

### **Appendix C:**

Bob Jones City-to-Sea Trail Preliminary Alignment Plan  
Project Summary for the  
Draft Initial Study and Mitigated Negative Declaration



# Bob Jones City-to-Sea Trail Preliminary Alignment Plan *Project Summary*

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## Background

- A. The Bob Jones City-to-Sea Trail Preliminary Alignment Plan serves to implement adopted City policies contained in the *Bicycle Transportation Plan (BTP)* and *General Plan*.

Specifically, the Bob Jones City-to-Sea Trail alignment identified as a result of this planning effort is consistent with the adopted *BTP*, which calls for the completion of a rich network of bikeways that link all parts of our community and serves people using bicycles for everyday transportation and for recreation. The *BTP* identifies a network of off-street bike paths that adjoin selected creek corridors. These paths are intended to link neighborhoods with major destinations in San Luis Obispo and provide opportunities for recreational bicycling, walking, and roller-blading, free from conflicts with motor vehicles.

The Bob Jones City-to-Sea Trail alignment identified as a result of this planning effort is also consistent with the City's *General Plan Circulation Element*, which states:

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

In addition to the City's *General Plan Circulation Element*, the Bob Jones City-to-Sea Trail alignment is consistent with, and supported by, the following sections of the *General Plan's Open Space Element*:

- *B-Creeks*
- *K-Outdoor Recreation*

San Luis Obispo City Council action on the Bob Jones City-to-Sea Trail provides the City with opportunities to refine Bicycle Plan Standards for bikeways adjoining creek corridors.

- B. The Bob Jones City-to-Sea Trail project study area is located within the City of San Luis Obispo along the San Luis Obispo Creek corridor between Madonna and Los Osos Valley Roads, and the Prefumo Creek corridor between Calle Joaquin Avenue and Madonna Road (Refer to Figure 1, Section 2.1 of the Project Description).

The Bob Jones City-to-Sea Trail consists of the four segments described below:

- Segment 1: Madonna Road to Elks Lane
- Segment 2: Elks Lane to Prado Road
- Segment 3: Prado Road to Los Osos Valley Road
- Segment 4: Calle Joaquin Avenue to Madonna Road

- C. The Bob Jones City-to-Sea Trail Preliminary Alignment Plan presents the most promising trail alignment with supporting design standards and cost estimates.
- D. The Bob Jones City-to-Sea Trail Preliminary Alignment Plan was developed through comprehensive environmental analysis, public participation, and consultation with City staff to identify opportunities and constraints, evaluate alternative alignments, and prepare specific recommendations for the alignment. City staff consultation included review by representatives from the following departments:
- Administration Department
    - Neil Havlik, Ph.D., *Natural Resources Manager*
    - Michael Clarke, Ph.D., *Biologist*
  - Public Works Department
    - Mike McClusky, *Director of Public Works*
    - Terry Sanville, *Principal Transportation Planner*
    - Tim Bochum, *Deputy Director of Public Works*
    - Jay Walter, *City Engineer*
    - Alice Carter, *GIS Manager*
  - Utilities Department
    - John Moss, *Utilities Director*
    - David Pierce, *Water Projects Manager*
    - David Hix, *Wastewater Division Manager*
  - Planning Department
    - Ron Whisenand, *Deputy Director, Development Review*
- E. The Bob Jones City-to-Sea Trail Preliminary Alignment Plan was developed to avoid encroachment into the creek setback zone except where no other practicable alternative exists.
- F. Ongoing environmental assessment of the trail alignment was employed in the preliminary trail alignment stage of the project and throughout the trail's alignment refinement to incorporate self-mitigating design features and avoid negative environmental impacts to the greatest extent possible. (refer to Section 2.6, Riparian Enhancement, of the Project Description)
- G. In response to City Council concerns regarding the Bob Jones City-to-Sea Trail Preliminary Alignment Plan expressed at the December 2001 City Council hearing, the trail planning team initiated a supplementary process to further clarify and refine the trail alignment and implementation strategy. Activities undertaken by the planning team during this supplementary planning effort included:
- Planning team reassessment of proposed trail alignment
  - Tours of the creek corridor with City Biologist and Natural Resources Manager
  - Preparation of this Project Summary report
  - Consultation with Planning Staff
  - Planning Commission field trip of the trail alignment
  - Planning Commission hearing

## **Key Issues**

- A. After thorough evaluation of preferred trail alignment, all potential alignment alternatives and subsequent refinement to the trial alignment, the planning team has identified ten creek corridor or setback encroachments along the trail's four segments.

- B. Nine of the encroachments occur along the San Luis Obispo Creek corridor within the creek setback and are unavoidable given no other practicable alternative exists to avoid placing the trail in this location.

The tenth encroachment occurs along the easternmost portion of trail segment 4 where the trail alignment follows Prefumo Creek adjacent the agricultural fields. Along this section of the trail, the planning team has recommended a partial encroachment of the trail into the 35-foot creek setback maintaining a minimum 25-foot “bird-flushing” setback from the creek corridor’s edge. This recommendation is intended to allow an alignment plan to move forward consistent with the *BTP* and *General Plan Circulation Element* while minimizing additional take of agricultural land until such time as a development proposal comes forward to offer an alternative trail alignment along this portion of the trail.

- C. The planning team created the enclosed Encroachment Summary Matrix to describe these encroachment areas and detail the self-mitigating trail design standards that have developed and are required to be implemented when any portion of this trail is constructed. The trail design standards are described in detail in Section 2.6, Trail Design Standards, of the Project Description

## Bob Jones City-to-Sea Trail

### Preferred Alignment (Option A) Creek Setback Encroachment Summary Matrix

Creek Corridor Encroachment Number and Encroachment Site Character	Preferred Alignment* (Trail Option A) Specific Encroachment	Preferred Alignment (Option A) Self-Mitigating Design Standards	Alternative Trail Options (Trail Options B-F)	Benefits and Detriments Analysis of Alternative Trail Options
(See Opportunities and Constraints Maps in Section 2.3 of the Project Description)	(See Opportunities and Constraints Maps in Section 2.3 of the Project Description)	(See Trail Design Standards in Section 2.6 of the Project Description)	(See the Opportunities and Constraints Maps in Section 2.3 of the Project Description)	
<b>SEGMENT 1</b>				
<b>Madonna Road to Elks Lane</b>				
<b>ENCROACHMENT #1</b> <small>(Map Reference: Figure 6/Segment 1)</small>  <b>Site Character:</b> Concrete lined channel under Madonna Road with bridge supports punctuating the channel. Vegetation is sparse, comprised of mostly non-native species.	<b>1-A</b> Trail incorporated into Madonna Road Bridge supports placing trail within the creek corridor below the top-of-bank as it passes under the road.	<b>1-A.1.</b> Fencing will be placed along trail to discourage access into sensitive riparian habitat. <b>1-A.2.</b> Installation of locally occurring native plant species between the trail and existing riparian vegetation. <b>1-A.3.</b> Installation of plant species observed to support local bird and wildlife habitat. <b>1-A.4.</b> Signs indicating the sensitive nature of all creek habitats and restricting entrance into the areas posted along the corridor fencing and bridges. <b>1-A.5.</b> Trail reduced to minimum Caltrans standard of 8 feet wide to	<b>1-B</b> Class II facility on Madonna Road crossing at existing traffic signal and crosswalk with ramping system to connect trail from creek bank elevation up to road.	<b>1-B.1.</b> Inconsistent with the Bicycle Transportation Plan. Eliminates Class I path through this section. <b>1-B.2.</b> Provides a less direct path of travel encouraging off path trails to be created. <b>1-B.3.</b> Requires trail users to interface with vehicles. <b>1-B.4.</b> Eliminates creek corridor and setback encroachments.
<b>ENCROACHMENT #2</b> <small>(Map Reference: Figure 6/Segment 1)</small>  <b>Site Character:</b> Confluence of Meadow and San Luis Obispo Creeks. Meadow Creek is deeply incised and flanked by dense, mostly non-native vegetation. Utilities serving the Mausoleum are present on both sides of the creek bank.	<b>2-A</b> Clear Span Bridge across Meadow Creek tributary located within creek setback and corridor.	<b>2-A.1.</b> Pre-engineered clear span bridge will be used to cross creek and avoid creek channel impacts. Landings and footings will be placed above the top of bank. <b>2-A.2.</b> Mesh screen, or other restrictive covering material, included in bridge design to prevent fishing or littering from the bridge and discourage human encroachment into the creek. <b>2-A.3.</b> Bridge flooring consisting of a solid material, such as concrete or steel, to minimize noise generation from bicyclists and pedestrians. <b>2-A.4</b> Signs indicating the sensitive nature of all creek habitats and restricting entrance into the areas posted along the corridor fencing and bridges. <b>2-A.5</b> Trail width reduced to minimum Caltrans standard of 8 feet wide to minimize impacts to creek corridor.	<b>2-B</b> Class I trail across private property, from Caltrans site passing in front of Mausoleum.  <b>2-C</b> Class I trail on Caltrans property to a Class II path on South Higuera, and continuing to a Class III path on Elks Lane.  <b>2-D</b> Class I trail utilizing the northern portion of Option 2B, and traveling across private property on the existing maintenance road north of the Mausoleum.	<b>2-B.1.</b> Provides a less direct path of travel encouraging off path trails to be created. <b>2-B.2.</b> Mausoleum and Cemetery operations potentially interferes with public use and access.. <b>2-B.3.</b> Eliminates creek corridor and setback encroachments.  <b>2-C.1.</b> Inconsistent with the Bicycle Transportation Plan. Eliminates Class I path through this section. <b>2-C.2.</b> Provides a less direct path of travel encouraging off path trails to be created. <b>2-C.3.</b> Requires trail users to interface with vehicles. <b>2-C.4.</b> Eliminates creek corridor and setback encroachments. <b>2-D.1.</b> Provides a less direct path of travel encouraging off path trails to be created. <b>2-D.2.</b> Potentially interferes with Mausoleum and Cemetery operations. <b>2-D.3.</b> Eliminates creek corridor and setback encroachments.

\*For a detailed description of the Preferred Alignment (Trail Option A), see Section 2.5 of the Project Description

<b>Creek Corridor Encroachment Number and Encroachment Site Character</b>  (See Opportunities and Constraints Maps in Section 2.3 of the Project Description)	<b>Preferred Alignment* (Trail Option A) Specific Encroachment</b>  (See Opportunities and Constraints Maps in Section 2.3 of the Project Description)	<b>Preferred Alignment (Option A) Self-Mitigating Design Standards</b>  (See Trail Design Standards in Section 2.6 of the Project Description)	<b>Alternative Trail Options (Trail Options B-F)</b>  (See the Opportunities and Constraints Maps in Section 2.3 of the Project Description)	<b>Benefits and Detriments Analysis of Alternative Trail Options</b>
<b>ENCROACHMENT #3</b> (Map Reference: Figure 6/Segment 1)  <b>Site Character:</b> Existing unpaved cemetery service road behind the Mausoleum. The Mausoleum is within 15-feet of the top-of-bank with other small buildings constraining this area. Vegetation under story consists of mostly non-native species.	<b>3-A</b> Due to location of existing buildings, Class I trail is within creek corridor, but adjacent to top-of-bank.	<b>3-A.1.</b> Fencing will be placed along trail to discourage access into sensitive riparian habitat and bar access to private property. <b>3-A.2.</b> Installation of locally occurring native plant species between the trail and existing riparian vegetation. <b>3-A.3.</b> Installation of plant species observed to support local bird and wildlife habitat. <b>3-A.4.</b> Signs indicating the sensitive nature of all creek habitats and restricting entrance into the areas posted along the corridor fencing and bridges. <b>3-A.5.</b> Retaining wall will be constructed to prevent settling and erosion. <b>3-A.6.</b> Trail width reduced to minimum Caltrans standard of 8 feet wide	<b>3-B</b> Class I trail across private property, from Caltrans site passing in front of Mausoleum..  <b>3-C</b> Class I trail on Caltrans property to a Class II path on South Higuera, and continuing to a Class III path on Elks Lane.	<b>3-B.1.</b> Provides a less direct path of travel encouraging off path trails to be created. <b>3-B.2.</b> Eliminates creek corridor and setback encroachments.  <b>3-C.1.</b> Inconsistent with the Bicycle Transportation Plan. Eliminates Class I path through this section. <b>3-C.2.</b> Provides a less direct path of travel encouraging off path trails to be created. <b>3-C.3.</b> Requires trail users to interface with vehicles. <b>3-C.4.</b> Eliminates creek corridor and setback encroachments.
<b>SEGMENT 2</b>				
<b>Elks Lane to Prado Road</b>				
<b>ENCROACHMENT #4</b> (Map Reference: Figure 6/Segment 1)  <b>Site Character:</b> Wide San Luis Obispo Creek Channel at the existing City owned Elks Lane Bridge. Both banks are vegetated with a mix of native and non-native species.	<b>4-A</b> Clear Span or Cantilevered Bridge across San Luis Obispo Creek within creek corridor setback.	<b>4-A.1.</b> Pre-engineered clear span or cantilevered bridge will be used to cross creek and avoid creek channel impacts. Landings and footings will be placed above the top of bank. <b>4-A.2.</b> Mesh screen, or other restrictive covering material, included in bridge design to prevent fishing or littering from the bridge and discourage human encroachment into the creek. <b>4-A.3.</b> Bridge flooring consisting of a solid material, such as concrete or steel, to minimize noise generation from bicyclists and pedestrians. <b>4-A.4.</b> Signs indicating the sensitive nature of all creek habitats and <b>4-A.5.</b> Trail width reduced to minimum Caltrans standard of 8 feet wide to minimize impacts to creek corridor.	<b>4-F</b> Class III facility on Elks Lane to cross the creek on the existing bridge.	<b>4-F.1.</b> Inconsistent with the Bicycle Transportation Plan. Eliminates Class I path through this section. <b>4-F.2.</b> Requires trail users to interface with vehicles at two locations as opposed to one, and over a greater distance. <b>4-F.3.</b> Reduces impacts to creek corridor/creek setback area and riparian habitat. <b>4-F.4.</b> Eliminates creek corridor and setback encroachments.

\*For a detailed description of the Preferred Alignment (Trail Option A), see Section 2.5 of the Project Description

<b>Creek Corridor Encroachment Number and Encroachment Site Character</b>  (See Opportunities and Constraints Maps in Section 2.3 of the Project Description)	<b>Preferred Alignment* (Trail Option A) Specific Encroachment</b>  (See Opportunities and Constraints Maps in Section 2.3 of the Project Description)	<b>Preferred Alignment (Option A) Self-Mitigating Design Standards</b>  (See Trail Design Standards in Section 2.6 of the Project Description)	<b>Alternative Trail Options (Trail Options B-F)</b>  (See the Opportunities and Constraints Maps in Section 2.3 of the Project Description)	<b>Benefits and Detriments Analysis of Alternative Trail Options</b>
<b>SEGMENT 3</b>				
<b>Prado Road to Los Osos Valley Road</b>				
<b>ENCROACHMENT #5</b> (Map Reference: Figure 7/Segment 2)  <b>Site Character:</b> San Luis Obispo Creek Channel at the existing City owned Prado Road Bridge. Both banks are vegetated with a mix of native and non-native species.	<b>5-A</b> Clear Span or Cantilevered Bridge across San Luis Obispo Creek within creek corridor and setback.	<b>5-A.1.</b> Pre-engineered clear span or cantilevered bridge will be used to cross creek and avoid creek channel impacts. Landings and footings will be placed above the top of bank. <b>5-A.2.</b> Mesh screen, or other restrictive covering material, included in bridge design to prevent fishing or littering from the bridge and discourage human encroachment into the creek. <b>5-A.3.</b> Bridge flooring consisting of a solid material, such as concrete or steel, to minimize noise generation from bicyclists and pedestrians. <b>5-A.4.</b> Signs indicating the sensitive nature of all creek habitats and restricting entrance into the areas posted along the corridor fencing and bridges. <b>5-A.5.</b> Trail width reduced to minimum Caltrans standard of 8 feet wide to minimize impacts to creek corridor.	<b>5-B</b> Class I through future development (as condition of development) passing under future Prado Road overpass ramps to continue on either side of Prado Road to potential future traffic signal.  <b>5-C</b> Class I trail through future development to potential future traffic signal on Prado Road.  <b>5-D</b> Class I trail from clear-span bridge (Option 5-E) to share a portion of existing pedestrian trail on the east side of the creek, and continues under the Prado Road Bridge within creek channel.  <b>5-E</b> Class I trail over Clear Span Bridge across San Luis Obispo Creek within creek setback and corridor through private property to connect with existing Class II facility on South Higuera.	<b>5-B.1.</b> Increases number of conflict points between trail users and vehicles. <b>5-B.2.</b> Requires additional tunnel under the future Prado Road overpass ramps. <b>5-B.3.</b> Dependant upon development of private property and construction of Prado Road overpass. <b>5-B.4.</b> Provides a less direct path of travel encouraging off path trails to be created. <b>5-B.5.</b> Eliminates creek corridor and setback encroachments.  <b>5-C.1.</b> Increases number of conflict points between trail users and vehicles. <b>5-C.2.</b> Requires additional tunnel under the future Prado Road overpass ramps. <b>5-C.3.</b> Provides a less direct path of travel encouraging off path trails to be created. <b>5-C.4.</b> Eliminates creek corridor and setback encroachments.  <b>5-D.1.</b> Requires construction of path in creek channel under Prado Road Bridge, with substantial impact to riparian habitat. <b>5-D.2.</b> Seasonal rains may render the bike underpass unusable due to flooding. <b>5-D.3.</b> Existing suspended sewer line under Prado bridge prevents trail placement out of creek channel. <b>5-D.4.</b> Existing trail along east side of creek is not wide enough to accommodate proposed path and would require widening. <b>5-D.5.</b> Does not eliminate creek corridor and setback encroachments.  <b>5-E.1.</b> Inconsistent with the Bicycle Transportation Plan. Eliminates Class I path through this section. <b>5-E.2.</b> Does not eliminate creek corridor and setback encroachments. <b>5-E.3.</b> Provides a less direct path of travel encouraging off path trails to be created. <b>5-E.4.</b> Requires trail users to interface with vehicles.

\*For a detailed description of the Preferred Alignment (Trail Option A), see Section 2.5 of the Project Description

<b>Creek Corridor Encroachment Number and Encroachment Site Character</b>  (See Opportunities and Constraints Maps in Section 2.3 of the Project Description)	<b>Preferred Alignment* (Trail Option A) Specific Encroachment</b>  (See Opportunities and Constraints Maps in Section 2.3 of the Project Description)	<b>Preferred Alignment (Option A) Self-Mitigating Design Standards</b>  (See Trail Design Standards in Section 2.6 of the Project Description)	<b>Alternative Trail Options (Trail Options B-F)</b>  (See the Opportunities and Constraints Maps in Section 2.3 of the Project Description)	<b>Benefits and Detriments Analysis of Alternative Trail Options</b>
<b>ENCROACHMENT #6</b> (Map Reference: Figure 7/Segment 2)  <b>Site Character:</b> Wide San Luis Obispo Creek Channel at the existing City owned Prado Road Bridge. Both banks are vegetated with a mix of native and non-native species.	<b>6-A</b> Cantilever Bridge across San Luis Obispo Creek within creek corridor and setback.	<b>6-A.1.</b> Pre-engineered cantilever bridge will be used to cross creek and avoid creek channel impacts. Landings and footings will be placed <b>6-A.2.</b> Mesh screen, or other restrictive covering material, included in bridge design to prevent fishing or littering from the bridge and discourage human encroachment into the creek. <b>6-A.3.</b> Bridge flooring consisting of a solid material, such as concrete or steel, to minimize noise generation from bicyclists and pedestrians. <b>6-A.4.</b> Signs indicating the sensitive nature of all creek habitats and restricting entrance into the areas posted along the corridor fencing and bridges. <b>6-A.5.</b> Trail width reduced to minimum Caltrans standard of 8 feet wide to minimize impacts to creek corridor. <b>6-A.6.</b> Construction will occur concurrent with improvement to existing Prado Road bridge, saving money and time.	<b>6-B</b> From Prado Road at potential future traffic signal to a Class II or III facility through city property on existing access road servicing the Wastewater Treatment Plant, bus facility and corporation yard.  <b>6-C</b> From Prado Road at potential future traffic signal, Class I trail through City's Wastewater Treatment Plant over the proposed reclaimed waterline route.	<b>6-B.1.</b> Inconsistent with the Bicycle Transportation Plan. Eliminates Class I path through this section. <b>6-B.2.</b> Increases number of conflict points between trail users and vehicles. <b>6-B.3.</b> Interferes with operations of the plant, and compromises the security of the facility. <b>6-B.4.</b> Visual and sensory issues could detract from the path experience. <b>6-B.5.</b> Eliminates creek corridor and setback encroachments. <b>6-C.1.</b> Interferes with operations of the plant, and compromises the security of the facility. <b>6-C.2.</b> Increases number of conflict points between trail users and vehicles. <b>6-C.3.</b> Visual and sensory issues could detract from the path experience. <b>6-C.4.</b> Eliminates creek corridor and setback encroachments.
<b>ENCROACHMENT #7</b> (Map Reference: Figure 8/Segment 3a)  <b>Site Character:</b> Heavily vegetated area directly adjacent to the City's Wastewater Treatment Plant fence. The creek channel has been modified and widened for flood improvements and bank stabilization. Existing vegetation consists primarily of non-native species.	<b>7-A</b> The Wastewater Treatment Plant in this area is already within the creek setback, and plant operations/ security issues require placement of the trail outside of the facility's fence. As a result, the trail is located within the creek setback.	<b>7-A.1.</b> Fencing will be placed along trail to discourage access into sensitive riparian habitat and bar access to the Wastewater Treatment Plant. <b>7-A.2.</b> Installation of locally occurring native plant species between the trail and existing riparian vegetation. <b>7-A.3.</b> Installation of plant species observed to support local bird and wildlife habitat. <b>7-A.4.</b> Signs indicating the sensitive nature of all creek habitats and restricting entrance into the areas posted along the corridor fencing <b>7-A.5.</b> Trail width reduced to minimum Caltrans standard of 8 feet wide to minimize impacts to creek corridor.	<b>7-B</b> From Prado Road at potential future traffic signal to a Class II or III path through city property on existing maintenance road within the Wastewater Treatment Plant.  <b>7-C</b> Crossing Prado Road at potential future traffic signal, Class I path through city property following over the proposed reclaimed waterline route.	<b>7-B.1.</b> Inconsistent with the Bicycle Transportation Plan. Eliminates Class I path through this section. <b>7-B.2.</b> Increases number of conflict points between trail users and vehicles. <b>7-B.3.</b> Interferes with operations of the plant, and compromises the security of the facility. <b>7-B.4.</b> Visual and sensory issues could detract from the path experience. <b>7-B.5.</b> Eliminates creek corridor and setback encroachments. <b>7-C.1.</b> Interferes with operations of the plant, and compromises the security of the facility. <b>7-C.2.</b> Increases number of conflict points between trail users and vehicles. <b>7-C.3.</b> Visual and sensory issues could detract from the path experience. <b>7-C.4.</b> Eliminates creek corridor and setback encroachments.

\*For a detailed description of the Preferred Alignment (Trail Option A), see Section 2.5 of the Project Description

<b>Creek Corridor Encroachment Number and Encroachment Site Character</b>  (See Opportunities and Constraints Maps in Section 2.3 of the Project Description)	<b>Preferred Alignment* (Trail Option A) Specific Encroachment</b>  (See Opportunities and Constraints Maps in Section 2.3 of the Project Description)	<b>Preferred Alignment (Option A) Self-Mitigating Design Standards</b>  (See Trail Design Standards in Section 2.6 of the Project Description)	<b>Alternative Trail Options (Trail Options B-F)</b>  (See the Opportunities and Constraints Maps in Section 2.3 of the Project Description)	<b>Benefits and Detriments Analysis of Alternative Trail Options</b>
<b>ENCROACHMENT #8</b> (Map Reference: Figure 8/Segment 3a)  <b>Site Character:</b> Sparsely vegetated area behind the Wastewater Treatment Plant sludge drying area, along an existing maintenance road. The creek channel area has been modified for flood improvements and bank stabilization.	<b>8-A</b> The Wastewater Treatment Plant is located within the creek setback. Plant operations and security issues require placement of the trail outside of the facility's fence. As a result, the trail is located within the creek setback.	<b>8-A.1.</b> Fencing will be placed along trail to discourage access into sensitive riparian habitat and bar access to Wastewater Treatment <b>8-A.2.</b> Installation of locally occurring native plant species between the trail and existing riparian vegetation. <b>8-A.3.</b> Installation of plant species observed to support local bird and wildlife habitat. <b>8-A.4.</b> Signs indicating the sensitive nature of all creek habitats and restricting entrance into the areas posted along the corridor fencing <b>8-A.5.</b> Trail reduced to minimum Caltrans standard of 8 feet wide to	<b>8-B</b> From Prado Road at potential future traffic signal to a Class II or III facility through city property on existing access road servicing the Wastewater Treatment Plant, bus facility and corporation yard.	<b>6-B.1.</b> Inconsistent with the Bicycle Transportation Plan. Eliminates Class I path through this section. <b>6-B.2.</b> Increases number of conflict points between trail users and vehicles. <b>6-B.3.</b> Interferes with operations of the plant, and compromises the security of the facility. <b>6-B.4.</b> Visual and sensory issues could detract from the path experience. <b>6-B.5.</b> Eliminates creek corridor and setback encroachments.
<b>ENCROACHMENT #9</b> (Map Reference: Figure 9/Segment 3b)  <b>Site Character:</b> Concrete box culvert outfall for the Prefumo Creek tributary as it emerges from under Highway 101. Vegetation consists of willows and mostly non-native understory.	<b>9-A</b> Clear Span Bridge across Perfumo Creek within the creek corridor and setback.	<b>9-A.1.</b> Pre-engineered clear span bridge will be used to cross creek and avoid creek channel impacts. Landings and footings will be placed <b>9-A.2.</b> Mesh screen, or other restrictive covering material, included in bridge design to prevent fishing or littering from the bridge and discourage human encroachment into the creek. <b>9-A.3.</b> Bridge flooring consisting of a solid material, such as concrete or steel, to minimize noise generation from bicyclists and pedestrians. <b>9-A.4.</b> Signs indicating the sensitive nature of all creek habitats and restricting entrance into the areas posted along the corridor fencing and bridges. <b>9-A.5.</b> Trail width reduced to minimum Caltrans standard of 8 feet wide to minimize impacts to creek corridor.	<b>9-B</b> No other practical alternative exists to cross the Prefumo Creek tributary.	
<b>SEGMENT 4</b>				
<b>Los Osos Valley Road to Madonna Road</b>				
<b>ENCROACHMENT #10</b> (Map Reference: Figure 10/Segment 4)  <b>Site Character:</b> This area is characterized by active agricultural fields and unpaved roads immediately adjacent to willow thickets. Except for the willow trees, the vegetation around this portion of Prefumo Creek consists mostly of non-native species.	<b>10-A</b> Partial encroachment of the trail into the 35-foot creek setback, maintaining a minimum 25-foot setback from the creek corridor edge to minimize additional take of agricultural land.	<b>10-A.1.</b> Fencing will be placed along trail to discourage access into the sensitive riparian habitat and agricultural property. <b>10-A.2.</b> Trail and fencing will be placed no closer than 25-feet to the creek corridor edge to maintain an adequate "bird-flushing" buffer. <b>10-A.3.</b> Installation of locally occurring native plant species between the trail and existing riparian vegetation. <b>10-A.4.</b> Installation of plant species observed to support local bird and wildlife habitat. <b>10-A.5.</b> Signs indicating the sensitive nature of all creek habitats and restricting entrance into the areas posted along the corridor fencing and bridges.	Given the current agricultural operations, no other practical alternatives exist until such time as a development proposal come forward to offer an alternative trail alignment along this portion of the trail.	

\*For a detailed description of the Preferred Alignment (Trail Option A), see Section 2.5 of the Project Description