ontario Road to Avila Beach. The project description is incorrect in terms of defining the intended users. It fails in describing who will use the path, and in failing to make this distinction actually causes the design to fail. If the designers do not know who they are designing for . . . How can they actually come up with a design that will meet the users needs? They can't.

6-6

The preferred routing is the most expensive. It has the potential to be the most environmentally damaging during construction and during its actual use. It requires the taking of private property. It is subject to flooding. It requires the approval Caltrans when Caltrans has already said the proposed design for crossing the 101 Highway will not be approved. It places the user in an intersection that would be considered unsafe for the movements of a high percentage of those users. It has the highest number of unresolved issues of any of the alternatives and it is possibly the worst alternative of those proposed.

6-7

If you have any questions (or suggestions) concerning these statements, please let me know.

George Gibson
Squire Canyon Road
SLO, CA 93401

805 595 2780

>> Hi Mr. Gibson,
>>
>> Our dates have not been amended for the Draft EIR comments. You have
> until
>> October 21st to submit comments to myself. The project is expected
>> to
be
>> discussed at the Parks and Recreation Commission on December 12th
>> and
> then
>> the Board of Supervisors will be the body that actually approves the

2.0 RESPONSES TO COMMENTS

EIR

>> and project design and we are hoping to do that in Jan of 2014 but
>> that date has not been formalized. The best way to keep up is to
>> contact myself, Parks or keep an eye on the website for new releases
>> and dates
> for
>> meetings when they come up.
>>
>> Thank You,
>>
>> Ryan Hostetter, LEED AP
>> County of San Luis Obispo
>> Current Planning and Permitting
>> (805) 788-2351

[Scanned @co.slo.ca.us]

RESPONSE TO LETTER 6 – GEORGE GIBSON

Response to Comment 6-1

Comments discuss a “preferred alternative,” opining that this alternative is the most environmentally damaging. Commenter cites litter, dog feces, plant damage, and noise pollution as potential impacts along the creek corridor.

Although the DEIR does not use the term “preferred alternative,” the comment appears to be discussing Alternative 3, the environmentally superior alternative identified in the DEIR. Please see Master Response 1 regarding the RDEIR, which updates the Alternatives section in its entirety. Biological (plant) impacts, construction impacts, noise, and impacts to adjacent agricultural lands are all issues addressed in detail in the analysis sections of the DEIR. All impacts identified can be effectively mitigated to a less than significant level.

Response to Comment 6-2

Commenter states that the preferred route is the most expensive alternative and that the preferred route is also the most environmentally damaging.

See Response to Comment 6-1 above. The comment does not pertain to the adequacy of the environmental analysis and does not require a response in the FEIR. However, the comment will be provided to the decision-makers for their consideration.

Response to Comment 6-3

Commenter states that the preferred route would require the use of private property, unlike other alternatives analyzed, which would place the route along Ontario Road within existing public right-of-way.

The DEIR and RDEIR include analysis of Alternative 5, which would maintain the existing Class II route, with some safety improvements. As identified on page 3.0-2 of the DEIR, the project has a series of specific objectives to be met. Alternative 5 would not meet the project's primary objectives for a Class I pathway. Easements on private property will require agreements with property owners (DEIR page 1.0-27).

Response to Comment 6-4

Commenter states that the proposed three-way stop at the Monte Road and San Luis Bay Drive intersection would be ineffective at stopping cyclists from entering the intersection and would not improve safety.

See Master Response 1. The RDEIR analyzed an additional project alternative (Alternative 6 – Farming Operations and Conflict Avoidance), which was identified as the environmentally superior alternative. Under this alternative, the pathway alignment would avoid Monte Road and would eliminate the need for the subject intersection.

Response to Comment 6-5

Commenter states that the preferred path alignment would cross areas that are prone to flooding but the design fails to keep the path above the 100-year flood zone. In particular, San

2.0 RESPONSES TO COMMENTS

Luis Bay Drive between Monte Road and San Luis Obispo Creek frequently floods, requiring road closure. Commenter recommends that the alignment be changed to avoid this area.

As discussed on DEIR page S-17, trails and other recreational facilities may be considered a desired use for areas subject to flood hazards where other uses, such as housing, are prohibited. Path usage would be expected to be low during periods of inclement weather, and the subject roadway would be closed to all users if flooding became severe and posed a safety risk. Additionally, the reader is referred to Master Response 1. Alternative 6 includes an alternative alignment that avoids Monte Road and the subject segment of San Luis Bay Drive.

Response to Comment 6-6

Commenter expresses the opinion that the proposed pathway will be used primarily by pedestrians and family cyclists rather than by experienced cyclists who will continue to use Ontario Road. Commenter believes the project description incorrectly identifies cyclists as the intended users of the pathway, resulting in a failed design.

Comment noted. The comment does not pertain to the adequacy of the environmental analysis and does not require a response in the FEIR. However, the comment will be provided to the decision-makers for their consideration.

Response to Comment 6-7

Commenter expresses opposition to the project, as the preferred route identified in the DEIR would be the most expensive to implement, would be the most environmentally damaging, would require the use of private property, would be subject to flooding, requires an uncertain Caltrans approval, and would result in safety hazards.

Comment noted. Please see previous responses.

Letter 7

Pamela Lapham

Subject: FW: Bob Jones Trail Overpass EIR

Dear Sir,

As a retired Caltrans Senior Engineer I was responsible for working with the five counties in District 5 to implement good working relationships with the Regional Transportation Planning Agencies and the public.

It appears to me that Caltrans is not listening to the residents of Avila Valley and their concerns with the Highway 101 crossing at the Bob Jones Trail.

I am now serving on the San Luis Bay Estates Homeowners Association Board and communicating with the 1200 residents in this community, as well with many residents in Avila Valley. I have yet to hear of any support for the proposed overpass alternative on Highway 101 at the Bob Jones Trail . To the contrary, the consensus opinion is that the scale of the overpass is too intrusive and much too costly in this era of low transportation funding.

7-1

The underpass alternative is much more appropriate for this area. I walk the trail several times a week and use the underpass at San Luis Bay Drive, and I believe that this design should be the preferred alternative at the Highway 101 crossing.

7-2

Respectfully,

Michael Grantham
6125 Silver Oak Lane
Avila Beach, CA 93424

[Scanned @co.slo.ca.us]

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER 7 – MICHAEL GRANTHAM

Response to Comment 7-1

Commenter states the opinion that there is widespread opposition to a pathway alignment which involves an overpass of Highway 101.

The comment does not pertain to the adequacy of the environmental analysis and does not require a response in the FEIR. However, the reader is referred to Master Response 1. Alternative 6 proposes an undercrossing of Highway 101 at an existing highway bridge.

Response to Comment 7-2

Commenter expresses support for a pathway alignment that involves an underpass of Highway 101.

Please see Master Response 1.

Letter 8



Draft EIR Comment Form
Proposed Bob Jones Bike Path San Luis Obispo to
Ontario Road Project

Date: Aug 27, 2013

Name*: Lionel Johnston

Affiliation (if any)*: International Association of Bridge, Ornamental and Structural Ironworkers

Address*: 284 Brisa Ct.

City, State, Zip Code*: Pismo Beach, Ca. 93449

Telephone Number*: 805-801-0668

Email*: lioneldennisjohnston@yahoo.com

Comment: The Highway 101 overcrossing is going to create huge environmental impacts just to build the Abutments and Columns to support such a large heavy bridge. The amount of land that needs to be disturbed, in sensitive wetlands habitat, to create an extensive, and permanent, concrete footprint is mind boggling. An underpass under the Highway 101 bridge may be closed occasionally due to flooding, but not that many people bicycle during stormy periods, and an underpass would disturb far less habitat.

8-1

8-2

When we talk about the environment, we must also consider impacts on the main animal involved with the Bob Jones Trail. Human animals! Forcing thousands of men, women, and children to ride, walk, rollerskate, or skateboard OVER a roaring congested freeway is inhumane. It's not nice to force all these humans to huff and puff, inhaling car exhaust, up and over an overpass. From many angles, the overpass is an un-mitigatable disaster.

8-3

*Please print. Your name, address, and comments become public information and may be released to interested parties if requested.

Please either deposit this sheet at the sign-in table before you leave today, or fold, stamp, and mail. Insert additional sheets if needed. Comments must be received by October 21, 2013. Comments may also be faxed to (805) 788-2413 or emailed to rhostetter@co.slo.ca.us.

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER 8 – LIONEL JOHNSTON

Response to Comments 8-1 through 8-3

Commenter expresses the opinion that an overcrossing of Highway 101 would result in significant environmental impacts from the construction of the abutments and columns in sensitive wetland habitat. Comments also express concern for people crossing over the highway.

Please see Master Response 1 regarding the viability of an underpass option. Regarding impacts to the original project, please see DEIR Section 2.3, Biological and Natural Resources, for analyses of the project's potential impacts to sensitive habitat (pages 2.3-22 through -31) and wetlands (pages 2.3-35 through -40).

It did not sound like the PRESENTERS had ^{not} listened to any



Draft EIR Comment Form
Proposed Bob Jones Bike Path San Luis Obispo to
Ontario Road Project

Community Impact

Date: 6/28/13 Letter 9
Name*: CHARLENE KORSGAARD
Affiliation (if any):* _____
Address*: 6011 BALM RIDGE WAY
City, State, Zip Code*: SLO CA 93401
Telephone Number*: _____
Email*: KORSGAARD C @ MSN.COM

Comment: THREE AREAS WERE QUITE DISTURBING

1. THE BRIDGE OVER 101 IS SO UNSIGHTLY IT WOULD TAKE MORE BILLBOARDS THAN EXIST IN SLO TO MITIGATE THE RUINED VIEW.

9-1

2. THE CULDESAC AT THE END OF MONTE ROAD WHERE 1000 FEET OF MIXED TRAFFIC IS IS DANGEROUS. PEOPLE TRAVELING THAT AREA ARE ON THEIR WAY TO WORK, SCHOOL, APPOINTMENTS NOT OUT FOR A STROLL WITH DOGS, KIDS, TRAINING WHEELS ETC. OUR NEEDED SERVICE PEOPLE, CONTRACTORS, EMERGENCY VEHICLES USE & PARK IN THE AREA!

9-2

3) ON LEVEL CROSSINGS ON HIGUERA IS ~~NOT~~ NOT

*Please print. Your name, address, and comments become public information and may be released to interested parties if requested.
LOGGERS, WALKERS, STROLLERS, BIKE RIDERS & TRAINING WHEELS ETC

GOOD!

Please either deposit this sheet at the sign-in table before you leave today, or fold, stamp, and mail. Insert additional sheets if needed. Comments must be received by October 21, 2013. Comments may also be faxed to (805) 788-2413 or emailed to rhostetter@co.slo.ca.us.

9-3

FAMILY TRAILS

2.0 RESPONSES TO COMMENTS

Response to Letter 9 – Charlene Korsgaard

Response to Comments 9-1 through 9-3

Comments states that a pathway overpass of Highway 101 would be unsightly, requiring the removal of billboards in the county in order to mitigate the visual impacts. Comments also express concern regarding trail user/roadway conflicts and crossings of Higuera Street.

Please see Master Response 1. Alternative 6, the environmentally superior alternative identified in the RDEIR, proposes an undercrossing of Highway 101 at an existing bridge, which would eliminate the visual impacts described by the commenter. Alternative 6 also removes trail users from Monte Road and eliminates the dual crossings of South Higuera Street.



Draft EIR Comment Form
 Proposed Bob Jones Bike Path San Luis Obispo to
 Ontario Road Project

Letter 10

Date: 10/21/20
 Name*: STUART A LARSEN
 Affiliation (if any)*: ADJACENT LAND OWNER
 Address*: 6985 ONTARIO RD
 City, State, Zip Code*: SAN LUIS, CA, 93405
 Telephone Number*: 281 660 9971
 Email*: SLARS@TCSN.NET

1. Page 1.0-19, Segment 4: San Luis Bay Drive Crossing
 The EIR should be able to give an actual bridge design as it relates to the viewshed simulations. 10-1
2. Page 2.1-7, Table 2.1-2 & Page 2.1-18, Table 2.1-3
 Viewshed from Monte Road and Ontario Road have not been properly addressed. 10-2
3. Page 2.1-36, MM2.1-2b
 Mitigation should include opportunity for AVAC review and input before design is finalized. 10-3
4. Page 2.1-36, MM 2.1c
 Retaining wall designs for the new ramps to the bridge are not addressed. AVAC should have input to the proposed ramp wall. 10-4
5. Page 2.1-37, MM 2.1-3a
 It is improper to assume that billboard removal will occur without proper compensation to owner. 10-5
6. Pages 2.6.2 & 2.6.17
 Transportation and Circulation, Existing Setting and Cumulative Impacts
 EIR does not address parking on the Ontario Road staging area. 10-6
7. Pages 3.0-16 & 3.0-17, Comparative Analysis of Alternative 4
 The EIR should document why the alternative route is treated differently from other BJ Pathway segments in the floodway with similar habitat, geology-soil and hydrology-water quality impacts. (Namely projects in Sacramento and Bay Area.) 10-7
8. Page 3.0-18, Summary for Alternative 4
 Conclusions that the undercrossing Alternative would result in a greater maintenance cost than a bridge overcrossing and result in more closures. 10-8
9. Page 3.0-19, Summary for Alternative 4
 Highway 101 bridge over the creek should mention that no bridge improvements are under consideration by Caltrans. 10-9

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER 10 – STUART A. LARSEN

Response to Comment 10-1

Commenter states that the viewshed simulations provided in the DEIR should include an actual bridge design for the San Luis Bay Drive crossing.

See Response to Comment 1-1.

Response to Comment 10-2

Commenter states that the DEIR does not adequately address the viewshed from Monte Road and Ontario Road.

See Response to Comment 1-2.

Response to Comment 10-3

Commenter states that DEIR mitigation should provide an opportunity for AVAC to review and provide input on the project design before it is finalized.

See Response to Comment 1-3.

Response to Comment 10-4

Commenter states the DEIR fails to address retaining wall designs for the new bridge ramps.

See Response to Comment 1-4.

Response to Comment 10-5

Commenter states that the DEIR improperly assumes that billboard removal will occur without proper compensation to the owner.

See Response to Comment 1-5.

Response to Comment 10-6

Commenter states that the DEIR does not address parking at the proposed Ontario Road staging area.

See Response to Comment 1-6.

Response to Comment 10-7

Commenter states that the comparative analysis of Alternative 4 should include an explanation as to why the alternative route is treated differently from other pathway segments in the floodway with similar impacts to habitat, geology/soils, and hydrology/water quality.

See Response to Comment 1-7.

Response to Comment 10-8

Commenter writes: "Conclusions that the undercrossing Alternative would result in greater maintenance cost than a bridge overcrossing and result in more closures."

See Response to Comment 1-8.

Response to Comment 10-9

Commenter states that the DEIR should identify that no Highway 101 bridge improvements are under consideration by Caltrans.

See Response to Comment 1-9.

Letter 11



Draft EIR Comment Form
Proposed Bob Jones Bike Path San Luis Obispo to Ontario Road Project

Date: 9/2/13
Name*: PETER NELSON
Affiliation (if any)*:
Address*: 41 SQUIRE CANYON Rd.
City, State, Zip Code*: SAN LUIS OBISPO, CA. 93401
Telephone Number*: 805-595-2672
Email*: PETER NELSON DDS@ gmail .com.

Comment: I live near the proposed trail. I commute by bicycle to SLO. to work almost every day. I attended the EIR meeting at P&B info center 8/18.

1) I fail to understand the two South Highway crossing down from the Otisum barn. Seems unsafe and dangerous. There is about 20 feet of space between the road and long fill east side for the path. What's wrong with the west side? Really

11-1

2) The proposed bridge over 101 is not practical (will not be used) Bikes will just go west on San Juan Bay Drive and back on Ontario road to avoid the bridge. I think it will be a real eye sore to say the least. The cost will never warrant what it will accomplish. Under the creek bridge at 101 is far better. Plenty of room (width and height) check it out. There's Reason given at meeting for bridge is that you will not have to deal with fish and game and Cal Trans. What makes you think Cal Trans will not be involved with a bridge over 101?? Come on lets

11-2

11-3

*Please print. Your name, address, and comments become public information and may be released to interested parties if requested.

be more practical. I want the trail built near as is proposed.

Please either deposit this sheet at the sign-in table before you leave today, or fold, stamp, and mail. Insert additional sheets if needed. Comments must be received by October 21, 2013. Comments may also be faxed to (805) 788-2413 or emailed to rhostetter@co.slo.ca.us.

Signature of Peter Nelson

RESPONSE TO LETTER 11 – PETER NELSON

Response to Comment 11-1

Commenter states that the proposed crossing of South Higuera Street would be dangerous.

See Master Response 1. Alternative 6, which was identified as the environmentally superior alternative in the RDEIR, would eliminate both at-grade crossings of South Higuera Street.

Response to Comment 11-2

Commenter states that the proposed overcrossing of Highway 101 would be impractical and cyclists would likely use a different route to cross the highway. Commenter expresses support for an undercrossing alternative.

See Master Response 1. Alternative 6, which was identified as the environmentally superior alternative in the RDEIR, proposes an undercrossing of Highway 101 at an existing bridge.

Response to Comment 11-3

Commenter states that the County previously identified the reason for proposing a highway overcrossing as a way to avoid consultation with the California Department of Fish and Wildlife and Caltrans. However, commenter believes that the proposed overcrossing would still require consultation with Caltrans. Commenter expresses support for the project but not as currently proposed.

See Master Response 1 and Response to Comment 11-2.

Letter 12

October 18, 2013

Ryan Hostetter
Project Manager
County Planning & Building Dept.
976 Osos St., Rm. 300
San Luis Obispo, CA 93408-2040
RE: Bob Jones Pathway Draft Environmental Impact Report

Dear Ms. Hostetter,

I appreciate the opportunity to comment on the Draft EIR. Owning 12 acres adjacent to the first segment of the Bob Jones Bikeway, our property provides the amazing environment enjoyed by all who use it. I see on a daily basis young children on small bikes with training wheels to seniors getting their daily exercise. I support the efforts to someday complete the “City to the Sea” trail.

Having anticipated the release of the Draft EIR for over ten years, I do have concerns with some of the conclusions reached in the document.

Actively involved in the restoration of the Octagon Barn I support it being used as the trailhead for this segment. I would like to encourage an interim traffic safety measure prior to the planned improvements at Buckley Road.

12-1

The document discusses the Cal Trans scheduled projects as a rationale for the Highway 101 overcrossing, yet I found no discussion as to the County of San Luis Obispo Public Works improvements to San Luis Bay Drive between Highway 101 and Monte Road. As an alternative to the proposed bike/pedestrian bridge, an elevated crossing for both autos and others would eliminate the road closure occurring during major storms. Given the time that has elapsed since the original studies were completed, the number of residences using San Luis Bay Drive/Monte Road to access their homes is understated.

12-2

Finally I would like to voice my support for an undercrossing at Highway 101 near the Ontario Road staging area. The recently completed undercrossing at San Luis Bay Drive and Avila Beach Drive has addressed the very dangerous situation which previously existed. From personal observations the impacts from flooding and maintenance appear overstated. During major storms no one uses the existing trail. Flood waters recede in one to three hours. These situations occur every three to five years. Regular maintenance of the trail takes place weekly. For the following reasons I support Alternative 4:

12-3

- A. **The Cumulative Adverse Impacts to Visual Character** clearly identifies the impacts with the proposed over-crossing;
- B. The suggested mitigation measures are contrary to the regional preferences to protect the visual integrity of the corridor;
- C. Local regulations including the County of San Luis Obispo’s Land Use and Circulation Element, Parks and Recreation Element, Conservation and

- Open Space Element combined with the adopted Area Plans and standards identify the significance of the visual goals of the local community;
- D. The County of San Luis Obispo and the incorporated cities are actively pursuing the Highway 101 corridor as a designated scenic vista;
 - E. The project description (page 1.0-23 c) states – **New structures shall be located so that they are not silhouetted against the sky as viewed from public roads or the ocean**; The illustration below and other alternatives clearly show this contradiction.

12-3

Figure 13b. KVA 5-4 – Proposed Project Simulations
(Concrete Bridge Design Alternatives)



Simulation of the proposed project - Basic Concrete Bridge Design Alternative A.

Respectively Submitted,

Penny Rappa

Penny Rappa
1255 Hidden Creek Canyon Dr.
Avila Valley

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER 12 – PENNY RAPPA

Response to Comment 12-1

Commenter expresses support for the use of the restored Octagon Barn as the trailhead for the proposed pathway and encourages an interim traffic safety measure prior to the proposed improvements at Buckley Road.

As discussed on DEIR page 2.6-13, traffic safety measures are proposed as part of the project at both at-grade crossings of Higuera Street. Further, as outlined in Master Response 1 Alternative 6 eliminates both at-grade crossings of Higuera Street. The County acknowledges that the City's portion of the pathway may connect to the Octagon Barn Center via a crossing of South Higuera Street. This crossing is not part of the County project. The crossing is the responsibility of the City of San Luis Obispo and the County will work with the City of San Luis Obispo Public Works Department to ensure that any at-grade crossing is appropriately located and designed to safety standards.

Response to Comment 12-2

Commenter states that the DEIR does not discuss any improvements planned by the County to San Luis Bay Drive between Highway 101 and Monte Road and states that another possible alternative would be to elevate this section of roadway for both vehicles and bicycle/pedestrian traffic to eliminate road closures due to flooding.

The comment and suggestion are noted. The comment does not pertain to the adequacy of the environmental analysis and no response is warranted. However, the comment will be provided to the decision-makers for consideration. See also Master Response 1.

Response to Comment 12-3

Commenter expresses support for an undercrossing of Highway 101 in Segment 5 and describes her observations of a similar undercrossing recently completed at San Luis Bay Drive and Avila Beach Drive. Commenter lists multiple reasons for her support of an undercrossing.

The comment is noted. See Master Response 1 regarding Alternative 6.

Letter 13a

AVILA VALLEY GRAPEVINE – OCTOBER 2013
John Salisbury

A call to arms, Avila. We are in the final stages of commenting on the EIR for the new addition to the Bob Jones Bike Trail from the parking lot north to the Octagon Barn that includes a monstrous pedestrian bridge crossing US 101 at the north end of our Salisbury Vineyards Old Schoolhouse parking lot. This bridge which was supposed to cost \$8 million last year is now \$10 million plus so if the Bay Bridge is any indication it will cost over \$16 million when they get around to building it before the end of the decade.

One of our great views when leaving the ocean and coming down the Ontario grade towards San Luis Obispo is the pastoral scene of our Avila Valley. This will no longer be the case because of the massiveness of the bridge. This steel bridge will be a 344 foot long (football field +), 19 feet at the walkway level above the freeway with a large concrete abutment on the east side connecting to a 587' ramp (just short of two football fields) at 5% for handicap considerations going northbound. This ramp alone will wipe out most of the view towards Squire Canyon plus be difficult for most bicyclist to navigate because of the slope and length.

13a-1

The west side will land on our boundary, taking out at least one large eucalyptus tree, and extend another football field south to the Bob Jones parking lot. Much of this will have retaining walls along the path cutting into the hillside holding up our water tank building – going to look real nice from the freeway. To get an idea of the size of the project, markers have been set up on power poles across the freeway and a tape on our side of the freeway. The three power poles on the east side show where the railing of the pathway will be with the actual pathway being 5 feet lower but then we have to add a possible 14 feet for fencing and structure above the rail depending on design. On our property, there is a large PVC pipe about a foot above where the railing would be with the path being around the present ground level. To see where the retaining wall will need to be, go to the front of the Schoolhouse and look at the white strip on the fence.

13a-2

There is a better way. Go under the freeway at the north end of the bridge over San Luis Creek which is normally high and dry. Problem is Cal Trans is fighting the idea tooth and nail. Unless it is part of a bridge replacement, like our bridge at San Luis Bay Drive and Avila Beach Drive was, they do not want a path under the freeway for a bunch of weak excuses. Try to get them to show “chapter and verse” why they can't make modifications without a complete rebuild and they can't do it. As for environmental considerations, what is a few more hundred feet going under the bridge considering this project goes for miles along the creek to the Octagon Barn.

13a-3

The American River Pathway in Sacramento was built well after the I-5, I-99, and several other city/county bridges were constructed overhead and is just one of several projects statewide similar to what we are asking. The final date for writing comments to the EIR is October 21. The pathway under is not only much less expensive but at ground level much easier to travel and certainly much more

scenic and enjoyable. Look up www.avilavalley.org and hit the Bob Jones button for an excellent video of the proposed project and its alternative. Also look up the county's EIR presentation at County of San Luis Obispo Bob Jones Pathway. If you want a guided tour of where the bridge will be and where it could go under the freeway, see the fish ladder, and a potential park in a beautiful forest you didn't know existed, meet me in our parking lot at 10:30 am Saturdays on the 12th and 19th plus I will throw in a free wine tasting.

Here is a neat app in this electronic world of ours that fits into my world at least – an app that not only can test your blood alcohol level within seconds but can call you a cab using GPS! Breathometer's breathalyzer is the size of a car key and fits into the smartphone's headphone jack. The user blows on the device which can detect within .01% of the U.S. Food and Drug Administration's standards. So if you are out and about and knocking down a few, you can check often and say you are pushing .06 against the standard .08% drunk driving number, then you better back off any more shots if you have to drive. It can also track the user's drinking habit in a graph and can estimate when a user's blood alcohol level will reach zero. You can also share blood alcohol levels through text, Facebook or Twitter for what reason I wouldn't know – sounds like self-incrimination to me! This app will be available this month on the internet for only \$49 and in stores later - nice Christmas present.

The Government's solution to a problem is usually as bad as the problem. Milton Friedman.

RESPONSE TO LETTER 13A – JOHN SALISBURY

Response to Comment 13a-1

Commenter describes the proposed Highway 101 overcrossings and potential impacts to views in the area including the loss of most views toward Squire Canyon and states that the overcrossing would be difficult to navigate due to the slope and length.

Please see Master Response 1. The project's potential visual impacts are addressed in Section 2.1, Aesthetics/Visual Resources. The RDEIR provides an analysis of Alternative 6 (Farming Operations and Conflict Avoidance), which proposes an undercrossing of Highway 101 at an existing bridge and eliminates the subject overcrossing. Alternative 6 has been identified as the environmentally superior alternative.

Response to Comment 13a-2

Commenter provides further description of the mass and location of the proposed Highway 101 overcrossing.

The comment is noted. The commenter is referred to Master Response 1 and Response to Comment 13a-1.

Response to Comment 13a-3

Commenter expresses support for an undercrossing of Highway 101 over SLO Creek but states that Caltrans opposes such an undercrossing.

The comment is noted. The commenter is referred to the RDEIR, Master Response 1, and Response to Comment 13a-1. See also Letter RD-A from Caltrans, expressing general support for the undercrossing concept.

2.0 RESPONSES TO COMMENTS

Date: 10/14/2013

Name: Maridel Kennedy Salisbury

Affiliation: Avila Beach Resident

Avila Valley landowner

Address: 6985 Ontario Road

San Luis Obispo, CA 93405

Telephone: 805-471-3110

Email: Maridel@pacbell.net

13b
See Letters
1 and 10

Comment:

1. Page 1.0-19, Segment 4: San Luis Bay Drive Crossing

The EIR should be able to give an actual bridge design as it relates to the viewshed simulations.

2. Page 2.1-7, Table 2.1-2 & Page 2.1-18, Table 2.1-3

Viewshed from Monte Road and Ontario Road have not been properly addressed.

3. Page 2.1-36, MM2.1-2b

Mitigation should include opportunity for AVAC review and input before design is finalized.

4. Page 2.1-36, MM 2.1c

Retaining wall designs for the new ramps to the bridge are not addressed. AVAC should have input to the proposed ramp wall.

5. Page 2.1-37, MM 2.1-3a

It is improper to assume that billboard removal will occur without proper compensation to owner.

6. Pages 2.6.2 & 2.6.17

Transportation and Circulation, Existing Setting and Cumulative Impacts
EIR does not address parking on the Ontario Road staging area.

7. Pages 3.0-16 & 3.0-17, Comparative Analysis of Alternative 4

The EIR should document why the alternative route is treated differently from other BJ Pathway segments in the floodway with similar habitat, geology-soil and hydrology-water quality impacts. (Namely projects in Sacramento and Bay Area.)

8. Page 3.0-18, Summary for Alternative 4

Conclusions that the undercrossing Alternative would result in a greater maintenance cost than a bridge overcrossing and result in more closures.

9. Page 3.0-19, Summary for Alternative 4

Highway 101 bridge over the creek should mention that no bridge improvements are under consideration by Caltrans.

p.1

8055959464

John

RESPONSE TO LETTER 13B – MARIDEL KENNEDY SALISBURY

See responses to Letters 1 and 10.

Letter 14



Draft EIR Comment Form
Proposed Bob Jones Bike Path San Luis Obispo to
Ontario Road Project

Date: 8/29/2013

Name*: Myron H "Skip" Amering

Affiliation (if any)*: SLOBCC SLOBCColation League of American Cyclists

Address*: 1130 Islay St.

City, State, Zip Code*: San Luis Obispo CA 93401

Telephone Number*: (805) 547-1026

Email*: Leg2Skip@aol.com

Comment: I am a life time cyclist, founding member SLOBCC and President 1975-1980. I have commuted 43 miles each work day for 25 years on the American River Bike Trail. 17 years on the ^{San Luis Obispo} City/County Bicycle Advisory Committee, while working for Cal EPA. Environmental Scientist. I have worked on the American River Bike Train (32 miles) maintenance and operations for 25 years. (this includes design, planning, operations use, maintenance, safety issues, Ranger patrols, Fires etc.)

** Generally, I am in favor of the proposed alignment.

This proposal provides for the public: residents, visitors, cyclists, vacationers to travel to/from SLO to Alvia and back with a safer route for commuters, Recreational, utilitarian, cyclists, etc.

Issues: • Minimum design* State of California Chapter 1000 design ^{criteria}

- 1 • Design criteria Turning radii and Sight Distance - Safety 25 mph
- 2 • Minimal Crossings of Vehicular Roads Minimal Stops / ADA Bridge Access
- 3 • Widening shoulders of Ontario Rd. This Project should Not displace cyclist

*Please print. Your name, address, and comments become public information and may be released to interested parties if requested.

See over Back of this sheet

Please either deposit this sheet at the sign-in table before you leave today, or fold, stamp, and mail. Insert additional sheets if needed. Comments must be received by October 21, 2013. Comments may also be faxed to (805) 788-2413 or emailed to rhostetter@co.slo.ca.us.

- 3) Cont... from the public Roadway (Ontario Road) 14-2
- 4) Long term Maintenance - Weeds/trees Flooding - Trail Deterioration 14-3
- 5) Some members of the public seem to Believe that this project will Remove travel by Bicycle from Ontario Road. 14-4
- 6) The Bridge(s) locations and General Proposed Design are perceived by some members of the public as ISSUES; However the existing Freeway visually ~~is~~ ^{is} undecorated and a Barrier to Cyclists pedestrians 14-5
- 7) The Proposed Bike Trail is no more impactive than the freeway.
- 8) While the proposed J.J. Bik Trail has been held up to Local city County Transportation Highway/Freeway statutes and regulations - what about Street and Highways Code Chapter 1000 design criteria? for the Proposed trail. 14-6
- 9) While the proposed Alinemet separates cyclist vs vehicles. the cost of new trails, right of Way, cost of land and the Bridges (3-4) is very costly. Rather widening Highways and Ontario Roads adding 5 foot shoulders would be less costly and more timely in providing the needed safer designed roads/Complete Roads/ Streets. 14-7
- 10) Cal Trans issues - with the Proposed Trail (structural and operational (flooding)) could be abated with a Class II Bike Facilities along the Proposed Route by widening Highways and Ontario Roads with 5 foot plus shoulders. (Class II Bicycle Facilities.) 14-8

Place
Postage
Here

San Luis Obispo County
Department of Planning and Building
Attn: Ryan Hostetter
976 Osos Street, Room 300
San Luis Obispo, CA 93408

Thank You I

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER 14 – MYRON H. “SKIP” AMERINE

Response to Comment 14-1

Commenter expresses general support for the proposed project.

Comment noted.

Response to Comment 14-2

Commenter describes minimum design criteria from Caltrans Highway Design Manual Chapter 1000, Bicycle Transportation Design. Commenter states that the project should not displace cyclists from the public roadway (Ontario Road).

Comment noted. The comment does not pertain to the adequacy of the environmental analysis and no response is warranted. However, the comment will be provided to the decision-makers for consideration.

Response to Comment 14-3

Commenter discusses long-term maintenance of the project including weeds, trees, and trail deterioration due to flooding.

Comment noted. Operation and maintenance of the proposed pathway are not environmental issues. However, the RDEIR acknowledges that Alternative 6 would require ongoing and regular maintenance. As the comment does not pertain to the adequacy of the environmental analysis, no further response is warranted.

Response to Comment 14-4

Commenter states that some members of the public believe that the project will remove travel by bicycle from Ontario Road.

Comment noted. The comment does not pertain to the adequacy of the environmental analysis and no response is warranted. However, the comment will be provided to the decision-makers for consideration.

Response to Comment 14-5

Commenter states that the proposed locations and design are perceived by the public as issues but states that the existing freeway is visually undesirable and acts as a barrier to cyclists and pedestrians.

Comment noted. The comment does not pertain to the adequacy of the environmental analysis and no response is warranted. However, the comment will be provided to the decision-makers for consideration.

Response to Comment 14-6

Commenter asks if the proposed project would be consistent with Caltrans Highway Design Manual Chapter 1000, Bicycle Transportation Design.

The proposed project has been designed to be consistent with all applicable federal, state, and local regulations where they are applicable. Caltrans design standards are identified and addressed on page 2.6-11 of the DEIR, which states that the design is consistent.

Response to Comment 14-7

Commenter states that the proposed improvements would be very costly. Commenter suggests that widening South Higuera Street and Ontario Road to provide additional shoulder for bicycle travel would be less costly while still improving safety.

The comment and suggestion are noted. The comment does not pertain to the adequacy of the environmental analysis and no response is warranted. However, the comment will be provided to the decision-makers for consideration.

Response to Comment 14-8

Commenter states that the project's structural and operational issues, such as flooding, could be abated by widening roadways to provide Class II bicycle lanes rather than constructing the proposed project as designed.

The comment and suggestion are noted. The comment does not pertain to the adequacy of the environmental analysis and no response is warranted. However, the comment will be provided to the decision-makers for consideration.



SLO COUNTY BICYCLE COALITION | slobikelane.org

Oct. 21, 2013

Ryan Hostetter, Project Manager
San Luis Obispo County Planning & Building Dept.
976 Osos St., Room 300
San Luis Obispo, CA 93408-2040

Re: Bob Jones Pathway (San Luis Obispo to Ontario Road) Draft Environmental Impact Report

Dear Ms. Hostetter,

The San Luis Obispo County Bicycle Coalition appreciates the opportunity to comment on the Bob Jones Trail Draft Environmental Impact Report. We have reviewed the DEIR and concluded that it thoroughly analyzed the environmental impacts of the project to the greatest extent possible. We strongly support completion of the project in a timely manner but, based on the concerns of our advocacy team and feedback from members of the public, we would like to submit the following comments into the public record.

We support the staff recommendation for Alternative 3, which locates the trail on the east side of Higuera Street. Alternative 3 is well studied and should be selected, as it is the environmentally superior and safer alternative.

15-1

We prefer an undercrossing of Highway 101 as it would improve overall trail experience, reduce visual impacts, and better align with the wants of local residents. We acknowledge that the project has already been approved with the overcrossing of Highway 101 under the National Environmental Policy Act and that a delay of the project could occur if the EIR and NEPA don't match.

15-2

We also recommend a 12-foot-wide paved trail rather than the eight feet proposed. We support a 12-foot width for the following reasons:

- It would be consistent with the San Luis Obispo City standard and with other popular, heavily used trails, including the San Luis Obispo City Railroad Safety Trail and the American River Parkway Trail in Sacramento County. It makes sense for the entire length of the Bob Jones Pathway to be a consistent 12-foot width.
- The existing Pathway between Ontario Road and Avila Beach is of insufficient width to safely provide for an anticipated increase in bicyclists, pedestrians and other users.
- This trail is for transportation in addition to recreation. We believe a 12-foot-wide trail would attract and encourage more bicycle commuters who may now be reluctant to use it because it's difficult to safely pass slower riders and other users on an eight-foot-wide trail.
- It would more safely accommodate emergency and maintenance vehicles and hold up better under their weight, resulting in less and easier maintenance.
- It would be safer and more pleasant for all users and reduce conflicts.

15-3

The Bicycle Coalition exists to improve the quality of life on the Central Coast through bicycling advocacy, education and inspiration. We represent more than 800 members countywide who want to improve our transportation system to accommodate bicycle riders of all ages and abilities.

Sincerely,

Dan Rivoire, Executive Director
San Luis Obispo County Bicycle Coalition

860 Pacific St, Suite 105 | San Luis Obispo, CA 93401 | (805) 547 2055

RESPONSE TO LETTER 15 – SLO COUNTY BICYCLE COALITION

Response to Comment 15-1

Commenter expresses support for project Alternative 3 and states agreement with its designation as the environmentally superior alternative.

Comment noted. Please see Master Response 1.

Response to Comment 15-2

Commenter expresses support for an undercrossing of Highway 101. Commenter acknowledges that the project as proposed, including an overcrossing of Highway 101, has undergone NEPA review and that changing the project at this time could result in project delays.

Comment noted. Please see Master Response 1. Project review under NEPA is a separate process that must be completed by the County independent of CEQA review.

Response to Comment 15-3

Commenter expresses support for a 12-foot-wide path rather than 8 feet as proposed in the DEIR for multiple reasons including consistency with other segments of the Bob Jones path as well as other similar trails; a wider path would attract more users as it would be safer to pass; and a wider path would more safely accommodate emergency and maintenance vehicles.

Comment noted. Alternative 6 as analyzed in the RDEIR proposes a 12-foot paved path with 2-foot shoulders.

2.0 RESPONSES TO COMMENTS

October 12, 2013

Letter 16
See letter #2

Ryan Hostetter, Project Manager
County Planning & Building Dept.
976 Osos St., Rm. 300
San Luis Obispo, CA 93408-2040

Subject: Bob Jones Pathway (San Luis Obispo to Ontario Road)
Comments on Draft EIR

Dear Ms. Hostetter,

We are the landowners of parcel 076-251-045, over which approximately 1,700 feet of the Bob Jones Bike Trail is proposed. We live on the property, and operated agricultural business, SLO Creek Farms on the property as well. We are supportive of a city-to-sea bike trail, but we feel strongly that the Draft Environmental Impact Report (DEIR) failed to identify many impacts to agriculture and that an alternative route must be considered.

A Farm Friendly alternate route is available, that resolves the agricultural impacts and we feel that the DEIR not sufficient without consideration of this route and its lack of agricultural impacts.

Our farming operations are closely linked with those on the Land Conservancy properties (operated by Avila Valley Barn). We share common irrigation systems access roads, and public road frontage. The selected bike route affects both properties and operations in similar ways, and the attached documents review the DEIR along the entire Monte Road area as a whole.

The DEIR proposed route has the following Impacts that were not identified or sufficiently addressed. These issues are also shown on the attached exhibits and annotated photo, which show additional detail to be considered.

Agricultural Entrances

1. Agricultural entrances to public roads were not identified. There are seven existing driveway entrances in the Monte Road area that the DEIR proposed bike lane would cross, and only one is shown (south of San Luis Bay Drive). The DEIR is deficient without addressing these accesses, and must specifically resolve operational conflicts and safety concerns.
2. Driveway entrances take room. Turning movements need to be considered, off street pull out areas need to be considered, fencing and gates need to be integrated into the solution. The room for the entrances needs to be shown, and this will result in additional lost agricultural land that must be consider as impacted area and mitigated.

3. As proposed – the bike lane must cross the agricultural entrances. The DEIR must consider the impacts to agricultural operation and public safety, identify the necessary configuration and develop associated mitigation measures. Operational issues include fencing, truck and agricultural vehicle movements, appropriate surfacing and surface maintenance. Each entrance will need to be treated as a road crossing with appropriate stop controls on the bike lane.

Existing Facilities

1. The DEIR proposed bike lane conflicts with (goes straight through) existing irrigation systems, an operating agricultural well, an operating windmill, and public parking and seating areas used in our business. The DEIR is deficient in that it did not identify any of these and must be revised to address the conflicts, identify them as impacts, and identify mitigations.
2. Issues such as the well and the windmill are problematic to resolve. The well and windmill must be relocated to the farm side of the bike lane, as opposed to moving the bike lane further into our property. If the bike lane were moved, then we would not be able to maintain or operate the facilities without crossing or driving down the bike lane, which is not acceptable, and the area between the bike lane and the property line is effectively lost as a useable area.
3. The DEIR must identify these conflicts and specifically how they will be physically addressed. The areas that are effectively lost to agricultural use due to inaccessibility must be included in the impact analysis.

Road – Bike Lane Cross Section

1. The DEIR underestimates the agricultural impacts because the plan cross sections are not accurate, do not meet standards, and do not match the existing topography. Addressing these issues will result in the bike lane being located further into the farm areas, increasing the agricultural impacts and increasing the area that is functionally lost to agricultural use due to inaccessibility caused by the bike lane.
2. The attached photo exhibits show the scale and topography issues. When these are corrected, they must be compared to the existing cross slope. The DEIR did this, but not in worst case areas – so where the cross slope is greater than shown, whether the bike lane must be moved further into the farm land, or an unusable fill slope must be extended into the farm land, in either case – the area must be correctly shown and the full impact addressed.
3. There are oak trees along the edge of Monte Road, and these limit the grading that can be done, furthering these issues noted above. There are also existing utility poles that do the same.

Fencing

1. Fencing around the farm fields must be tall deer resistant fencing. The DEIR needs to recognize this, clearly indicate where deer fencing will be located, and resolve issues created at the interface between the bike lane and the agricultural roads and entrances.

2.0 RESPONSES TO COMMENTS

Offsite issues

The issues noted below are not on our property, but they relate to the impact of Monte Road section of the bike lane as a functional unit. These are included in more detail on the photo identification.

1. Agricultural roads eliminated, and no replacement identified
2. Farm areas isolated, and no access identified
3. Functional agricultural areas not identified, but the bike lane conflicts, no replacement or mitigation identified.
4. Emergency access replaced by bike lane, no identification of the issue, its impact or mitigation
5. The DEIR proposed route unnecessarily includes a section of Class 3 Bike Route on Monte Road.

Farm Friendly Alignment (FFA)

The problems above all stem from the location of the DEIR proposed alignment – it is located along the Farm frontage. This farm frontage is a high-use area. It is where the site is accessed, employees park, trucks and tractors turn around, produce is packed and loaded, equipment stored, and public customers enter, park and gather. The DEIR is not acceptable unless it identifies the specific impacts to these farm functions and offers mitigation.

Attached to this letter is a Farm Friendly Alignment for the bike lane which is largely absent of the issues described above. The Farm Friendly Alignment (FFA) has the following features:

1. The FFA follows the outside perimeter of the farm fields, on the far side of the public road access. Because of this, there are no agricultural crossings, and no isolated agricultural areas,
2. There are very few facility conflicts – resolved with irrigation and fence relocations.
3. The topography is generally flat, so the land is not taken up with fill slopes.
4. The FFA results in more of the bike lane being located along the creek.
5. The FFA replaces Class 3 bike route on Monte Road, with Class 1 bike lane along the creek.

The Farm Friendly Alignment clearly has less impacts to agriculture, and we believe it to be the environmentally superior alternative. The DEIR needs to consider this alignment, and we are in support of the bike lane in the FFA location.

Property Owner Involvement

We have been the property owners for this important segment of the proposed bike trail for 10 years, and yet have not been included in the process. We should have been involved, and if we had could have provided this input earlier in the process. We feel that this is a factor when considering our comments.

We request that we be included in the EIR process from this point forward. Especially when it to detailed solutions to the impacts of the agricultural road or farm and bike lane interface, we feel

that no one knows the issues as well as the landowner and request that we be allowed to review on the solutions as they are developed.

Summary

We are supportive of the Bob Jones Bike Trail, and want to see it succeed for the community. We feel that is unnecessary for this success to come with all the impacts to the farming operations on our land and others – there is an alternative that does not have these impacts. We ask that that the FFA be considered the preferred alternative.

The following exhibits are attached an a part of this comment letter:

- Exhibit A: DEIR Alignment
- Exhibit B: Annotated photos of the DEIR Alignment
- Exhibit C: Farm Friendly Alignment
- Exhibit D: Farm Friendly Alignment shown on the project plans

Thank you for your consideration on this, and we look forward to our future communications.

Sincerely,



Blythe Gable (Owner)



Robyn Gable (Owner)

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER 16 – BLYTHE AND ROBYN GABLE

See responses to Letter 2.

Letter 17a



Draft EIR Comment on Proposed Bob Jones Bike Path SLO to Ontario Road Project

Terry N Taylor to: Ryan Hostetter
Cc: Jan Taylor, Karla Bittner, "Sherri Danoff (Gooding)"

08/29/2013 02:25 PM

From: Terry N Taylor <terryntaylor@charter.net>
To: Ryan Hostetter <rhostetter@co.slo.ca.us>
Cc: Jan Taylor <jktayloredd@yahoo.com>, Karla Bittner <kdbitt@aol.com>, "Sherri Danoff (Gooding)" <sheri39@charter.net>

29 Aug 2013
Terry N Taylor
Homeowner
575 Bassi Drive
San Luis Obispo, CA 93405
805-595-9535
terryntaylor@charter.net

Hi Ryan - You did a great job last night and thanks for being the collection point for EIR Comments

An alternative brought up at the 2010 scoping meeting was not included in the draft EIR and I believe should be because of its reduced environmental impact to either crossing over (or under) the freeway at the proposed location and probable very significant savings over either the proposed bridge or the alternative underpass. A retired bridge construction person quoted a cost variance of 50 to 1 for building over vs building under. Either way there is a significant cost in money and time but the proposed impact to acres of wetlands as well as removal of at least one old growth tree would be reduced significantly by the alternative below.

See below for map

Instead of crossing the freeway at the old Miles location (or just south of it), extend the path south to the present freeway underpass and cross there. Then there are several alternatives to go north to the old railroad right of way. There certainly is a lot of room on Ontario Road for a path and you can cross over Ontario road at the intersection which has to be a lot safer than the present road crossing. Even adding in a bridge to recross the creek will be a lot easier and cheaper than the biological impact of the long 5% grade to & from the proposed bridge over 101 as well as not having the scenic impact of either the bridge or the ramps on both sides.

17a-1

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER 17A – TERRY N. TAYLOR

Response to Comment 17a-1

Commenter suggests another project alternative that would reduce project costs and impacts to biological resources. The suggested alternative route would extend the path farther south to allow a crossing at the existing freeway underpass, thereby eliminating the need to construct a new overcrossing or undercrossing. Commenter references a map but none was provided with the comment letter.

Comment noted. The comment does not address the adequacy of the environmental analysis and does not warrant a response. However, the comment will be provided to the decision-makers for consideration.

Letter 17b

Pamela Lapham

Subject: FW: Draft EIR Comment on Proposed Bob Jones Bike Path SLO to Ontario Road Project

From: Terry N Taylor <terryntaylor@charter.net>
To: "Sherri Danoff" <sherri39@charter.net>
Cc: Karla Bittner <kdbitt@aol.com>, Jan Taylor <jktaylorredd@yahoo.com>, Ryan Hostetter <rhostetter@co.slo.ca.us>, Julie Hartz <Julhartz@aol.com>, Jim Hartig <professorhartig@yahoo.com>
Date: 08/30/2013 05:33 PM
Subject: Re: Draft EIR Comment on Proposed Bob Jones Bike Path SLO to Ontario Road Project

Hi Sherri

I believe the rules of EIRs are that neither the funding cost nor source is to be considered a part of the evaluation. Whether we agree with that is moot as we can only talk about what was proposed in biological or visual impact on the environment. You saw the answer Ryan sent me on the proposed alternative that someone else had originally suggested back in 2010 (or earlier). I do not know if Bill is going to write down the proposal that he made back at the 2010 scoping meeting nor the other proposals made back then or since. The trail from the city to the sea has been in discussion for over a dozen years that I am aware of and the route thru the valley and across the freeway has received a lot of different proposals in that time.

The person writing the EIR gets to choose which alternatives to use as straw men. One of the alternatives (not crossing Higuerra St twice) is actually the preferred route from what Shaun said so it is not really a valid alternative as I am using to seeing proposals presented. The consultant stated that he was given the parameters of the project and that they did not include any need for a traffic survey or research in just who would benefit from the trail. Whether my alternative, the one Bill mentioned or any of the others mentioned in either the 2010 scoping or more recently is valid or not, there is a vested interest in going with the EIR as written. One could say it is a stacked deck which is not the way a normal EIR is to be written or evaluated.

17b-1

If Parks had wanted an underpass, it seems it could have been done when the free way bridge at that location was worked on recently as we all know that this has been in their plans for better than 10 years. They could have approached Cal Trans to do this in much the same manner as the pathway underpass was done when the bridge was worked at where the two drives come together several years ago. Any additional permits & funding could have been handled in the same manner at a much reduced cost in time & overall expense to the trail.

17b-2

If they had worked with Cal Trans then, they would be much further along now on the overall trail completion. Since they didn't and they are definitely not incompetent (nor did they even mention that they had tried doing so and ran into some unknown obstacle that prevented them from doing that), it is easy to conclude that they have their minds made up on the overpass alternative. Actually it is too easy to say that so I must be missing something vital.

2.0 RESPONSES TO COMMENTS

Normally I can at least figure out why someone acts the way they do, but I am a loss why they would go this route when the funding does not seem to be there for quite awhile. When several of the experienced bikers in the audience stated that they (and presumably others with their experience levels) had no intention of using the overpass but would continue using Ontario road, I am wondering just what group of people that Parks is trying to please. It is very late in the schedule for a traffic analysis for cars, bikers (experienced & novice since there seems to be a divergence here), hikers, skateboarders, etc.) but I feel that this should have had a more thorough examination then what seems to have been done.

17b-3

I was surprised when the owners of a farm on upper Higuerra stated that they had not been approached and then the owners of the road (is it really a private road?) across the valley stated that they had serious problems with the proposal as presented and did not want to give any easement.

Shaun seemed to me to feel that what they had to say was not very important as both his body language and vocabulary appeared dismissive when they spoke. Hopefully I am in error and he is actually concerned about both these potential problems to the proposal and has viable solutions.

17b-4

I am in favor of the trail and hope that we can all find a way to come together on it.

Terry

On Aug 30, 2013, at 4:13 PM, Sherri Danoff wrote:

Terry, your route seems to me to have merit.

A major problem with the 101 bridge, in my opinion, is that funding is unlikely. If easement acquisition would not be a stopper with the route you envision, and if engineering would not be an onerous obstacle, it seems that it should be evaluated in the EIR.

From: Terry N Taylor [mailto:terryntaylor@charter.net]

Sent: Thursday, August 29, 2013 2:26 PM

To: Ryan Hostetter

Cc: Jan Taylor; Karla Bittner; Sherri Danoff (Gooding)

Subject: Draft EIR Comment on Proposed Bob Jones Bike Path SLO to Ontario Road Project

29 Aug 2013

Terry N Taylor

Homeowner

575 Bassi Drive

San Luis Obispo, CA 93405

805-595-9535

terryntaylor@charter.net

Hi Ryan - You did a great job last night and thanks for being the collection point for EIR Comments

An alternative brought up at the 2010 scoping meeting was not included in the draft EIR and I believe should be because of its reduced environmental impact to either crossing over (or under) the freeway at the proposed location and probable very significant

savings over either the proposed bridge or the alternative underpass. A retired bridge construction person quoted a cost variance of 50 to 1 for building over vs building under. Either way there is a significant cost in money and time but the proposed impact to acres of wetlands as well as removal of at least one old growth tree would be reduced significantly by the alternative below.

See below for map

Instead of crossing the freeway at the old Miles location (or just south of it), extend the path south to the present freeway underpass and cross there. Then there are several alternatives to go north to the old railroad right of way. There certainly is a lot of room on Ontario Road for a path and you can cross over Ontario road at the intersection which has to be a lot safer than the present road crossing. Even adding in a bridge to recross the creek will be a lot easier and cheaper than the biological impact of the long 5% grade to & from the proposed bridge over 101 as well as not having the scenic impact of either the bridge or the ramps on both sides.

[Scanned @co.slo.ca.us]

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER 17B – TERRY N. TAYLOR

Response to Comment 17b-1

Commenter questions the range of alternatives analyzed in the DEIR and the process used to identify alternatives.

Comment noted. The process for developing and selecting project alternatives is described on DEIR page 1.0-13. Alternatives to a project, for purpose of CEQA review, are guided by CEQA Guidelines Section 15126.6. The alternatives are selected based on their ability to reduce or eliminate significant environmental effects while meeting the basic objectives of the proposal.

See also Master Response 1, which explains that an additional alternative—Alternative 6—was developed and analyzed in response to public comments.

Response to Comment 17b-2

Commenter suggests that the County should have planned an undercrossing of Highway 101 to accommodate the proposed pathway as part of a recently completed improvement project on the bridge.

See Master Response 1. The comment does not address the adequacy of the environmental analysis and does not warrant a response. However, the comment will be provided to the decision-makers for consideration.

Response to Comment 17b-3

Commenter questions why the County has proposed an overcrossing of the highway, as the funding is not available at this time and experienced cyclists have expressed that they would not use the overcrossing. Commenter states that a more thorough traffic analysis should have been completed.

See Master Response 1. The project's potential impacts related to transportation and circulation are addressed in DEIR Section 2.6. The commenter does not provide specific comments on the transportation analysis with enough detail to allow a reasoned response.

Response to Comment 17a-4

Commenter states that affected landowners present at the scoping meeting held for the project indicated that they had not been approached regarding the project and expressed opposition to granting necessary easements. Commenter suggests that County staff was dismissive of the landowners' concerns.

Comment noted. As discussed on DEIR page 1.0-5, the County conducted a public scoping meeting for the project on April 5, 2010. All comments received during the scoping meeting and in response to the NOP have been addressed and considered in the DEIR. In particular, concerns raised regarding agricultural land use conflicts were evaluated in DEIR Section 2.2, Agricultural Resources. Furthermore, the County released the RDEIR for public review that evaluated Alternative 6 (Farming Operations and Conflict Avoidance). The commenter is referred to Master Response 1.

Letter 18



Draft EIR Comment Form
Proposed Bob Jones Bike Path San Luis Obispo to
Ontario Road Project

Date: 21 OCT. 2013
Name*: WILLIAM TICKELL
Affiliation (if any)*: A.V.A.C.
Address*: 3233 DAVIS CYN. RD.
City, State, Zip Code*: S.L.O. CA, 93405
Telephone Number*: 805.595.2322
Email*: N.A.

Comment: WE WERE TOLD THAT THE E.I.R. WOULD ANALYZE THE CONNECTION BETWEEN SOUTH HELIGERA TO ONTARIO RD. TO MONTE ROAD TO AVILA BEAR RD, ONTARIO RD. TO BOB JONES TRAIL TRAIL HEAD. NO BRIDGE, NO UNDERPASS ALL IN PLACE NOW. (NO MENTION IN E.I.R. ABOUT THIS PROPOSAL.) WHO DROPPED THE BALL? BUDGET IS IMPORTANT FOR ALL CITIZENS. PLEASE LET ME KNOW. THIS MAKES THE FEASIBILITY OF THE PROJECT MUCH MORE POSSIBLE.

18-1

*Please print. Your name, address, and comments become public information and may be released to interested parties if requested.

Please either deposit this sheet at the sign-in table before you leave today, or fold, stamp, and mail. Insert additional sheets if needed. Comments must be received by October 21, 2013. Comments may also be faxed to (805) 788-2413 or emailed to rhostetter@co.slo.ca.us.

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER 18 – WILLIAM TICKELL

Response to Comment 18-1

Commenter states that the County previously informed the public that the DEIR would analyze a pathway route that utilized existing facilities and did not propose any new bridges or highway crossings.

The DEIR and RDEIR analyze Alternative 5, which assumes that existing Class II facilities along roads would be used with the incorporation of safety features. A Notice of Preparation (NOP) of an EIR for the project was released for public review in August 2013. The NOP included the same detailed project description as that provided and analyzed in the DEIR. The comment is noted for the decision-makers.

Letter 19



Comments to Draft EIR - Bob Jones Pathway

Kevin Martin to: rhostetter
Cc: patwove

10/17/2013 11:09 PM

From: Kevin Martin <ktmsoccer@aol.com>
To: rhostetter@co.slo.ca.us
Cc: patwove@aol.com

October 17, 2013

Mr. Ryan Hostetter, Project Manager
County Planning and Building Department
976 Osos Street,
San Luis Obispo, CA 93408-2040

Dear Mr. Hostetter,

Upon reviewing the draft EIR for the Bob Jones Pathway, we would appreciate to opportunity to have our concerns heard and noted.

We live in the Squire Canyon area and are deeply invested in the impact of this project as we drive through part of this area multiple times a day.

Please note, we are submitting this as an email, but if comments are only accepted via a mailed in submittal, please let us know immediately so that our comments can be received and considered appropriately.

The draft EIR is thorough and comprehensive, and our comments only concern two areas that we feel need further analysis or modifications.

The bridge over 101, we feel should not be the preferred method of crossing 101. In our estimation, Alternative 4 should be the preferred path to be considered. Please note our direct concerns from the DEIR

19-1

Section 1.0 (pg 23) - Aesthetics

Of the seven (7) sections on this category, four (minimize visibility, silhouetting against the sky, minimizing building height, and minimizing new light) of these are in conflict with the proposed overpass. All four (4) would be either eliminated or greatly diminished with the use of Alternative 4.

19-2

Section 2.1.1 - Scenic Corridors

While 101 is not listed as a scenic corridor, the addition of the overpass would likely decrease the likelihood of obtaining this designation, not enhance it.

19-3

Noise comment (3.0-18) only addresses noise during construction. Noise levels for pathway users crossing over 101 would be much higher and less desirable than crossing under 101.

19-4

Comment about use by transients is subjective and without merit. The existing Bob Jones Trail has an undercrossing at San Luis Bay Drive near Avila Beach Drive. Illegal camping and related activities have not proven to be a problem nor has the related maintenance costs warned about in this section been experienced.

19-5

Comment in summary for Alternative 4 states that "This alternative would likely have excessive long-term maintenance costs due to design, location, and use." The pejorative use of the term "excessive" is undefined and misleading. Estimated costs and excessive costs should be defined and if they cannot be defined with a certain degree of confidence, the phrase should be removed.

19-6

Our second area of concern is the at grade crossing at Monte and San Luis Bay Drive. The proposal is for a three way stop control at this intersection. Since we live in Squire Canyon, we cross this area multiple times a day and are quite concerned about this section of the project.

19-7

Our primary area of concern is that this single aspect of the project is lacking in detail and seems to be not fully considered. It is not just an intersection of two streets, but also immediately adjacent to a freeway offramp and on ramp. This adds to the dangerous aspects of traveling on this road in a car, let alone the additional foot and bike traffic that will be added to this area.

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER 19 – KEVIN MARTIN

Response to Comment 19-1

Commenter notes that an overcrossing of US 101 should not be the preferred method and that Alternative 4 should be the preferred path.

Please see Master Response 1, which presents Alternative 6. As Alternative 6 eliminates the need for a US 101 bridge overcrossing. Comment noted. No change needed.

Response to Comment 19-2

Commenter notes that in the Aesthetics section the areas that would be negatively impacted by a US 101 overcrossing are eliminated under Alternative 4.

Please see Master Response 1, which presents Alternative 6. As Alternative 6 eliminates the need for a US 101 bridge overcrossing. Comment noted. No change needed.

Response to Comment 19-3

Commenter notes that a US 101 overcrossing would diminish the corridor's eligibility as a scenic highway.

Please see Master Response 1, which presents Alternative 6. As Alternative 6 eliminates the need for a US 101 bridge overcrossing. Comment noted. No change needed.

Response to Comment 19-4

Commenter notes that the noise impact discussion addresses construction noise levels only and not user exposure to noise for a US 101 overcrossing.

Comment noted. Construction noise was analyzed as it would be the most prominent effect of the proposal. It is expected that noise levels of bicycle path users would be similar and not greatly exceed existing ambient noise levels. Further, please see Master Response 1, which details Alternative 6 that eliminates the need for a US 101 bridge overcrossing. No change needed.

Response to Comment 19-5

Commenter notes that remarks about transients are subjective and without merit and gives as example the existing undercrossing of the Bob Jones Trail, which have not encountered such issues.

Comments are noted. The subject text is consistent with issues experienced in other jurisdictions, and was intended to explore potential secondary environmental effects. However, Section 3.0 Alternatives of the RDEIR, has been amended to remove this language.

Response to Comment 19-6

Commenter notes that the use of the term "excessive" when describing long-term maintenance costs for alternative 4 is subjective and not defined.

Please see the revised Alternative 3 Chapter included in the RDEIR. In the RDEIR Alternative 4 long-term maintenance costs are quantified as shown below. No further change needed.

“The undercrossing being located in a floodway would result in greater maintenance and operational costs, as well as seasonal closures.”

Response to Comment 19-7

Commenter notes that the proposed at grade crossing at Monte Road and San Luis Bay Drive poses safety concerns due to the crossings location near a freeway off ramp and intersection of two streets. The commenter requests that more detail be provided for this proposed crossing.

Please see Master Response 1. The proposed Alternative 6 eliminates the need for the Monte Road and San Luis Bay Drive crossing.

2.0 RESPONSES TO COMMENTS

2.3 RESPONSE TO SPECIFIC COMMENT LETTERS ON THE RDEIR

Below are responses to specific comments letters received during the public review process for the proposed project Revised Draft EIR (RDEIR).

The following letters were received on the RDEIR:

**TABLE 2
RDEIR COMMENTS RECEIVED**

Letter	Name	Commenter	Date Received
State Agencies			
RD-A	California Department of Transportation (Caltrans)	Adam Fukushima	December 8, 2014
RD-B	The Land Conservancy of San Luis Obispo County	Kaila Dettman	December 7, 2014
RD-C	Community Development, City of San Luis Obispo	Phil Dunsmore	December 8, 2014
RD-D	Department of Public Works, SLO County	Frank Honeycutt	December 8, 2014
General Public			
RD-1	Avila Valley Advisory Council (AVAC)	Jim Hartig	December 8, 2014
RD-2	Friends of the Bob Jones Trail	Anne Wyatt	December 6, 2014
RD-3	SLO Bicycle Coalition	Dan Rivoire	December 5, 2014
RD-4	Phil Wagner	Phil Wagner	November 22, 2014
RD-5	Louis Gibson	Louis Gibson	December 5, 2014
RD-6	Brian LoConte	Brian LoConte	November 11, 2014

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/>

Letter RD-A



*Serious drought.
Help save water!*

December 8, 2014

Ryan Hostetter
Project Manager
County of San Luis Obispo
County Planning & Building Department
976 Osos Street, Room 300
San Luis Obispo CA 93408-2040

SCH 2010031121
05-SLO-101-R022.48

Dear Ms. Hostetter:

COMMENTS ON THE RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT (RDEIR) FOR THE BOB JONES PATHWAY (SAN LUIS OBISPO TO ONTARIO ROAD)

The California Department of Transportation (Caltrans) appreciates the opportunity to comment on the DEIR for this project. Caltrans views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle and pedestrian modes as integral elements of the transportation system. Caltrans is supportive of the Bob Jones Pathway project and has been working with County staff to help identify opportunities and challenges the project may encounter moving forward.

Most of the project alignment is outside of Caltrans right-of-way; therefore, most of the project's scope is not within our purview to analyze. However, a key structural component of the project is the proposed crossing of US 101 and alignment alternative adjacent to US 101. As Caltrans stated in the comment letter to the last DEIR (dated October 18, 2013) while Caltrans is supportive of the project crossing, it must be planned and designed in a way that avoids negative impacts on the State Transportation System. It also must be planned and constructed in accordance with all State design standards to ensure public safety and the long term structural viability of the pathway.

General Comments

- 1) Any proposed crossing of US 101, whether overcrossing or undercrossing, or alignment along the highway must meet all State design standards including all Class I bikeway and Americans with Disabilities Act (ADA) standards. These standards would include any curves or slopes leading up to an over- or undercrossing. They would also include all vertical or horizontal clearances for an undercrossing.

RDA-1

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to enhance California's economy and livability"*

Ms. Ryan Hostetter
Page 2

- Furthermore, no design will be allowed which compromises the structural integrity or reduces the flood capacity of any bridges or other highway facilities. RDA-1
- 2) In addition, for any work proposed on Caltrans right of way, the County would need to obtain an encroachment permit and assume all construction, operational and long-term maintenance costs. Relative to the permit, detailed information and technical analyses may need to be submitted as part of the application process. RDA-2
- 3) Please note that Caltrans' comments on this project as detailed in its letter of October 18, 2013 still apply. RDA-3
- 4) Please designate whether all or portions of the S. Higuera Street Pedestrian bridge or the San Luis Bay Drive tunnel undercrossing will be constructed on Caltrans right of way. Please show Caltrans right of way boundaries on plan sheets, where applicable. It is recommended to be outside of Caltrans right of way. RDA-4
- 5) Regarding the undercrossing of US 101 at San Luis Obispo Creek, it should be understood that in order to fulfill safety standards for vertical clearance of a bicycle path, it may be necessary to cut into the floodway at the project location. Such a cut at this location may cause hydrological impacts that would require additional infrastructure to protect the integrity of the bridge structure. Such infrastructure may significantly add to the project cost. RDA-5
- 6) Since the undercrossing is located within the active floodplain of San Luis Obispo Creek, the RDEIR states that the bike path will require closing for several weeks at a time during periods of creek high flow. It will need to be clarified how closing of the pathway will be accomplished, how the County will ensure public safety during the closures, what alternative routes pathway users will be given during those periods, and how the alternative routes will be communicated to the public. RDA-6
- 7) In several instances the RDEIR states that the bike path through the US 101 underpass would be prone to accumulation of sediment and debris after storm events, and maintenance would be required to clear debris after storms. It will need to be clarified how the County will enter into an agreement with Caltrans to maintain the undercrossing after storms. RDA-7

Specific Comments

- 8) *Page 3.0-24 and Sheet 12 of Appendix A*
Page 3.0-24 states that the trail will have a vertical clearance of less than eight feet and Sheet 12 states a vertical clearance of seven feet. Both of these pages also state that bicyclists would be required to dismount and walk bikes through the underpass. It is RDA-8

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improbable that a requirement to dismount bikes would have successful compliance. Furthermore, for safety purposes, Caltrans only allows a standard vertical clearance of minimum eight feet. In order to satisfy safety standards for vertical clearance, the project may require cutting into the floodway. Such a cut may cause hydrological impacts that would require additional infrastructure to protect the integrity of the bridge structure and pathway.

RDA-8

9) *Page 11-12 of the Hydraulic Study (Appendix C)*

Please provide bridge plans and cross sections showing the effects of the increased water surface on US 101 upstream of the bridge up to the point where the proposed water surface profile conforms to the existing water surface profile. Also, there are two figures labeled "2C" on pages 11 and 14 for both Baron Canyon and San Luis Bay Drive. Please clarify.

RDA-9

10) *Sheet 12 of Appendix A*

Please verify that the bridge elevation with the arch detail is correct. Was the 84" clearance shown on the field verified?

RDA-10

If you have any questions or concerns, please feel free to contact me at (805) 549-3131 or adam.fukushima@dot.ca.gov.

Sincerely,



Adam Fukushima, PTP
Development Review
Caltrans District 5

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to enhance California's economy and livability"*

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER RD-A – CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

Response to Comment RD-A-1

Commenter notes that any undercrossing or overcrossing of US 101 must meet all state design standards, including vertical and horizontal clearances. Comments also state that no design will be allowed that will compromise the structural integrity or reduce the flood capacity of any Caltrans facilities.

Comments are noted. This comment does not address the adequacy of the EIR. The County will work with Caltrans to ensure that all state design standards are met during the Caltrans permitting process and that no impacts to structural integrity or flood capacity of Caltrans facilities would take place. See Response to Comment RD-A-8 below for additional information on this subject.

Response to Comment RD-A-2

Commenter notes that the County will need to obtain an encroachment permit and that all construction, operational, and long-term maintenance costs must be assumed by the County.

Comment noted. The County will work with Caltrans to obtain an encroachment permit. The County is aware of its financial responsibility for the construction, operation, and maintenance of the Bob Jones Pathway.

Response to Comment RD-A-3

The commenter notes that all comments related in letter October 18, 2013, apply to the project.

Please see Response to Letter A.

Response to Comment RD-A-4

The commenter requests that any portion of the S. Higuera Street bridge and San Luis Bay Drive crossing (tunnel) be shown on project plans relative to Caltrans right-of-way. The commenter recommends that these elements be built outside of Caltrans right-of-way.

Per the analysis of Alternative 6, certain portions of the alignment are located on land owned by Caltrans and within Caltrans rights of way. The precise alignment locations will be submitted to Caltrans as part of the encroachment permitting process, with updated project drawings and other pertinent information such as precise boundaries. This comment does not address the adequacy of the CEQA document; as such, no change to the EIR is needed.

Response to Comment RD-A-5

Commenter notes that the pathway undercrossing of U.S. 101 may require additional cut into the floodplain to maintain vertical clearance, and/or additional infrastructure due to flooding issues, which may add to the project cost.

Please see Response to Comment RD-A-8 below. For a discussion of hydrological and floodplain project impacts, please see Appendix C, Hydraulic Study, of the RDEIR.

Response to Comment RD-A-6

Commenter notes that the RDEIR must clarify alternatives and public safety measures during pathway closure due to flooding.

During times of flooding and trail closure, the County will provide signage and/or barriers (physical or electronic) to advise trail users of any closures or detours. Ontario Road and the existing highway crossing at San Luis Bay Drive (the route currently used by cyclists within public right of way) will provide a natural alternative route to the pathway. General procedures and standards as applied by San Luis Obispo County would apply for public notification and safety.

Response to Comment RD-A-7

Commenter requests clarification related to maintenance agreements between the County and Caltrans for debris removal at the US 101 underpass.

Such information would be part of the Caltrans encroachment application package. This comment does not address the adequacy of the CEQA document; as such, no change to the EIR is needed.

Response to Comment RD-A-8

Commenter notes that a requirement to dismount and walk bikes under the highway due to low vertical clearance may not have successful compliance and that lowering the grade of the pathway within the floodplain may cause hydrological impacts that may require additional infrastructure and increase project costs.

The final design for the undercrossing will either require relief from the 8 foot vertical clearance standard and incorporate signage regarding the vertical clearance as identified in the RDEIR, or, to maintain a minimum clearance of 8 feet, the pathway elevation will need to be lowered into the floodway as noted in the comments. The County recognizes there are environmental, operational and financial tradeoffs for each scenario. If the Caltrans encroachment permit requires 8 feet vertical clearance, the County will work with Caltrans on the acceptable final design. By lowering the pathway lower than the adjacent channel grade, the path will be more likely to accumulate sediment during the winter period and may require additional maintenance. As the trail surface may be wet for longer periods, the surface may need to include a course finish. The County understands that the final design must not impact the integrity of the existing bridge structure or hydraulic capacity of the waterway.

Response to Comment RD-A-9

Commenter requests that bridge plans and cross sections be provided to show the change in the water surface profile. Commenter further inquires about the labeling of two figures as 2C on pages 11 and 14.

Figure 2 on page 9 of Appendix C, Hydraulic Study, shows the existing and proposed flow profiles at the proposed undercrossing and at existing and proposed bridges. Subsequent figures show water profiles for each project location. Conceptual bridge plans are included on Sheet 10 of the project drawings, with information pertinent to the Caltrans encroachment permit application to be included with the application. As noted on page 12 of the Hydraulic Study, the increased flow profile for the new Baron Canyon bridge will not impact US 101 upstream of the bridge.

2.0 RESPONSES TO COMMENTS

Comments regarding figure labeling in Appendix C are noted. Comments are correct that two figures are incorrectly labeled “2C”. For context, Figure 2C on page 11 shows the profile for the new Baron Canyon bridge. Figure 2C on page 14 shows the profile for the San Luis Bay Drive bridge crossing. If Alternative 6 is selected by the County, the San Luis bay Drive bridge flow profile will be irrelevant as this bridge will no longer be part of the project.

Response to Commenter RD-A-10

Commenter requests verification of the 84-inch clearance of the bridge elevation.

The existing ground elevation as shown on Sheet 13 was verified on existing Highway 101 drawings and through field visits. As such, no change is needed. See Response to Comment RD-A-8 above regarding the vertical clearance.

The Land Conservancy
OF SAN LUIS OBISPO COUNTY

P.O. Box 12206 • SLO, CA 93406 • (805) 544-9096 • FAX (805) 544-5122
VISIT US ONLINE AT: WWW.LCSLO.ORG

Letter RD-B

December 7, 2014

Ryan Hostetter
Project Manager
County Planning & Building Dept.
976 Osos St., Rm. 300
San Luis Obispo, CA 93408-2040

RE: Bob Jones Pathway Draft Revised Environmental Impact Report

Dear Ms. Hostetter,

We appreciate the opportunity to comment on the Bob Jones Pathway Recirculated Draft Environmental Impact Report (RDEIR) alternatives. The Land Conservancy of San Luis Obispo County (The Land Conservancy) is keenly interested in seeing the trail completed; we have been an important partner and collaborator in moving the project forward for the benefit of our entire community.

Following careful review of the document by our Board of Trustees and Staff, we would like to offer the following comments:

1. The RDEIR is a sound document and the additional studies appeared accurate and well prepared. We did not see any significant omissions or incorrect statements that warrant further delay of the process, and we feel that the proposed alternatives were well studied. **Therefore, we recommend certification of the full EIR including the revised alternatives, and advancement of the Bob Jones Pathway project.**
2. **After reviewing the new studies and revised alternatives we support Alternative 6.** We make this statement with the caveat that we would like the designers to consider making a slight adjustment to the Alternative 6 alignment by keeping it on the route of the Proposed Project along the eastern side of the agriculture field before it connects to the Baron Canyon Bridge. This will minimize the loss of heritage variety apple trees in that field. We are concerned about the loss of apple trees and access roads throughout our Lower San Luis Obispo Creek Floodplain Preserve. We feel that all possible losses must be mitigated through compensation to our tenant farmers and The Land Conservancy, and via the Farmland Conflict Reduction Plan.
 - a. **We prefer Option B** (specifically the route adjacent to the 101 freeway on its east side) since it will minimize impacts to the riparian corridor, will decrease impacts to existing

RDB-1

RDB-2

RDB-3

Local People. Local Land.

irrigation infrastructure, and will likely reduce the incidence of trespass from/to Monte Road and into the apple orchards.

RDB-3

b. It is important to note that Option A will require significant maintenance since flood events could frequently damage the split rail fence and will leave debris on the pathway in that part of the floodplain.

RDB-4

c. We do have concerns that the Baron Canyon Bridge could increase flooding as noted in the hydrologic and hydraulic analysis. While there are no buildings that would be damaged during storm events, we do have pump facilities, farm roads, and other minor infrastructure on our land that could be damaged by an increase in the water surface elevation during floods.

RDB-5

We request that the designers and planners work closely with our farmer tenants and our managers to insure that impacts from the pathway are minimized to the maximum extent practicable.

RDB-6

3. It is important to note that we would also support the Proposed Project alignment along Monte Road in Segments 3 and 4. We feel that following the existing road (Monte Road) and locating the required bridge crossing next to the San Luis Bay Drive Bridge would have fewer adverse impacts to the natural resources on site. While this alignment would increase interactions with farm equipment and would require a section of Class II pathway, we would support it since the potential loss of apple trees and impacts to the riparian corridor would be minimized. **In this case, we would want Alternative 3 to be chosen as well, for the reasons described in our Draft EIR comment letter from October 2013.**

RDB-7

4. Following certification we request that a phasing plan be completed to outline how the project will be implemented in a way that minimizes impacts to public safety and natural resources as each part of the pathway is constructed.

RDB-8

In general, we believe that the revised alternatives adequately address the concerns expressed by various constituents and balance the needs of all stakeholders. **On behalf of The Land Conservancy, I encourage the San Luis Obispo County Board of Supervisors to certify the full EIR and move forward to the next stage of this project.** Thank you for your consideration. Feel free to contact me for additional information or documentation.

Sincerely,



Kaila Dettman
Executive Director

RESPONSE TO LETTER RD – THE LAND CONSERVANCY OF SAN LUIS OBISPO COUNTY

Response to Comment RD-B-1

Commenter recommends the certification of the RDEIR.

Comment noted. No change is needed. The comment will be provided to the decision-makers for consideration.

Response to Comment RD-B-2

Commenter requests that the proposed alignment of Alternative 6 be designed to match the project along the east side of the agricultural field before it connects to the Baron Canyon Bridge, due to concerns regarding loss of apple trees and agricultural access. Commenter is of the opinion that all losses should be compensated through applicable mechanisms.

Alternative 6 was designed to minimize conflicts with farmland operations and other agricultural assets to the extent practicable. Where possible, apple trees would be avoided and such avoidance measures are incorporated into project design. All mitigation measures outlined in Section 2.2, Agricultural Resources, would be applicable to Alternative 6 and would be implemented as needed.

This segment of the pathway is located within Segment 3. Locating the pathway in the commenter's proposed location was previously analyzed within the DEIR. Should the County consider locating the pathway as suggested, the impacts of the alignment can be considered fully disclosed.

Response to Comment RD-B-3

Commenter notes that Alternative 6B is preferred.

Comment noted.

Response to Comment RD-B-4

Commenter notes that Option A would require significant maintenance and seasonal interruption due to flooding issues, like fence repairs and debris removal.

Comment noted. The comment will be provided to the decision-makers for consideration. Either option can be fully mitigated, as disclosed in the RDEIR.

Response to Comment RD-B-5

Commenter notes concerns that increased flooding due to the Baron Canyon Bridge could impact farming roads and other minor farming operations.

The RDEIR discloses that surface flows may rise during storm events, but that structures are not at risk, as noted in the comments. The impact analysis is based on the standards and significance thresholds established by CEQA to determine the "significance" of environmental changes. The predicted changes in hydrology do not rise to a significant level, based on these standards. While the County understands the local sensitivity, it should be noted that the Hydraulic Study

2.0 RESPONSES TO COMMENTS

used very conservative inputs in the modeling, and that the predicted flow profiles are correspondingly conservative.

Response to Comment RD-B-6

Commenter requests that a collaborative process be implemented and that tenant farmers and Land Conservancy managers be consulted during the final design phases.

Comment noted. Community input was requested as part of the CEQA process. All further community involvement would be pursued by San Luis Obispo County as needed during project final design phases and implementation.

Response to Comment RD-B-7

Commenter expresses support for Alternative 3 for reasons outlined in the letter submitted for the DEIR [included previously in this document]. Commenter also expresses support for the project alignment as described in the DEIR for Segments 3 and 4.

Comment noted. The comment will be provided to the decision-makers for consideration.

Response to Comment RD-B-8

Commenter requests that a phasing plan be completed and implemented to minimize project construction impacts to public safety and natural resources within the project area.

A project construction schedule and phasing would be implemented by the construction contractor and would include avoidance and minimization measures to protect natural resources and public safety in the area. The project would also include mitigation measures as outlined in the Mitigation Monitoring and Reporting Plan for the same purposes. No change to the EIR is needed.



Community Development

919 Palm Street, San Luis Obispo, CA 93401-3249
805.781.7170
slocty.org

Letter RD-C

December 8, 2014

Ryan Hostetter, Project Manager
p66-railspur-comments@co.slo.ca.us
San Luis Obispo County Department of Planning and Building
976 Osos St., Rm. 300
San Luis Obispo, CA 93408-2040

SUBJECT: Comments regarding Revised Alternatives for the Bob Jones pathway Draft EIR

Ryan,

This letter serves as the City of San Luis Obispo's comment letter on the revised alternatives for the DEIR prepared for the Bob Jones pathway.

The City greatly appreciates the opportunity to comment on the DEIR. In an effort to insure the final project is consistent with the regulations, goals, and community values of the City of San Luis Obispo and the County as a whole, our Community Development Department has reviewed various sections of the Draft EIR document and formulated a set of key comments. The City asks that the County consider the comments the City is providing as the Final EIR is prepared.

Specifically:

- 1. The City supports the use of an undercrossing at HWY 101 as shown in proposed alternative 6A. This alternative enhances scenic gateway protection and will improve the user's experience.
- 2. Consideration of real property negotiations will need to occur in order to utilize portions of the pathway that encroach upon portions of City owned property.

RDC-1

RDC-2

The City is eager to collaborate with the County to identify and implement mitigation measures that the City believes can address impacts to the City. Any mitigation proposed should include substantial and viable measures that are subject to ongoing monitoring, as CEQA requires.

RDC-3

Please feel free to contact me the Community Development Department with any additional questions you may have.

Sincerely,



Community Development

919 Palm Street, San Luis Obispo, CA 93401-3249
805.781.7170
slocity.org

Phil Dunsmore

Phil Dunsmore
Senior Planner

CC: San Luis Obispo City Council
Derek Johnson, Community Development Director

RESPONSE TO LETTER RD-C – COMMUNITY DEVELOPMENT, CITY OF SAN LUIS OBISPO

Response to RD-C-1

Commenter expresses support for an undercrossing at US 101, as it minimizes aesthetic impacts through the community of San Luis Obispo.

Comment noted. See Master Response 1.

Response to RD-C-2

Commenter notes that real property negotiations would need to take place to project areas located on City of San Luis Obispo Land.

Real property negotiation for easements would take place as part of project implementation and are not part of the CEQA process. San Luis Obispo County will contact all property owners, including the City of San Luis Obispo, as part of the process. The comment is noted and no change is needed. The comment will be provided to the decision-makers for consideration.

Response to RD-C-3

Commenter expresses the City's eagerness to work with the County to design and implement enforceable mitigation measures as they apply to potential impacts to the City of San Luis Obispo.

All mitigation measures designed for the project will be compiled in an enforceable Mitigation Monitoring and Reporting Plan (MMRP). The MMRP will identify the mitigation measures, the implementing and monitoring parties, and the implementation and monitoring timeline. The MMRP would comply with CEQA Guidelines Section 15097.

Letter RD-D

Florentina Craciun

From: rhostetter@co.slo.ca.us
Sent: Monday, December 08, 2014 9:53 PM
To: secoper@co.slo.ca.us; Tad Stearn
Subject: Fw: Recirculated Draft EIR for the Bob Jones Pathway, dated October 2014

Last minute comments today:

Ryan Hostetter, LEED AP
County of San Luis Obispo
Current Planning and Permitting
(805) 788-2351
----- Forwarded by Ryan Hostetter/Planning/COSLO on 12/08/2014 09:52 PM

From: Frank Honeycutt/PubWorks/COSLO
To: Ryan Hostetter/Planning/COSLO@Wings
Cc: Glenn D Marshall/PubWorks/COSLO@Wings, Dave
Flynn/PubWorks/COSLO@Wings, Mark
Hutchinson/PubWorks/COSLO@Wings
Date: 12/08/2014 07:32 PM
Subject:Fw: Recirculated Draft EIR for the Bob Jones Pathway, dated
October 2014

Ryan, please see Glenn's comments below.

PW supports the project as a whole and is looking forward to its addition to the trails system. However, for proper design and to maximize (bike, ped, and vehicle) safety, PW must object any alternative which includes a mid block crossing on any high speed or high volume road such as Higuera. Putting a crossing at a signalized intersection could be supported if properly designed. Placing the crossing at an intersection with (the extension of) Buckley Rd would be preferable.

RDD-1

Likewise, PW would object to any alignment which mixes a separated (Class 1) path with a Class 3 paths.

RDD-2

It seems that Alternative 6A or 6B successfully avoids these two high risk issues and would be supported by PW.

RDD-3

Secondly, as this trail becomes popular and its use increases, the 12-foot width may also need to be increased to accommodate both slow moving (mostly pedestrian) traffic and higher speed bicycle traffic. However, this can wait for a future time if needed.

RDD-4

Please let me know if you have any other questions. Thanks

Frank Honeycutt, P.E.

Development Services Division Manager
Department of Public Works
County of San Luis Obispo
San Luis Obispo, Ca 93408
(805) 781-1596
(805) 674-1951 (cell)
fhoneycutt@co.slo.ca.us
Visit Public Works on the Web at: <http://www.slocountypwd.org>

----- Forwarded by Frank Honeycutt/PubWorks/COSLO on 12/08/2014 07:02 PM

From: Glenn D Marshall/PubWorks/COSLO
To: Frank Honeycutt/PubWorks/COSLO@Wings
Cc: Dave Flynn/PubWorks/COSLO@Wings, Jeremy
Ghent/PubWorks/COSLO@Wings, Michelle
Matson/PubWorks/COSLO@Wings, Ryan
Hostetter/Planning/COSLO@Wings
Date: 12/05/2014 09:14 AM
Subject: Recirculated Draft EIR for the Bob Jones Pathway, dated October
2014

Frank:

In response to comments due by Dec 9, 2014 for the subject project Public Works Transportation supports the DEIR finding that Alternative 6 is the superior alternative alignment for the Bob Jones trail (see Section 3.5). Alternative 6 alignment limits the crossing of Higuera St to one location at the future Buckley Road intersection; provides a detached trail along Higuera St; realigns the trail off of Monte Rd; and provides an underpass on San Luis Bay Dr just easterly of the NB US 101 ramps.

Transportation may have concerns with advancement off Alternative 2 because it could promote young and unexperienced cyclists to cross potentially high-speed/high volume intersections of Higuera St at US 101 SB onramp at Ontario Road; and Ontario Rd at San Luis Bay Drive.

Thanks,
-Glenn

Glenn D. Marshall, RCE
Transportation Division
County of San Luis Obispo Department of Public Works County Government Center, Room 206 San Luis Obispo, CA
93408
Phone: 805/781-5269
Email: gdmarsshall@co.slo.ca.us
Web: <http://www.slocounty.ca.gov/PW.htm>

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER RD-D – SAN LUIS OBISPO COUNTY, DEPARTMENT OF PUBLIC WORKS

Response to Comment RD-D-1

Commenter supports the project as a whole, but objects to crossings of high speed and high volume streets such as South Higuera Street. The commenter prefers a signalized intersection at Buckley Road.

Comment noted. Please see Master Response 1. Alternative 6 eliminates the need for such a crossing. The County acknowledges that the City's portion of the pathway may connect to the Octagon Barn Center via a crossing of South Higuera Street. This crossing is not part of the County project. The crossing is the responsibility of the City of San Luis Obispo and the County will work with the City of San Luis Obispo Public Works Department to ensure that any at-grade crossing is appropriately located and designed to safety standards.

No change is needed.

Response to Comment RD-D-2

Commenter notes that the department would not support a project that mixes Class I and Class III pathways.

Comment noted. Please see Master Response 1. Alternative 6 does not mix different classes of pathways, as it would provide a Class I pathway. No change is needed.

Response to Comment RD-D-3

Commenter notes that Alternative 6A and 6B alleviate the commenter's concerns and expresses support for these alignments.

Comment noted.

Response to Comment RD-D-4

Commenter notes that in the future an expansion of the path width should be considered to accommodate both bicyclists and pedestrians. Commenter notes that this consideration can take place as the number of pathway users increases.

Comment noted. This comment does not address the adequacy of the RDEIR; as such, no change is needed. The proposed pathway is 12 feet, with 2 foot shoulders.

Letter RD-1

Avila Valley Advisory Council

San Luis Obispo County, California
P.O. Box 65
Avila Beach, CA 93424 www.avac-avila.org

2014 Officers

Chair
Jim Hartig
Vice Chair
Denise Allen
Secretary
Anne Brown
Treasurer
Julia Hartzell

Council Members

Avila Beach
Anne Brown
Lisa Newton
Mary Matakovich
Ken San Filippo(alt)

Avila Valley
Julia Hartzell
Mary El Hansen
Jan Taylor (alt)

San Luis Bay Estates
Sherri Danoff
Jim Hartig
Ken Thompson
Bob Pusanik
Mike Grantham
Saul Goldberg
Karla Bittner (alt)
Lynn Walter (alt)

See Canyon
Denise Allen
Liz Guho-Johnson
Bill Tickell (alt)

Squire Canyon
Kirt Collins
Open (1)

8 December 2014

Ryan Hostetter, Project Manager
County Planning & Building Dept.
976 Osos Street, Rm 300
San Luis Obispo, CA 93408-2040

RE: Bob Jones Pathway, Revised Draft EIR Alternatives Section

Dear Ms. Hostetter,

This letter is in response to the Revised DEIR Alternative Section of the Bob Jones Pathway Project.

After careful review of the documents received the Avila Valley Advisory Council and its Bob Jones Pathway Committee we would like to inform you that the addition of the Alternative 6 route addresses many of our issues.

Favorable key points include:

- Major portions of the pathway are kept off of streets especially Monte Road
- Pathway crossing over San Luis Bay Drive and Highway 101 eliminated
- Widening of the pathway from 8 feet to 12 feet
- Understanding pathway flooding will occur and is manageable

We would like to encourage the county to continue to work with Caltrans, regarding the undercrossings, to ensure Alternate 6 remains a viable alternative.

Sincerely,

Jim Hartig

Jim Hartig, AVAC Chairperson

RD1-1

RD1-2

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER RD-1 – AVILA VALLEY ADVISORY COUNCIL (AVAC)

Response to Comment RD-1-1

Commenter notes that Alternative 6 addresses many of the issues that AVAC had with the project and outlines the favorable points of Alternative 6 such as avoidance of Monte Road, overcrossing of San Luis Bay Drive and US 101, widening of the pathways, and flooding maintenance issues.

Comment noted.

Response to Comment RD-1-2

Commenter encourages the County to work with Caltrans to ensure that the proposed undercrossing under Alternative 6 is viable and would not encumber project implementation.

San Luis Obispo County will work with Caltrans through the permit encroachment process to ensure that an undercrossing will meet Caltrans standards. Comment noted. No change is needed. See also Response to Comment RD-A-8.

Letter RD-2

Ryan Hostetter, Project Manager
SLO County Planning & Building Department
976 Osos St., Rm. 300
San Luis Obispo CA 93408-2040

Dec. 6, 2014

Re: Bob Jones Pathway Revised Draft EIR Alternatives Section

Dear Ms. Hostetter:

Thank you for the opportunity to comment on the Amended Revised Draft Environmental Impact Report (RDEIR) Alternatives Section for the Bob Jones Trail and to commend you and Shaun Cooper and your respective Parks and Planning staff teams for the expanded study and analysis completed in the last year. The degree to which you have accommodated public requests for changes in the plan was evident at the informational meeting held on November 13, 2014. Not a single substantial issue was raised by any of the 25 persons in the room, unlike a similar informational meeting one year ago where several concerns were voiced.

It is with pleasure that I note our concerns and those we heard from the public at the previous meeting have been addressed with the new trail option 6. We encourage staff to recommend this option to the Parks and Recreation Commission and Board of Supervisors for adoption. It accomplishes several key goals, enhances public safety and minimizes impacts:

- Trail width at an increased 12 feet will accommodate both recreational and commute riders by allowing for safe passing and reducing conflicts with other users;
- Trail separated off Monte Road meets plan objective of a full Class I off-road trail and addresses both safety and property owner concerns;
- Undercrossing of Highway 101 eliminates neighbor concerns about view shed and Caltrans expansion concerns;
- Undercrossing of San Luis Bay Drive promises to eliminate an unsafe at grade crossing.

RD2-1

The Friends of the Bob Jones Trail is a partnership of the San Luis Obispo County Land Conservancy and the San Luis Obispo County Bicycle Coalition formed to assist with trail planning, coordination and partnership, construction, funding and maintenance. We look forward to working with you on an ongoing basis and leveraging local support to make the trail a world-class asset and to maintain it as such in perpetuity.

Sincerely,

2.0 RESPONSES TO COMMENTS

Anne Wyatt, steering committee
Friends of the Bob Jones Trail

c/o San Luis Obispo County Bicycle Coalition
860 Pacific St, Ste. 105
San Luis Obispo, CA 93401
(805) 296-0013
a.renewyatt@gmail.com

RESPONSE TO LETTER RD-2 – FRIENDS OF THE BOB JONES TRAIL

Response to Comment RD-2-1

Commenter notes that Alternative 6 addresses several issues expressed through the DEIR public comment process and that the organization supports Alternative 6. Such issues include increasing the width of the path, separation from Monte Road, and the addition of undercrossings at both US 101 and San Luis Bay Drive.

Comment noted. No change is needed. The comment will be provided to the decision-makers for consideration.

Letter RD-3



SLO COUNTY BICYCLE COALITION | slobikelane.org

Ryan Hostetter, Project Manager
SLO County Planning & Building Department
976 Osos St., Rm. 300
San Luis Obispo CA 93408-2040

Dec. 5, 2014

Re: Amended Revised Draft Environmental Impact Report (RDEIR) Alternatives Section for the Bob Jones Pathway

Dear Ms. Hostetter:

The San Luis Obispo County Bicycle Coalition appreciates the opportunity to comment on the Amended Revised Draft Environmental Impact Report (RDEIR) Alternatives Section for the Bob Jones Pathway. Our mission is to improve quality of life throughout the Central Coast through bicycle advocacy, education and inspiration. With 800 members countywide, our efforts are motivated directly by the wants and needs of residents who believe active transportation, recreation and safe streets are essential to local well-being.

We are pleased with the RDEIR and thank the staffs of the Planning and Parks and Recreation Departments and consultants for a thorough response to public concerns raised by the August 19, 2013, Draft Environmental Impact Report. Specifically, the RDEIR's Alternative 6 reduces potential conflicts with day-to-day agricultural operations associated with active farming along the alignment; incorporates the Highway 101 undercrossing instead of the overcrossing; and improves safety by eliminating key at-grade crossings.

We believe the 12-foot pavement width with 2-foot shoulders will reduce conflicts and improve safety for all trail users and be consistent with the City of San Luis Obispo's trail standards. The elimination of two South Higuera Street crossings and shifting the route from Monte Road to a full Class 1 trail near the riparian edge will make the trail a much safer and enjoyable experience. The undercrossing of San Luis Bay Drive provides access and an exit point to Ontario Road when the trail is closed during high creek flows.

RD3-1

The Bicycle Coalition has two safety concerns that are not environmental impacts:

- Because the maximum height of the Highway 101 undercrossing is less than 8 feet, "signage will be required on the approaches to the undercrossing advising trail users to dismount and walk bicycles" (page 3.0-24). We doubt many bicyclists will dismount and walk through an 80-foot tunnel, especially bicyclists with cleats, and recommend this issue be addressed through design.
- Trail width at bridge crossings remains 10 feet (page 3.0-22). We are concerned a reduction in trail width will create bottlenecks and possible conflicts with trail users (bicyclists, pedestrians, dog walkers, etc.) who stop on the bridges to look into the

RD3-2

RD3-3

860 Pacific St, Suite 105, San Luis Obispo, CA 93401 | slobikelane.org/business



SLO COUNTY BICYCLE COALITION | slobikelane.org

creek. To be consistent with statewide county and city bicycle/pedestrian bridges, the minimum width should be 14 feet or more.

RD3-3

In closing, we are pleased with the RDEIR and support staff recommending Alternative 6 to the Parks and Recreation Commission and Board of Supervisors for certification

RD3-4

Completion of the Bob Jones Pathway is a major goal of the Bicycle Coalition. Certification of the RDEIR will be an important step toward providing a greenbelt from San Luis Obispo to Avila Beach that area residents and visitors will enjoy and cherish for generations.

Best Regards,

Dan Rivoire
Executive Director
San Luis Obispo County Bicycle Coalition

860 Pacific St, Suite 105, San Luis Obispo, CA 93401 | slobikelane.org/business

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER RD-3 – SLO COUNTY BICYCLE COALITION

Response to Commenter RD-3-1

Commenter notes that the proposed Alternative 6, which increases pathway width, eliminates two South Higuera Crossings, and shifts the route from Monte Road, would make for a safer bicycle route.

Comment noted.

Response to Comment RD-3-2

Commenter notes that the request that bicycles be dismounted for the US 101 undercrossing portion of the pathway would most likely no be implemented by bicyclists, especially those with cleats. Commenter requests that this issue be addressed through final design stages.

Comment noted. Since this comment does not address the adequacy of the RDEIR, no change is needed. Nonetheless, during final design stages, San Luis Obispo County will take into consideration the dismount requirement, its enforceability, and potential Caltrans requirements. Please see Response to Comment RD-A-8.

Response to Comment RD-3-3

Commenter notes that the trail width at bridge crossings is currently 10 feet, which may create bottlenecks between bicyclists and pedestrians who stop on the bridge for creek viewing. Commenter notes that the minimum width for such bridges should be 14 feet to comply with statewide, county, and City of San Luis Obispo standards.

Comment noted. Bridge widths must allow reasonable room to pass, while considering their use for maintenance vehicles, minimizing impacts to the creek, and cost. Ten foot widths in these limited locations accomplishes this balance of priorities.

Response to Comment RD-3-4

Commenter notes that the organization is pleased with the RDEIR and expresses support for Alternative 6.

Comment noted. The comment will be provided to the decision-makers for consideration.

Letter RD-4

Florentina Craciun

From: rhostetter@co.slo.ca.us
Sent: Monday, November 24, 2014 8:41 AM
To: Tad Stearn; secooper@co.slo.ca.us
Subject: Fw: Bob Jone Trail RDEIR Comment

FYI - Comment to add, Thanks!

Ryan Hostetter, LEED AP
County of San Luis Obispo
Current Planning and Permitting
(805) 788-2351
----- Forwarded by Ryan Hostetter/Planning/COSLO on 11/24/2014 08:40 AM

From: Phil Wagner <pmwslo@yahoo.com>
To: "rhostetter@co.slo.ca.us" <rhostetter@co.slo.ca.us>
Date: 11/22/2014 11:27 AM
Subject: Bob Jone Trail RDEIR Comment

Ryan - below are my comments regarding the Bob Jones Trail RDEIR.

I support Alternative 6 as it is the environmentally superior proposal. [redacted] RD4-1
it has no over-crossing over 101,
fewer bridges
the route appears to be more scenic than others (away from the
highway)

I had a suggestion for notifying the public about seasonal washouts cause by flooding. You can install remote water level sensors with solar powered telemetry systems that could trigger notices on a webpage and on an annunciator panel at the trail head (Octagon Barn). RD4-2

Lastly, was something that concerned me at the Nov. 13 meeting. Some local land owners that are impacted by the Bob Jones Trail routes claimed not to have been notified about meetings or having opportunities to comment. Those land owners are possible sources of opposition to the project and extra efforts to notifying and communicating with them should be pursued. Also, they may have great suggestions as they are intimately connected to the issues on their land. RD4-3

Thanks for your work on this project. Completion can't come soon enough!

Phil Wagner
1233 Vista del Lago
San Luis Obispo, CA 93405

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER RD-4 – PHIL WAGNER

Response to Comment RD-4-1

Commenter expresses support for Alternative 6 due to its lack of US 101 overcrossing, fewer bridges, and a more scenic route.

Comment noted.

Response to Comment RD-4-2

Commenter suggests that a remote water level sensor be installed to notify path users of pathway closures and flooding.

Comment noted. The comment does not address the adequacy of the RDEIR. The comment will be provided to the decision-makers for consideration. However, the comment is appreciated as a creative solution to providing automated information to trail users.

Response to Comment RD-4-3

Commenter suggests that landowners who expressed concerns about the project could represent a roadblock to project implementation and as such extra efforts should be implemented to notify them regarding project changes and implementation.

Comment noted. The comment does not address the adequacy of the RDEIR. The comment will be provided to the decision-makers for consideration.

Letter RD-5

Florentina Craciun

From: rhostetter@co.slo.ca.us
Sent: Friday, December 05, 2014 12:24 PM
To: Tad Stearn; secooper@co.slo.ca.us
Subject: Fw: Bob Jones Re-Release EIR

Comments below:

Ryan Hostetter, LEED AP
County of San Luis Obispo
Current Planning and Permitting
(805) 788-2351
----- Forwarded by Ryan Hostetter/Planning/COSLO on 12/05/2014 12:24 PM

From: george hohon3 <hohon3@hotmail.com>
To: "rhostetter@co.slo.ca.us" <rhostetter@co.slo.ca.us>
Date: 12/05/2014 12:19 PM
Subject: RE: Bob Jones Re-Release EIR

Ryan,

Please add the following comments concerning the Re-Release of the Bike Path EIR:

General comment:

The Alternatives discussion of this report is obviously bias towards the intended or preferred project as presented by the County planning Department. Alternative number 2 is without question the most environmentally beneficial (least damaging) project alternative and is by far the most economical project, yet the alternative is presented in a negative way and the actual benefits of the alternative are completely ignored.

RD5-1

Advanced bicyclists will not bother to use this path, no matter it's location. They do not use the current Bob Jones path from the staging area to Avila Beach, and there is no evidence that they would use this path either. They will continue to ride along South Higuera, Ontario Road, San Luis Bay Drive and Avila Beach Drive as they do now. Any consideration for their needs should be discounted.

RD5-2

Specific comments:

The proposed alignment places the path in an area of potential flooding of Monte Road leading to the Baron Canyon development. Any pathway improvement to reduce this flood threat would impact the

RD5-3

2.0 RESPONSES TO COMMENTS

creek and flood plain, causing the potential for additional damage to the Ag Lands, Monte Road and access to Baron Canyon.

RD5-3

The proposed alignment requires the 'taking' of private property from several locations while other alternatives do not. This taking will require additional financial support to develop the project, and will expose the County to higher levels of liability due to it's location. These takings have the potential to increase the time needed to start the project.

RD5-4

The proposed alignment 'takes' quality Ag Lands out of production and has specific impacts to San Luis Obispo Creek, while Alternative #2 does not, making Alternative #2 a better environmentally beneficial project.

RD5-5

The proposed alignment proposes changes to the intersection of Monte Road and San Luis Bay Drive, when none are required. It bicyclist follow the rules of the road, there is no objective or specific need for any of the proposed changes. The suggested changes make conclusions that bicyclists need some special protection beyond what the current law provides. If this is the case, a Class One bike path should NOT be proposed to run through an intersection, and it requires a completely different route, such as Segment #4 and the tunnel crossing.

RD5-6

The proposed alignment proposes a Bike/Ped Bridge to cross over San Luis Obispo Creek, parallel to San Luis Bay Drive, but fails to provide a proposal as to how it will protect users from flood waters that over-top San Luis Bay east of the creek. The report does not even discuss the potential of this threat, how it will be mitigated, or how the potential mitigation will affect both up-stream and down-stream locations during a flooding event, and it does not discuss the potential impact of those flood waters crossing San Luis Bay Drive in terms of depth or velocity caused by down-stream structures.

RD5-7

The summary statement for Alternative #2 is inaccurate because it does not place the Bike/Ped path in a Class I structure. It assumes the path would remain within the traffic corridor of Ontario road for the majority of it's overall length. This fails to include a proposal to make a Class I path from Higuera Street to the current Bob Jones Staging Area. The area between the 101 Highway and Ontario Road is more than adequate for the construction of a Class I path. It also does NOT require any private property takes, it would NOT damage or cause a loss of prime Ag Lands, it would NOT require the construction of multiple creek crossing bridges NOR additional flood proofing, and it would save hundreds of thousands of dollars in project costs. And the summary does not indicate or acknowledge the fact that advanced bicyclists will continue to use the Higuera Street, Ontario Road, San Luis Bay Drive and Avila Beach Drive corridors.

RD5-8

Please keep me informed as to when this item will be presented before any County Board or Commission. Thanks.

Louis G Gibson
75 Squire Canyon Road
San Luis Obispo, CA 93401

805-595-2780

> Subject: RE: Bob Jones EIR Link
> To: hohon3@hotmail.com
> From: rhostetter@co.slo.ca.us
> Date: Mon, 9 Sep 2013 10:35:05 -0700
>
> You are welcome to submit to me via email and I will add your
> email/comments to the group.
>
> Thank You,
>
> Ryan Hostetter, LEED AP
> County of San Luis Obispo
> Current Planning and Permitting
> (805) 788-2351
>
>
>
> From: george hohon3 <hohon3@hotmail.com>
> To: "rhostetter@co.slo.ca.us" <rhostetter@co.slo.ca.us>
> Date: 09/09/2013 10:32 AM
> Subject: RE: Bob Jones EIR Link
>
>
>
> Can I submit my comments via email, directly to you. Or does it have
> to
be
> in a letter format directed to the County?
>
> George
>
>> Subject: RE: Bob Jones EIR Link
>> To: hohon3@hotmail.com
>> From: rhostetter@co.slo.ca.us
>> Date: Mon, 9 Sep 2013 10:28:49 -0700
>>
>> Hi Mr. Gibson,

2.0 RESPONSES TO COMMENTS

>>
>> Our dates have not been amended for the Draft EIR comments. You have
> until
>> October 21st to submit comments to myself. The project is expected
>> to
be
>> discussed at the Parks and Recreation Commission on December 12th
>> and
> then
>> the Board of Supervisors will be the body that actually approves the
EIR
>> and project design and we are hoping to do that in Jan of 2014 but
>> that date has not been formalized. The best way to keep up is to
>> contact myself, Parks or keep an eye on the website for new releases
>> and dates
> for
>> meetings when they come up.
>>
>> Thank You,
>>
>> Ryan Hostetter, LEED AP
>> County of San Luis Obispo
>> Current Planning and Permitting
>> (805) 788-2351
>>
>>
>>
>> From: george hohon3 <hohon3@hotmail.com>
>> To: "rhostetter@co.slo.ca.us" <rhostetter@co.slo.ca.us>
>> Date: 09/09/2013 10:21 AM
>> Subject: RE: Bob Jones EIR Link
>>
>>
>>
>> Ryan,
>>
>> Considering the current review process and possible changes to
previously
>> stated submission dates, what is the current date for submitting
written
>> comments on the EIR? And what are scheduled dates for any further
public
>> comment before any Board, Commission or other governmental body that
> might
>> hear this item? Thank you.
>>
>> George Gibson
>> Squire Canyon
>>
>>> Subject: Bob Jones EIR Link
>>> To: hohon3@hotmail.com
>>> From: rhostetter@co.slo.ca.us

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER RD-5 – LOUIS GIBSON

Response to Commenter RD-5-1

Commenter notes that although Alternative 2 is the least damaging project alternative, the discussion is biased toward Alternative 6.

Alternative 2 would not meet the primary project objectives as outlined in Section 3 of the RDEIR and would result in greater degree of impacts to other environmental resources. Alternative 6 was tailored to lessen impacts identified by the community while at the same time meeting project objectives. This comment does not address the adequacy of the RDEIR; as such, no change is needed.

Response to Comment RD-5-2

Commenter notes that seasoned bicyclists would not use the proposed pathway and that any considerations for their needs should be discontinued.

Comment noted. However, the comment does not address the adequacy of the RDEIR.

Response to Comment RD-5-3

Commenter notes that the pathway is placed in areas where flooding could take place and that any mitigation measures designed to reduce flooding would impact the creek and floodplain, as well as result in potential damage to agricultural lands, Monte Road, and access to Baron Canyon.

Per Appendix C, Hydraulic Study, the project would not have any significant impacts on local flooding, local bank erosion, or hydrologic-related floodplain functions and values are predicted to occur due to construction and operation of the proposed bicycle/pedestrian pathway and bridge(s). Impacts to riparian habitat and functions would be mitigated by including all applicable measures from the National Environmental Study (NES) and mitigation measures as defined in the MMRP. As such, no change is needed.

Response to Comment RD-5-4

Commenter notes that the pathway would require the “taking” of private property, which would expose the project to greater liability and financial burden.

The County would complete the easement acquisition process through negotiations with Caltrans and other property owners. Comment noted. No change is needed.

Response to Comment RD-5-5

Commenter notes that the proposed pathway would impact agricultural lands and would take them out of production, while Alternative 2 would not have the same impacts.

The commenter is correct that the project would impact agricultural lands. As such, Alternative 6 was designed and analyzed to avoid farmland impacts. The commenter is correct that Alternative 2 would result in fewer impacts to agricultural lands than the proposed project as presented in Section 3 of the RDEIR. Please see Master Response 1. No change is needed.

Response to Comment RD-5-6

Commenter notes that the project requires modifications at the intersection of Monte Road and San Luis Bay Drive. Commenter suggests that a Class I bike path should not be proposed to run through an intersection, and a different route should be proposed as an undercrossing.

Please see Master Response 1. No change is needed.

Response to Comment RD-5-7

Commenter notes that the RDEIR does not adequately discuss flooding impacts and potential mitigation measures or modification to floodplain water loads.

Please see Master Response 1. Additionally, please see Appendix C, Hydraulic Study, for requested data. See also Response to Comment RD-A-8. Comment noted. No change is needed.

Response to Comment RD-5-8

Commenter notes that the summary statement for Alternative 2 is inaccurate because it does not include a proposal for a Class I path from Higuera Street to the current Bob Jones staging area. Commenter also notes that Alternative 2 would not require the take of any private property, the construction of multiple creek crossings, or any additional flood profiling. Commenter further notes that the summary does not take into account that experienced bicyclists would not use the pathway.

While the commenter is correct in that Alternative 2 would have fewer impacts on private agricultural lands, Alternative 2 compared with the project would have higher impacts on other environmental resource areas per Section 3 of the RDEIR. Further, Alternative 2 would not meet project objectives. Please see Master Response 1.

Letter RD6

11 Nov 2014

SUBJECT: Public Input Opportunity regarding the Bob Jones Trail Extension to San Luis Obispo City

Ms. Hostetter,

Thank-you for providing the information (RDEIR) on the proposed Bob Jones Trail from San Luis Obispo to the existing staging area on Ontario Road.

This an excellent example of effectively obtaining Public input on a project affecting large community groups. Thank-you and all involved.

While I will not be an active user of this trail, it does impact me as a very frequent user of South Higuera, San Luis Bay Drive (See Cyn. exit), Avila Bay Drive, and Ontario Road, and an occasional user of Monte Road.

I am very supportive of alternative 6B for two primary reasons:

- 1) it eliminates path crossings of South Higuera (segment 1). As a frequent motor-vehicle user of Ontario Rd., I am very aware of the potential for accidents to occur at these types of crossings. I see many families with young children on bicycles, who tend not to pay attention to the traffic. I also see mothers with baby carriages, often in pairs who seem more engaged with conversation, than being aware of the vehicle traffic along the road.
- 2) it would eliminate visual impacts of an over-pass at the connection to the current staging area (segment 5), which would also be more ecologically beneficial by being less impactful of geology & soils.

RD6-1

The only item of concern for me is the proposed tunnel under the east side of Hwy 101 at San Luis Bay Dr. (segment 4):

- 1) this seems extremely costly with no real benefit, and has a serious down-side. As discussed on page 3.0-23 of the RDEIR, at-grade access/exit ramps are planned and would be necessary to accommodate potential closure of the under-pass (segment 5) allowing transitioning onto Ontario Rd. (Partially shown in Appendix B, Biological Resources Assessment's, Appendix E (Habitat Maps) Pg. C-3 [sic])
 - a. Re: safety of at-grade crossing at this location. The vehicle traffic on the east portion of San Luis Bay Dr. to Monte Rd. is extremely low; my guess would be much less than a dozen an hour at peak transit times. Thus, it would be orders of magnitude less than the currently traffic flow on Ontario Rd. Thus, at-grade crossing at this location has almost zero safety risk to path users. The existing gravel pull-out shown, is sufficiently removed from the moderately used Hwy 101 on/off-ramps, with clear line-of-sight in both directions to avoid any potential vehicle interaction.
- 2) Besides being unnecessary, a tunnel would be prone to vandalism, potential crime opportunities, and since the trail would have essentially no usage at night, would provide an attractive shelter for the homeless. Please utilize the funds that would be expended on this aspect of the trail on other trail improvement opportunities within the County.

RD6-2

RD6-3

RD6-4

Sincerely,

Brian LoConte
Irish Hills Resident

RESPONSE TO LETTER RD-6 – BRIAN LOCONTE

Response to Comment RD-6-1

Commenter supports Alternative 6B because it eliminates the crossing at South Higuera Street and eliminates the crossing in Segment 5.

Comment noted.

Response to Comment RD-6-2

Commenter notes concern for the proposed undercrossing at San Luis Bay Drive due to its relatively high costs compared to low benefits. Commenter points to the existing discussion on page 3.0-23 of the RDEIR of planned ramps that would be necessary to accommodate potential closure of the underpass.

The comment addresses a design feature of Alternative 6 relative to safety. The tunnel under San Luis Bay Drive is intended to provide a more direct route and optimize flow of travel at this location. The RDEIR acknowledges that "feeder" ramps would be needed to allow access points to the pathway. While traffic volumes on San Luis Bay Drive are low, an at-grade crossing would necessitate a mid-block crossing, which is inconsistent with County trail design standards.

Response to Comment RD-6-3

Commenter notes that an at-grade crossing of San Luis Bay Drive would not pose safety concerns for pathway users due to low traffic volumes and the distance from US 101 on/off-ramps.

Comment noted. See above response.

Response to Comment RD-6-4

Commenter notes that the proposed undercrossing would be prone to vandalism and crime opportunities and an attractive shelter for the homeless population.

The comment does not address the adequacy of the CEQA document. No change is needed.

2.0 RESPONSES TO COMMENTS

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3.0 AMENDMENTS

GLOBAL MINOR AMENDMENTS TO ENTIRE DEIR AND RDEIR

The following change applies globally to the DEIR, RDEIR and FEIR. Due to the dissolution of the "General Services Agency" and the creation of the "Parks and Recreation Department", the CEQA Lead Agency for the project shall be referred as "San Luis Obispo County" or "County of San Luis Obispo." Text in ~~strikeout (abc)~~ represents text that is removed globally from the environmental documents.

County of San Luis Obispo General Services Agency - Parks

AMENDMENTS TO THE DRAFT EIR

Amendments to Section 1.0, Introduction and Project Description

No change needed.

Amendments to Section S, Impact and Mitigation Summary

Page S-42 (added text is underlined):

- **MM 2.3-1f:** The use of herbicides is prohibited as the primary method to control invasive, exotic plants along the pathway, except in areas of managed agriculture, where use of pesticides (including herbicides) is regulated by the California Food and Agriculture Code.

Page S-46 (added text is underlined):

- **MM 2.3-4b:** During construction, the biological monitor(s) will ensure that the spread or introduction of invasive exotic plant species will be avoided to the maximum extent possible. When practicable, invasive exotic plants on the project site (such as *Arundo donax*) will be removed and properly disposed.

Amendments to Section 2.1, Aesthetics

Page 2.1-9. Text in ~~strikeout (abc)~~ represents text that was removed from the DEIR.

While there may be glimpses from other areas along Highway 101 and the frontage roads, these eleven areas were judged to best represent or illustrate the potential impacts of the project, including the worst-case scenarios.

Page 2.1-10 (added text is underlined):

These configurations are shown in Figure 2c of the VIA, which is included in Technical Appendix T1, page 13.

Page 2.1-17 (added text is underlined):

The proposed bridge and overcrossing structures are the primary features that would most likely result in adverse effects to the visual character of the surrounding area, understanding that a person's sensitivity to changes in the visual character of the area can be very subjective for both negative and beneficial impacts.

3.0 AMENDMENTS

Page 2.1-18, Table 2.1-3 (added text is underlined):

Notes: 1 – very low; 2 – low; 3 – moderately low; 4 – moderate; 5 – moderately high; 6 – high; 7 – very high

(1) West ramp = 3.33 with a difference of (0.17); values in () represent difference between existing and post-project visual quality ratings

Amendments to Section 2.2, Agricultural Resources

Page 2.2-25 is amended as follows:

Cumulative Loss of Important Farmland and/or Forestland

Impact 2.2-6 Implementation of the proposed project would contribute to the cumulative loss of important farmland (designated Prime or Unique Farmland) and/or forestland within the county. This is considered a Class III, *less than significant*, cumulative impact.

Implementation of the proposed project would directly result in the loss of approximately 1.6 acres of land designated as important farmland; however, this conversion will result on in the loss of 0.5 acres of productive important farmland (designated Prime or Unique Farmland) and a maximum of 0.9 acre of forestland (riparian). When combined with other reasonably foreseeable similar projects within the County that convert farmland and forestland, the amount would not be considered cumulatively considerable in the context of countywide inventories of farmland and forestland. The only cumulative project that would combine with this action is the City's portion of the Bob Jones Pathway. However, that project, like the County's segment, would also be expected to result in very small areas of conversion that would not rise to a level of significance or impact the viability of existing agricultural land. In addition, the County's policies severely limit the ability for cumulative conversion or for conflict to occur. Therefore, the proposed project's contribution towards the loss of improvement farmland and/or forestland would not be cumulative considerable and this would be considered **Class III, less than significant**, cumulative impact.

Amendments to Section 2.3, Biological Resources

Page 2.3-31 (added text is underlined):

- **MM 2.3-1f:** The use of herbicides is prohibited as the primary method to control invasive, exotic plants along the pathway, except in areas of managed agriculture, where use of pesticides (including herbicides) is regulated by the California Food and Agriculture Code.

Page 2.3-37(added text is underlined):

- **MM 2.3-4b:** During construction, the biological monitor(s) will ensure that the spread or introduction of invasive exotic plant species will be avoided to the maximum extent possible. When practicable, invasive exotic plants on the project site (such as *Arundo donax*) will be removed and properly disposed.

Amendments to Section 2.4, Cultural Resources

No change needed.

Amendments to Section 2.5, Land Use and Planning

No change needed.

Amendments to Section 2.6, Transportation and Circulation

No change needed.

AMENDMENTS TO THE RECIRCULATED DRAFT EIR

Amendments to Section 3.3, Project Alternatives

The County compiled a Revised DEIR (RDEIR) document to address the issues raised during the public review period for the DEIR, through the analysis of an additional alternative pathway alignment. This analysis, referred to as Alternative 6, was presented in a revised Section 3.0 of the EIR. A Revised Draft EIR (RDEIR) was compiled and recirculated to add Alternative 6. A Notice of Availability for the RDEIR was published in October 21, 2014, on the County's website and distributed to interested parties on the same date. The RDEIR was available for public review and comment from October 21, 2014, to December 8, 2014.

With the RDEIR, the Project Alternatives section was revised and replaced in its entirety.

Page 3.0-18 of the RDEIR. Text in ~~strikeout (abc)~~ represents text that has been removed from the RDEIR.

- "In addition, the undercrossing may attract illegal camping and related activities associated with use by transients, which may also increase maintenance costs and result in secondary environmental consequences."

Page 3.0-24 has been amended to add the following text at the end of the description of Alternative 6:

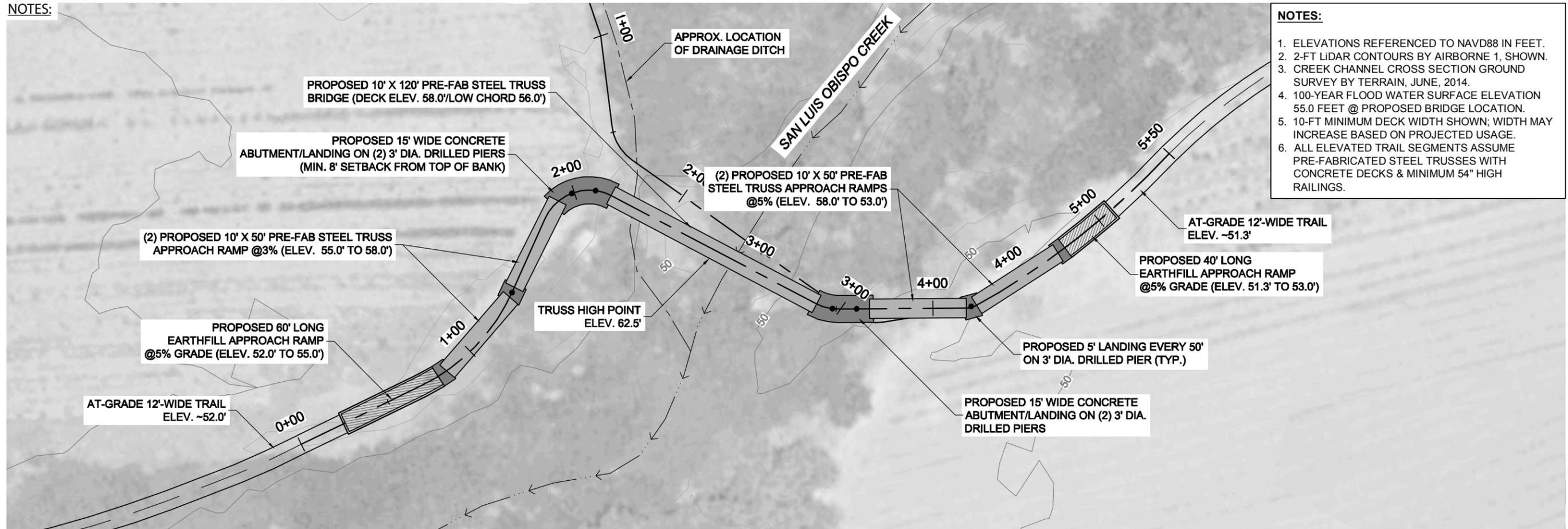
- Operations and Maintenance. Alternative 6, as with all project alternatives, will involve basic and ongoing operations and maintenance activities to ensure that the pathway remains safe and functional as designed. Operations and maintenance will be performed by the County.

3.0 AMENDMENTS

FIGURE CHANGES

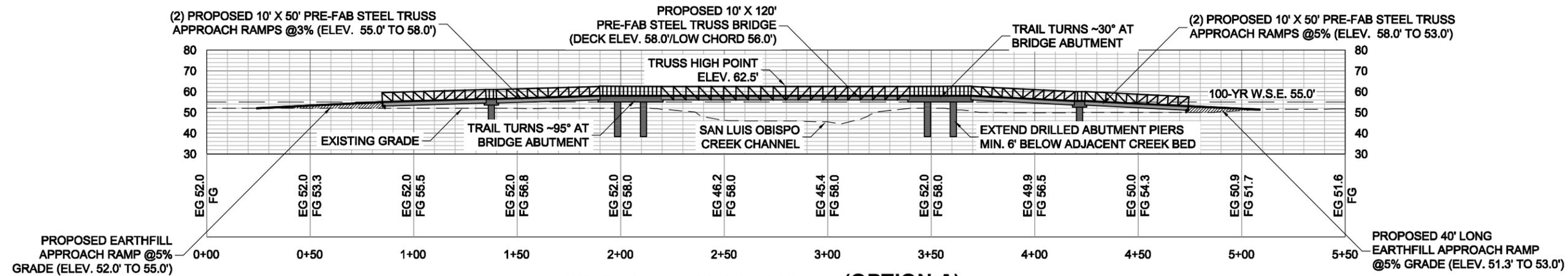
RDEIR Figures 3.0-3a and 3.0-3b have been updated and attached to correct minor labeling errors.

T:\CS\Work\San Luis Obispo County\01\00\002\01\002



- NOTES:**
1. ELEVATIONS REFERENCED TO NAVD88 IN FEET.
 2. 2-FT LIDAR CONTOURS BY AIRBORNE 1, SHOWN.
 3. CREEK CHANNEL CROSS SECTION GROUND SURVEY BY TERRAIN, JUNE, 2014.
 4. 100-YEAR FLOOD WATER SURFACE ELEVATION 55.0 FEET @ PROPOSED BRIDGE LOCATION.
 5. 10-FT MINIMUM DECK WIDTH SHOWN; WIDTH MAY INCREASE BASED ON PROJECTED USAGE.
 6. ALL ELEVATED TRAIL SEGMENTS ASSUME PRE-FABRICATED STEEL TRUSSES WITH CONCRETE DECKS & MINIMUM 54" HIGH RAILINGS.

CONCEPTUAL BRIDGE PLAN (OPTION A)



CONCEPTUAL BRIDGE PROFILE (OPTION A)

Source: Questa

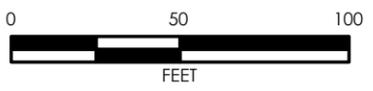


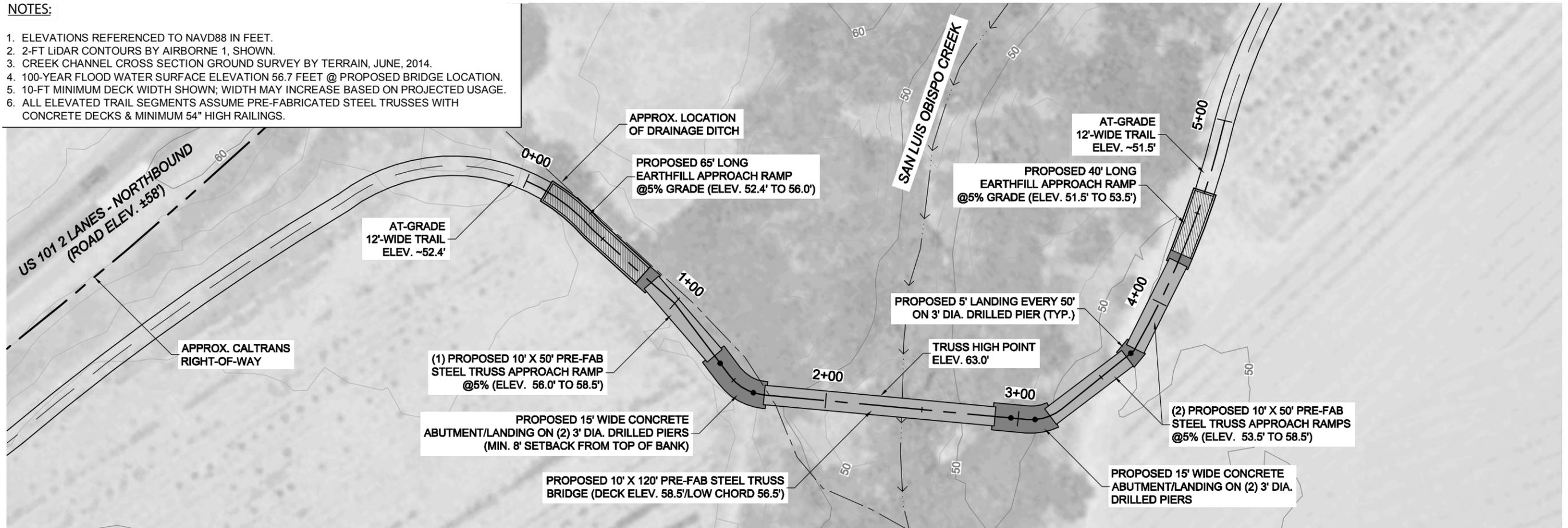
Figure 3.0-3a
Baron Canyon Bridge Detail (Option A)



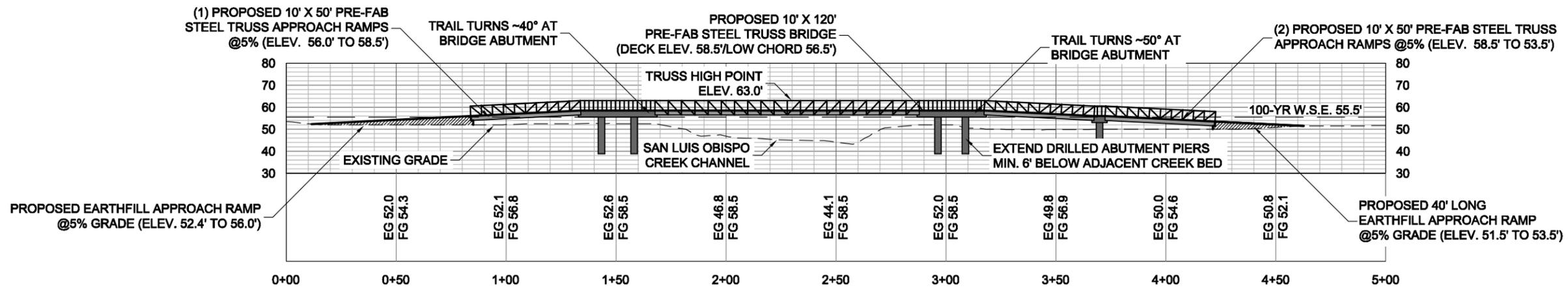
T:\CS\Work\San Luis Obispo County of\Bob Jones Highway Figures\10-0020-01-002

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6. ALL ELEVATED TRAIL SEGMENTS ASSUME PRE-FABRICATED STEEL TRUSSES WITH CONCRETE DECKS & MINIMUM 54" HIGH RAILINGS.



CONCEPTUAL BRIDGE PLAN (OPTION B)



CONCEPTUAL BRIDGE PROFILE (OPTION B)

Source: Questa

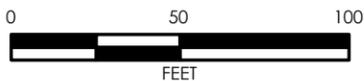


Figure 3.0-3b
Baron Canyon Bridge Detail (Option B)

