

Proposal to Prepare an  
Environmental Impact Report

San Luis Obispo Railroad Bike Path Extension



Prepared for:  
The County of San Luis Obispo  
Department of Planning and Building  
976 Osos Street, Room 300  
San Luis Obispo, CA 93408-2040

Prepared by:  
All Hands Eco Consultants  
1433 Higuera Street  
San Luis Obispo, CA 93401  
allhandseco@gmail.com

22 November 2011

Proposal to Prepare an Environmental Impact Report

# San Luis Obispo Railroad Bike Path Extension

Prepared for:

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

Prepared by:

All Hands Eco Consultants  
1433 Higuera Street  
San Luis Obispo, CA 93401  
allhandseco@gmail.com

22 November 2011

# Table of Contents

Page	
1	I Introduction
2	II. Project Understanding
3	III. Project Location
4	IV. Project Description
5	V. All Hands EcoConsultants Personnel
	MISSION STATEMENT
	Principal- Isaac Nosan
	Senior Planner-Caitlin Bergin
	Senior Analyst-Valerie Grant
6	Associate GIS Specialist-Jesse Leidig
	Associate Biologist-Makena Thiesfeld
7	PAST PROJECTS
8	SUB-CONTRACTORS
9	VI. Scope of Work/Methodology
10	TASK 1 - KICKOFF MEETING AND DATA COLLECTION
	TASK 2 - ADMINISTRATIVE DRAFT EIR
	Executive Summary
11	Project Description
	Technical Approach to the Environmental Issues
12	<i>Agricultural Resources</i>
	<i>Biological Resources</i>
13	<i>Cultural Resources</i>
	<i>Geology and Soils</i>
	<i>Hydrology and Water Quality</i>
14	<i>Land Use and Planning</i>
	<i>Public Services</i>
15	<i>Recreation</i>
16	<i>Transportation and Traffic</i>
	<i>Utilities and Service Systems</i>
17	TASK 3 - DRAFT EIR
18	TASK 4 - RESPONSE TO COMMENTS/ADMINISTRATIVE FINAL EIR
	TASK 5 - FINAL EIR
19	TASK 6 – HEARINGS
20	VII. Mitigation Monitoring Program, & Alternatives
	MITIGATION MONITORING PROGRAM
	ALTERNATIVES
21	VIII. Project Management
22	VIII. Project Schedule
	IX. Project Budget
23	X. Appendices
xxiv	APPENDIX A. TABLES & FIGURES
	Figure 1. Map of San Luis Obispo Railroad Bike Path Extension, Project Proximity
	Figure 2. Map of Land Uses of San Luis Obispo County
	Figure 3. Map of NRCS Erosion Risk and Streams
	Table 1. EIR Schedule Estimate for the San Luis Obispo Railroad Bike Path Extension
	Table 2. Budget Estimate for the San Luis Obispo Railroad Bike Path Extension
xxi	APPENDIX B. RESUMES & REFERENCES
	All Hands Personnel Flowchart
	Resumes of All Hands EcoConsultants
	Personnel References
xli	APPENDIX C. INITIAL STUDY CHECKLIST



## I. Introduction

All Hands EcoConsultants provides this proposal to prepare an Environmental Impact Report (EIR) for San Luis Obispo County (The County).

All Hands EcoConsultants has extensive experience in preparing proposals and other environmental documents within the County of San Luis Obispo, involving similar mitigation, issues, and projects. Knowledge of All Hands in reference to this project's specific issues are reflected throughout the discussion of the proposed project, and the methods provided.

This project is provided with a well experienced and committed staff that has an extensive track record of providing high quality environmental documents on a timely and well-budgeted manner. All Hands EcoConsultants has a reputable regard among lead agencies in San Luis Obispo County for excellent commitment, time management, and thoroughness.

The following proposal has been prepared by the combined efforts of All Hands EcoConsultants and the following sub-contractors:

- Freddy Otte (Biological Resources)
- David Chipping (Geology)
- Omni Design Group (Utilities and Services)

All Hands EcoConsultants has worked with these subcontractors in the past and has concluded that they provide a report that meets all requirements, on time and within budget.

Throughout the assessment process and in preparing an informative Request for Proposals (RFP), All Hands looks forward to providing the County staff, the public, and all other decision-makers with an environmental document that clearly and completely oversees all current and relevant issues enforceable through mitigation measures. They ensure alternative solutions will be addressed and considered in order to prevent and reduce this proposed project's environmental impacts to the fullest extent.



## II. Project Understanding

All Hands' understanding of the project is based on the attached Request for Proposal (RFP) and RFP information provided by Trevor Keith on behalf of the County. All Hands also has an understanding of the San Luis Obispo Railroad Bike Path project as determined by their knowledge of CEQA analyses and past projects. All Hands will provide a technical and interactive approach to this project based on that understanding.

Existing bicycle and pedestrian conditions along the project area are limited and undesirable. Orcutt Road is highly trafficked at fast speeds, has a small to no shoulder and has blind turns and hill crests. The project proposes to improve pedestrian and bicycle conditions along this route. The project will benefit a wide variety of users, such as locals, tourists, and surrounding community members. The project provides for recreational and commuter connectivity between San Luis Obispo and Edna Valley. See Appendix A1, "Regional Project Location." It offers a safer alternative route and disabled access.

Based on the Initial Study, communication with the County, and a site visit, All Hands has identified probable key issues of the project and has developed an approach to address these issues in the environmental review process. These issues include ensuring the project is constructed so as to not affect the surrounding environment in a significant way, especially at stream crossings, while documenting compliance with state and County regulations as well as city and County land use plans. All Hands' approach will be to include a thorough analysis of project adherence to any and all city and County plans. The All Hands approach will be to develop a detailed and feasible mitigation and monitoring program and alternatives to avoid or minimize all Class I significant impacts per thresholds of significance identified by local and state agencies and laws including the San Luis Obispo County Air Pollution Control District and the Clean Air and Water Acts. The document prepared by All Hands will consider potential direct impacts on the project site and its direct surroundings.



### III. Project Location

The San Luis Obispo Railroad Bike Path Extension consists of a five-mile long project area extending throughout San Luis Obispo County, particularly east of Highway 101 and traveling adjacent to the Pacific Coast Railway. The proposed bike path would begin at approximately Orcutt Road and Laurel Lane and continue the current Railroad Bike along the railway towards South County. This section of the bike path would extend approximately 5 miles and end at the intersection of Corral de Piedra Road and Price Canyon Road. The project is the next section in an eventual path that will extend through Edna Valley to Pismo Beach. See Appendix A3, “Project Proximity”.



## IV. Project Description

The proposed path would be used by bicyclists as well as other pedestrians. The majority of the bicycle path extension will be Class I, meaning that the path can be used for both bicyclists and other pedestrian traffic. There will be small portions of the path that classify as Class III, entailing that the bicyclists will have to share the roadway with other vehicles and pedestrians restricted to the sidewalk or berm. The main Class III area will be along Orcutt Road from Laurel Lane to Spanish Oaks, until the path joins up with the railroad again. This Class III section is approximately one third of a mile long. The Caltrans Highway Design Manual provides bikeway design standards recognized locally and statewide. The project will adhere to these standards. The Class 1 portion of the path will consist of 2 lanes, each four feet wide, and have two foot shoulders on both sides, totaling an overall width of 12 feet. The parts of the path within five feet of Highway 1, a 32 inch concrete barrier with attached 22 inch high railing will be constructed in order to separate the highway motorists from the bicyclists.

While the majority of the proposed bicycle path goes through agricultural land, land easements will need to be obtained prior to construction due to the several private properties owned in the area. The County does not have eminent domain for these properties, so land can only be acquired by property owners willing to sell parts of their land or allow easements. See Appendix A2, "Land Use."



## V. All Hands EcoConsultants Personnel

### MISSION STATEMENT

All Hands EcoConsultants is a hands-on environmental planning firm specializing in environmental analysis and permitting services, specifically as they relate to community development and services in environmental resource projects.

#### **Principal- Isaac Nosan**

All Hands Principal Isaac Nosan has a strong understanding of CEQA compliance and is experienced in organizing and planning environmental impact analyses, environmental monitoring and compliance and mitigation monitoring at federal, state, county and city levels. He will be serving as the Project Manager to author the executive summary of the EIR and is responsible for the final edit of the EIR document. Mr. Nosan is a Cal poly graduate with a B.S. in Forestry and Natural Resources. As a student, Mr. Nosan served as a community advisor in the campus dormitories where he composed cultural enriching programs for students and staff alike. As a student intern for Badger's Earthscapes in San Diego, Mr. Nosan strengthened work place dynamics in a bilingual environment. Mr. Nosan has continued the "learn-by-doing" tradition through his tenure at All Hands, emphasizing connectivity within the company and collaboration and facilitation within the community on projects to minimize environmental consequences. Mr. Nosan understands a purpose of the EIR is to stimulate public involvement in the environmental review process of community development. Being a San Luis Obispo resident and Cal poly graduate Mr. Nosan is quite familiar with the community and has maintained valuable contacts with agencies and organizations involved in pedestrian and bicycle transit. Related past projects include the San Francisco Middle and Elementary School Bike Path Network, the Pasadena Gold Line Bike Path, the South Lake Tahoe Pop-Baldwin Extension Bike Path and the Fillmore Railway Bike Path.

#### **Senior Planner-Caitlin Bergin**

Caitlin Bergin, Senior Planner has been involved in the environmental planning business for ten years, specializing in CEQA implementation. Ms. Bergin holds a B.S. in Environmental Science with a minor in City and Regional Planning from Cal Poly. She will be conducting the technical approach to environmental impacts to Land Use and Planning. In the direction of the environmental review process, she strives to meet the needs of the community while safeguarding natural resources. She has supervised the completion of many environmental documents and studies ranging from Negative Declarations to complex EIRs. Ms. Bergin is also well versed in local land use regulations and zoning. Ms. Bergin enjoys being a part of the San Luis Obispo Community, is focused and enthusiastic and has a strong work ethic and organizational skill. Similar past projects include the Pasadena Gold Line Bike Path and the Pope-Baldwin Extension Bike Path in South Lake Tahoe.

#### **Senior Analyst-Valerie Grant**

Valerie Grant will serve as the Senior Analyst on this EIR. She has 16 years of experience in the field and in policy analysis. She has intensive work in collaborative watershed and other grassroots groups. Ms. Grant holds a B.S. in Forestry and Natural Resources with an Agricultural Communications





Concentration from Cal Poly. She has a strong background in technical environmental studies and applications as well as policy through her education and various internships. She has worked as a forestry technician with Humboldt Redwood and watershed restoration program consultant for Yager/ Van Dozen Environmental Stewards. Ms. Grant has authored and reviewed many environmental impact documents including Timber Harvest Plans, Mitigated Negative Declarations and EIRs. She will be reviewing and compiling Potentially Significant Impacts prepared by subcontractors including Public Services and Transportation and Traffic, Utilities and Service Systems. She will also compile issues with insignificant impacts found during the initial study including Agricultural Resources, Air Quality, Cultural Resources, Hazards and Hazardous Materials, Mineral Resources, Noise, Population and Housing. Past projects include the Fillmore Railway Bike Path and Pacific View Mall Beach Thoroughfare.

**Associate GIS Specialist-Jesse Leidig**

Jesse Leidig is the associate GIS specialist for this project. He holds a B.S. in Forestry and Natural Resources from Cal Poly with a concentration in Recreation in Natural Resources and a minor in Geographic Information Systems. He has eight years of experience in Environmental Impact Analysis. Past mapping projects include the Lopez Lake County Park Water Systems Maintenance Plan and a Visual Assessment of the Effects of the Topaz Solar Farm on the Habitat Corridors of the San Joaquin Kit Fox. Mr. Leidig will be using the latest ESRI software, ArcMap 10.0, for visual analysis of this project, including aesthetic resources. In addition to his association with All Hands, Mr. Leidig is a part time employee for the City Department of Parks and Recreation and will conduct the recreation resource analysis.

**Associate Biologist-Makena Thiesfeld**

Associate Biologist Makena Thiesfeld has over 9 years of biological consulting experience. She holds a B.S. in Environmental Management and Protection from Cal Poly and is working on her Masters in Biology. Ms. Thiesfeld will conduct the Biological Resources and Hydrology and Water Quality Environmental Impact Assessment of the project as well as co-author Public Services and Transportation and Traffic. She has served as biologist and hydrologist in multiple Initial Studies and EIRs as well as biological surveys, sensitive species habitat evaluations and monitoring programs. Ms. Thiesfeld is a laboratory technician for the Cal Poly molecular biology department and brings a practical and streamlined approach to biological assessment. Past projects include the Pismo Beach Snowy Plover Monitoring Program and Froom Ranch Biological Survey for the Irish Hills Natural Preserve General Plan.



**PAST PROJECTS**

All Hands staff have been assisting public agencies at the federal, state, county, city, and local levels to fulfill their EIR documentation and processing needs in regards to CEQA compliance and land use planning.

Past and relevant projects include the firm's planning and construction of a bike path through a community in South Pasadena, CA, as well as conducting and completing its EIR. Aspects of the project included talking with developers, City Hall, and the community residents to determine if this bike path would positively serve the neighborhood.

All Hands was responsible for an EIR on the Pope-Baldwin Extension Bike Path in South Lake Tahoe. This project provided an invaluable experience given the number of agencies and organizations involved and the intense public scrutiny regarding the particulate matter mitigation monitoring to ensure the high water clarity of the lake.

All Hands prepared the Fillmore Railway Bike Path project EIR. The project was met with a high level of concern by the historic downtown association regarding the preservation of the town's rustic aesthetic. All Hands mediated an agreement through public hearings that allowed the project to continue on schedule with all parties satisfied.

The firm worked with a small suburb of San Francisco to construct a bike path that connected several neighborhoods with surrounding elementary and middle schools in the areas. The path ran adjacent to a small creek; it was responsibility of All Hands to preserve and enhance the native ecosystem while providing an effective and safe means of transportation for children. They worked with several utilities agencies to install proper lighting fixtures and "blue light" phones in order to ensure safety. The firm's environmental impact assessment of the project components proved more than adequate during public hearings in the city. Contacts for these projects can be found in Appendix B.



## **SUB-CONTRACTORS**

In addition to our own staff All Hands Eco Consultants plans to extend our team of brimming talent with the following specialized sub-consultants to provide the most comprehensive Environmental Impact Report.

### **Field Biologist**

SLO City Biologist

Freddy Otte (805-781-7511; fotte@slocity.org)

City Of San Luis Obispo, Natural Resources

990 Palm St.

San Luis Obispo, CA 93401

- *Peer review any studies regarding biology, wildlife, wetlands, and/or trees*
- *Prepare mitigation measures in the field*
- *Provide the subcontracted firm with all field information regarding biology, wildlife, wetlands, and/or trees*

### **Seismologist**

Cal Poly Geology Professor

Chipping, David H. (805-756-1695; dchippin@calpoly.edu)

Physics Department, California Polytechnic State University

1 Grand Ave.

San Luis Obispo, CA 93401

- *Determine the rarity and/or significance of soil type in the projected area*
- *Determine how earthquake and landslide friendly the projected area is*
- *Prepare safety and health measures that are consistent with any earthquake or landslide precautions necessary*

### **Engineering Services (Utilities & Services)**

Omni Design Group (805-544-9700; info@odgslo.com)

689 Tank Farm Road

Suite 140

San Luis Obispo, CA 93401

- *Determine locations of the most feasible bike path*
- *Survey project area*
- *Conduct topographic surveying; identify areas where cut and fill to create a level surface will be minimized, so to reduce cost and significant environmental impacts*
- *Contribute to design and construction of the bike path Determine architecture of the path*
- *Determine appropriate location of storm drains and wastewater facilities along the path, from findings and evidence of Water Quality Control Board*



## VI. Scope of Work/Methodology

All Hands understands that their proposed project and its impacts must be submitted and assessed in an Initial Study Checklist. Once criteria for CEQA Guidelines are met, Appendix G is used to meet the requirements of an Initial Study. Appendix G lists seventeen environmental factors that have the potential to be affected upon implementation of the bike path. All Hands will determine if a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report needs to be prepared on the basis of findings derived by an initial evaluation. All Hands are preparing the document as agreeable by CEQA and CEQA Guidelines. Evidence of potential impacts that are not included in the form must be stated in the Initial Study Checklist.

This particular section, as prepared for San Luis Obispo County (the County), introduces the bike lane project, history of the proposed project and information of the cultural and geographic area.

Information is provided primarily by the County, but also the local Utilities District, Bay Conservation and Development Commission, California Coastal Commission, Department of Fish and Game, Department of Transportation, Integrated Waste Management Board, State Lands Commission, and Water Resources Control Board. All Hands has been subcontracted by the County to outline the scope in terms of tasks and in chronological order. The tasks introduce the impact areas, and a methodology is chosen to address potentially significant environmental issues. Beginning with the Administrative Draft EIR, its basic objective is presented in this section. Responsible and Trustee Agencies are identified in the Introduction. An overview of the EIR process relevant to this bike path and uses of the EIR are included in the Introduction. We will give a timeline of when the Draft EIR is to be completed, and relevant dates of public hearings.



**TASK 1 - KICKOFF MEETING AND DATA COLLECTION**

The kickoff meeting will provide information about our proposed bike path project's goals, the County's objectives to analyze the project, and to go over all preliminary ideas and techniques that will be used to construct the project site. We understand that the importance of this kickoff meeting is to provide an entire understanding of our study on this site and to collect any necessary information to aid our projects description. We also plan on collecting any further data from the County, which includes information on current historical geological projects, or any other types of site studies that may be occurring on the proposed site of our bike path. In addition to this information we are also going to collect any relevant planning documents, technical studies, project techniques, and any EIRs that have been completed on other parts near our area. Another piece of information that we can acquire from this meeting is the County's opinion and support on our EIR study and proposal. This proposal assumes that the County will be providing an initial study of our proposed site, which will be discussed at the kickoff meeting.

**TASK 2 - ADMINISTRATIVE DRAFT EIR**

The Administrative EIR is a document prepared by either consultants under contract to the county, or directly by the agency. The document should be based on the particular issues that were identified in the initial study, responses to scoping sessions, and other associated and relevant analysis. It should adequately reflect the personal judgment of the planning department. The Administrative EIR should be satisfactory and must also be available for public and agency review.

Regarding the All Hands Administrative EIR, they began by preparing an executive summary the proposed project. The summary details impacts and mitigation measures for the project and also contains a discussion of alternatives.

Also involved in the All Hands Administrative EIR is the project description. The description contains detailed information regarding the San Luis Obispo Railroad Bike Path Extension. A technical approach to environmental issues was taken and possible impacts were analyzed. All Hands analyzed ten impact areas and appointed tasks for those impact areas deemed significant.

**Executive Summary**

The Executive Summary is prepared by All Hands, and provides a brief summary of the proposed bike path project. It also includes a table summarizing impacts and mitigation measures, and further defines each area of impact identified in environmental impact analysis. The Executive Summary makes sure to include an environmentally superior alternative in its discussion of alternatives, and benefits that construction of the bike path will provide for the surrounding area. We are preparing an Executive Summary to be delivered to the County exclusively, and therefore it is to include a relevant scope of work.



### **Project Description**

The draft project description will describe the project approach in detail. All master plan components will be identified and described. The proposed bike path project and all the components required by CEQA will be summarized along with the changes and alterations to the proposed project area. Bike path project objectives, including desired outcomes, will be detailed in the project description.

The objectives listed will not only consist of final intent and use of the proposed bike path, but will also contain descriptions of intermediate and corresponding objectives, including avoidance of negative environmental impacts. Each component of the proposed bike path will be described, along with the associated issues and public concerns brought to attention through scoping and early public consultation.

Necessary maps, photographs and figures will be provided to aid with demonstration of the project. The draft project description will include the location of the bike path with reference to its overall length and what areas of San Luis Obispo County it will pass through. We will describe the land use and general properties of the areas that the path will bisect. The proposed bike path will be located in San Luis Obispo County east of Highway 101. The path begins at Orcutt Road and Laurel Lane and continues to Edna Valley, eventually extending to Pismo Beach. The path is proposed to be 5 miles long. The area that the proposed path will pass through is currently utilized for agricultural purposes or private property ownership.

### **Technical Approach to the Environmental Issues**

This part of the study methodology deals with the technical approach that is applied to the evaluation of potentially significant environmental impacts of the proposed bike path project. This section analyzes the project according to its surrounding land uses, and accordingly issues a checklist of sixteen environmental factors having the potential to be affected by the project. The environmental factors are listed as follows:

Aesthetics	Land Use and Planning
Agricultural Resources	Mineral Resources
Air Quality	Noise
Biological Resources	Population and Housing
Cultural Resources	Public Services
Geology and Soils	Recreation
Hazards and Hazardous Minerals	Transportation and Traffic
Hydrology and Water Quality	Utilities and Service Systems

From the Initial Study checklist (Appendix C), All Hands has determined that out of the sixteen environmental factors, ten elements are ones with the most pressing potential impacts to the project area. This is where All Hands EcoConsultants identifies impact areas with the highest potential significance to building the bike path. Geographic Information Systems (GIS) maps used to determine some findings from the Initial Study checklist can be found in Appendix A of this document.



### ***Agricultural Resources***

The proposed bike path will run primarily through areas zoned at city for San Luis Obispo. Some land zoned for agriculture will be used for the proposed path along Cabrillo Highway 1 north, south Broad Street, and Carpenter and Price Canyon Road. Effects may be insignificant as the path will be along what is already a road or highway in these areas. San Luis Obispo has a thriving agriculture industry that is well represented at the multiple farmers' markets in the area. This region's largest commodity is wine grapes and has historically been used for agriculture. It is important that agriculture resources are carefully considered in this project.

Tasks regarding the assessment of the proposed project on agriculture resources will include:

- Gathering aerial and ground photographs to guarantee that no rock outcroppings, trees, historic buildings, or anything else of potential significance will be disturbed
- Analyzing and discussing the magnitude of land zoning allowances imposed by the project, current permits and what will be changed in these areas
- Identifying changes in the potential productivity of the land due to surfaces changes such as asphalt, increased number of people and compaction
- Considering construction and path use in accordance to seasonal harvest and pesticide spraying
- Erecting signs explaining the sensitivity of the area, or labeling crops in growth may be used as an educational tool and preventive for curious path goes
- Constructing a fence and "No Trespassing" signs in order to keep travelers from entering and altering the agriculture resource area and other private properties

### ***Biological Resources***

San Luis Obispo is diverse in wildlife and plants species, approximately 28 plant and 66 wildlife species are listed as threatened or endangered species in the county. The proposed bike path could potentially alter habitat for species for example red-legged frog in drainage and water related areas. Designated National Protected Areas in the county include part of the Carrizo Plain National Monument, Guadalupe-Nipomo Dunes National Wildlife Refuge and the Los Padres National Forest.

Tasks regarding the biological assessment of the project will include:

- Performing biological surveys for wildlife and flora and determining potential impacts of project
- Developing signage to alert the proposed path users of sensitive habitat areas and wildlife e.g. red legged frog habitat stay on path
- Identifying of biological resource sites in surrounding area of project
- Protecting wildlife paths by ensuring the safety wall for the proposed path can functionally allow wildlife to migrate safely.
- Identifying areas of renewable potential of ecological resources
- Identifying alternatives to locations to route if needed
- Determining if offsetting of biologically sensitive areas would be necessary



### ***Cultural Resources***

The location of this bike path project will run primarily through rural areas of San Luis Obispo, East of Highway 101 beginning at Orcutt Road and Laurel Lane, following the Pacific Coast Railway, and eventually extending to Pismo Beach. There are multiple properties surrounding this area and the railway is one of the properties. There are no current archaeological projects or sites being worked on. The bike path is going to be about 12 feet wide (two 4-foot travel lanes, and two 2-foot shoulders on each side). This project does not affect any cultural or historical sites in the surrounding area.

The cultural resources assessment will include the following tasks:

- Discussing with the county geologist/archaeologist/historian on any current projects located in the designated bike path area involving archaeological and/or paleontological digs
- Designating the proximity of cemeteries and/or burial grounds
- Identifying of historical sites in surrounding area of project by checking the County's database
- Determining of any archaeological sensitive areas

### ***Geology and Soils***

The soil located at our site is currently undetermined. To further pursue our research on soil type, we could gain information from the county's geologist or environmental specialist. The soil and geology of the area surrounding our proposed bike path could possibly be damaged in the construction process, which contributes to erosion and compaction and once bike path is constructed, possibly even soil degradation. Once soil is paved over, several safety precautions will need to go into effect in order to properly commend our bike path as erosion safe.

The geology and soils assessment will include the following tasks:

- Examining on soil erosion caused during construction and after construction
- Determining of the necessity of an earthquake resistant and safe path
- Determining of materials used to create path so that the path is earthquake safe and does not degrade soil
- Identifying shrink and swell potential of soil surrounding path

### ***Hydrology and Water Quality***

Construction of the path may contribute to water runoff that may potentially enter and contaminate streams with grease, dirt, etc. The construction of a paved path has potential impacts because impervious surfaces are unable to retain water; once the path is constructed, it would divert water that would naturally sink into soil. Unnaturally diverted water systems may create erosion in areas not normally susceptible to consistent water flow. If water mixes with these areas it could potentially carry silt and other particles downstream and could even lead to stream buildup. Issues within the hydrology assessment include the potential hazards to the health and quality of adjacent streams.





Tasks regarding the assessment of the proposed project on hydrology and water quality would involve:

- Gathering aerial photographs of floodplains adjacent to this proposed bike path in order to determine locations of potential runoff
- Gathering aerial photographs of the topography of the proposed bike path by using San Luis Obispo's digital GIS database
- Gathering aerial photographs of existing groundwater paths and groundwater recharge in relative to the project area
- Locating existing water and storm drainage systems, and studying proposed drainage sites of the area as noted in the general plan
- Analyzing past projects involving potential water runoff of the intended construction company
- Speaking with the Regional Water Quality Control Board and determine its water quality standards and waste discharge requirements
- Locating potential underground and surface water reservoirs that lie along and within the projected bike path
- Ensuring the proposed bike path does not lie within a 100-year floodplain area
- Determining proximity of creeks and streams relative to proposed project

### ***Land Use and Planning***

The proposed bike path site will inevitably run through several different land uses, including residential development, agriculture, and open space. Residential developments are scattered throughout the project, and agricultural and rural areas lie to the south of the site. The project would not significantly take away from future planning, considering the main components of construction would be a bike path and a short divide. It will be difficult for the project site to restrict itself to one land use category, but considerate planning will ensure that development exists only where allowed.

The land use and planning assessment will include the following tasks:

- Observing the County's general plan, and land use categories
- Gathering aerial photographs of land uses and determining how they interact with the bike path
- Determining if the proposed bike path physically divides an established community
- Determining development procedures and statutes according to differing land use categories relative to the bike path
- Representatives' meeting with private landowners and negotiating the use of a public bike path on their land, considering easements are not pursued by San Luis Obispo County
- Identifying and analyzing areas of ecologically sensitive areas, including potential shrink-swell areas, and those set aside as greenbelts

### ***Public Services***

The proposed bike path has the potential to connect the many public services in the city of San Luis Obispo, such as schools and parks. This project will actually provide opportunity for decreasing traffic load for the street system by providing a safer option, biking or walking, for commuting. The bike path will divert bike traffic away from several of the high traffic areas they currently use such as Broad Street and Orcutt Road. More research must be



done on intersections, whether lights will be installed etc., and this should be compared to the effects of current bike traffic. One of the project objectives is to “Assure the bike and vehicular traffic integration, and levels of service are consistent with goals of County transportation planning”. The proposed path route provides close access to Cerro San Luis, Laguna Lake, South Hills and Johnson Ranch Open Space. To ensure public safety and full use of the path public services such as school access from the path must be considered.

Tasks regarding the public service of the project will include:

- Discussing and conducting economic analysis of the path in relation to tourism and recreation value being maximized
- Establishing importance and future viability of path connection to public service locations such as elementary schools, churches, parks and work and shopping locations
- Considering whether the path should be extended to other schools along the route
- Conducting surveys to justify that the proposed path is most convenient for residents and meets goals of county transportation planning
- Evaluating placement of bike racks for safety and security of path users
- Assisting in developing an emergency safety plan for the area with organizations such as search and rescue
- Defining places where emergency access would be unavailable and plan access routes to these potential areas. One of the project goals is to “assure the bike and vehicular traffic integration, and levels of service are consistent with goals of County transportation planning.”
- Considering and planning for the safety and connective routes to other open spaces such as adding street and intersection stop lights
- Determining if the bike path will decrease the size of roads thus providing traffic/parking hazards that limit space for drivers

### ***Recreation***

The proposed project can be utilized for recreation. Most users of the path will be predominantly using it for transportation purposes to and from school or work for example; this said, there will undoubtedly also be a significant portion of users who recreate on the path. As of now, there are no known plans for developing additional recreational facilities for the bike path. In regards to previously existing recreational facilities, these could be impacted by increased use of the areas.

The recreation assessment tasks will include:

- Checking with the county recreation department to analyze if recreational facilities exist along the proposed bike path
- If facilities do exist, checking initial utilization purposes to determine if overuse will be caused by bike path users
- Developing a poll for local citizens to submit in order to get an estimation of how many users will utilize the path



### ***Transportation and Traffic***

The bike path hopes to reduce traffic concerns in relation to the safety and congestion of roadways with pedestrians and bicyclists. Major highways that connect to the area are U.S. Route 101, State Route 1, State Route 41, State Route 46, State Route 58, State Route 166, State Route 227, State Route 229. Public transportation available in San Luis Obispo County includes Amtrak trains and Greyhound Lines buses. The San Luis Obispo Regional Transit Authority provides countywide service along US 101 as well as service to Morro Bay, Los Osos, Cambria and San Simeon. These buses have racks that can transport bicycles. People using public transportation can transport their bikes and use the pathway in town. Other cities in the county including Atascadero and Paso Robles operate their own local bus services and connect with San Luis Obispo. Also important to the recreation value of the trail is the San Luis Obispo County Regional Airport (SBP) is south on Broad Street. This assists in access for people visiting town that may use the proposed bike path.

The Transportation and Traffic assessment will include the following tasks:

- Estimating and evaluating the reduction in public transportation service riders and number of people who will choose to commute by bike because of the option to use the proposed bike path
- Surveying road intersections that high concentrations of bike path users may congest and consider alternative methods that provide safety and flow in traffic
- Evaluating safety of wall to protect proposed bike path users
- Evaluating maintenance concerns and upkeep for bike path
- Confirming that the proposed path does not have an effect on air traffic patterns because it does not alter air traffic devices or airway congestion
- Researching how to explain and deliver Cal Tran's bike path standards as compared to congestion management for roads and highways

### ***Utilities and Service Systems***

This project site is located in an area that has the potential to generate waste water during and after construction. The bike path would create an impervious surface that would redirect waste to areas not accustomed to this type of water flow, like residential developments and open space. The bike path would potentially require the construction of storm drains and innovations in bike path design to combat the inevitable runoff, and may require the extension of water treatment facilities if water fountains are to be put in place. The proposed project would also require aid from the landfill, in regards to the routine trash collection if waste baskets are to line the path.

The Utilities and Service Systems assessment will include the following tasks:

- Consulting the Regional Water Quality Control Board's waste water treatment requirements
- Consulting the Regional Water Quality Control Board on the most appropriate locations for waste discharge
- Identifying areas where storm drains would be most applicable, and contacting waste water treatment provider and the County Public Utilities department.
- Determining if new water and/or waste water treatment facilities would be applicable and/or important to the proposed bike path.
- Determining if drinking fountain sites adjacent to the bike path would be practical, and if so, determining if water facilities would be needed to accommodate these plans



- Determining if new entitlements are needed dependent on the necessity of sufficient water supplies, such as drinking fountains
- Contacting the landfill operator to determine if the landfill can handle waste from trashcans that would potentially line the bike path
- Designing surrounding areas of bike path to effectively collect waste water runoff, e.g. gently sloping sides of path
- Consulting Union Pacific on existing culverts near railroad to determine if building of bridge(s) is necessary

### **TASK 3 - DRAFT EIR**

Once All Hands receives the County's comments on the DEIR we will revise the DEIR and prepare a Screencheck Draft EIR. Once the County finishes a final review of the document we will publish and submit the Screencheck document to the County electronically. Once All Hands receive the County comments on the Screencheck EIR, we will make the final modifications to prepare the DEIR for formal public and outside agency review.

We request that we receive these two rounds of review with editing in a redline/strikethrough format or another format or other format or other consistent with visible format.

All Hands will prepare 40 copies of our Draft EIR deliverables as follows:

- 5 hard copies with appendices (in three-ring binders)
- 15 bound copies with appendices included on a CD in an envelope
- 20 CDs (including graphics and appendices) in searchable .pdf format

A Draft EIR may be prepared by Lead Agency staff, public or private entity, project applicant or project applicant's consultant or a third-party contractor involving the Lead Agency, project applicant, and consultant. Our Draft EIR is prepared by All Hands, a third-party contractor involving the Lead Agency, project applicant, and consultant. The County will send a public notice of a Draft EIR to the County Clerk, and all responsible and trustee agencies. We may consider sending the Draft EIR to:

Bay Conservation and  
Development Commission  
California Coastal Commission  
Department of Fish and Game  
Department of Parks and Recreation  
Department of Transportation  
Integrated Waste Management Board  
State Lands Commission  
Water Resources Control Board



The County will provide the public notice for effected businesses in the area, such as the downtown association as well as landowners and any other person or organization that requests/requested a copy. All Hands requests that the public notice is provided to owners and occupants of contiguous property by mail because the proposed path will be in their backyards. The public notice will provide a brief description of the proposed bike path and location, the dates of the review period, a list of significant environmental effects, the location for public review of documents and, if found, a list of any hazardous waste sites.

The process of reviewing a draft EIR starts with the County submitting the Draft EIRs and Negative Declarations to the State Clearinghouse. The State Clearinghouse distributes Draft EIRs and Negative Declarations to state agencies who submit comments back to the State Clearinghouse. The State Clearinghouse then returns the comments to lead agencies. The State Clearinghouse is required for review when the project is of “statewide, regional, or area wide significance”: if the project is in the coastal zone, a resident project with more than 500 units, or cancels Williamson Act contracts over 100 acres. Since the proposed bike path may affect the Williamson Act or threatened species, our draft EIR may need to be reviewed by the state clearing house.

#### **TASK 4 - RESPONSE TO COMMENTS/ADMINISTRATIVE FINAL EIR**

Our comments will be coming from stakeholders, city representatives, organizations, and concerned citizens of the community, so we will be responding to all comments with the tone specific to our audience. We are also going to take all comments that we receive via email, letters, or personal conferences, into consideration when writing our Final EIR. In the Final EIR we will provide all relevant information that is needed to support or deny any comments that may be of use or negative toward our proposal. We are also going to include all names that provided a comment that is going to be used in our report. If there are any responses made about specific environmental issues, we do not need to provide extra information outside of the CEQA analysis. The final thoughts and responses to all comments will be written into our final EIR so that we may counter all aspects of an argumentative point of view and provide more insight and information to any positive comments.

#### **TASK 5 - FINAL EIR**

After comments and responses from stakeholders, city representatives, organizations, and concerned citizens of the community are returned we will evaluate and analyze the remaining DEIR edits to create a final EIR, and FEIR. The edits will be made visible with a redline/strikethrough format. We hope minimal edits will be made at this stage in the EIR.

All Hands will prepare a Screencheck FEIR, much like a DEIR for the County to conduct a final review of the document before it is published. The Screencheck FEIR will be submitted to the County electronically. Once the County reviews the Screencheck FEIR, we will make any final revisions to the document. We expect edits for both rounds from the County to assure the needs of the County are met.



**TASK 6 – HEARINGS**

In addition to the public review of the DEIR, the County may conduct a hearing on the DEIR at its own discretion in order to receive additional comments on the DEIR. The dates and location of public hearings will be included in the Notice of Completion of the DEIR and made available to any affected or interested parties via publication in community newspapers, posting at the project site and available on the county website. Within the public notice should be stated the ground rules for the hearing, that the hearing serves as a forum for recording public comments and receiving testimony on the project and Draft EIR, and not as a forum in which the County answers questions or engages in a dialogue with the public. During the public hearing, participants may comment on the adequacy of the EIR. Eco-consultants will include responses to all oral and written comments in the final EIR.

The public hearing will not be formally evidentiary; participants will have no right to cross examine Eco-consultants and the County will not be required to respond to questions or comments. However, Eco-Consultants shall be prepared to respond to questions, make presentations and provide a consultative role during hearings.

All Hands shall include costs for attendance at two public hearings. The costs for attendance at the public hearings shall be itemized and are to be considered an option to be exercised by the County.



## VII. Mitigation Monitoring Program, & Alternatives

### MITIGATION MONITORING PROGRAM

All Hands EcoConsultants will prepare a Mitigation Monitoring and Reporting Program (MMRP) to ensure the implementation of mitigation measures to avoid or minimize significant environmental impacts, and it will be submitted in the Administrative Final EIR. All Hands has submitted several MMRP as part of the CEQA process and is familiar with mitigation techniques used by the county. The purpose of the MMRP is to ensure that all mitigation practices stated throughout the EIR are properly prepared. The monitoring and reporting programs will contain procedures and techniques that are relevant and feasible to the current contracting and construction procedures and regulations. Each mitigation measure, being implemented by the MMRP, will be individually addressed. For each mitigation measure, All Hands will provide:

- A brief outline of the mitigation monitoring and reporting required;
- Planned timing;
- A list of parties implementing these monitoring procedures

### ALTERNATIVES

The alternatives analysis will be an important component to this document in which it will provide an outline of solutions required to provide as minimal an environmental impact as possible. This will also help all decision-makers in understanding the scope of all studies necessary to fulfill the alternatives. These alternatives will be defined once all significant impacts are identified and thoroughly looked over. With past experience and a thorough understanding of the project, All Hands can anticipate the types of alternatives that will be considered as described throughout this document.

An EIR should evaluate all significant impacts on alternatives on the project, so this section of the EIR is designed to (1) describe the range of reasonable alternatives present, (2) examine and locate the issues that are most significantly affected throughout the project, (3) assist all decision-makers with the understanding of the scope of the project and its environmental ramifications, and (4) ensure an organized and efficient process.

To a feasible extent, All Hands will make efficient use of prior technical studies from past studies prepared by the applicant, and provide supplemental data analysis to support an adequate and objective CEQA document. The Alternatives Analysis will be conducted with a high level of detail. The entire project will be reviewed thoroughly by All Hands staff.



## VIII. Project Management

### **AS THE PRINCIPAL OF ALL HANDS, MR. NOSAN WILL BE RESPONSIBLE FOR THE FOLLOWING:**

- 1) Serving as primary external and internal contact for project (subcontractor, public, agencies, county)
- 2) Organizing and planning of the project structure
- 3) Coordinating among staff and sub-consultants of the project approach and implementation
- 4) Budgeting and staffing of proposed project
- 5) Scheduling: Project schedule; Meetings: Kickoff meeting, public scoping, and public involvement at hearings

### **MS. BERGIN SERVES AS THE SENIOR PLANNER FOR THIS PROJECT, AND WILL BE RESPONSIBLE FOR THE FOLLOWING:**

- 1) Managing the preparation of the CEQA document and deliverables
- 2) Repairing Project Description, Introduction, Environmental Setting, Alternatives and Mitigation Monitoring Program
- 3) Keeping team informed of any environmental legal changes and updates, County and City Municipal codes and regulatory compliance
- 4) Assisting in meeting preparation and planning

### **MS. GRANT WILL BE RESPONSIBLE FOR THE FOLLOWING:**

- 1) Documenting quality control
- 2) Reviewing Applicant supplying technical documents and subcontractor-prepared EIR sections
- 3) Contributing to authoring and editing of the Administrative Draft and Draft EIR
- 4) Reviewing agency and public comments on Draft EIR and assisting in drafting of response to comments for Final EIR
- 5) Attending meetings and hearings, document review
- 6) Being in charge of final document assembly and serve as technical editor

### **AS PROJECT ASSOCIATE AND GIS EXPERT, MR. LEIDIG WILL BE RESPONSIBLE FOR THE FOLLOWING:**

- 1) Maintaining proficient knowledge of GIS, cartographic services and graphics for the project
- 2) Authoring in EIR: Potentially Significant Impacts; Recreation
- 3) Spearheading Technical Approach to Environmental Issues: Recreation

### **AS PROJECT ASSOCIATE, MS. THIESFIELD WILL BE RESPONSIBLE FOR THE FOLLOWING:**

- 1) Authoring in EIR: Potentially Significant Impacts: Biological Resources; Hydrology and Water Quality; Public Services; Transportation and Traffic
- 3) Spearheading Technical Approach to Environmental Issues: Biological Resources; Hydrology and Water Quality





## VIII. Project Schedule

With regards to the EIR schedule for the San Luis Obispo railroad bike path extension, we developed an estimated timeline describing the approximate time to be designated to each particular portion of the EIR. The scoping meeting will take one day, and will be accomplished within the first week of work. The project description and initial study will take around 5 weeks due to the detail needed to adequately describe the proposed project. Regarding the Administrative Draft EIR, a significant amount of time will be allotted for completion because there are several tasks involved. The Biological, Hydrological, and Land Use portion of the Administrative Draft EIR will take a fair amount of time due to the fact that extensive surveying and testing of the area will have to be completed. The Utilities and Services, and Transportation portion will also take longer than other associated tasks due to the nature of the project being a bicycle path. Following the completion of the Administrative Draft EIR, the Draft EIR, public hearings, a Mitigation Monitoring System, and a Final EIR will be made. See *Appendix A, Table 1 for an EIR Schedule Estimate for the San Luis Obispo Railroad Bike Path Extension.*

## IX. Project Budget

We, as All Hands Eco Consultants, have determined that we will pay the Principal \$150/hr; Senior, \$120/hr; Associate, \$75; and each Subcontractor hired, \$80/hr. In our Notice of Prep (NOP), the Initial Study will take the longest time because the proposed bike path travels through different designations of land use that have unique ecological components. In our Administrative Draft EIR, we separated areas of impact analysis between Principal, Senior, and Associate Members, and Subcontractors. The Biological area will take up a considerable amount of time because the proposed bike path has the potential to run through sensitive areas and lands with native plants; we need to conduct field studies to determine if impacts will be significant. Geological assessment will include hiring a soil scientist to take samples and determine if shrink-swell soils are present in the project area, as well as analyzing areas of the greatest erosion factor and mitigating for these impacts. The Land Use assessment will be time intensive because we need to determine the different designations of land use, and exceptions for development that are needed according to the County's General Plan. Utilities Services analysis will go into greater depth than most of the other impact areas because we may need to construct or extend storm drains in certain locations to ensure that flooding of the path and surrounding areas does not happen. In regards to storm drains, potential water fountains and trash cans lined along the path we need to discuss with and contract work to Public Utilities, Water Quality Control Board, and the Landfill Operator. Transportation analysis will be the most time intensive, hence its large hourly number, in relation to the other impact areas because we need to meet with road service facilitators, like Amtrak and Union Pacific to build safe intersections where cars, trains and bikes will meet. We will discuss with CalTrans for the potential erection of bike, stop, and crossing signs to eliminate any potential danger and legal ramifications. The Final EIR will take slightly more time to complete relative to the Draft EIR because we prize what the public has to comment on about the proposed path. The bike path is intended for public use, so their opinion is held in high regard. Please see *Appendix A, Table 2 for a Budget Schedule Estimate for the San Luis Obispo Railroad Bike Path Extension.*



## X. Appendices



# APPENDIX A. TABLES & FIGURES



**APPENDIX A. TABLES & FIGURES**

Figure 1. Map of San Luis Obispo Railroad Bike Path Extension, Project Proximity

Figure 2. Map of Land Uses of San Luis Obispo County

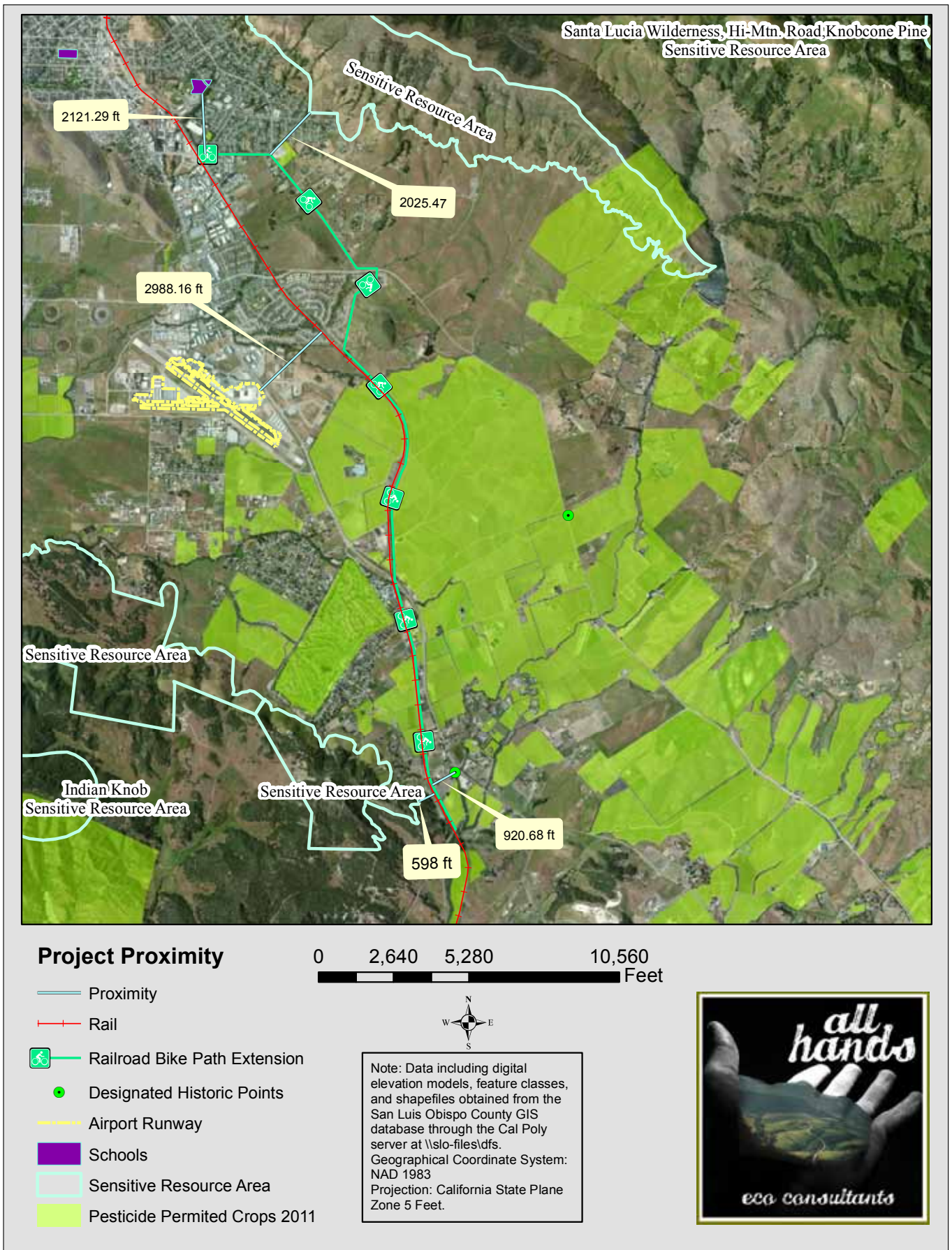
Figure 3. Map of NRCS Erosion Risk and Streams

Table 1. EIR Schedule Estimate for the San Luis Obispo Railroad Bike Path Extension

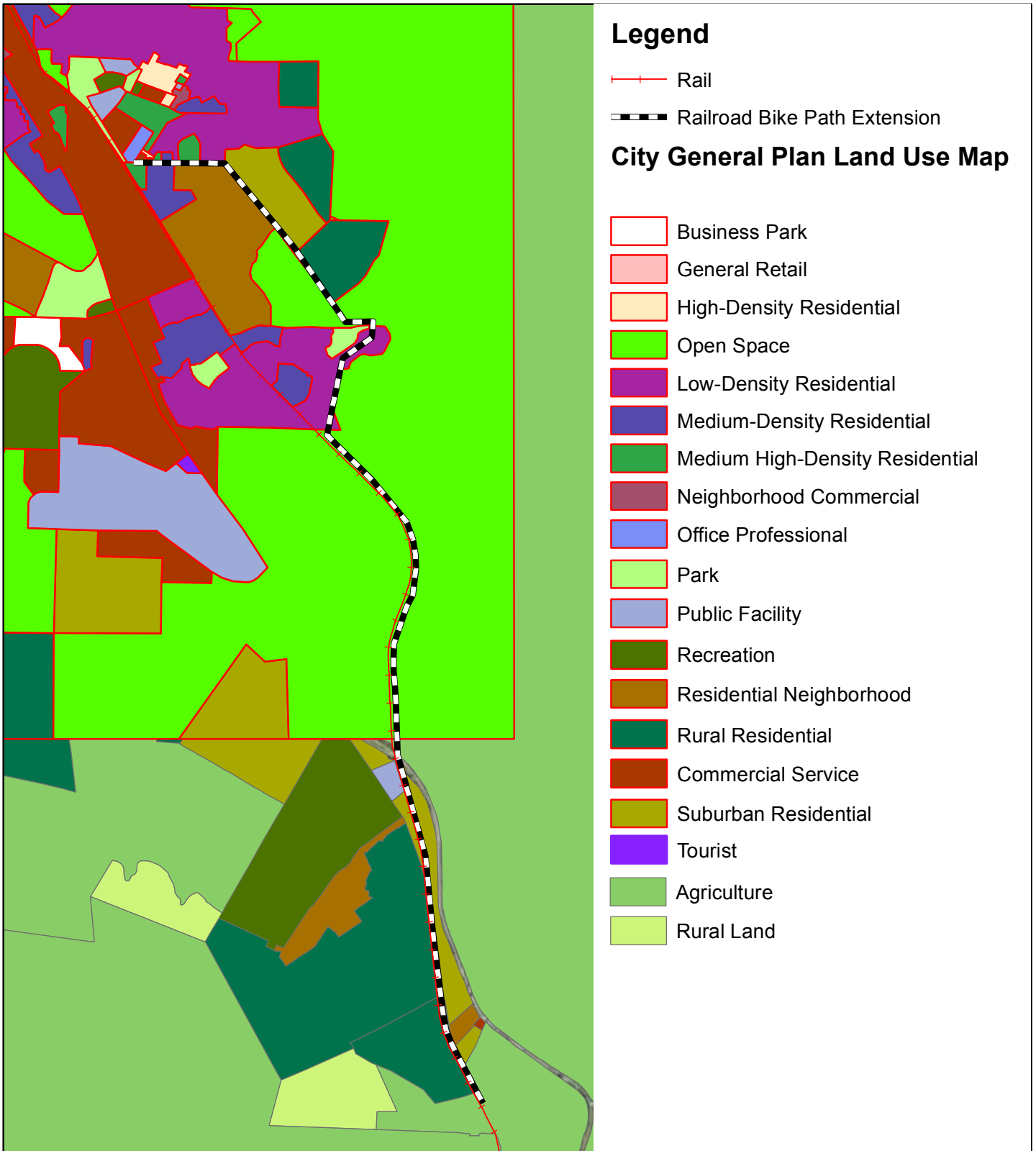
Table 2. Budget Estimate for the San Luis Obispo Railroad Bike Path Extension



**Figure 1. Map of San Luis Obispo Railroad Bike Path Extension showing project proximity to schools, airport, historic points, railroad, pesticide use and other sensitive areas.**



**Figure 2. Map of San Luis Obispo Railroad Bike Path Extension showing land use from City General Plan.**



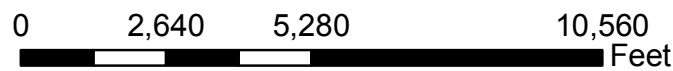
**Legend**

- Rail
- Railroad Bike Path Extension

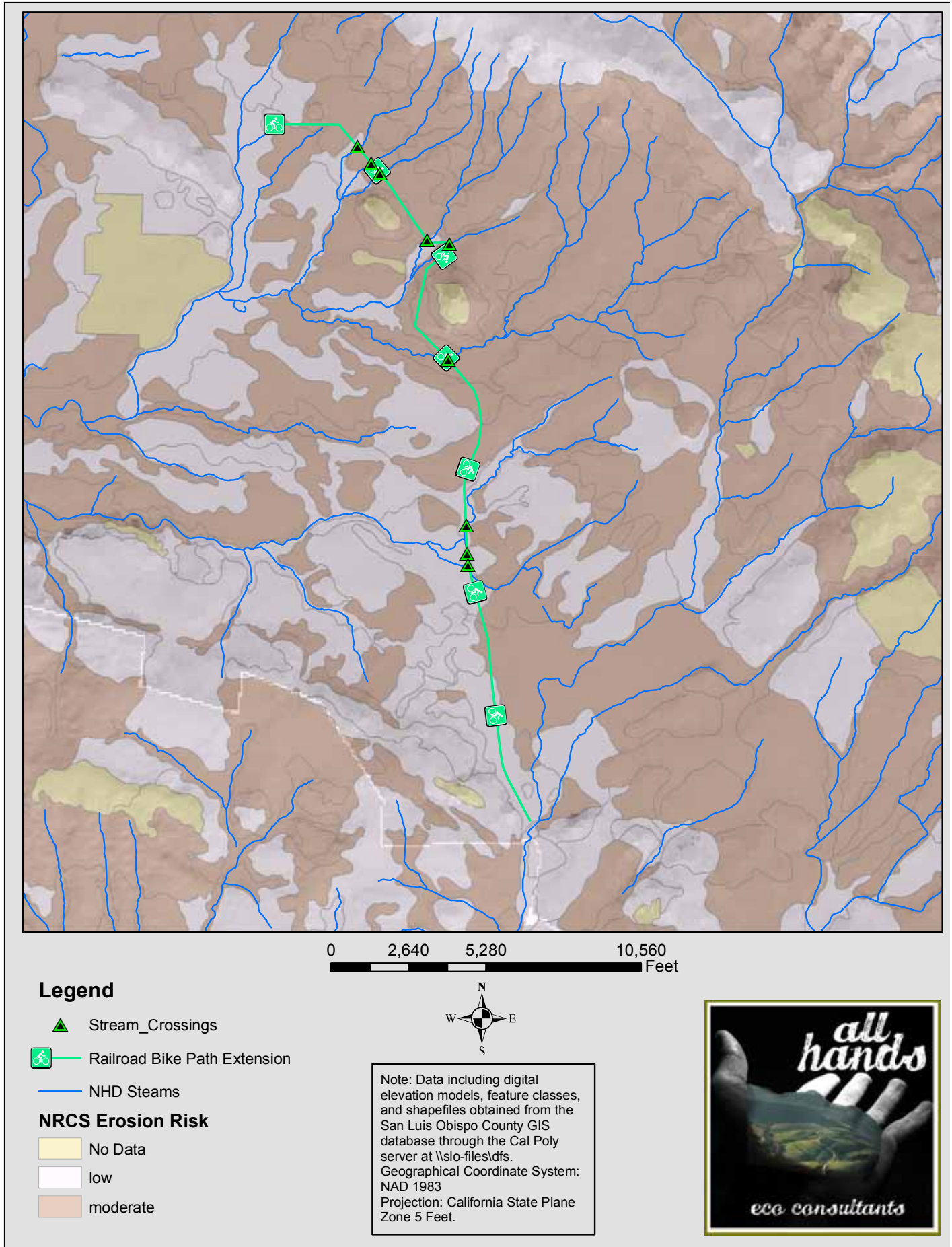
**City General Plan Land Use Map**

- Business Park
- General Retail
- High-Density Residential
- Open Space
- Low-Density Residential
- Medium-Density Residential
- Medium High-Density Residential
- Neighborhood Commercial
- Office Professional
- Park
- Public Facility
- Recreation
- Residential Neighborhood
- Rural Residential
- Commercial Service
- Suburban Residential
- Tourist
- Agriculture
- Rural Land

Note: Data including digital elevation models, feature classes, and shapefiles obtained from the San Luis Obispo County GIS database through the Cal Poly server at \\slo-files\dfs. Geographical Coordinate System: NAD 1983 Projection: California State Plane Zone 5 Feet.



**Figure 3. Map of NRCS erosion risk, NHD streams and stream crossings for the San Luis Obispo Railroad Bike Path Extension.**



**Table 1. All Hands Ecoconsultant's Schedule Estimate for the San Luis Obispo Railroad Bike Path Extension** shown by both week and month. Estimate shows tasks completed by personnel at All Hands, in addition to subcontractors, for preparation of Environmental Impact Report. Schedule is subject to change.



EIR Schedule Estimate-San Luis Obispo Railroad Bike Path Extension  
 All Hands Eco Consultants  
 1433 Higuera Street  
 San Luis Obispo, CA, 95501  
 allhandseco@gmail.com

TASK	Week: 1				Week: 2				Week: 3				Week: 4			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Scoping Meeting																
Project Description																
Initial Study																
Administrative Draft EIR																
Intro																
Summary																
Agriculture																
Biology																
Cultural																
Geology																
Hydrology																
Land Use																
Noise																
Public Service																
Recreation																
Utilities and Service																
Transportation																
Draft EIR																
Public Hearings																
Mitigation Monitoring System																
Final EIR																

Works In Progress-  
 County Review-  
 Public Review-  
 Scoping Meeting-  
 Public Hearing-





**Table 2. All Hands Ecoconsultant's Budget Estimate for the San Luis Obispo Railroad Bike Path Extension.** Estimate shows delegation to personnel at All Hands, in addition to subcontractors, for preparation of Environmental Impact Report. Budget is subject to change.

**Budget Estimate**

<b>Project Information</b> San Luis Obispo Railroad Bike Path Extension Prepared for: County of San Luis Obispo	<b>Company Information</b> All Hands Eco Consultants 1433 Higuera Street San Luis Obispo, CA ,95501 allhandseco@gmail.com	
---	---	---

Details		Principal	Senior	Associate	Subcontractor	Total	Total
Hours:	Account	Description	Hours				Total Cost
87	EIR	Scoping Meeting	6	8	10	24	\$2,610
		Project Description	4	15	10	29	\$3,150
		Initial Study	4	30	10	34	\$4,200
525	ADEIR	Intro	2	8	8	8	\$960
		Summary	2	6	8	16	\$1,620
		Agriculture	2	5	29	36	\$3,075
		Biology	2	4	19	23	\$1,905
		Field Biologist				25	\$2,000
		Cultural	3	10	5	18	\$2,025
		Geology			10	10	\$750
		Soil Scientist			23	23	\$1,840
		Seismologist			7	7	\$560
		Hydrology	3	5	4	12	\$1,350
		Land Use	8	16	8	32	\$3,720
		Noise		3	8	11	\$960
		Public Service	10	18	10	38	\$4,410
		Recreation		4	8	12	\$1,080
		Utilities and Service	14	27	64	105	\$10,140
		Transportation	18	52	79	149	\$14,865
20	Planning Consistency			20		20	\$2,400
48	Alternatives		8	24	16	48	\$5,280
50	Project Management		30	20		50	\$6,900
80	DEIR	Staff Comments	24	24	32	80	\$8,880
99	FEIR	Public Comments	12	80	7	99	\$11,925
<b>Totals</b>			<b>148</b>	<b>379</b>	<b>327</b>	<b>909</b>	<b>\$96,605</b>

Hourly US Dollar	
Principal	Senior
\$150	\$120
Associate	Subcontractor
\$75	\$80

# APPENDIX B. RESUMES & REFERENCES



**APPENDIX B. RESUMES & REFERENCES**

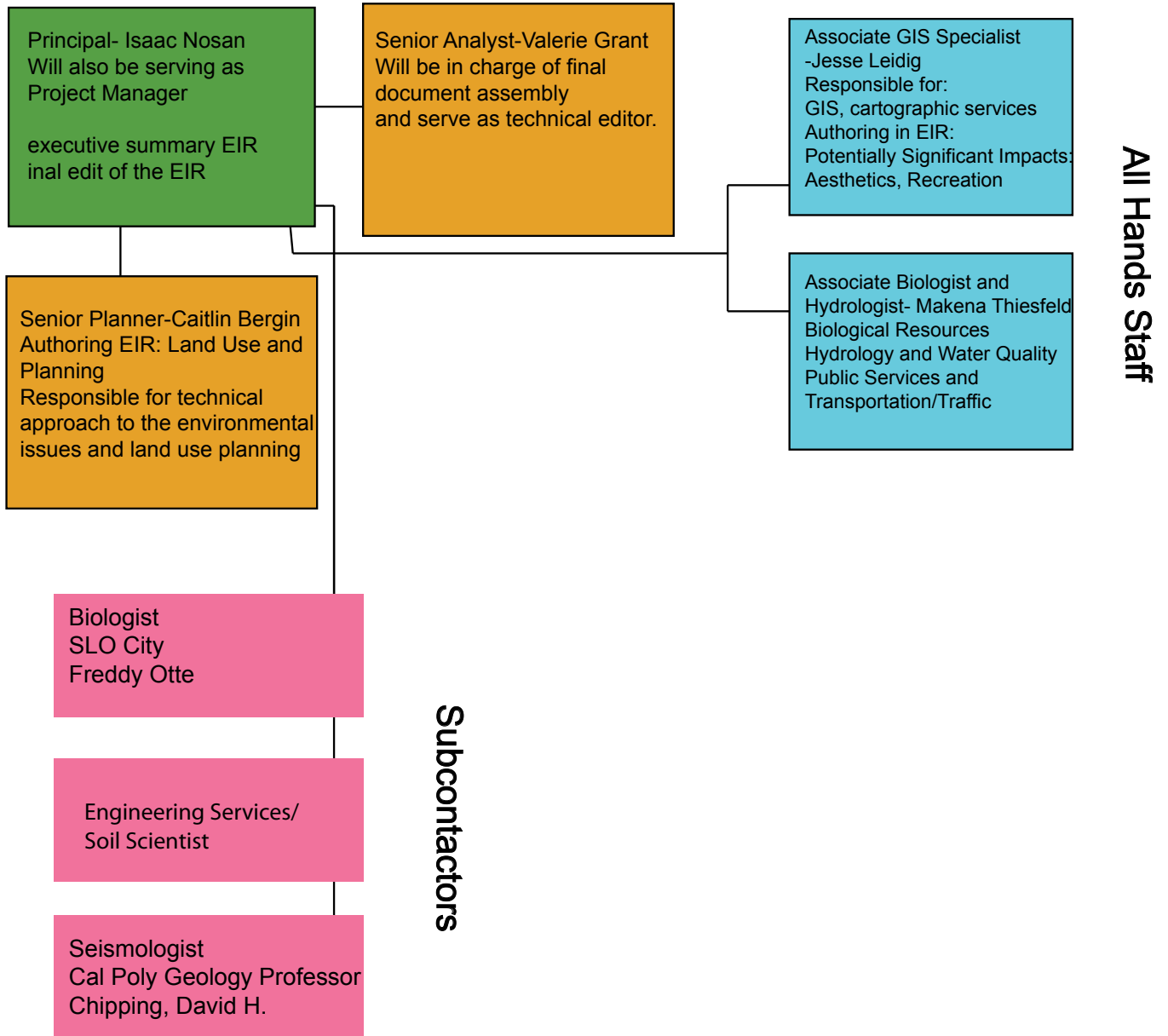
All Hands Personnel Flowchart

Resumes of All Hands EcoConsultants Personnel

References



**All Hands Personnel Flowchart**



Resumes

**Principal-----Isaac M. Nosan**

---

619.540.4343 • inosan@calpoly.edu

**Education**

California Polytechnic University, San Luis Obispo, CA  
B.S. Forestry and Natural Resources

**Relevant Coursework**

Physical Geography  
Financial Accounting  
Marketing  
Recreation/Parks/Tourism  
Land/Resource Measurements  
Transportation and Manufacturing in the 21st Century  
Natural Resource Ecology and Habitat

**Work Experience**

Intern

June 2010 - July 2010

Badger's Earthscapes, San Diego, CA

Bicycle Assemble

July 2010 – September 2010

Trek Superstore, San Diego, CA

Student Gardener

November 2006 – December 2007

Leaning Pine Arboretum, San Luis Obispo, CA September 2008 – March 2011

**Activities**

Event Volunteer for SLO Brewing Co

Bicycle Enthusiast and long distance rider

**Project Experience**

San Francisco Middle and Elementary School Bike Path Network

The Pasadena Gold Line Bike Path



**Senior Planner-----Caitlin Bergin**

---

925.324.0904 • cbergin@calpoly.edu

**Education**

California Polytechnic University, San Luis Obispo, CA  
B.S. Environmental Science  
Minor City and Regional Planning

**Relevant Coursework**

Natural Resource Management  
Watershed and Hydrology  
Ecology and Habitat Management  
Genetic and Molecular Biology  
Chemistry

**Work Experience**

Lab Monitor  
October 2010-Present  
Natural Resource Management Department  
California Polytechnic State University  
San Luis Obispo, CA

Farm Laborer, Ranch Hand  
January 1996-Present  
Bergin Vineyards, Farmington, CA

**Skills**

Microsoft (Word, Excel, PowerPoint)

**Activities**

AEP member (Association of Environmental Professionals)  
Week of Welcome Leader for Cal Poly September 2009  
Undergraduate Law Associate Member, September 2011  
Eco representative for Poly Canyon Village 2009-10

**Project Experience**

Pasadena Gold Line Bike Path  
Pope-Baldwin Extension Bike Path in South Lake Tahoe



**Senior Analyst-----Valerie Grant**

---

707.496.2697 • vgrant@calpoly.edu

**Education**

California Polytechnic State University, San Luis Obispo, CA  
Graduation June 2012  
Bachelor of Science in Forestry and Natural Resources  
Agricultural Communications Concentration

**Experience**

Forestry Technician  
June 2011-September 2011  
Humboldt Redwood Company, LLC. Scotia, CA

Trail Intern

August 2010-Present  
Learning Among the Oaks, Santa Margarita, CA

Intern

January 2009-Present  
Yager/Van Duzen Environmental Stewards, Kneeland, CA

Ranch Worker

June 2000-Present  
Grant's Logging, Kneeland, CA

**Activities**

North Coast & Cal Poly Chapter California Women in Timber  
California Licensed Foresters Association  
Cal Poly Society of American Foresters Secretary 2010, Redwood Region Logging Conference Volunteer  
Intercollegiate Logging Sports Team Vice President  
Agriculture Communicators of Tomorrow member  
Association of Western Forestry Clubs Special Events Coordinator, Project Committee, Agriculture Ambassadors,  
State Future Farmers of America Forestry Finals Tabulations Chairman  
Central Coast Concerned Mountain Bikers Trail Volunteer

**Project Experience**

Fillmore Railway Bike Path and Pacific View Mall Beach Thoroughfare.



**Associate-----Jesse Leidig**

---

805.625.3987 • jleidig@calpoly.edu

**Education**

California Polytechnic State University, San Luis Obispo, CA  
Bachelor of Science in Forestry and Natural Resources

**Work Experience**

Backcountry Trail Crew  
June 2008 – September 2008  
White Mountain Ranger District, Bishop CA

Ranger Staff  
June 2009 – September 2009  
Interagency Visitor's Center, Lone Pine CA

Wilderness Ranger  
June 2010 – November 2010  
Mt. Whitney Ranger District, Lone Pine CA

City Ranger Intern  
June 2011 – August 2011  
Dept. of Parks and Recreation, San Luis Obispo CA

**Relevant Coursework**

Applications in GIS  
Botany and General Plant Identification  
Environmental Law  
Resource Law Enforcement  
CEQA/NEPA document preparation  
Urban Forestry

**Skills**

Technical Writing: Experience with CEQA/NEPA documents, economic and inventory computing spreadsheets  
Computer Programs: Word, Excel, PowerPoint, ArcGIS 10  
Surveying: Leica Total Station, Topcon handheld GPS, Philly rod, level, compass, steel tape, chain

**Project Experience**

Lopez Lake County Park Water Systems Maintenance Plan  
Visual Assessment of the Effects of the Topaz Solar Farm on the Habitat Corridors of the  
San Joaquin Kit Fox





**Associate-----Makena Thiesfeld**

---

760.473.5741 • mthiesfe@calpoly.edu

**Education**

California Polytechnic University, San Luis Obispo, CA  
B.S. Environmental Management and Protection

**Relevant Coursework**

Natural Resource Management  
Watershed and Hydrology  
Ecology and Habitat Management  
Genetic and Molecular Biology  
Chemistry

**Work Experience**

Arborist  
June 2011 – Sept. 2011  
Davey Tree Resource group, Atascadero CA

**Skills**

MAC OS X  
Microsoft (Word, Excel, PowerPoint)  
iWorks (Pages, Numbers, Keynote)  
Panasonic Toughbook  
Midas Data

**Activities**

AEP member (Association of Environmental Professionals)  
Week of Welcome Leader for Cal Poly September 2009  
Eco representative for Poly Canyon Village 2009-10  
Pilipino Cultural Exchange -- Outreach Coordinator 2010-11

**Project Experience**

Pismo Beach Snowy Plover Monitoring Program  
Froom Ranch Biological Survey for the Irish Hills Natural Preserve General Plan



**References**

Dr. Chip Appel  
Soil and Water Chemistry  
California Polytechnic State University San Luis  
Obispo  
Phone: (805) 756-1691  
Email: cappel@calpoly.edu

Dr. Gregory S. Bohr  
Climatology, Geographic Information Systems,  
Geography  
California Polytechnic State University San Luis  
Obispo  
Phone: (805) 756-1322  
Email: gbohr@calpoly.edu

Mrs. Kim Busby  
Water Quality  
California Polytechnic State University San Luis  
Obispo  
Phone: (805) 756-6664  
Email: kbusby@calpoly.edu

Dr. Antonio Garcia  
Geology, Geomorphology  
California Polytechnic State University San Luis  
Obispo  
Phone: (805) 756-2430  
Email: afgarcia@calpoly.edu

Dr. Samantha Gill  
Geographic Information Systems  
California Polytechnic State University San Luis  
Obispo  
Phone: (805) 756-6205  
Email: sgill@calpoly.edu

Dr. Brent Hallock  
Erosion Control, Rangeland Resources, Soil  
Morphology  
California Polytechnic State University San Luis  
Obispo  
Phone: (805) 756-2436  
Email: bhallock@calpoly.edu

Mr. Trevor Keith  
Environmental Planning  
California Polytechnic State University San Luis  
Obispo  
Phone: (805) 756-2702  
Email: tkeith@calpoly.edu

Dr. Lynn Moody  
Mineralogy, Petrology and Pedology  
California Polytechnic State University San Luis  
Obispo  
Phone: (805) 756-2807  
Email: lmoody@calpoly.edu

Dr. Douglas D. Piirto  
Natural Resources Management and  
Environmental Sciences Department Head  
California Polytechnic State University San Luis  
Obispo  
Phone: (805) 756-2968  
Email: dpiirto@calpoly.edu

Dr. Thomas J. Rice  
Land Use Planning  
Soil Sciences  
California Polytechnic State University San Luis  
Obispo  
Phone: (805) 756-2420  
Email: trice@calpoly.edu

Dr. Richard Thompson  
Natural Resources Policy  
California Polytechnic State University San Luis  
Obispo  
Phone: (805) 756-2898  
Email: rpthomps@calpoly.edu

Dr. James Vilkitis  
Environmental Impact Assessment Methodology  
and Planning  
California Polytechnic State University San Luis  
Obispo  
Phone: (805) 756-1262  
Email: jvilkiti@calpoly.edu



**References from Past Projects**

**South Pasadena Bike Path Project:**

*La Loma Development Company*  
Sustainable Development Firm  
Phone: (626) 421-6185  
Email: info@lalomadevelopment.com

*City of South Pasadena City Hall*  
City Manager's Office  
Phone: (626) 403-7210  
Email: cmoffice@ci.south-pasadena.ca.us

*Pasadena Water and Power*  
Phone: (626) 744-4005  
Email: wpd\_Answerline@cityofpasadena.net

*South Pasadena Police Department*  
Phone: (626) 403-7270

*Mr. Byron J. Finkelstein*  
South Pasadena Resident  
Phone: (626) 992-0002  
Email: bjfink@gmail.

**Marin Bike Path Project:**

*Plath & Co General Contractors*  
San Francisco Area Commercial Construction  
And Renovation  
Phone: (415) 460-1575  
Email: info@plathco.com

*Susan Adams*  
County of Marin District 1 Supervisor  
Phone: (415) 499-7331  
Email: sadams@co.marin.ca.us

*Marin Municipal Water District*  
Phone: (415) 945-1455  
Email: contact@marinwater.org

*Marin County Sheriff's Office*  
Phone: (415) 473-7250  
Email: socivil@marinsheriff.org

*Mrs. Johanna P. Liverstooop*  
Marin County Resident  
Phone: (415) 222-2221  
Email: liverstooop@yahoo.com



# APPENDIX C. INITIAL STUDY CHECKLIST



**Initial Study Checklist**

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

- a) The project would not have a substantial adverse effect on a scenic vista due to the fact that no scenic vistas are in the immediate proposed area of the project. The bike path would be connected to the existing bike path near the Amtrak station, and follow the railway towards South County. Since the railroad is already built in the same area, we do not feel that the proposed bike path would have an effect on any scenic vistas.
- b) Scenic resources do not appear to be an issue with the bike path. After examining an aerial photograph of the proposed area, there are no visual rock outcroppings, trees, historic buildings, or anything else of potential consideration. The proposed path will run mostly through rural areas, and so we do not feel that scenic resources would be damaged.
- c) The visual character and quality of the site and its surroundings do not appear that they will be degraded. The only possibility of degradation is the fact that asphalt will be applied to the path, and users will be on the path at various times throughout the day. The asphalt path will be minimal though seeing as it will be only 12 feet wide in the Class I areas.
- d) We do not feel that the proposed project would create a substantial light or glare which would adversely affect day or nighttime views in the area. The only consideration is with nighttime riders. They will most likely be equipped with bicycle lights for safety, but we do not feel that these lights will produce an issue regarding light or glare.

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

- a) The project is based on land that will be acquired from willing sellers since the County does not take eminent domain for trail corridors. Research must be done based on each parcel to determine what they are zoned for.
- b) This must be researched for conflicts in zoning and the Williamson Act per parcel basis. A map must be created and landowners contacted.
- c) The bike path mainly uses streets and areas already converted for industrial use such as railroads. We anticipate that minimal environmental change will occur in result of farmland but this must be researched by parcel.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY</b> - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable Clean Air Plan?				
b) Violate any stationary source air quality standard or contribute to an existing or projected air quality violation?				
c) Result in a net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				
d) Create or contribute to a non-stationary source "hot spot" (primarily carbon monoxide)?				
e) Expose sensitive receptors to substantial pollutant concentrations?				
f) Create objectionable odors affecting a substantial number of people?				

Discussion: We need to know what air quality standards apply to SLO county; federal, state, district. We need to know what specific criteria qualifies airborne entities as pollutants. We need to know what agency is responsible for administration of air quality standards. What are the levels of threshold for the project?

- a) The project will not create a new source of vehicular traffic so no long-term vehicular emission air quality impacts will occur. The project is expected to increase pedestrian and cyclist commutes in the project area, and this should reduce the production of criteria pollutants.
- b) Construction activities (grading) can momentarily increase dust (pm) and are probably subject to some regulation; mitigation may be required. Construction equipment (big damn creature crushing diesel things) produce serious exhaust emissions and may be subject to some construction related exhaust emission standard and mitigation.
- c) We need to know how much grading needs to be done and what is the expected level of impact during construction. Nonattainment criteria pollutants may include carbon monoxide, lead, ozone (1-hour), particulate matter (PM-10microns), sulfur dioxide, and the ozone precursors of reactive organic compounds (ROG) and NOX. Is the project area classified as "non-attainment" for any of these compounds? See IIIb for criterion for possible mitigation thresholds.

- d) CO2 concentrations will increase during construction as a result of the machinery involved. Different portions of the project may be in different zones (residential, agricultural, rural, etc...) and may have varying degrees of significance.
- e) Parties especially sensitive to air pollutants include the elderly, ill and young. Is there any mitigation to minimize the potential risk of elevated concentrations of air pollutants to sensitive receptors? Where would this potential risk be in the project area?
- f) The project is not expected to create any objectionable odor beyond the temporary odors of the construction phase.

<b>ISSUES:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>IV. BIOLOGICAL RESOURCES</b> - Would the project:				
a) Adversely impact, either directly or through habitat modifications, any endangered, rare, or threatened species, as listed in Title 14 of the California Code of Regulations (§670.2 or 670.5) or in Title 50, Code of Federal Regulations (§17.11 or 17.12)?				
b) Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				
c) Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				
d) Adversely impact federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?				
e) Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?				
f) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				
g) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?				

- a) This must be researched through biological survey in the area per parcel and landowner access.
- b) This must be researched through biological survey in the area per parcel and landowner access.
- c) The bike trail will pass through riparian habitat. Special permitting and structures (bridges) may need to be modified and developed to protect areas.

may pass through wetland habitat. Special permitting and structures (bridges) may need to be modified and developed to protect areas.

e) Since the bike trail may encounter streams or other wildlife crossings research should be done to access whether the trail will interfere with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. The bike trail may need diversions. The protective rails of the freeway section must allow for wildlife to pass.

f) The bike trail will have to evaluate if any trees will be removed or the effect of the trail on other policies. Mitigation such as planting trees along the bike trail may help this.

g) More research must be done to determine the plans (local, state, regional, conservation, community, o habitat) that effect the area. Since multiple landowners own the parcels this must be done on a per parcel basis. Much of the land is already urban and industrially developed with the railroad.

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

- a) It is located near the historical route that was traveled by missionaries, but it does not impact the route or create any large significant changes to it.
- b) We would need to ask the counties geological manager to be completely sure that there aren't any archeological resources near our projects bike paths.
- c) Again, we would need to ask the counties geological manager about any projects in the county and area.
- d) There are no cemeteries surrounding the area, so human remains would not be disturbed during this process.



ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS</b> - Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?				
ii) Strong seismic ground shaking?				
iii) Seismic-related ground failure, including liquefaction?				
iv) Inundation by seiche, tsunami, or mudflow?				
v) Landslides?				
vi) Flooding, including flooding as a result of the failure of a levee or dam?				
b) Would the project result in substantial soil erosion or the loss of topsoil?				
c) Would the project result in the loss of a unique geologic feature?				
d) Is the project located on strata or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				
e) Is the project located on expansive soil creating substantial risks to life or property?				
f) Where sewers are not available for the disposal of waste water, is the soil capable of supporting the use of septic tanks or alternative waste water disposal systems?				

- a)
  - i. There are no earthquake faults on our bike paths proposed routes of Orcutt road and Laurel lane. There are a couple faults near the bike paths but none of them are big enough to cause any serious bodily injury or death.
  - ii. There hasn't been any strong seismic ground shaking recently or in the past few years.
  - iii. There hasn't been any ground failure, including liquidification.
  - iv. Not close enough to the ocean to have tsunami warnings, and bike path is not located near any mudslide sites.
  - v. A review of dams and levees in our county will have to be researched.
- b) This wouldn't erode any soil because it is going to be a level path that is part of the road.
- c) A visual of an aerial photo and topographic maps will have to be reviewed to see if there are any specific geologic landmarks being affected.
- d) We will need to ask the county or cities geologist on their specialties with the soil in the area of our proposed bike path.

- a) It is not located on any soil that may result in the loss of lives or death.
- b) This bike path doesn't require any septic tanks or water disposal systems, since it is being used for transportation for long distances.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>VII. HAZARDS AND HAZARDOUS MATERIALS -</b> Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?				
c) Reasonably be anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				
d) Is the project located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				
h) Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				

Discussion: We need to know if any area in the project site is identified as hazardous by any jurisdiction/department/board.

- a) The construction of bicycle/pedestrian paths does not involve copious amounts of hazardous materials. Potential impacts include fluid/gas/petroleum products spillage/leakage/dripping from construction vehicles and machinery. This potential risk may be minimized through the use of BMPs and standards set by the city/county.
- b) The path would not contribute to emissions or production of hazardous materials and would not create a risk to the public.

- a) Need to look at map and see how close to the high school and any other schools the project area is. Whatever that distance is is irrelevant because the project would not result in the production of hazardous materials.
- b) What the heck is Government Code Section 65962.5?- Cortese list-looked at it. None in project area. No risk to public. Google this list and include it. Closest ones are mens colony and this lace in baywood park.
- c) I wonder how close to the airport the railroad/project area is? Whatever the distance, no safety hazard exists because no hazardous materials.
- d) See VII-e)
- e) The project is close to fire station 1, maybe other emergency response facilities. Google earth or GIS would be good to identify/quantify this. Whatever, they won't use the bike path so the answer to g) is negative.]
- f) Need to look at map again and maybe a legal, like city or county description/definition/designation of wildland. No structures would be exposed, and people would only be self exposed. (That previous sentence sounds bad)

<b>ISSUES:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>VIII. HYDROLOGY AND WATER QUALITY -</b> Would the project:				
a) Violate Regional Water Quality Control Board water quality standards or waste discharge requirements?				
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?				
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems to control?				
f) Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				

g) Place within a 100-year floodplain structures which would impede or redirect flood flows?				
<p>a) We would need to conduct further research into water quality standards and waste discharge requirements of the Regional Water Quality Control Board and of San Luis Obispo County, and compare their standards with our project findings.</p> <p>b) Bike path development pay impact existing groundwater paths and groundwater recharge. We don't believe the proposed project would impede a successful groundwater production rate, or lessen its support in existing land uses. Further study is necessary to determine the level of significance.</p> <p>c) As the project objectives state, the proposed bike extension will make sure to address "adequacy of water and storm drain services" (Project Objectives, 2). We would have to locate existing or planned storm water drainage systems, and speak with the overseer of these systems—most likely the county—to plan development according to the continued success of drainage patterns.</p> <p>d) We do not believe the proposed project would alter the course of a stream or river, considering the impracticality of riding a bike through natural water systems. The project may increase the rate of surface runoff, that could potentially result in flooding off the bike path. We would need to compare the topography of the proposed bike path, by using San Luis Obispo's digital GIS database; by determining slope upon which the path is to be built, we can determine potential drainage runoff impacts.</p> <p>e) The impact of the proposed path on excessive water flow is predicted to be insignificant. Underground construction could have the potential to affect underground water reservoirs, but more research is necessary to determine the location of bike paths relative to existing or planned storm water drainage systems.</p> <p>f) The project's location relative to a 100-year floodplain is unknown. Research from the California Water Plan on frequency of a 100 year flood, and the County on location of a 100 year flood is necessary to confirm findings.</p> <p>g) Development of the path would have an impact on rain and flood flows regardless of its location within a 100-year flood. More research would be necessary to determine if the project's place within a 100-year floodplain structure would impede or redirect flows.</p>				

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>IX. LAND USE AND PLANNING</b> - Would the project:				
a) Physically divide an established community?				
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?				

a) An on-site visit would be necessary to determine if the project would physically divide an established community. Considering the project extends from the current Railroad Bike Trail near the Amtrak station towards South County, we are assuming it will be constructed in the most direct route and will inevitably cut through neighborhoods.

If any conflicts regarding the general plan and/or zoning ordinance are present with the construction of this project, these issues will need to be brought up with the County and any changes would be subject to review. The project description for the proposed bike path states that "easements will need to be obtained before construction can occur. There are multiple

- a) private properties located along the route” (San Luis Obispo Railroad Bike Path Extension, 1). The right to use private land without possessing it is not pursued by the County, so private landowners would need to be consulted prior to construction. Conflicts or concerns regarding environmental effects along the coast should be brought up with the California Coastal Commission.
- b) Considering San Luis Obispo County has several procedures in place regarding the preservation of greenbelts and the setting-aside of scenic land, it would be imperative to seek out the expertise and guidance of local agencies, such as the Land Conservancy of San Luis Obispo County. It may be beneficial for the project if we sought out the Land Conservancy and other local nonprofits, because they may realize the importance of extending the bike path—improved vegetation and wildlife from a decrease in automobile discharge—and can potentially work in favor of us to ensure that the project will not hamper the local environment. Undoubtedly, the County has certain statutes that prohibit development according to land use. We would also need to look at the general plan to understand further about where we can extend the bike path through the County with the least significant damage.

<b>ISSUES:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b><i>X. MINERAL RESOURCES</i></b> - Would the project:				
a) Result in the loss of availability of a known mineral resource classified MRZ-2 by the State Geologist that would be of value to the region and the residents of the state?				
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				

- a) We would need to research the state geologist’s research in soil and mineral resources in the county and the sites they may be located. This project does not tear up as much dirt as a project that is building on acres of land.
- b) There are no locally-important mineral resource recovery sites near this site.

<b>ISSUES:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b><i>XI. NOISE</i></b> - Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				
f) For a project within the vicinity of a private airstrip would the project expose people residing or working in the project area to excessive noise levels?				

- a) Construction vehicles and equipment could pose a possible threat to being in excess of standards established in the local general plan. There would be trucks, bulldozers, jackhammers and other loud equipment being used during construction hours. Research will have to be further conducted to find standards for noise level.
  - a. Post-construction will not pose a threat of excess noise levels, due to the fact that bicycles are quiet vehicles.
- b) Construction vehicles such as jackhammers, bulldozers, or other grading equipment could possibly vibrate the ground during construction hours.
  - a. Post-construction will not prove to be generative of ground borne vibrations or noise levels due to the low weight and impact of bicycles.
- c) We do not feel that the proposed bike path would have a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. As mentioned, bicycles are comparatively light traffic and do not have motors or other noise-producing effects.
- d) We don't feel that a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project is a possibility. The bike path will be a frequently and daily used project by cyclists, and we do not predict that any particular time that noise levels would be affected.
- e) While our project is within 2 miles of the nearest airport, we must conduct further research using GoogleEarth, GIS maps, the County General Plan, and to determine what distances correlate to excessive airport noise.
- f) The proposed project is not within the vicinity of a private airstrip, and thus we do not feel that people working or residing in the project area would be exposed to excessive noise levels.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XII. POPULATION AND HOUSING</b> – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				
<p>a) The project would not induce pop growth directly as it does not include the construction of residences or businesses. The proposed path is not an infrastructure improvement that would support population growth (such as a sewer or water pipe).</p> <p>b) The project would not temporarily or permanently displace existing housing.</p> <p>c) The project would not temporarily or permanently displace any people nor necessitate the construction of replacement housing.</p>				

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p><b>XIII. PUBLIC SERVICES</b> - Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</p>				
a) Fire protection?				
b) Police protection?				
c) Schools?				
d) Parks?				
e) Other public facilities?				

- a) Ease of access for fire prevention must be evaluated and further researched. Paving of ground may reduce fire danger near telephone lines or other areas that may gain improved access by foot or bike.
- b) The bike trail will hopefully decrease the need for police attention to traffic incidents with pedestrians and bicyclists. Similarly to the fire protection ease of access to the trail to ensure public safety must be evaluated.
- c) New schools would not need to be developed because of the bike trail. Extensions of the trail may make access to schools easier and safer for children and students commuting by bicycle or walking. Special attention should be paid to ensure safe transportation between the new trail and schools in close proximity. This will be done by examining the route, and map of route more carefully.
- d) Extensions of the trail may make access to parks easier and safer for people commuting by bicycle or walking. Special attention should be paid to ensure safe transportation between the new trail and parks in close proximity. This will be done by examining the route, and map of route more carefully.
- e) With a better map we will be able to research what facilities are in the area, churches, shopping ect that the bike trail can connect to.

<b>ISSUES:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>XIV. RECREATION -</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				

- a) Depending on existing parks and other recreational facilities, the proposed project could potentially increase the use of such areas. Further research must be conducted to determine the specific locations of these recreational facilities and parks. If one of these facilities happens to be close to the bike path, the cyclists may see these as an opportunity for a rest stop, and could increase the use.
- b) The project is a recreational area, but will most likely not include the construction or expansion of recreational facilities. More research will be done to further assure that there will be no adverse physical effects on the environment.

<b>ISSUES:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>XV. TRANSPORTATION/TRAFFIC -</b> Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				
e) Result in inadequate emergency access?				
f) Result in inadequate parking capacity?				
g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				

This project will actually provide opportunity for decreasing traffic load for the street system by providing a safer option, biking or walking, for commuting. The bike path will divert bike traffic



- a) away from several of the high traffic areas they currently use such as Broad Street and Orcutt Road. More research must be done to determine if the bike path will decrease the size of roads thus providing traffic/parking hazards that limit space for drivers. More research must be done on intersections, whether lights will be installed ect, and this should be compared to the effects of current bike traffic. One of the project objectives is to “Assure the bike and vehicular traffic integration, and levels of service are consistent with goals of County transportation planning”.
- b) The bike trail will be built to Caltrans standards for bike traffic e.g. class I, class II and class III. One of the objectives of the path is to “assure the bike and vehicular traffic integration, and levels of service are consistent with goals of County transportation planning”. More research must be done on how to explain and deliver these standards as compared to congestion management for roads and highways.
- c) The railroad path should not have an effect on air traffic patterns because it does not alter air traffic devices or airway congestion as it is on the ground and not near controlling towers.
- d) This project could condense hazards because bike traffic would be directed into the specific path rather than spread across many streets and intersections. Therefore more research must be done in order to evaluate the instances traffic and bike/pedestrians would meet or alter road conditions that would make it more hazardous for drivers and bike path traffic eg, sharp curves.
- e) More research must be done to define places where emergency access would be unavailable and how to get access to these potential areas. One of the project goals is to “assure the bike and vehicular traffic integration, and levels of service are consistent with goals of County transportation planning.”
- f) A goal of the project is to “minimize parking area, rest stops, and traffic impacts on the road near the extension.” Research must be done to determine where parking would be needed or effected.
- g) More research must be done to find out the most effective placement of bike racks, perhaps near parking lots or frequently visited places along the path eg. Parks, stores, schools, parking lot areas.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XVI. UTILITIES AND SERVICE SYSTEMS -</b> Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				
d) Are sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				
e) Has the wastewater treatment provider, which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				

<p>f) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs, and, does the project comply with federal, state, and local statutes and regulations related to solid waste?</p>				
--	--	--	--	--

- a) We would have to consult the Regional Water Quality Control Board in regards to wastewater permitting. The bike path is a project that, upon construction, has the potential to generate waste. Further investigation into the most appropriate locations for waste discharge should be conducted by on-site visits.
- b) The runoff that is consequent from construction of a smooth-surfaced bike path may potentially be deemed significant, and water and wastewater treatment facilities may need to be built and/or expanded to collect runoff. A permit would need to be obtained from the Regional Water Quality Control Board, and it would ensure that the construction of these facilities would have an insignificant impact. Drinking fountains may be erected along the bike path, and the Utilities department should be consulted to determine if this is possible.
- c) The project may result in the construction of new storm water drainage facilities. On-site tests and investigation of drainage patterns shall be conducted, and if these facilities are deemed necessary, the County would need to pass their potential construction plan in order to minimize environmental effects.
- d) The project, an extension of the San Luis Obispo Railroad Bike Path, does not need sufficient water supplies in order to successfully function. Therefore, no new entitlements are needed.
- e) The wastewater treatment provider may need to be consulted if drinking fountains and/or storm drains are to be constructed along the bike path. More research should be obtained before notifying the County, and ultimately the County Public Utilities department should be consulted.
- f) Solid waste due to construction would be the primary source of waste from this project. There will most likely be trashcans along the bike path that take solid waste, but not to excess that the local landfill cannot support. It is assumed the landfill can handle the amount of waste from this project, but we would need to consult the landfill owner to know for certain.