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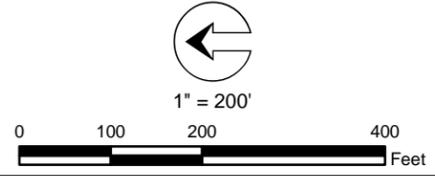
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- ▩ USACE Wetlands
- ▨ USACE Other Waters
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BOB JONES PATHWAY
SAN LUIS OBISPO TO ONTARIO ROAD

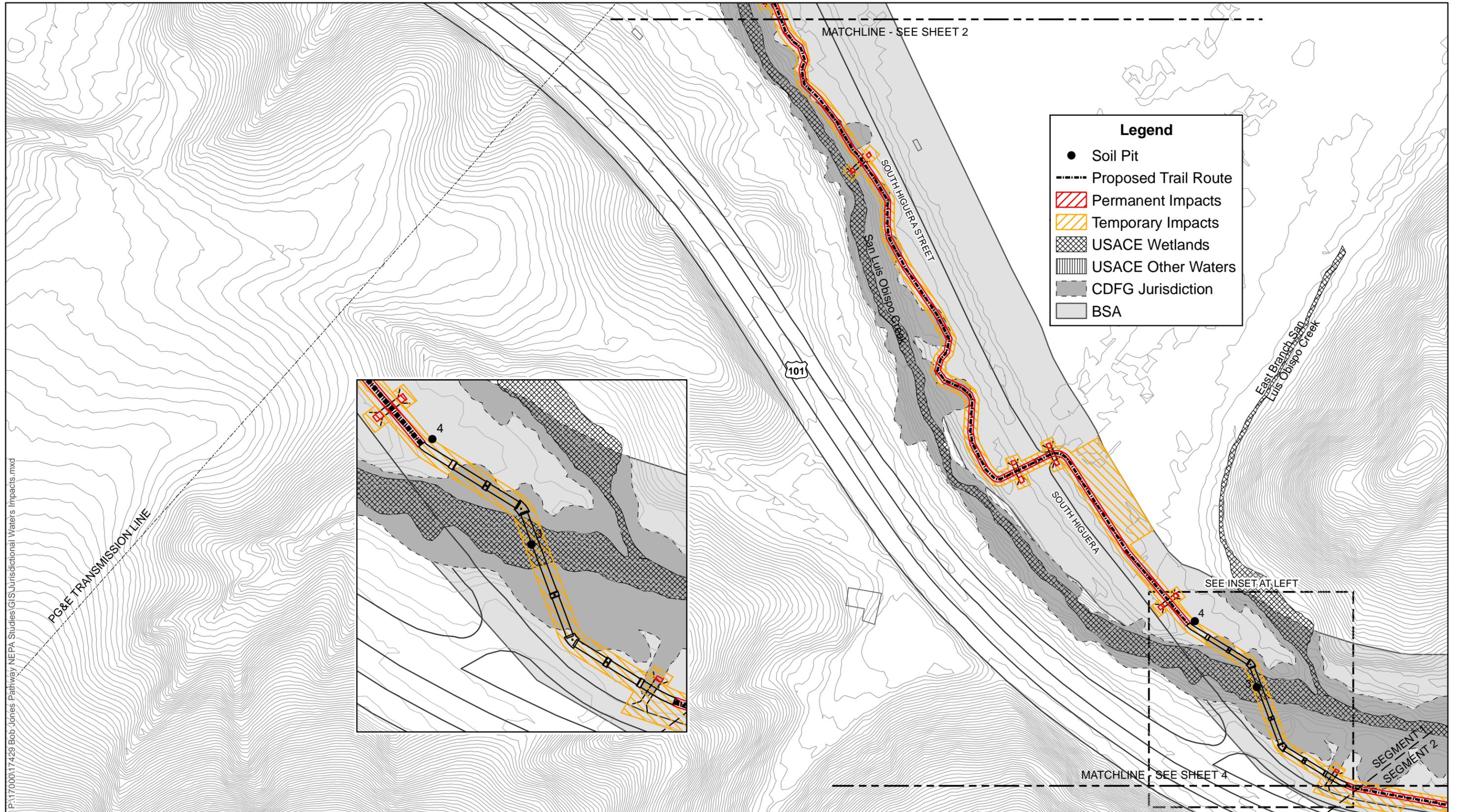


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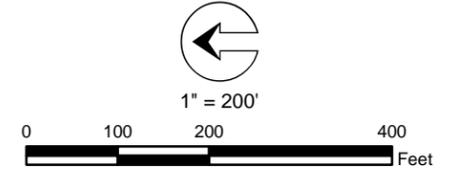


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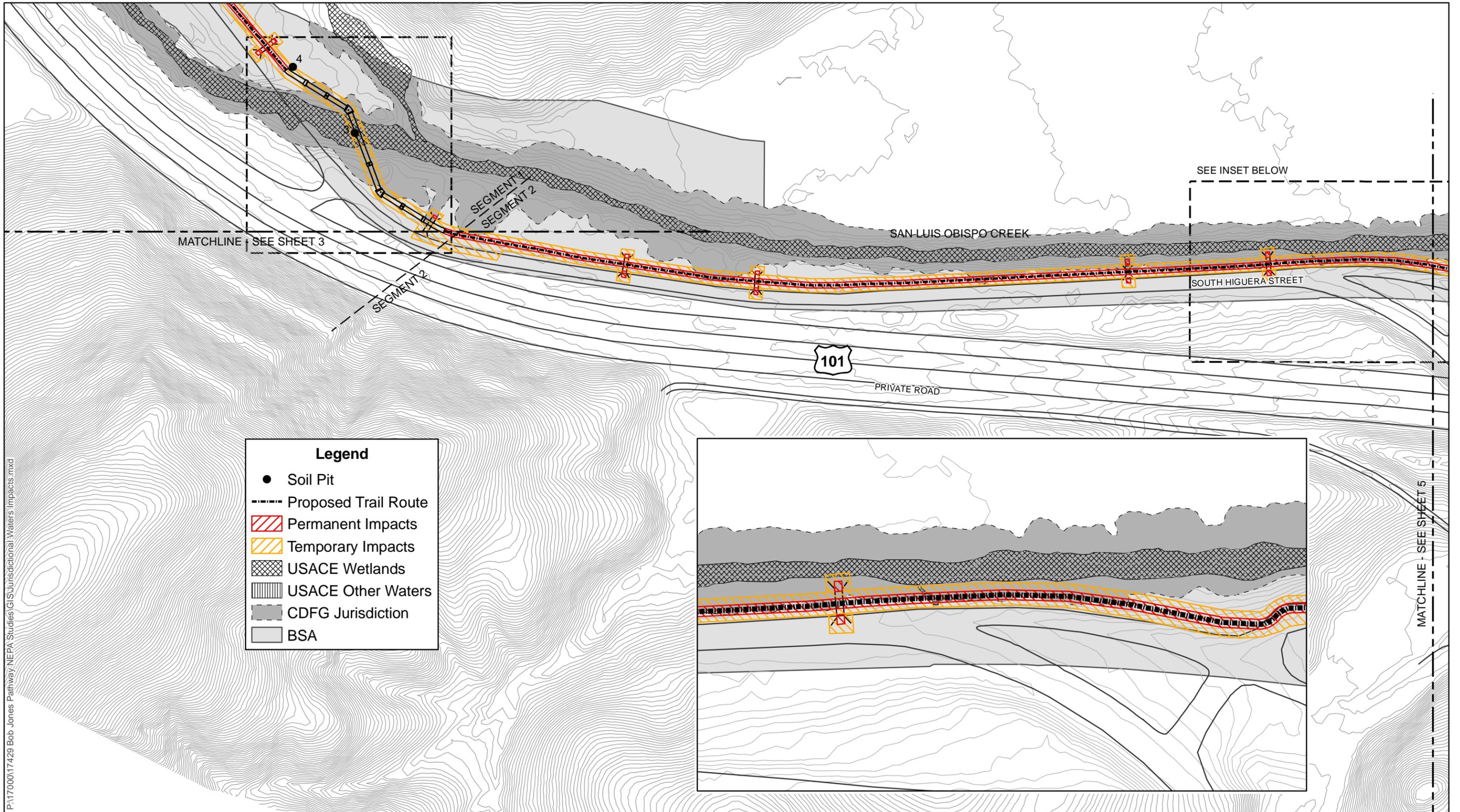


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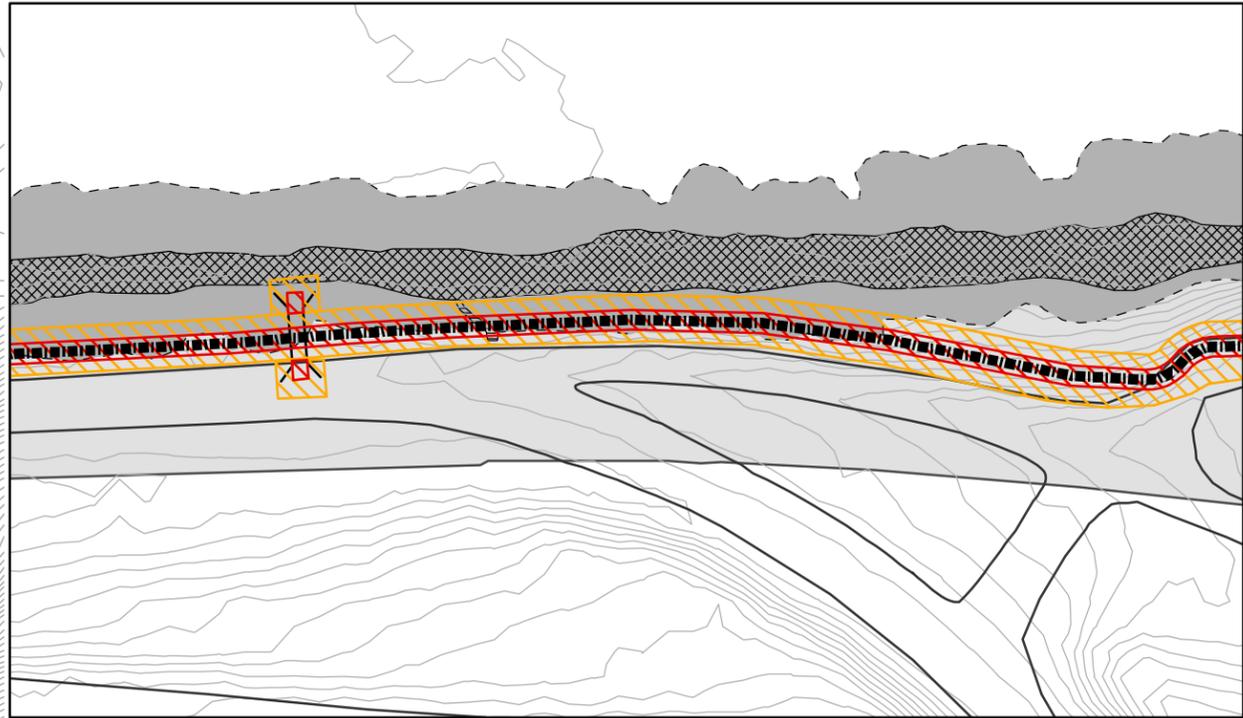
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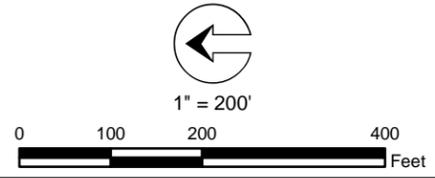
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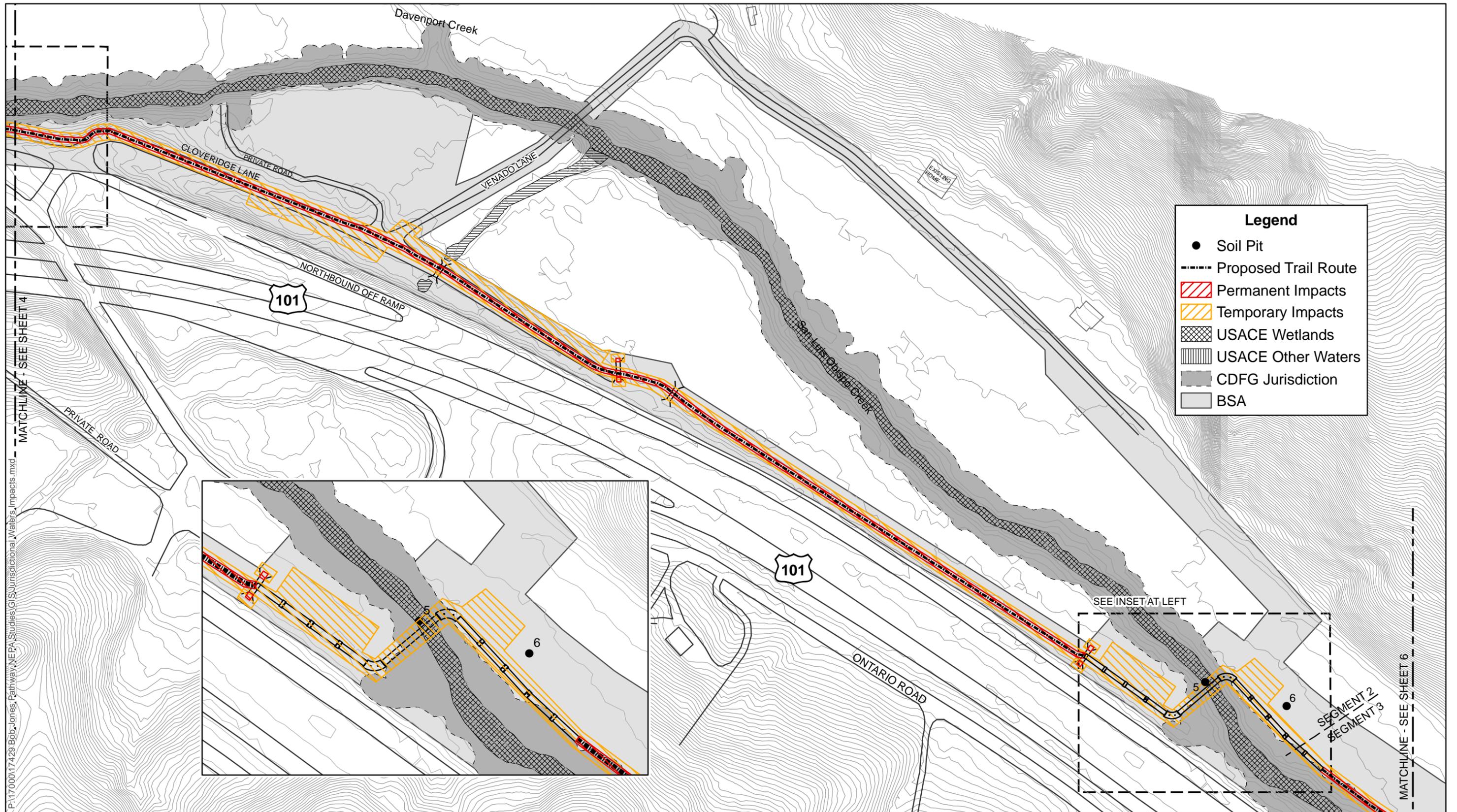


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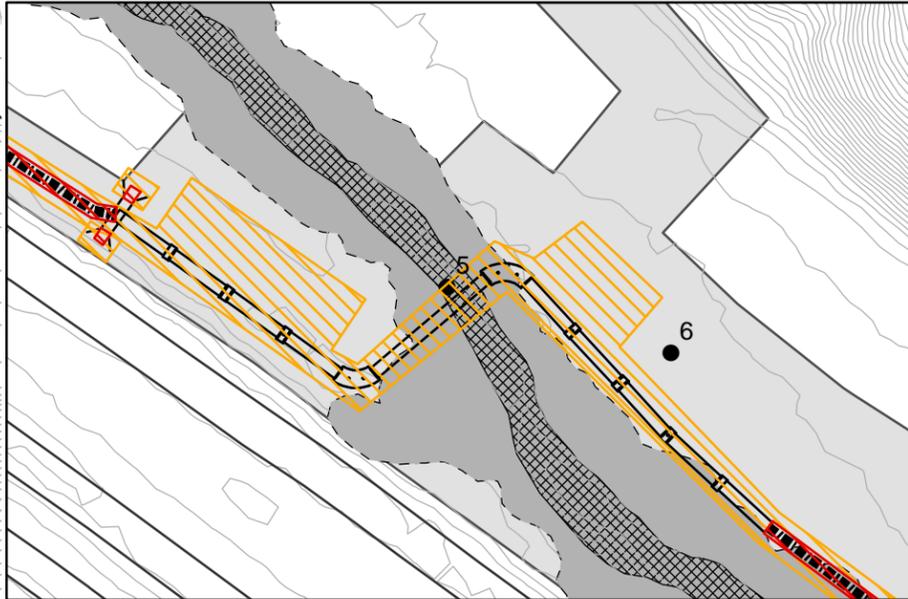
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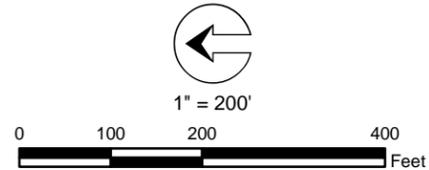


BOB JONES PATHWAY
SAN LUIS OBISPO TO ONTARIO ROAD



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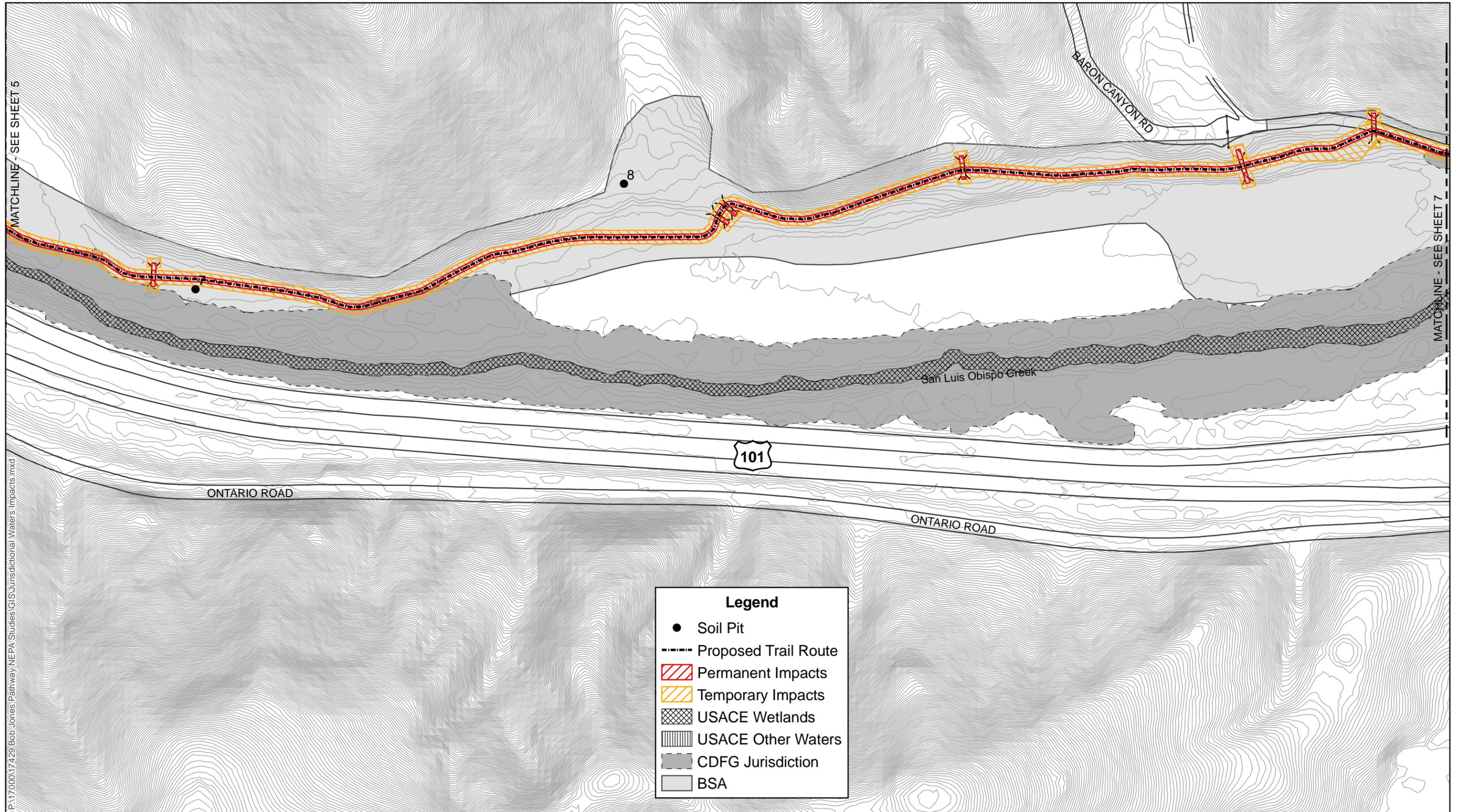
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MATCHLINE - SEE SHEET 6



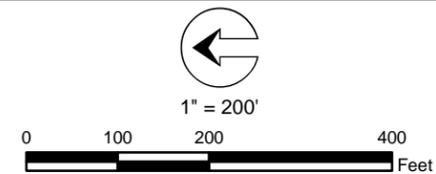
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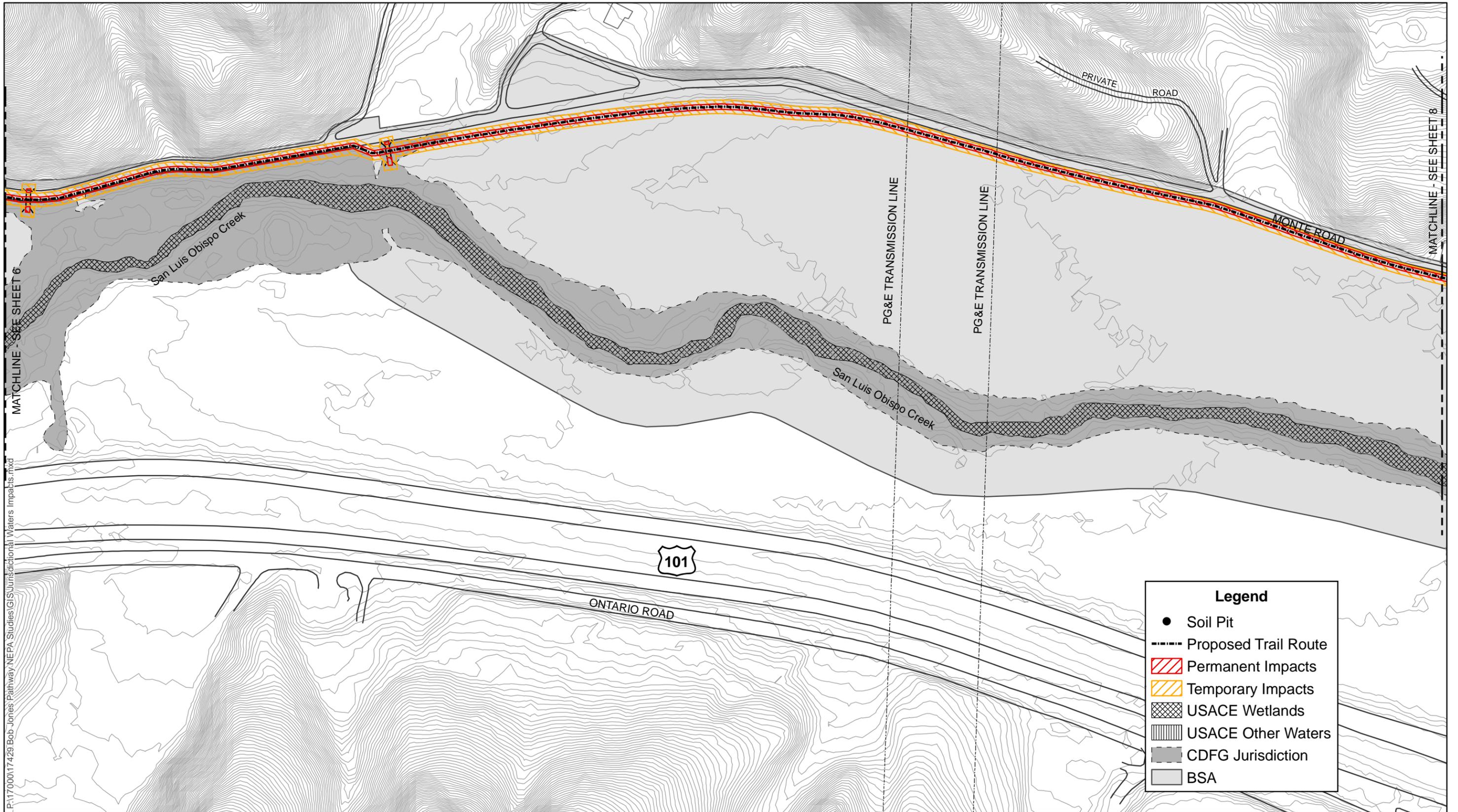
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Impacts to
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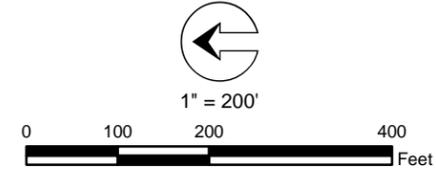
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BOB JONES PATHWAY
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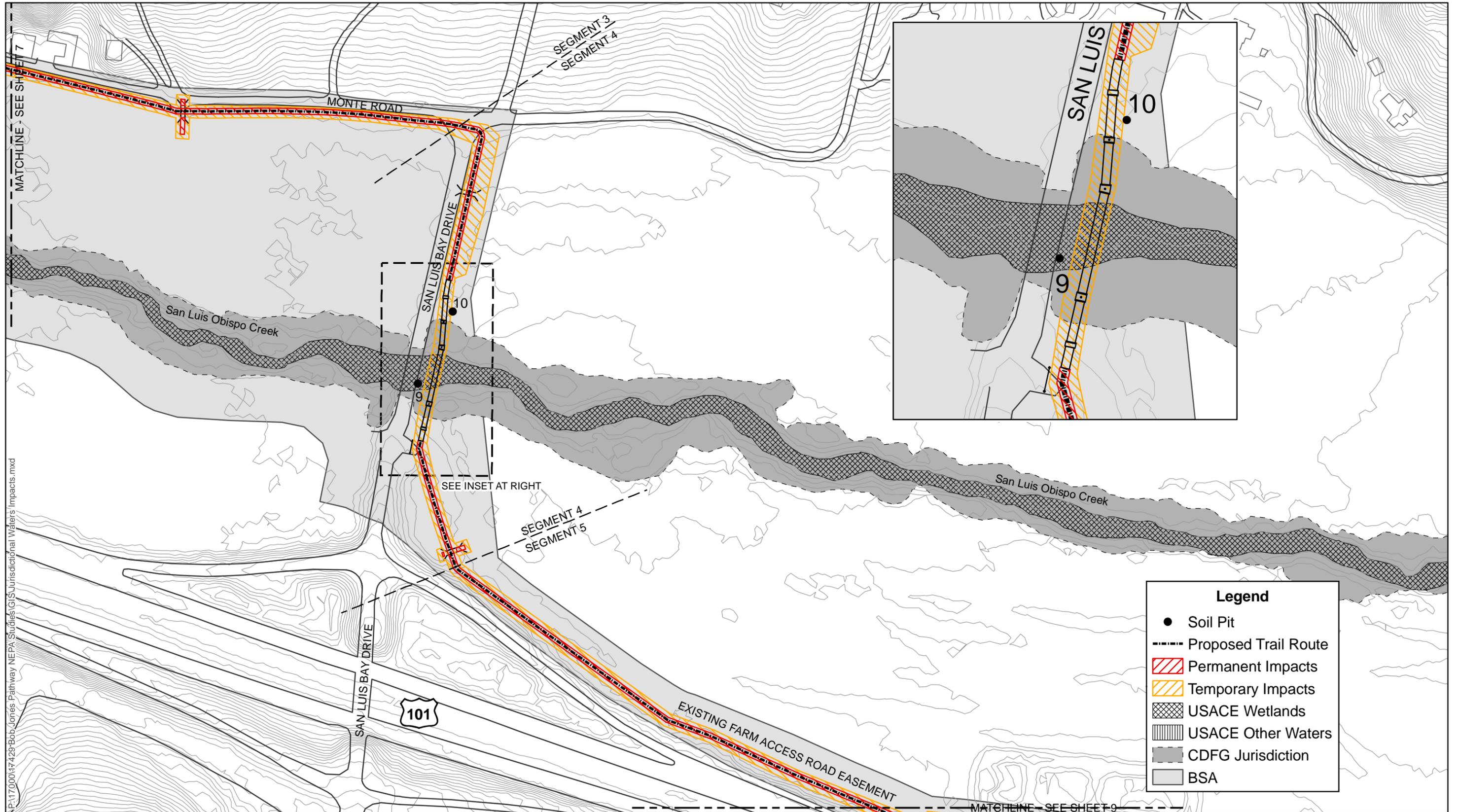


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Impacts to
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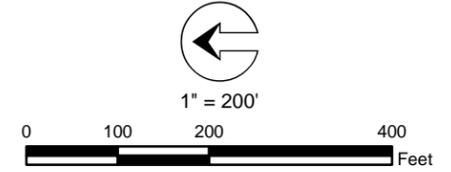
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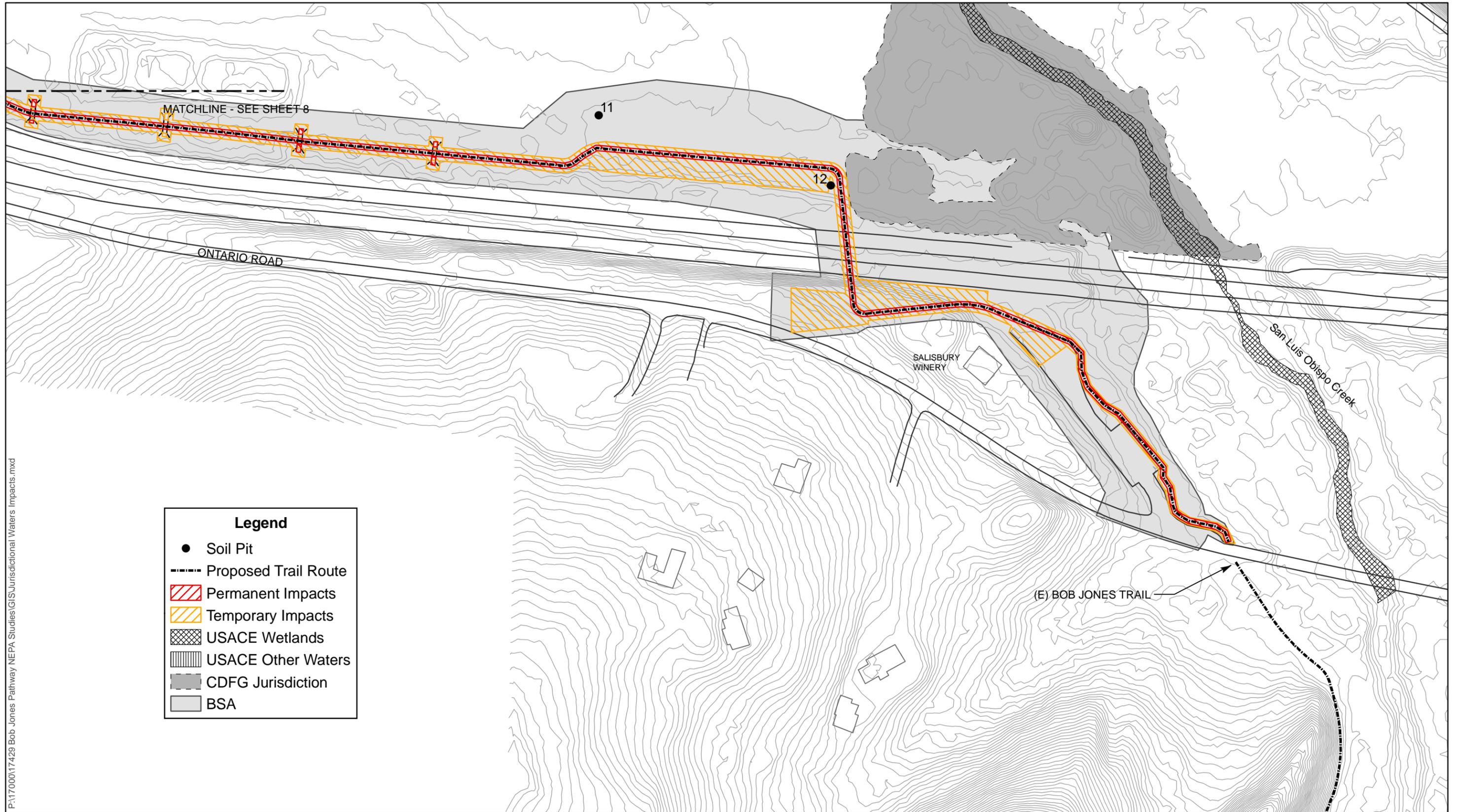
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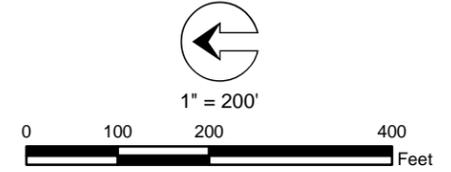
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**Appendix C:
Photo Documentation**



Photo 1:

Northeast view of the northernmost section of the proposed new bike path route, beginning along the east side of South Higuera Street in San Luis Obispo. The Octagon Barn is visible in the background. The white dashed line represents the approximate location of the proposed route.

Photo taken January 10, 2006.



Photo 2:

Southwest view of the proposed new bike path route along the west side of South Higuera Street. The white dashed line represents the approximate location of the proposed route.

Photo taken January 10, 2006.



Photo 3:

Another view of the proposed new bike path route along the west side of South Higuera Street. The white dashed line represents the approximate location of the proposed route.

Photo taken January 10, 2006.



Photo 4:

Southwest view of SLO Land Conservancy Property. The white dashed line represents the approximate location of the proposed route.

Photo taken February 24, 2006.



Photo 5:

West view of location of proposed South Higuera Bridge (BR-A) crossing of SLO Creek. The white dashed line represents the approximate location of the orientation of the proposed bridge and route.

Photo taken February 24, 2006.



Photo 6:

East view of in-stream and vegetative conditions near the proposed South Higuera Bridge (BR-A) crossing of SLO Creek. Note riparian vegetation in the overstory and sparse emergent vegetation in the streambed.

Photo taken February 24, 2006.



Photo 7:

South view of the proposed new bike path route along the east side of South Higuera Street north of Cloverridge Lane. The white dashed line represents the approximate location of the proposed route.

Photo taken January 10, 2006.



Photo 8:

North view of the proposed route along the east side of South Higuera Street north of Cloverridge Lane. The oval represents the approximate location of RSP that would be installed to support the trail. Some riparian vegetation would be impacted along the SLO Creek riparian corridor (orientation of the creek depicted by dark dashed line).

Photo taken January 10, 2008.



Photo 9:

Intersection of Cloverridge Lane and Venado Lane. The white dashed line represents the approximate location of the proposed route.

Photo taken July 11, 2006.



Photo 10:

Southeast view of the proposed Bunnell Bridge (BR-B) crossing of SLO Creek. The white dashed line represents the approximate location of the orientation of the proposed bridge and route.

Photo taken July 11, 2006.



Photo 11:

Close-up of conditions of SLO Creek at the location of the proposed Bunnell Bridge (BR-B). The riparian overstory at this location is dense and emergent vegetation is dense to non-existent. Juvenile steelhead were observed in the creek at this location.

Photo taken July 11, 2006.



Photo 12:

View of bank and emergent vegetation near the proposed Bunnell Bridge (BR-B).

Photo taken July 11, 2006.



Photo 13:

South view of proposed new bike path corridor south of the proposed Bunnell Bridge (BR-B). The SLO Creek riparian corridor is visible on the right and a steep hillside is to the left. The white dashed line represents the approximate location of the proposed route.

Photo taken April 4, 2008.



Photo 14:

View of seasonal wetland area that the proposed route would pass through. This area is vegetated with poison hemlock, which is a weedy yet facultative wetland species, but is not considered a jurisdictional wetland due to a lack of wetland hydrology and wetland soils.

Photo taken April 4, 2008.



Photo 15:

South view of proposed new bike path corridor along the west side of Monte Road. The SLO Creek riparian corridor is over far to the right and a steep hillside is to the left of the road. The white dashed line represents the approximate location of the proposed route.

Photo taken January 10, 2006.



Photo 16:

East view of San Luis Bay Drive. An additional new San Luis Bay Drive Bridge (BR-C) for the bike path is proposed just south of the existing bridge. The white dashed line represents the approximate location of the orientation of the proposed bridge and route. The SLO Creek riparian corridor is oriented perpendicular to the bridge.

Photo taken January 10, 2006.



Photo 17:

North view of the existing bridge on San Luis Bay Drive. The white dashed line represents the approximate location of the orientation of the new proposed bridge and route across SLO Creek and through the riparian corridor.

Photo taken April 4, 2008.



Photo 18:

View of stream conditions downstream of proposed new San Luis Bay Drive (BR-C) crossing over SLO Creek

Photo taken April 4, 2008.



Photo 19:

South view of the existing agricultural access road south of San Luis Bay Drive where a section of the new pathway is proposed (see dashed line). Included is a view of non-jurisdictional willow scrub outside of the SLO Creek corridor that may need to be trimmed to create space for construction equipment to construct the new path.

Photo taken April 4, 2008.

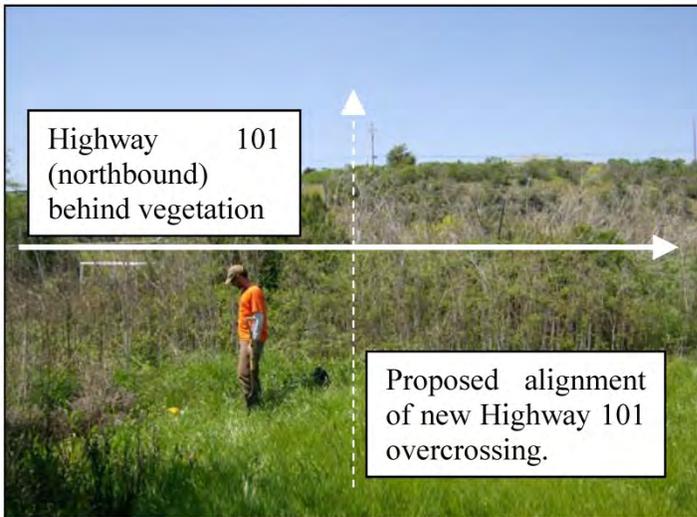


Photo 20:

West view of proposed Highway 101 overcrossing (BR-D). Vegetation in the background is mostly coastal scrub, and the highway is located behind the vegetation.

Photo taken April 4, 2008.



Photo 21:

South view of existing Highway 101 near the Ontario Road Staging area and the southern extent of the new proposed route, which would connect with the existing Bob Jones Trail near this location.

Photo taken April 4, 2008.

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Bob Jones Pathway – San Luis Obispo to Ontario Road



Natural Environment Study

San Luis Obispo, California

San Luis Obispo County

District 05-SLO-0-CR

Federal Project # HPLU-5949(132)

June 2013



For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Brandy Rider, Environmental Stewardship Branch, 50 Higuera Street, San Luis Obispo, CA 93401; (805) 549-3182 Voice, or use the California Relay Service TTY number 1 (800) 735-2929.

Natural Environment Study

Bob Jones Pathway – San Luis Obispo to Ontario Road

Including Wetland Assessment and

Conceptual Habitat Mitigation and Monitoring Plan

San Luis Obispo, California

San Luis Obispo County

District 05-SLO-0-CR

Federal Project # HPLU-5949(132)

June 2013

Approved By: _____ Date: _____

Janette D. Pell, General Services Agency Director
Phone: 805-781-5930
County of San Luis Obispo General Services Agency
County Parks

Approved By: _____ Date: _____

Brandy Rider, Acting Senior Environmental Planner
Phone: 805-549-3182
Environmental Stewardship Branch
California Department of Transportation District 5

Summary

This Natural Environment Study (NES) has been prepared to provide biological information for use during the environmental document phase of the Bob Jones Pathway – San Luis Obispo to Ontario Road (project). The information in this NES will be used to determine to what extent the project may affect sensitive habitats, waters of the U.S. and the State of California, and special-status species. The evaluation in this NES is based on project plans as of November 2008 and provides quantified estimates of habitat impacts within the Area of Direct Impact (ADI), encompassed by the Biological Study Area (BSA). For the purposes of this project, the BSA is defined as the area (land and water) that may be directly, indirectly, temporarily, or permanently impacted by construction and construction-related activities. The ADI is defined as the area that is directly impacted, either temporarily or permanently, by construction and construction-related activities.

California Department of Transportation (Caltrans) has been delegated the authority to act as the lead federal agency under the Federal Endangered Species Act (FESA) for Section 7 consultations on Federal Highway Administration (FHWA) funded projects. FHWA is the source of funding for this project.

Project Description, Purpose, and Need

The portion of the proposed Bob Jones Pathway – San Luis Obispo to Ontario Road (project) discussed herein is an approximately 4.4-mile (7.1-kilometer) path that would connect the existing path along South Higuera Street from the San Luis Obispo Land Conservancy's (LCSLO) Octagon Barn, then south and paralleling San Luis Obispo Creek (SLO Creek) to the Ontario Road Staging Area, near State Route 101 and Avila Bay Drive in San Luis Obispo County, California. The purpose and need is for County of San Luis Obispo Parks General Services Agency (County), with the assistance of FHWA funding, to complete a primarily Class I (off street) pedestrian/bike path for recreational and alternative transportation use that will connect the community of Avila Beach with San Luis Obispo. Portions of the Bob Jones Pathway have previously been completed from Avila Beach to the Ontario Road Staging Area, and this project would reconcile the discontinuity between Avila Beach and San Luis Obispo.

Several proposed project alternatives were examined for feasibility. During the project development phase it was proposed that the path would either be on the west side of SLO Creek; between State Route 101, existing streets, and the creek; or on the

east side of SLO Creek within a 20-foot (ft) (6-meter (m)) corridor at the top of bank (or beyond the riparian edge); or a combination of each. The preferred alignment was selected based on an assessment that determined which route has the least environmental and land use impacts and is most cost effective, while still meeting the overall purpose of the project. Alternatives for several bridge crossings and installation of rock slope protection (RSP) within SLO Creek were also considered. During the project development phase it was proposed that RSP would be installed within the channel of SLO Creek in the vicinity of bridges and other areas for bank stabilization. In response to Caltrans concerns, these areas were redesigned to avoid impacts to wetlands along the riparian corridor of SLO Creek. Installation of RSP in SLO Creek is no longer proposed and project plans have been changed to remove RSP.

Class I bikeway segments would be built within a 20-ft (6-m) trail ROW. Construction of the bike/pedestrian pathway would primarily occur within a typically narrow 30 to 60-ft (9 to 18-m) wide construction disturbance zone on nearly level terrain. In some areas the construction disturbance zone would be wider, up to 140 ft (43 m) wide, to include adjacent staging or lay-down areas, for instance for assembly and installation of the pedestrian bridges. In several areas the pathway would run parallel to and within 30 ft (9 m) of the banks of SLO Creek and its riparian corridor. Some tree trimming at the riparian canopy edge will be required for construction access and to ensure adequate overhead clearance for bicyclists, where the trail parallels the creek corridor. Trimming and possible removal of some trees may be necessary for placement of bridge decks at the creek crossings.

The proposed path has been broken down into five segments for descriptive purposes. Segment 1 of the new path would begin at the Octagon Barn on South Higuera Street where a trailhead with parking and other facilities would be constructed. A Class I path with a retaining wall would proceed along the east side of South Higuera Street, and then cross to the west side, where the Class I path would be between the road and SLO Creek. The path would then be routed across to the east side of South Higuera Street before reaching a new South Higuera Bridge (BR-A) for the path to be constructed across SLO Creek near the Filipponi Ecological Reserve. Several culverts would be installed along this segment.

Segment 2 of the Class I path would proceed between the east edge of South Higuera Street and SLO Creek at or near the top of bank, upon reaching the Maino property in the vicinity of the U.S. 101 northbound off ramp. Along this section just north of Cloveridge Lane, a retaining wall and curb would be added as needed where the west

bank of SLO Creek slopes steeply toward the thalweg (low point of the channel). At the southern end of this section, the path would be located within the Cloveridge Lane right-of-way and would become a Class III, then a Class I path, before crossing SLO Creek again at the new Bunnell Bridge (BR-B). Several culverts would need to be repaired along this segment in the future. Discussion of existing culvert repairs is provided for informational purposes based on current conditions. These culvert repairs should not be considered part of the project description for environmental review purposes.

After crossing SLO Creek at the Bunnell Bridge, Segment 3 of the Class I path would proceed adjacent to an agricultural field in Baron Canyon open space lands east of the SLO Creek corridor. Four new culverts would be installed under the path along this section, primarily extensions of the culverts that drain Monte Road, along with the improvement of two existing culverts near where the path would join Monte Road, as needed. Once this section of the trail reaches Monte Road, it would proceed along Monte Road as a Class III path before converting to a Class I path through the edge of agricultural land just west of Monte Road, with the extension of three existing culverts as needed and the installation of two new culverts, before reaching San Luis Bay Drive.

At Segment 4, a new crosswalk with a three-way stop would be implemented at the intersection of Monte Road and San Luis Bay Drive. The Class I path would parallel San Luis Bay Drive before reaching a new San Luis Bay Drive Bridge (BR-C) for the path across SLO Creek. Several culverts would be installed or extended.

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

Several proposed staging areas have been identified along the new path. All staging areas will result in temporary impacts unless otherwise described. Access will be along public and private roads and along California Department of Transportation (Caltrans) ROW.

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

Habitats and Impacts

Natural Communities/Habitats

Impacts to habitats within the project BSA have been quantified based on the areas of vegetation removal/displacement occupied by the proposed pathway and culvert installations, the bridge crossings of SLO Creek, the State Route 101 overcrossing, staging areas, and construction access. These impact areas are represented as the ADI, which was overlain with habitat and jurisdictional areas to quantify impacts. The ADI includes potential disturbance areas for both permanent and temporary impacts.

Estimates of potential impacts to plant communities/habitat areas within the ADI include the following:

Habitat Type	Permanent			Temporary			TOTAL		
	ft ²	m ²	ac	ft ²	m ²	ac	ft ²	m ²	ac
Agricultural Land	73,812	6,857	1.69	150,935	14,022	3.47	224,747	20,879	5.16
Ruderal (Disturbed)	63,619	5,910	1.46	193,611	17,987	4.44	257,230	23,897	5.9
Landscaping / Ornamental	4,025	374	0.09	14,758.13	1,371.07	0.34	18,783	1,745	0.43
Annual Grassland	32,339	3,004	0.74	138,678	12,884	3.18	171,017	15,888	3.92
Serpentine Bunchgrass	0	0	0	0	0	0	0	0	0
Coastal Scrub	22,625	2,102	0.52	60,379	5,609	1.39	83,004	7,711	1.91
Oak Woodland	0	0	0	305	28	0.01	305	28	0.01
Riparian	39,065	3,629	0.90	126,097	11,715	2.89	165,162	15,344	3.79
Seasonal Wetlands	2,483	231	0.06	2,030	189	0.05	4,513	420	0.11
Developed	29,399	2,731	0.67	127,213	11,818.44	2.92	156,612	14,549	3.59

Jurisdictional Wetlands and Riparian Areas

The proposed project has been designed to avoid impacts to areas under the jurisdiction of U.S. Army Corps of Engineers (USACE); however, would impact areas under Regional Water Quality Control Board (RWQCB) and California Department of Fish and Game (CDFG) jurisdiction. Estimates for potential impacts to jurisdictional areas within the ADI include the following:

Jurisdictional Area*	Permanent			Temporary			Total		
	ft ²	m ²	ac	ft ²	m ²	ac	ft ²	m ²	ac
USACE Wetlands ¹	0	0	0	0	0	0	0	0	0
USACE Other Waters ²	0	0	0	0	0	0	0	0	0
CDFG/RWQCB Jurisdiction ³	22,782	2,117	0.52	76,365	7,095	1.75	99,147	9,211	2.3

* Impact area = jurisdictional areas within the area of direct impact (ADI).

¹ Also includes RWQCB and CDFG jurisdictional areas below the ordinary high water mark (OHWM).

² Includes other non-wetland waters regulated by USACE, usually determined by limit of the OHWM.

³ CDFG jurisdiction extends from the thalweg of the channel to the top of bank or outer extent of riparian vegetation, whichever is greater. May also include areas under USACE jurisdiction (below the OHWM) and RWQCB jurisdiction (above the OHWM).

Federally Designated Critical Habitat

The main channel of SLO Creek occurs within the south-central California coast steelhead critical habitat unit defined as Estero Bay Hydrologic Unit 3310 – (xii) San Luis Obispo Creek Hydrologic Sub-area 331024. The East Fork of SLO Creek and Davenport Creek are not included in the critical habitat designation. Based on surveys within the project area and a review of the relevant literature, the section of SLO Creek that traverses the BSA contains the constituent elements of steelhead critical habitat. Although there will be impacts resulting from trimmed or removed willows, these effects would be minor and would not substantially affect the ability of steelhead to spawn, rear young, migrate, or feed in SLO Creek. It is anticipated the proposed project would permanently impact approximately 9,835 ft² (914 m²) (0.23 ac) of steelhead critical habitat associated with construction of bridge crossings through the SLO Creek riparian corridor. Temporary impacts to approximately 19,671 ft² (1,827 m²) (0.45 ac) of steelhead critical habitat are estimated to result from work space associated with bridge construction. There will be no permanent or temporary loss of service to steelhead because no in-stream work or fill will be required within SLO Creek. The BSA is within the range of the California red-legged frog (CRLF) but does not occur within a currently designated CRLF critical habitat unit. The southern

boundary of proposed CRLF critical habitat unit SLO-3 ends north of the BSA in downtown San Luis Obispo.

Special-status Species and Impacts

Suitable habitats for the following special-status plant species were determined to be present within the BSA: marsh sandwort, Miles's milk-vetch, Obispo Indian paintbrush, La Graciosa thistle, Pismo clarkia, San Luis Obispo serpentine dudleya, Blochman's dudleya, Kellogg's horkelia, southern California black walnut, Jones's layia, Gambel's water cress, adobe sanicle, and San Bernardino aster. Not all of these species would be expected to occur in or near the BSA, such as Pismo clarkia, due to the known range of the species in relation to the geographic location of the BSA.

The only special-status plant species observed within the BSA was southern California black walnut, a California Native Plant Society (CNPS) List 4.2 species that occurs at various locations along the SLO Creek riparian corridor. Southern California black walnut occurs on a CNPS watch list and is among the lowest degrees of sensitivity that CNPS considers. Southern California black walnut is fairly common along stream reaches in San Luis Obispo County, and many local specimens of this tree may be the result of plantings by humans. No other special-status plant species were observed in the BSA or are expected to occur.

Suitable habitats for the following special-status animal species were determined to be present within the BSA: south-central California coast steelhead evolutionarily significant unit (ESU), Coast Range newt, CRLF, southwestern pond turtle (SWPT), silvery legless lizard, two-striped garter snake, Cooper's hawk, sharp-shinned hawk, white-tailed kite, loggerhead shrike, purple martin, yellow warbler, yellow-breasted chat, other nesting birds, pallid bat, western mastiff bat, and other roosting bats.

Marginal upland grassland habitat occurs in the BSA for California tiger salamander (CTS) but SLO Creek has unsuitable breeding habitat and no vernal pool habitat occurs in the BSA. Although riparian habitat occurs in the BSA, it is not of suitable structure to support nesting yellow-billed cuckoo or least Bell's vireo (LBV). Steelhead are known to inhabit SLO Creek and the presence of CRLF has been inferred. Impacts have been assessed for each of the animal species with potential for occurrence and avoidance and minimization measures have been identified to lessen these impacts.

Permits Required and Other Regulatory Requirements

Pre-construction authorizations will likely be required from regulatory agencies including the USACE, RWQCB, and CDFG. Pursuant to Section 7 of the Federal Endangered Species Act, consultation will be necessary with NMFS for impacts to south-central California coast steelhead ESU and with USFWS for impacts to CRLF.

Invasive/Exotic Species

A total of 36 invasive plant species as identified by the California Invasive Plant Council (Cal-IPC) Inventory were observed within the BSA. Four exotic plant species were identified with an invasiveness rating of High were observed in the BSA. A total of 20 plant species observed within the BSA with a Cal-IPC invasiveness rating of Moderate and 12 species with an invasiveness rating of Limited were also observed in the BSA. The distribution of these invasive plant species is scattered throughout the BSA, with notable concentrations of giant reed along particular areas of the SLO Creek riparian corridor.

Positive/Beneficial Impacts

Revegetation/restoration mitigation that will offset loss of riparian vegetation is considered to be a net positive/beneficial impact as temporary impacts will be mitigated with a 1:1 replacement ratio and permanent impacts will be mitigated with a 2:1 replacement ratio. Off-site mitigation, if required, would be at a 3:1 replacement ratio.

Mitigation Agreements

Impacts to habitats, special-status species, and other areas of regulatory agency concern will be offset through the NES avoidance and minimization measures and compensatory mitigation via provisions of the project's final Habitat Mitigation and Monitoring Plan (HMMP), which will be based on the conceptual HMMP included with this NES. The HMMP shall be finalized through coordination with the relevant agencies during the permitting process.

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List of Abbreviated Terms

Abbreviation	Term
AB	aggregate base
AC	asphalt concrete
ac	acre/acres
USACE	U.S. Army Corps of Engineers
ADI	Area of Direct Impact
BA	Biological Assessment
BMPs	best management practices
BSA	Biological Study Area
Cal-IPC	California Invasive Plant Council
Caltrans	California Department of Transportation
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
cm	centimeter(s)
CMP	corrugated metal pipe
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CRLF	California red-legged frog
CSC	California Special Concern (species)
CWA	Clean Water Act
cy	Cubic yards
EFH	Essential Fish Habitat
ESU	evolutionarily significant unit
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FMP	Fishery Management Plan
FSC	Federal Species of Concern
ft	foot/feet
ft ²	square foot/feet

Abbreviation	Term
GIS	Geographic Information System
GPS	Global Positioning System
HCP	Habitat Conservation Plan
HMMP	Habitat Mitigation and Monitoring Plan
km	kilometer/kilometers
LBV	least Bell's vireo
m	meter/meters
MBTA	Migratory Bird Treaty Act
NCCP	Natural Community Conservation Plan
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NMFS	National Marine Fisheries Service
NPPA	Native Plant Protection Act
OHWM	ordinary high water mark
PCEs	primary constituent elements
PFMC	Pacific Fishery Management Council
ROW	right of way
RSP	rock slope protection
RWQCB	Regional Water Quality Control Board
SCS	Soil Conservation Service
SLO Creek	San Luis Obispo Creek
LCSLO	San Luis Obispo Land Conservancy
SWCA	SWCA Environmental Consultants
SWPPP	Stormwater Pollution Prevention Plan
SWPT	southwestern pond turtle
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
WMP	San Luis Obispo Creek Waterway Management Plan
yd	yard(s)

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Chapter 1. Introduction

This Natural Environment Study (NES) provides technical information and reviews the proposed Bob Jones Pathway – San Luis Obispo to Ontario Road (project) in sufficient detail to assess the effects of the project on special-status species. This NES provides information for the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) processes, with Federal Highway Administration (FHWA) and California Department of Transportation (Caltrans) regulation, policy, and guidance. The document presents technical information upon which later decisions regarding the project impacts are developed.

Caltrans has been delegated the authority to act as the lead federal agency under the Federal Endangered Species Act of 1973 (FESA) for Section 7 consultations on FHWA funded projects. FHWA is the source of funding for this project.

1.1. Project History

The portion of the proposed project discussed herein is an approximately 4.4-mile (7.1-kilometer) route that would connect the existing bikeway along South Higuera Street from the San Luis Obispo Land Conservancy's (LCSLO) Octagon Barn, then south and paralleling San Luis Obispo Creek (SLO Creek) to the Ontario Road Staging Area, near State Route 101 and Avila Bay Drive in San Luis Obispo County, California (refer to Figures 1 to 3 and Preliminary Plans in Appendix A). The purpose and need is for the County of San Luis Obispo General Services Agency (County), with the assistance of FHWA funding, to complete a primarily Class I (off street) pedestrian/bike path for recreational and alternative transportation use that will connect the community of Avila Beach with San Luis Obispo. Portions of the Bob Jones Pathway have previously been completed from Avila Beach to the Ontario Road Staging Area, and this project would reconcile the discontinuity between Avila Beach and San Luis Obispo.

Figure 1. Project Vicinity Map



Figure 2. Project Location Map

