Bridge Preventive Maintenance Program
ED19-071 (300558)

MITIGATED NEGATIVE DECLARATION & INITIAL STUDY

COUNTY OF SAN LUIS OBISPO
DEPARTMENT OF PLANNING AND BUILDING
ENVIRONMENTAL & RESOURCE MANAGEMENT DIVISION

County File Number: ED19-071 (300558) SCH Number: tbd

COUNTY DEPARTMENT OF PUBLIC WORKS
BRIDGE PREVENTIVE MAINTENANCE PROGRAM

MITIGATED NEGATIVE DECLARATION & INITIAL STUDY

Abstract
A Mitigated Negative Declaration has been prepared and issued for the County of San Luis Obispo Department of Public Works Bridge Preventive Maintenance Program (project). The proposed project consists of various maintenance activities to rehabilitate seven bridge structures, thus extending the life of the bridges that currently do not warrant replacement. Construction will be scheduled during the non-rainy season when conditions are dry, or creek flows are at their lowest. Creek diversion and dewatering will likely be required at three project sites. Avoidance, minimization, and mitigation measures will be implemented to ensure project impacts are less than significant. The bridge locations are located within various Planning Areas throughout the County near Cayucos (Villa Creek Road, Picachio Road, and North Ocean Avenue), Morro Bay (Toro Creek Road), Santa Margarita (Encina Avenue), Avila Beach (Pippin Lane), and Lopez Lake (Lopez Lake Drive Spillway).

Comments on this document should be sent to Matthew Willis, County Department of Public Works Room 206, County Government Center, San Luis Obispo, CA 93408.

The following persons may be contacted for additional information concerning this document:

Matthew Willis, Environmental Programs Division
County Department of Public Works
County Government Center, Room 206
San Luis Obispo, CA 93408
(805) 781-1952

This proposed Mitigated Negative Declaration has been issued by:

4-16-2019
Date

Ellen Carroll
Ellen Carroll, Environmental Coordinator
County of San Luis Obispo

The project proponent, who agrees to implement the mitigation measures for the project, is:

4/23/19
Date

Dave Flynn
Dave Flynn, Deputy Director of Public Works
County of San Luis Obispo

Initial Study Summary – Environmental Checklist

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

(ver 5.10) Using Form

Project Title & No. San Luis Obispo County Bridge Preventive Maintenance Program
ED19-071

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The proposed project could have a "Potentially Significant Impact" for at least one of the environmental factors checked below. Please refer to the attached pages for discussion on mitigation measures or project revisions to either reduce these impacts to less than significant levels or require further study.

☐ Aesthetics	☐ Geology and Soils	☐ Recreation
☐ Agricultural Resources	☒ Hazards/Hazardous Materials	☒ Transportation/Circulation
☒ Air Quality	☒ Noise	☐ Wastewater
☒ Biological Resources	☐ Population/Housing	☒ Water /Hydrology
☒ Cultural Resources	☐ Public Services/Utilities	☐ Land Use

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the Environmental Coordinator finds that:

☐ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

MATTHEW WILLIS — Prepared by (Print)
Signature
Date

Ellen Carroll — Reviewed by (Print)
Ellen Carroll — Signature
Ellen Carroll Environmental Coordinator (for)
Date

Project Environmental Analysis

The County's environmental review process incorporates all of the requirements for completing the Initial Study as required by the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Initial Study includes staff's on-site inspection of the project site and surroundings and a detailed review of the information in the file for the project. In addition, available background information is reviewed for each project. Relevant information regarding soil types and characteristics, geologic information, significant vegetation and/or wildlife resources, water availability, wastewater disposal services, existing land uses and surrounding land use categories and other information relevant to the environmental review process are evaluated for each project. Exhibit A includes the references used, as well as the agencies or groups that were contacted as a part of the Initial Study. The County Planning Department uses the checklist to summarize the results of the research accomplished during the initial environmental review of the project.

Persons, agencies or organizations interested in obtaining more information regarding the environmental review process for a project should contact the County of San Luis Obispo Planning Department, 976 Osos Street, Rm. 200, San Luis Obispo, CA, 93408-2040 or call (805) 781-5600.

A. PROJECT

DESCRIPTION: Request by the County of San Luis Obispo (County) to conduct bridge preventive maintenance activities at multiple locations throughout the county. The proposed San Luis Obispo County Bridge Preventive Maintenance Project (project) includes maintenance activities at the following seven bridge locations in San Luis Obispo County (ordered from northernmost to southernmost location):

1. Villa Creek Road Bridge
2. Picachio Road Bridge
3. North Ocean Avenue Bridge
4. Toro Creek Road Bridge
5. Encina Avenue Bridge
6. Pippin Lane Bridge
7. Lopez Lake Drive Bridge

The purpose of the project is to rehabilitate seven bridge structures to extend the life of the bridges that currently do not warrant replacement. The following is a brief description of project activities proposed at each bridge location (refer to Figures 1 through 2g). Because diversion and dewatering may occur at multiple sites, a general statement of these activities is described below and is inclusive for the following bridge locations: Picachio Road, Toro Creek Road, and Pippin Lane. Representative photographs of the seven project sites are included in Exhibit C.

Figure 1: Project Vicinity Map

Figure 2: Project Location Map

Figure 2a: Project Location Map – Villa Creek Road

Figure 2b: Project Location Map – Picachio Road

Figure 2c: Project Location Map – North Ocean Avenue

Figure 2d: Project Location Map – Toro Creek Road

Figure 2e: Project Location Map – Encina Avenue

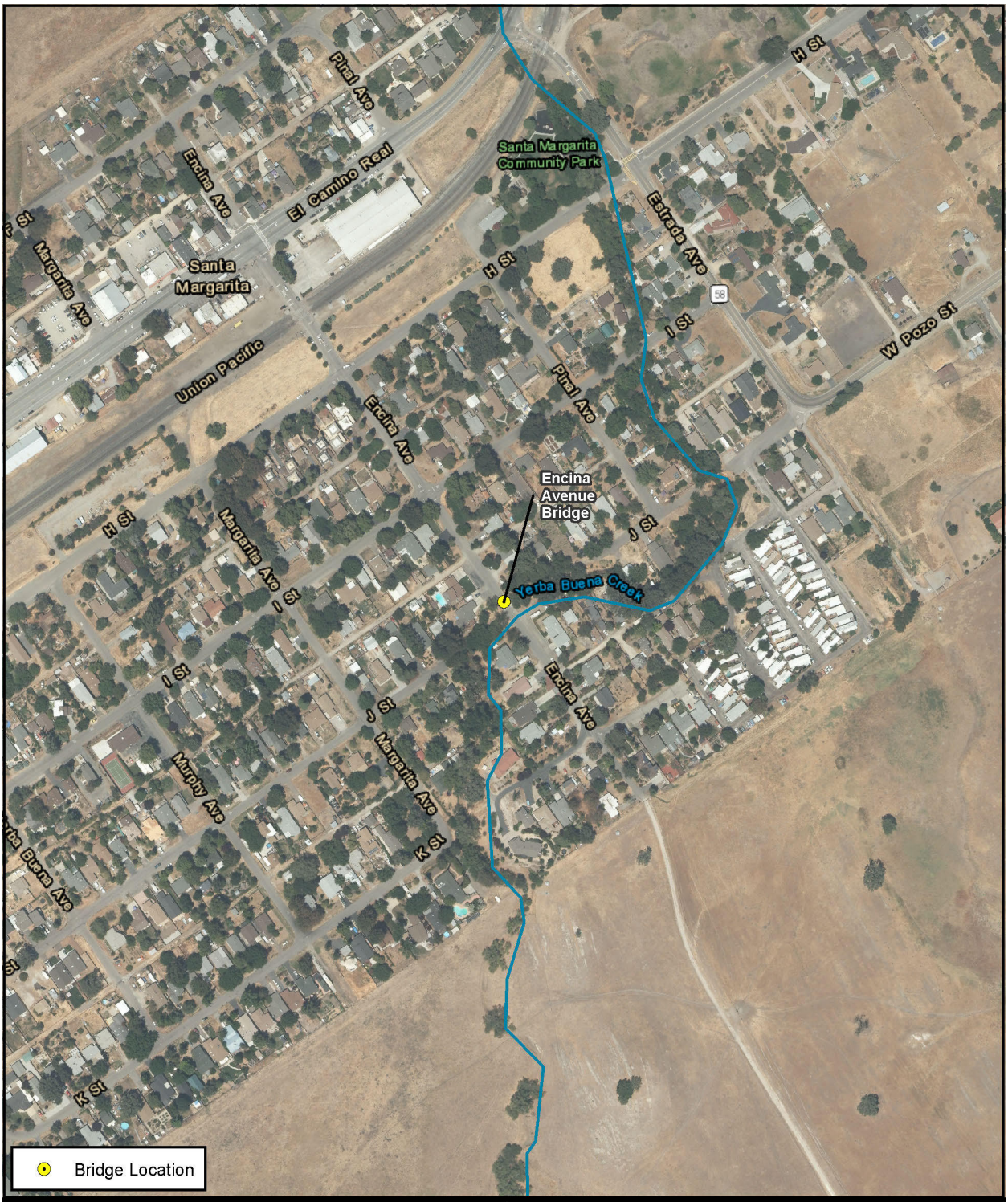

Figure 2f: Project Location Map – Pippin Lane

Figure 2g: Project Location Map – Lopez Lake Drive

Villa Creek Road Bridge

The Villa Creek Road Bridge (Bridge No. 49C-0094)[a] is located in the Coastal Zone, east of State Route 1 (SR-1), and north of the community of Cayucos (refer to Figure 2a). The bridge, built in 1957, is a two-lane, simple-span timber structure that is 58 feet long and 22 feet wide. The proposed preventive maintenance activities at this location include the removal and replacement of deteriorating wood lagging on Abutment 1 and the wingwalls (western abutment). This will be accomplished by excavating within the roadway and shoulder area behind the abutment and wingwalls to gain access to the wood lagging behind the bridge piles. All lagging would be removed, replaced, and backfilled with existing and imported material. A geo-composite wall drain would be placed behind new lagging. Existing piles, rock slope protection, and concrete sacks would remain in place. The existing concrete deadman anchor beneath the roadway would be protected in place and would remain attached to the abutment with 1-inch steel rod. Road shoulder and adjacent embankment areas would be reconstructed using existing excavated material and hydroseeded. The disturbed roadway area would be repaved to conform to the existing road approach and bridge deck.

Abutment 1 is set back approximately 20 feet from the active creek channel. Foot access to the creek channel may be necessary to facilitate construction activities. Minor vegetation trimming may be needed to accommodate foot access; however, no trees would be removed. Construction access and staging would occur along existing road surfaces and/or road shoulders within the project area; therefore, native riparian vegetation would not be removed to facilitate access or materials staging. The project would take approximately one week to complete and would be implemented during the non-rainy season (e.g., June 1 through October 31) when conditions are dry, or creek flows are at their lowest. The road will be closed up to 2 days to accommodate this work.

Picachio Road Bridge

The Picachio Road Bridge (Bridge No. 49C-0385) is located over an unnamed tributary of Cayucos Creek, east of SR-1, and north of the community of Cayucos (refer to Figure 2b). The bridge, built in 1960, is a single-lane, simple-span timber structure that is 43 feet long and 18 feet wide. The proposed preventive maintenance activities at this location include removal and replacement of deteriorating wood lagging on the back side of the abutments and wingwalls. This would be accomplished by excavating within the roadway and shoulder area directly behind the abutments and wingwalls to gain access to the wood lagging behind the bridge piles. All lagging would be removed and replaced then backfilled with existing and imported material. A geo-composite wall drain would be placed behind new lagging. Existing piles would remain in place. Road shoulders and adjacent embankment areas would be reconstructed using excavated material and hydroseeded. The disturbed roadway area would be repaved to conform with existing road approach and bridge deck.

Foot access across the creek channel would be necessary to place stream diversion materials and facilitate construction activities. Only grasses and low-growing herbaceous vegetation is present at this location; therefore, access already exists. Construction access and staging would occur along existing road surfaces and/or road shoulder within the project area. The project would take approximately two weeks to complete and would be implemented during the non-rainy season (e.g., June 1 through October 31) when conditions are dry, or creek flows are at their lowest. The road would be closed up to 4 days to accommodate this work.

North Ocean Avenue Bridge

The North Ocean Avenue Bridge (Bridge No. 49C-0341) over the mouth of Cayucos Creek is located in the Coastal Zone, west of SR-1, and in the community of Cayucos (refer to Figure 2c). The bridge, built in 1951, is a two-lane, reinforced concrete structure 192 feet long and 36 feet wide. The proposed preventive maintenance activities at this location include abrasive cleaning of exposed rebar,

[a] Caltrans-assigned bridge structure number

removal/replacement of any loose concrete, and replacement of a portion of the spalled-out soffit along the southern side of the bridge. Access to the concrete repair work areas would be accomplished from the existing bridge deck. No ground disturbance would occur.

A containment platform system would be in place under and around the side of the bridge to catch all debris, and a vacuum would be used to collect debris and dust produced during construction. Debris and dust accumulated inside the vacuum containment system would be removed before the end of each work shift and stored in leak-proof containers or removed from the project site. The containment platform would be supported by scaffolding and bracing secured to the concrete bridge soffit. The containment platform would remain in place during abrasive cleaning, and concrete repair work. All work would be conducted from the bridge itself; thus, project activities would not disturb any riparian or marsh vegetation or result in temporary or permanent impacts or jurisdictional areas.

Construction access and staging would occur along existing road surfaces within the project area. The project would take approximately 2 weeks to complete and would be implemented during the non-rainy season (e.g., June 1 through October 31) when creek flows are at their lowest. The southbound lane of the bridge will be closed during construction activities and will reopen at the end of each working day.

Toro Creek Road Bridge

The Toro Creek Road Bridge (Bridge No. 49C-0087) is located in the Coastal Zone, east of SR-1, and south of the community of Cayucos (refer to Figure 2d). The bridge, built in 1951, is a two-lane, simple-span timber structure that is 51 feet long and 22 feet wide. The proposed preventive maintenance activities at this location include removal and replacement of deteriorating wood lagging on the back side of the abutments and wingwalls. This would be accomplished by excavating within the road approaches directly behind the abutments to gain access to the wood lagging behind the bridge piles. All lagging behind the bridge piles would be removed and replaced, then backfilled with existing excavated material. A geo-composite wall drain would be placed behind new lagging. Existing piles and the wood lagging in front of the abutments (creek side) would remain in-place. Road shoulder and adjacent embankment areas would be reconstructed using existing excavated material and hydroseeded. The disturbed roadway area would be repaved to conform with existing road approach and bridge deck.

Foot access across the creek channel would be necessary to place stream diversion and facilitate construction activities. Minor vegetation trimming would be needed to accommodate foot access; however, no trees would be removed. Construction access and staging would occur along existing road surfaces and/or road shoulders within the project area. The project would take approximately 2 weeks to complete and be implemented during the non-rainy season (e.g., June 1 through October 31) when conditions are dry, or creek flows are at their lowest. The road would be closed up to 4 days to accommodate this work.

Encina Avenue Bridge

The Encina Avenue Bridge (Bridge No. 49C-0173) over Yerba Buena Creek is located in the community of Santa Margarita (refer to Figure 2e). The bridge, built in 1984, is a two-lane, simple-span reinforced concrete structure 36 feet long and 29 feet wide. The proposed preventive maintenance activities at this location include bridge deck methacrylate resin treatment and cement sealing the soffit (bottom of the deck) and edge-of-deck (EOD), abutments, and wingwalls. These repairs require minimal labor and would be completed by construction personnel using hand tools. The project would not require equipment access into the creek channel and no scaffolding would be placed in the creek channel; however, crews would enter the dry waterway on foot and use a ladder to complete work on the bridge soffit. All other repairs would be completed from the bridge deck. When working on the soffit, EOD, abutments, and wingwalls, tarps would be placed on the ground to capture materials and prevent them from entering the dry waterway and riparian habitat.

No temporary or permanent impacts to vegetation or jurisdictional areas are anticipated. Construction access and staging would occur along existing road surfaces within the project area. The project would take approximately 1 week to complete and be implemented during the non-rainy season (e.g., June 1 through October 31) when conditions are dry.

Pippin Lane Bridge

The Pippin Lane Bridge (Bridge No. 49C-0391) is located over an unnamed tributary of San Luis Obispo Creek, west of U.S. Route 101, in the See Canyon area near the community of Avila Beach (refer to Figure 2f). The bridge, built in 1950, is a single-lane, simple-span timber structure that is 29 feet long and 11 feet wide. The proposed preventive maintenance activities at this location include removal and replacement of deteriorating wood lagging on the back side of the abutments and wingwalls. This would be accomplished by excavating within the roadway and shoulder area directly behind the abutments and wingwalls to gain access to the wood lagging behind the bridge piles. All lagging would be removed and replaced then backfilled with existing and imported material. A geo-composite wall drain would be placed behind new lagging. Existing piles would remain in place. Road shoulder and adjacent areas would be reconstructed using existing excavated and slope protection material and would then be hydroseeded. The disturbed roadway area would be repaved to conform with existing road approach and bridge deck.

Foot access across the creek channel would be necessary to place stream diversion and facilitate construction activities. Minor vegetation trimming would be needed to accommodate foot access; however, no trees would be removed. Construction access and staging would occur along existing road surfaces and/or road shoulders within the project area. The project would take approximately 2 weeks to complete and would be implemented during the non-rainy season (e.g., June 1 through October 31) when conditions are dry, or creek flows are at their lowest. The road would be closed up to 2 days to facilitate this work.

Lopez Drive Spillway Bridge

The Lopez Drive Spillway Bridge (Bridge No. 49C-0353) is located over the Lopez Lake Spillway, east of the city of Arroyo Grande (refer to Figure 2g). The bridge, built in 1968, is a single-span, pre-stressed concrete structure 72 feet long and 34 feet wide. The proposed preventive maintenance activities at this location include removal and replacement of the joint seals. All work would be completed from the bridge deck. No permanent or temporary impacts to jurisdictional areas are anticipated. Construction access and staging would occur along existing road surfaces within the project area. The project would take approximately 1 week to complete and be implemented during the non-rainy season (e.g., June 1 through October 31) when conditions are dry.

Conceptual Diversion and Dewatering Activities

Preventive maintenance activities at the Toro Creek Road Bridge, Picachio Road Bridge, and Pippin Lane Bridge would result in temporary impacts to the creek channel during construction and would likely require surface flows to be temporarily diverted away from the streambanks to facilitate repairs. Exact materials, lengths, and locations used to construct the diversion system at each bridge location would depend on field conditions at the time of construction. The County would most likely use washed gravel-filled bags and impermeable sheet plastic, or a similar agency-approved method. The diversion structures would act as cofferdams to divert flow around the work areas. The diversion would remain in place until construction activities are complete. No diversion pipes are proposed because the work areas would be confined to abutments and wingwalls near the banks, not the entire stream channel. Upon completion of diversion activities, the County would remove all equipment and infrastructure associated with the diversion in a manner that would not adversely impact water quality. All diversion locations would be restored to pre-existing conditions.

The diversion would be designed to completely isolate the work area from the wetted channel. If standing water is present within the work area after the diversion is installed, or if groundwater is encountered during construction, the County would conduct dewatering activities. This would be accomplished by pumping the water from inside the diversion confines, which would likely be groundwater, not surface water. Pumps would be fitted with appropriately sized protective screens at intake ends to prevent fish and other aquatic species from entering the pumps. Water would be pumped to a temporary sediment basin or to adjacent uplands to capture waterborne sediment before being discharged at a location downstream of the dewatered area. Any sediment trapped in the basin would be removed and either incorporated into the backfill material behind the abutment or removed from the sites.

ASSESSOR PARCEL NUMBER(S): The roads and bridges are located within the existing County rights-of-way. The bridges are located in Supervisorial Districts 2, 3, 4, and 5.

B. EXISTING SETTING

PLAN AREA: Countywide **SUB**: **COMM:** Rural

LAND USE CATEGORY: Residential Single Family, Agriculture Recreation

COMB. DESIGNATION: Flood Hazard, Streams Riparian Vegetation

PARCEL SIZE: Not applicable

TOPOGRAPHY: Nearly level to moderately sloping

VEGETATION: Ruderal, Riparian, Agriculture

EXISTING USES: Blue line creek, local roadway and bridge

SURROUNDING LAND USE CATEGORIES AND USES:

North: Residential Suburban; single-family residence(s), undeveloped	*East:* Residential Suburban and Agriculture; single-family residence(s), agricultural uses
South: Residential Suburban and Agriculture; single-family residence(s) agricultural uses	*West:* Residential Suburban; single-family residence(s), small scale commercial

C. ENVIRONMENTAL ANALYSIS

During the Initial Study process, at least one issue was identified as having a potentially significant environmental effects (see following Initial Study). Those potentially significant items associated with the proposed uses can be minimized to less than significant levels.

COUNTY OF SAN LUIS OBISPO
INITIAL STUDY CHECKLIST

1. AESTHETICS **Will the project:**	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Create an aesthetically incompatible site open to public view?	☐	☐	☒	☐
b) Introduce a use within a scenic view open to public view?	☐	☐	☒	☐
c) Change the visual character of an area?	☐	☐	☒	☐
d) Create glare or night lighting, which may affect surrounding areas?	☐	☐	☐	☒
e) Impact unique geological or physical features?	☐	☐	☐	☒
f) Other: _____	☐	☐	☐	☒

Aesthetics

Setting. San Luis Obispo County's visual resources consist of open areas (agricultural, natural, and undeveloped land), scenic corridors (areas that have scenic or historic qualities that are visible from recognized roadways), and the built environment (urban landscape). Natural features and scenic areas, including mountains and ridgelines, unique geological forms, bays and coastal views, open meadows, riparian corridors, wetland areas, forested areas, and open spaces, contribute to the quality of life enjoyed by residents and visitors. Agricultural areas also contribute to the county's visual quality. Scenic views of these resources enhance the travel experience on rural roads and highways (County of San Luis Obispo 2010). A discussion of the visual setting at each bridge location is provided below.

Villa Creek Road Bridge

The Villa Creek Road Bridge is located on Villa Creek Road above Villa Creek and is surrounded by undeveloped land, agricultural land uses, and single-family residences. The Villa Creek Road Bridge is not located within a designated visual Sensitive Resource Area (SRA) or state scenic highway corridor; it is sited in a rural area that has limited viewers from traffic volume.

Picachio Road Bridge

The Picachio Road Bridge is located on Picachio Road above Cayucos Creek and is surrounded by undeveloped land, agricultural land uses, and low-density, single-family residences. The Picachio Road Bridge is not located within a designated visual SRA or state scenic highway corridor; it is sited in a rural area that has limited viewers from traffic volume and adjacent residents.

North Ocean Avenue Bridge

The North Ocean Avenue Bridge is located on North Ocean Avenue above Cayucos Creek and is surrounded by the Pacific Ocean to the south, the Bella Vista Mobile Lodge to the northwest, single-family residences to the northeast, a surface parking lot to the southeast, and undeveloped land to the

north, south, and southwest. The North Ocean Avenue Bridge is not located within a designated state scenic highway corridor; however, it is only located 0.2 mile south of SR-1, a state scenic highway, as designated by the California Department of Transportation (Caltrans). Additionally, it is sited within an area designated as being subject to scenic protection standards in the Conservation and Open Space Element of the County's General Plan and is highly visible from surrounding roadways, traffic volumes, adjacent residences, and public areas, such as the adjacent beach.

Toro Creek Road Bridge

The Toro Creek Road Bridge is surrounded by undeveloped land, agricultural land uses, and two rural single-family residences. The Toro Creek Road Bridge is not located within a designated visual SRA or state scenic highway corridor; it is sited in a rural area that has limited viewers from traffic volume.

Encina Avenue Bridge

The Encina Avenue Bridge is surrounded by single-family residential development. The Encina Avenue Bridge is not located within a designated visual SRA or state scenic highway corridor; it is sited in a residential area that has viewers from regular traffic volume and surrounding residences.

Pippin Lane Bridge

The Pippin Lane Bridge is surrounded by undeveloped land, agricultural land uses, and rural single-family residences. The Pippin Lane Bridge is not located within a designated visual SRA or state scenic highway corridor; it is sited in a rural area that has limited viewers from regular traffic volume and surrounding residents.

Lopez Drive Spillway Bridge

The Lopez Drive Spillway Bridge is surrounded by undeveloped land to the north, west, and south, and Lopez Lake to the north and east. The Lopez Drive Spillway Bridge is not located within a designated visual SRA or state scenic highway corridor; it is sited in a rural area that is viewed by local residents and lake users.

Impact. Aesthetic impacts related to the proposed project would be limited to short-term construction impacts, such as the temporary presence of construction equipment, flagging, scaffolding, and diversion equipment and infrastructure, which could be visible from surrounding public roads and residences. The bridge modifications would be visually similar to the existing bridge structures and the aesthetic character of the bridges and surrounding areas would generally remain unchanged. The project does not include lighting and would not create a new source of night-lighting or glare at any bridge location. The project would not impact any unique geological or physical features in the project areas. No significant visual impacts are expected to occur.

Mitigation/Conclusion. The project would not result in significant aesthetic impacts and therefore no mitigation measures are required.

2. AGRICULTURAL RESOURCES **Will the project:**	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a) Convert prime agricultural land, per NRCS soil classification, to non-agricultural use?	☐	☐	☒	☐
b) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?	☐	☐	☒	☐

2. AGRICULTURAL RESOURCES **Will the project:**	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
c) Impair agricultural use of other property or result in conversion to other uses?	☐	☐	☒	☐
d) Conflict with existing zoning for agricultural use, or Williamson Act program?	☐	☐	☐	☒
e) Other: _____	☐	☐	☐	☒

Agricultural Resources

Setting. Project Elements. The following area-specific elements relate to the project sites' importance for agricultural production:

Land Use Category:

Villa Creek Road Bridge: Agriculture (AG);
Picachio Road Bridge: Agriculture (AG);
North Ocean Avenue Bridge: Residential Multi-Family (RMF), Agriculture (AG);
Toro Creek Road Bridge: Agriculture (AG);
Encina Avenue Bridge: Residential Single Family (RSF);
Pippin Lane Bridge: Residential Rural (RR);
Lopez Lake Drive Bridge: Recreation (REC).

Historic/Existing Commercial Crops: None

State Classification:

Villa Creek Road Bridge: Farmland of Local Potential;
Picachio Road Bridge: Farmland of Local Potential;
North Ocean Avenue Bridge: Urban and Built-up Land;
Toro Creek Road Bridge: Grazing Land;
Encina Avenue Bridge: Urban and Built-up Land;
Pippin Lane Bridge: Farmland of Local Potential;
Lopez Lake Drive Bridge: Urban and Built-up Land.

In Agricultural Preserve? No

Under Williamson Act contract? No

Impact. Implementation of the proposed preventive maintenance activities at each of the seven existing bridges would not require major ground disturbance, a change in land use, or a change in zoning designation for agricultural use, or result in a conversion of agricultural or farmland to nonagricultural uses. The proposed project would not impair agricultural use of other properties, conflict with Williamson Act, or conflict with zoning for agricultural uses. The proposed project was reviewed by the County of San Luis Obispo Agriculture Department through a project referral in March 2018. The Agriculture Department submitted a comment letter, dated March 8, 2018, indicating there were no significant concerns, problems, or impacts related to agricultural resources associated with the proposed project. No impacts to agricultural resources would occur as a result of the proposed project.

Mitigation/Conclusion. No impact to agricultural resources would occur; therefore, mitigation is not necessary.

3. AIR QUALITY

Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Violate any state or federal ambient air quality standard, or exceed air quality emission thresholds as established by County Air Pollution Control District?	☐	☐	☒	☐
b) Expose any sensitive receptor to substantial air pollutant concentrations?	☐	☒	☐	☐
c) Create or subject individuals to objectionable odors?	☐	☐	☒	☐
d) Be inconsistent with the District's Clean Air Plan?	☐	☐	☒	☐
e) Result in a cumulatively considerable net increase of any criteria pollutant either considered in non-attainment under applicable state or federal ambient air quality standards that are due to increased energy use or traffic generation, or intensified land use change?	☐	☐	☒	☐
GREENHOUSE GASES				
f) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*	☐	☐	☒	☐
g) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
h) Other: _____	☐	☐	☐	☒

Air Quality

Setting. The San Luis Obispo County Air Pollution Control District (APCD) has developed and updated their CEQA Air Quality Handbook (APCD 2012) to evaluate project-specific impacts and help determine if air quality mitigation measures are needed, or if potentially significant impacts could result. To evaluate long-term emissions, and cumulative effects, and establish countywide programs to reach acceptable air quality levels, a Clean Air Plan has been adopted (prepared by the APCD).

There are several existing single-family residences within 1,000 feet of the Villa Creek Road Bridge, Picachio Road Bridge, North Ocean Avenue Bridge, Toro Creek Road Bridge, Encina Avenue Bridge, and Pippin Lane Bridge.

Naturally Occurring Asbestos (NOA) is identified as a toxic air contaminant by the California Air Resources Board (CARB). Serpentine and other ultramafic rocks are abundant throughout the state and may contain NOA. If these areas are disturbed during construction, NOA-containing particles can be released into the air and have an impact on local air quality. All of the bridge locations, except the

Encina Avenue Bridge and Pippin Lane Bridge, are located within an area identified as having a potential for NOA to occur, based on the APCD's NOA Map. However, based on a review of California Geological Survey (CGS) geologic maps for the project areas and considering the scope of work for each bridge location, only activities at the Toro Creek Road Bridge are considered to have the potential to encounter NOA. Although no rock outcrops were observed with the project limits at the Toro Creek Road Bridge, a serpentine rock outcrop was observed approximately 350 feet to the southwest and the geologic map indicated possible serpentine beneath the project area. Surface rock outcrops were not noted on the geologic maps and not observed within the other project areas during the site reconnaissance performed by Haro Environmental, Inc. during preparation of the Hazardous Waste Initial Site Assessment (ISA) (Haro Environmental, Inc. 2017). Neither visual site reconnaissance, nor the information provided in the geologic maps was able to ascertain if the existing road base materials, placed for roadway construction, incorporate materials that contain NOA (Haro Environmental, Inc. 2017).

Greenhouse Gas (GHG) Emissions are said to result in an increase in the earth's average surface temperature. This is commonly referred to as global warming. The rise in global temperature is associated with long-term changes in precipitation, temperature, wind patterns, and other elements of the earth's climate system. This is also known as climate change. These changes are now thought to be broadly attributed to GHG emissions, particularly those emissions that result from the human production and use of fossil fuels.

Under CEQA, an individual project's GHG emissions will generally not result in direct significant impacts. This is because the climate change issue is global in nature. However, an individual project could be found to contribute to a potentially significant cumulative impact. Projects that have GHG emissions above the noted thresholds may be considered cumulatively considerable and require mitigation.

Impact. As proposed, preventive bridge maintenance activities could generate construction dust as well as short- and long-term vehicle emissions, including diesel particulate matter (DPM), reactive organic gases (ROG), oxides of nitrogen (NO_x), particulate matter (PM), and GHGs. Construction activities are relatively limited in scale (bridge repairs) and duration (estimated to last approximately 4 to 5 months to complete all bridge preventive maintenance activities). Based on screening emission rates for construction activities set out in Table 2-2 of the CEQA Handbook, the project would generate the following emissions presented in Table 1.

Table 1. Projected Project Pollutant Emissions

Pollutant	Estimated Emissions	Applicable APCD Threshold	Below Threshold?
Villa Creek Road (50 cubic yards of material moved)			
Diesel Particulate Matter (DPM)	0.25 lb	0.13 tons (260 lbs)	Yes
Reactive Organic Gasses (ROG)	1.02 lbs	2.5 tons combined (5,000 lbs)	Yes
Oxides of Nitrogen (NO_x)	4.68 lbs		
Picachio Road Bridge (35 cubic yards of material moved)			
Diesel Particulate Matter (DPM)	0.17 lb	0.13 tons (260 lbs)	Yes
Reactive Organic Gasses (ROG)	0.71 lb	2.5 tons combined (5,000 lbs)	Yes
Oxides of Nitrogen (NO_x)	3.27 lbs		
North Ocean Avenue Bridge (0 cubic yards of material moved)			
Diesel Particulate Matter (DPM)	0.00 lbs	0.13 tons (260 lbs)	Yes
Reactive Organic Gasses (ROG)	0.00 lbs	2.5 tons combined (5,000 lbs)	Yes
Oxides of Nitrogen (NO_x)	0.00 lbs		

Pollutant	Estimated Emissions	Applicable APCD Threshold	Below Threshold?
Toro Creek Road Bridge (85 cubic yards of material moved)			
Diesel Particulate Matter (DPM)	0.42 lb	0.13 tons (260 lbs)	Yes
Reactive Organic Gasses (ROG)	1.73 lbs	2.5 tons combined (5,000 lbs)	Yes
Oxides of Nitrogen (NO_x)	7.95 lbs		
Encina Avenue Bridge (0 cubic yards of material moved)			
Diesel Particulate Matter (DPM)	0.00 lbs	0.13 tons (260 lbs)	Yes
Reactive Organic Gasses (ROG)	0.00 lbs	2.5 tons combined (5,000 lbs)	Yes
Oxides of Nitrogen (NO_x)	0.00 lbs		
Pippin Lane Bridge (76 cubic yards of material moved)			
Diesel Particulate Matter (DPM)	0.37 lb	0.13 tons (260 lbs)	Yes
Reactive Organic Gasses (ROG)	1.54 lb	2.5 tons combined (5,000 lbs)	Yes
Oxides of Nitrogen (NO_x)	7.106 lbs		
Lopez Lake Drive Bridge (0 cubic yards of material moved)			
Diesel Particulate Matter (DPM)	0.00 lbs	0.13 tons (260 lbs)	Yes
Reactive Organic Gasses (ROG)	0.00 lbs	2.5 tons combined (5,000 lbs)	Yes
Oxides of Nitrogen (NO_x)	0.00 lbs		

Note: lbs = pounds

The project would not exceed applicable thresholds for DPM, ROG, or NO_x. The area of proposed disturbance would be greater than 4 acres, which the APCD has identified as the amount of disturbance that can exceed the 2.5-ton PM_{10} (particulate matter less than 10 microns in diameter) threshold. However, the project is in close proximity to a limited number of sensitive receptors. Standard diesel idling restrictions and mitigation measures for construction equipment and fugitive dust would apply to reduce any potentially significant impacts related to exposure to harmful construction vehicle emissions and/or fugitive dust.

From an operational standpoint, the project would not change air quality from existing conditions. The project is located within an area identified as having the potential to contain NOA, based on the APCD's NOA map. Additionally, the project is located within close proximity to several sensitive residential receptors and has the potential to result in significant impacts to air quality from asbestos-containing materials (ACM) encountered during rehabilitation activities and emissions discharged from equipment used on-site during construction activities. The project would be required to comply with existing APCD diesel idling restrictions, and the impacts from potential ACMs are discussed below.

The potential exists for buried asbestos-containing cementitious pipe ("transite") to be present within the project area. Transite pipe(s) were commonly used for water transportation as part of historical agricultural practices. In addition, it is possible that ACMs may be present in the bridge structure. Proposed demolition activities are subject to the various regulatory jurisdictions regarding ACMs, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40 Code of Federal Regulations [CFR] 61, Subpart M – asbestos NESHAP). Detailed mitigation and compliance measures are further described in Exhibit B, Mitigation Summary Table. Implementation of these measures would ensure impacts would be reduced to less than significant.

It is possible that lead-based paint was used during construction of one or more bridge(s). Demolition of bridge components coated with lead-based paint could result in potentially significant impacts to air quality if not performed properly. Improper demolition could result in the release of lead-containing

particles from the site. Sandblasting or removal of paint by heating with a heat gun could also result in significant emissions of lead. Therefore, proper abatement of lead before rehabilitation of these structures must be performed in order to prevent the release of lead from the site. Depending on removal method, an APCD permit may be required.

A project referral was submitted to the APCD and the County received a response on March 22, 2018. In the response letter, the APCD indicated that, based on the construction phase emission estimates using Table 2-2 in the APCD's 2012 CEQA Handbook, the construction phase impacts will likely be less than the APCD's significance threshold values identified in Table 2-1 of the CEQA Air Quality Handbook. Therefore, with the exception of recommended lead abatement measures, measures for projects located within a candidate area for NOA, measures for the disposal of ACM, dust control measures, construction permit requirements, construction phase idling limitations, and California diesel idling regulations, no additional construction phase mitigation measures are required. The measures identified by the APCD for the proposed project have been included as mitigation measures in Exhibit B, Mitigation Summary Table. Therefore, impacts would be less than significant with mitigation.

This project is a bridge preventive maintenance project and would not create a new or modified land use at any of the seven bridge locations. No GHG emissions above existing levels would be generated by the project except during short-term construction activities. The project would not exceed any applicable GHG threshold. Therefore, the project's potential direct and cumulative GHG emissions constitute a less-than-significant impact and a less-than-cumulatively considerable contribution to GHG emissions.

Mitigation/Conclusion. The proposed project would result in temporary construction-related air quality impacts. The project would be subject to standard APCD regulations and construction phase mitigation measures, as described in Exhibit B, Mitigation Summary Table. Implementation of these measures would reduce potential impacts to less than significant.

4. BIOLOGICAL RESOURCES **Will the project:**	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a) Result in a loss of unique or special status species* or their habitats?	☐	☒	☐	☐
b) Reduce the extent, diversity or quality of native or other important vegetation?	☐	☒	☐	☐
c) Impact wetland or riparian habitat?	☐	☒	☐	☐
d) Interfere with the movement of resident or migratory fish or wildlife species, or factors, which could hinder the normal activities of wildlife?	☐	☒	☐	☐
e) Conflict with any regional plans or policies to protect sensitive species, or regulations of the California Department of Fish & Wildlife or U.S. Fish & Wildlife Service?	☐	☐	☐	☒
f) Other: _____	☐	☐	☐	☒

* Species – as defined in Section15380 of the State CEQA Guidelines, which includes all plant and wildlife species that fall under the category of rare, threatened, or endangered, as described in this section.

Biological Resources

The following environmental setting and impact discussions, and associated citations, are based on the Natural Environmental Study (NES) prepared for the project (County of San Luis Obispo 2019), which is a technical study required for compliance with the National Environmental Policy Act (NEPA) and is considered suitable for the purposes of CEQA review. Several field surveys and focused assessments were conducted to classify the baseline site conditions and to assess the potential for presence of special-status plant and wildlife species and their habitats at each bridge location. The habitat types observed within the project limits were characterized and all plant and wildlife species encountered during the surveys (or other evidence of wildlife, such as tracks or scat) were identified to the lowest possible taxonomic level. Potentially jurisdictional wetlands and other water features were also assessed and mapped during these survey efforts. The NES is available for review at the Department of Public Works.

Setting. The following setting discussion includes an evaluation of natural communities, sensitive habitats, special-status plant and animal species, and wetlands and jurisdictional features present within each of the seven project sites proposed for bridge preventive maintenance activities.

Natural Communities

Natural communities were identified for each of the project locations during the field survey. The natural communities present within the project locations are listed and individually described below:

- Arroyo willow thicket and annual brome grassland at Villa Creek Road Bridge;
- Annual brome grassland and coastal and valley freshwater marsh at Picachio Creek Bridge;
- Pickleweed mats at North Ocean Avenue Bridge;
- Arroyo willow thicket, eucalyptus woodland, and annual brome grassland at Toro Creek Road Bridge;
- Arroyo willow riparian at Encina Avenue Bridge;
- Arroyo willow thicket, annual brome grassland, and California sycamore woodland at Pippin Lane Bridge; and
- Ruderal/developed at Lopez Drive Spillway Bridge.

Arroyo Willow Thicket

Arroyo willow (*Salix lasiolepis*) was classified as arroyo willow thicket habitat as described by Sawyer et al. (2009). This habitat type can be found along stream banks and drainages throughout most of California. This habitat type was identified at four of the seven bridge locations, as listed above. Arroyo willow thicket provides habitat to many wildlife species, particularly avian species. Numerous avian species were observed within this habitat type during the reconnaissance-level surveys in December 2017 and January 2018.

Annual Brome Grassland

Annual brome grassland (Sawyer et al. 2009) was observed at four of the seven bridge locations, as listed above. Plant species observed in annual brome grassland were primarily non-native and included, for example oats (*Avena* spp.), false brome (*Brachypodium distachyon*), brome (*Bromus* spp.), plantain (*Plantago* spp.), and Italian ryegrass (*Festuca perennis*).

Eucalyptus Woodland

Eucalyptus woodland was identified at Toro Creek Road Bridge. This habitat type was only observed on the west side of the project area at this location. Plant species observed within eucalyptus woodland include blue gum eucalyptus (*Eucalyptus globulus),* German ivy (*Delairea odorata*), and poison oak.

California Sycamore Woodland

At the Pippin Lane Bridge location, California sycamore woodland was observed in the western portions of the project area and upstream of the bridge. Native plant species observed dominating this area of the project area include primarily California sycamore and Fremont cottonwood in the overstory, with plant species that occur in arroyo willow thicket located in the understory.

Coastal and Valley Freshwater Marsh

At the Picachio Creek Bridge location, vegetation observed within the project area was observed to be browsed by cattle; therefore, not all plant species were identifiable down to species at the time of the survey. Plants observed within coastal and valley freshwater marsh include tall-flat sedge (*Cyperus eragrostis*), spike rush (*Eleocharis macrostachya*), rush (*Juncus* sp.), and common rush (*Juncus effusus*).

Pickleweed Mats

Pickleweed mats was identified at the North Ocean Avenue Bridge. This habitat is associated with the existing lagoon at the mouth of Cayucos Creek.

Jurisdictional Waters

A formal jurisdictional delineation was only conducted at those site locations that may require diversion and dewatering activities: Toro Creek Road Bridge, Picachio Road Bridge, and Pippin Lane Bridge. Jurisdictional features were noted at the other site locations: Villa Creek Road Bridge, North Ocean Avenue Bridge, Encina Avenue Bridge, and Lopez Drive Spillway Bridge.

Based on the conditions observed in the field, the unnamed tributary of Cayucos Creek (at the Picachio Road Bridge location), Toro Creek (at the Toro Creek Road Bridge location), and the unnamed tributary of San Luis Obispo Creek (at the Pippin Lane Bridge location) are all likely subject to U.S. Army Corps of Engineers (USACE), California Department of Fish and Wildlife (CDFW), and Regional Water Quality Control Board (RWQCB) jurisdiction. Villa Creek (at the Villa Creek Road Bridge location) is likely subject to CDFW jurisdiction. North Ocean Avenue Bridge and Toro Creek Road Bridge are located within the Coastal Zone and therefore the proposed work may require a Coastal Development Permit.

Habitats and Natural Communities of Concern

The following critical habitat designations, as designated by the U.S. Fish and Wildlife Service (USFWS) and natural communities of special concern, as designated by the CDFW, have been identified within the project sites.

Arroyo Willow Thicket

The arroyo willow thicket habitat (described above) is considered a sensitive natural community by CDFW. Arroyo willow thickets are present at the Villa Creek Road Bridge and Toro Creek Road Bridge project sites. Since these locations are within the Coastal Zone, this habitat would be considered an Environmentally Sensitive Habitat Area (ESHA).

Pickleweed Mats

The pickleweed mats (Sawyer et al 2009), or coastal salt marsh (Holland 1986), habitat is considered a sensitive natural community by CDFW. This habitat is associated with the existing lagoon at the mouth

of Cayucos Creek in the project area. Pickleweed mats are present at the North Ocean Avenue Bridge project site. Since this location is within the Coastal Zone, this habitat would be considered an ESHA.

South-Central California Coast Steelhead Critical Habitat

South-Central California Coast steelhead (*Oncorhynchus mykiss*) critical habitat is identified as streams containing physical and biological features necessary to support the primary biological needs of South-Central California Coast steelhead and that are within the South-Central California Coast steelhead Distinct Population Segment (DPS), from Monterey to San Luis Obispo Counties. Five of the bridge locations are located within critical habitat – Villa Creek Road Bridge, Picachio Road Bridge, North Ocean Avenue Bridge, Toro Creek Road, and Pippin Lane Bridge. Since Villa Creek Road Bridge, North Ocean Avenue Bridge, and Toro Creek Road locations are within the Coastal Zone, this habitat would be considered an ESHA.

California Red-Legged Frog Critical Habitat

California red-legged frog (*Rana draytonii*) critical habitat is identified as areas that provide the necessary components (physical and biological features) to support the primary biological needs of California red-legged frogs. California red-legged frog critical habitat does not include all areas where this species is known to occur. Instead, critical habitat was selected based on these areas possessing large populations of California red-legged frogs, areas that represent unique ecological characteristics or adaptations, or areas that represent the historic geographic range of the species where California red-legged frogs can be reestablished. Two of the seven bridge locations are located within California red-legged frog critical habitat—Villa Creek Road Bridge and Picachio Road Bridge. Since Villa Creek Road Bridge is within the Coastal Zone, this habitat would be considered an ESHA.

Tidewater Goby Critical Habitat

One bridge location—Toro Creek Road Bridge—occurs within federally designated critical habitat Toro Creek for tidewater goby (*Eucyclogobius newberryi*). Since this location is within the Coastal Zone, this habitat would be considered an ESHA.

Special-Status Plant Species

The USFWS, California Natural Diversity Database (CNDDB), and California Native Plant Society (CNPS) species lists indicate 56 special-status plant taxa (federally listed, state listed, and/or CNPS List 1B and 2B) that have documented occurrences within a 5-mile radius of the project sites. The resulting list of plant species is regional; therefore, an analysis of the range and habitat preferences was conducted to identify which special-status plant species have the potential to occur within each project site.

The analysis considered existing habitat, elevation, results of previous surveys conducted for other projects, and soils within the project sites. As a result, the project sites were determined to support suitable habitat for seven of the 56 special-status plant species. The seven special-status plant species that are considered to have the potential to occur within one or more project site include black-flowered figwort (*Scrophularia atrata*), California sea blite (*Suada californica*), Gambel's watercress (*Nasturtium gambelii*), Hoover's bent grass (*Agrostis hooveri*), marsh sandwort (*Arenaria paludicola*), Miles' milk-vetch (*Astragalus didymocarpus* var. *milesianus*), and saltmarsh bird's beak (*Cordylanthus maritimus*). Although suitable habitat, soils, and elevations are present within the project sites, no special-status plants were observed during the botanical surveys.

Special-Status Animal Species

Based on a 5-mile radius query of the CNDDB and the receipt of official species lists from the National Oceanic Administration National Marine Fisheries Service (NMFS) and USFWS, 65 special-status wildlife species have been documented within the vicinity of the project site. This list of species is

considered regional; therefore, an analysis of the range and habitat preferences was conducted to identify which special-status wildlife species have the potential to occur within the project sites.

The following 16 special-status wildlife species have the potential to occur within or directly adjacent to the project sites: South-Central California Coast steelhead DPS, tidewater goby, California red-legged frog, foothill yellow-legged frog (*Rana boylii*), Coast Range newt (*Taricha torosa*), western pond turtle (*Emys marmorata*), California clapper rail (*Rallus longirostris obsoletus*), California least tern (*Sterna antillarum browni*), grasshopper sparrow (*Ammodramus savannarum*), least Bell's vireo (*Vireo bellii pusillus*), northern harrier (*Circus cyaneus*), southwestern willow flycatcher (*Empidonax traillii extimus*), loggerhead shrike (*Lanius ludovicianus*), western snowy plover (*Charadrius alexandrines nivosus*), pallid bat (*Antrozous pallidus*), and Townsend's big-eared bat (*Corynorhinus townsendii*), as well as other migratory birds and roosting bats.

No special-status wildlife species were identified within the project area during the field surveys, with the exception of bird species protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game (CFG) Code Sections 3503 and 3503.5, and roosting pallid and Brazilian free-tailed bats (*Tadarida brasiliensis*) observed at the Villa Creek Road Bridge location. Discussions of each of the special-status wildlife species with the potential to occur within one or more project site are provided below.

Tidewater goby and South-Central California Coast Steelhead

Tidewater goby is listed as federally endangered and is considered a species of special concern (SSC) by CDFW. The tidewater goby is a small fish (2 inches in length) that occurs in tidal streams associated with coastal wetlands in California. Their habitat is characterized by brackish water in shallow lagoons and in lower stream reaches where the water is fairly still but not stagnant. Gobies may use the edges of dense patches of vegetation, where they escape predation if disturbed. Substrate preference is for sand, mud, gravel, and silt, particularly associated with submerged vegetation that is likely used for cover.

The South-Central California Coast DPS of steelhead is listed as threatened and is considered an SSC by the CDFW. Steelhead occupy streams in watersheds with perennial fresh water. The populations of steelhead on the California central coast are part of the South-Central California Coast DPS.

Optimal habitat for steelhead on the Pacific Coast can be characterized by clear, cool water with abundant instream cover (e.g., submerged branches, rocks, logs), well-vegetated stream margins, relatively stable water flow, and a 1:1 pool-to-riffle ratio (Raleigh et al. 1984). However, steelhead are occasionally found in reaches of streams containing habitat that would be considered less than optimal.

The lagoon at the mouth of Cayucos Creek provides potential habitat for tidewater goby and South-Central California Coast steelhead DPS. No tidewater goby or steelhead were observed during the field surveys; however, there are records of tidewater goby being present at this location. The North Ocean Avenue Bridge project area is located outside the designated critical habitat for tidewater goby and steelhead.

Yerba Buena Creek provides potential habitat for steelhead. The creek was dry during field surveys and no steelhead were observed. The Encina Avenue Bridge project area is located outside the designated critical habitat for steelhead.

Steelhead have been historically documented in Villa Creek, Toro Creek, in unnamed tributaries of San Luis Obispo Creek upstream of the Pippin Lane Bridge location, and in Cayucos Creek, downstream of the unnamed tributary at the Picachio Road Bridge location (CNDDB 2017). Five out of the seven bridge locations (all except the North Ocean Avenue Bridge and the Lopez Drive Spillway Bridge) are located within federally designated critical habitat for South-Central California Coast steelhead. If conditions are suitable at the time of spawning, the five project sites may potentially serve as spawning habitat.

Individual steelhead were not identified within the project sites during the reconnaissance-level field surveys.

California Red-Legged Frog

The California red-legged frog is federally threatened and considered an SSC by CDFW. It is recognized by the reddish color that forms on the underside of its legs and belly and the presence of a diagnostic dorsolateral fold. The California red-legged frog historically ranged from Marin County southward to northern Baja California (Stebbins 2003). Presently, Monterey, San Luis Obispo, and Santa Barbara Counties support the largest remaining California red-legged populations within California.

The California red-legged frog uses both riparian and upland habitats for foraging, shelter, cover, and non-dispersal movement. Upland refugia may be natural, such as the spaces under boulders or rocks and organic debris (e.g., downed trees or logs), or manmade, such as certain industrial debris and agricultural features (e.g., drains, watering troughs, abandoned sheds, or stacks of hay or other vegetation); the California red-legged frog will also use small mammal burrows and moist leaf litter as refugia (USFWS 2010). Adults are predominantly nocturnal, while juveniles can be active at any time of day. Riparian habitat degradation, urbanization, predation by bullfrogs, and historic market harvesting have all reportedly contributed to the decline of the species.

The species was not observed during reconnaissance surveys. Suitable in-stream aquatic habitat is present within the project area at four of the bridge locations. Additionally, the banks of the creek support vegetation that could be used as upland refugia.

The Villa Creek Road Bridge is located within federally designated critical habitat for California red-legged frog and California red-legged frogs have been documented in Villa Creek in the vicinity of the project location (CNDDB 2017). Based on this information, presence within the project area at the Villa Creek Road Bridge is inferred.

The Toro Creek Road Bridge is located just outside of the boundary of federally designated critical habitat for California red-legged frog. However, California red-legged frogs have been documented within Toro Creek, approximately 0.5 mile upstream and 0.5 mile downstream of the Toro Creek Road Bridge project area (CNDDB 2017). Based on this information, presence within the project area at the Toro Creek Road Bridge is inferred.

California red-legged frogs have been documented approximately 1.5 miles south of the Pippin Lane Bridge project area, in the mainstem of San Luis Obispo Creek (CNDDB 2017). Due to the presence of suitable habitat for California red-legged frog within the unnamed tributary of San Luis Obispo creek in the project area, California red-legged frogs are likely to occur within the project area.

The Picachio Road Bridge is located within federally designated critical habitat for California red-legged frog and California red-legged frogs have been documented in the mainstem of Cayucos Creek approximately 0.75 mile southwest of the project location (CNDDB 2017). Based on this information, presence within the project area at the Picachio Road Bridge is inferred.

The riparian habitat associated with Yerba Buena Creek at the Encina Avenue Bridge provides potential dispersal habitat for California red-legged frog. No California red-legged frogs were observed during the field surveys. The Encina Avenue Bridge project area is located outside the designated critical habitat for California red-legged frog.

Foothill Yellow-Legged Frog

Foothill yellow-legged frog is a California candidate threatened species and considered an SSC by CDFW. This is a medium-sized frog with a slim waist, long legs, and webbing on the hind feet. Coloring is gray, brownish, or olive, sometimes red, tending to match the background of its habitat. Foothill yellow-legged frogs are found in rocky streams and rivers with rocky substrate and open, sunny banks, in forests, chaparral, and woodlands. They are sometimes found in isolated pools, vegetated

backwaters, and deep, shaded, spring-fed pools. This frog originally ranged from northern Oregon west of the Cascades south along the Coast Ranges to the San Gabriel Mountains, and south along the foothills of the western side of the Sierra Nevada Mountains to the edge of the Tehachapi Mountains, with an isolated population (now possibly extinct) in the San Pedro Martir Mountains of Baja California. This frog has disappeared from much of its range in California (possibly up to 45%). None of the project sites are within the known range and support suitable habitat for this species.

Coast Range Newt

The Coast Range newt is considered an SSC by CDFW. Coast Range newts prefer grassland, woodland, and forest upland habitats. They occur in hardwood forest, mixed forest, woodland, grassland, savanna, shrubland, and chaparral. When breeding, Coast Range newts occur in ponds, reservoirs, streams, riparian habitats, creeks, rivers, and temporary pools. Coast Range newts can migrate up to 2 miles between nonbreeding upland habitats and aquatic breeding sites. No Coast Range newts were observed during surveys; however, suitable aquatic habitat occurs within the project area for this species at three of the seven bridge locations – Villa Creek Road Bridge, Toro Creek Road Bridge, and Pippin Lane Bridge.

Western Pond Turtle

The western pond turtle is considered an SSC by CDFW. It is a medium-sized (3.5 to 8.5 inches) olive, brown, or blackish turtle with a relatively low carapace (shell) occasionally without pattern but usually with a network of spots, lines, or dashes of brown or black often radiating from the growth centers of the carapace shields (Stebbins 2003).

No western pond turtles were observed during surveys; however, suitable aquatic habitat occurs within the project area for this species at four out of the seven bridge locations – Villa Creek Road Bridge, Toro Creek Road Bridge, Pippin Lane Bridge, and Picachio Road Bridge.

Least Bell's Vireo, Southwestern Willow Flycatcher, Grasshopper Sparrow, Loggerhead Shrike, Northern Harrier, California Clapper Rail, California Least Tern, Western Snowy Plover, and Other Nesting Migratory Birds

Least Bell's vireo is a federal and state endangered species. Least Bell's vireo requires riparian areas to breed and typically inhabit structurally diverse woodlands along watercourses. They occur in several riparian habitat types, including cottonwood-willow woodlands/forests, oak woodlands, and mule fat scrub.

The southwestern willow flycatcher is a federal and state endangered species. It is a summer breeder within its range in the United States. It is gone to wintering areas in Central America by the end of September. For nesting, southwestern willow flycatcher requires dense riparian habitats (cottonwood/willow and tamarisk vegetation) with microclimatic conditions dictated by the local surroundings. Saturated soils, standing water, or nearby streams, pools, or cienegas are a component of nesting habitat that also influences the microclimate and density vegetation component. Habitat not suitable for nesting may be used for migration and foraging.

The riparian habitat at the Villa Creek Road, Toro Creek Road, and Pippin Lane Bridge locations provides potential habitat for southwestern willow flycatcher and least Bell's vireo. No southwestern willow flycatcher or least Bell's vireo were observed during the field surveys and are highly unlikely to use the project area.

Grasshopper sparrows are considered an SSC by CDFW. This small sparrow species is found in grasslands, hayfields, and prairie habitats. They are primarily brown, with a buffy colored breast and are known to nest along the California coast in open grassland habitats.

Loggerhead shrikes are considered an SSC by CDFW. These predatory songbirds are mostly white and gray with a black mask across their face. Loggerhead shrikes are known to sit on fence posts, utility

poles, and other perches, and then dive onto their prey (insects, birds, lizards, and small mammals). They can be found in agricultural fields, pastures, old orchards, riparian areas, desert scrublands, savannas, prairies, and other open habitats.

Northern harriers are considered an SSC by CDFW. This slim, long-tailed hawk has an owl-like facial disk and can be seen hunting for small mammals over marshes or grassland habitat. This species nests on the ground in dense vegetation such as willows, grasses, sedges, reeds, bulrushes, and cattails. One female northern harrier was observed in the vicinity of the Picachio Road Bridge location of the project area during the reconnaissance-level surveys in January 2018. In addition, numerous northern harriers have been observed throughout coastal San Luis Obispo County (eBird 2018).

California clapper rail is a federally and state endangered animal and is a fully protected species. Clapper rails live in salt marshes with extensive vegetation that they use as refuges, especially at high tide. These birds prefer low portions of coastal wetlands dominated by cordgrass (spartina), pickleweed, mangroves, and other vegetation. The pickleweed mats associated with the lagoon at the mouth of Cayucos Creek provides potential habitat for California clapper rail. No California clapper rail were observed during the field surveys.

California least tern is a federally and state endangered animal and is a fully protected species. This species is typically found along seacoasts, beaches, bays, estuaries, lagoons, lakes and rivers, and breeds on sandy or gravelly beaches and banks of rivers or lakes. Western snowy plover is a federally threatened species and considered an SSC by CDFW. This species is typically found on barren to sparsely vegetated sandy beaches, dry salt flats in lagoons, dredge spoils deposited on beach or dune habitat, levees, and flats at salt-evaporated ponds, river bars, along alkaline or saline lakes, reservoirs, and ponds. The sandy beach area associated with the lagoon at the mouth of Cayucos Creek provides potential habitat for California least tern and western snowy plover. No California least tern or western snowy plover were observed during the field surveys.

Many bird species have the potential to nest within the project areas and are protected during their nesting period under the provisions of the federal MBTA and CFG Code Sections 3503 and 3503.5. Birds may nest on bridge structures and within riparian habitat, grasslands, orchards, and developed habitats within the project sites.

Pallid Bat, Townsend's Big-Eared Bat, and Other Roosting Bats

Roosting bat species are addressed here as a group because they have similar habitat requirements, project-related impacts, and avoidance and minimization measures.

The bridge structures provide potential roosting habitat for species such as pallid bats or Townsend's big-eared bat. Pallid bats and Brazilian free-tailed bats were observed roosting at the Villa Creek Road Bridge location. Pallid bats are considered an SSC by CDFW. Brazilian free-tailed bats are not considered a special-status species. No evidence of roosting bats was observed at any of the other six bridge sites during the field surveys.

Impact. The proposed bridge preventive maintenance activities will not result in permanent impacts at any location. Activities at the Picachio Road Bridge, Toro Creek Road Bridge, and Pippin Lane Bridge would result in temporary impacts to habitat during construction. Impacts to natural communities would result from activities such as ground disturbance, vegetation disturbance, and tree removal. Impacts to steelhead critical habitat, California red-legged frog critical habitat, tidewater goby critical habitat, waters of the United States, and state jurisdictional features include activities such as the temporary diversion and dewatering of creeks and construction activities that would occur below the OHWM, below the top of bank, and in riparian areas. Estimated impacts to vegetation communities characterized and quantified in Table 2 below. Preventive maintenance activities at the Villa Creek Road Bridge, North Ocean Avenue Bridge, Encina Avenue Bridge, and Lopez Drive Spillway Bridge would be limited to existing developed and disturbed areas and would not result in temporary or permanent impacts to habitat.

Table 2: Estimated Impacts to Habitat and Natural Communities

Habitat	Estimated Temporary Impacts (No Permanent Impacts)
Villa Creek Road Bridge	
Arroyo Willow Thicket	312 ft^2 (0.01 acre)
Developed	1,819 ft^2 (0.04 acre)
South-Central California Coast steelhead DPS critical habitat*	N/A
California red-legged frog critical habitat	312 ft^2 (0.01 acre)
Picachio Road Bridge	
Annual Brome Grassland	685 ft^2 (0.02 acre)
Developed	673 ft^2 (0.02 acre)
Pale Spike Rush Marsh	205 ft^2 (0.005 acre)
South-Central California Coast steelhead DPS critical habitat*	205 ft^2 (0.005 acre)
Toro Creek Road Bridge	
Arroyo Willow Thicket	1,233.2 ft^2 (0.028 acre)
Eucalyptus Groves	367.4ft^2 (0.008 acre)
Developed	899.6 ft^2 (0.021 acre)
South-Central California Coast Steelhead DPS Critical Habitat*	1,245.1 ft^2 (0.029 acre)
Tidewater Goby Critical Habitat*	1,343.6 ft^2 (0.031 acre)
Pippin Lane Bridge	
Annual Brome Grassland	44 ft^2 (0.001 acre)
Arroyo Willow Thicket	158 ft^2 (0.003 acre)
Developed	535 ft^2 (0.01 acre)
South-Central California Coast steelhead DPS critical habitat*	233 ft^2 (0.005 acre)

Note: ft^2 = square feet
* Delineated by OHWM. No impacts below OHWM at Villa Creek Road Bridge.

Jurisdictional Waters

Implementation of the project would result in temporary impacts to jurisdictional features associated with proposed construction-related activities, including diversion and dewatering activities, at the

Picachio Road Bridge, Toro Creek Road Bridge, and Pippin Lane Bridge. Table 3 provides a summary of potential project-related impacts that would be subject to environmental permitting by USACE, under Section 404 of the CWA; CDFW, under Sections 1600–1602 of the CFG Code; and RWQCB, under Section 401 of the CWA.

Table 3: Summary of Impacts to Jurisdictional Areas

Jurisdictional Feature	Estimated Impacts	
	Permanent	Temporary
Picachio Road Bridge		
Federal – Clean Water Act (Sections 404/401 applicable)	N/A	670.1 ft^2 (0.015 acre)
State – California Fish and Game Code (Sections 1600–1602), Porter Cologne Act	N/A	1,185.7 ft^2 (0.0272 acre)
Toro Creek Road Bridge		
Federal – Clean Water Act (Sections 404/401 applicable)	N/A	1,245.1 ft^2 (0.029 acre)
State – California Fish and Game Code (Sections 1600–1602), Porter Cologne Act	N/A	1,600.6 ft^2 (0.036 acre)
Pippin Lane Bridge		
Federal – Clean Water Act (Sections 404/401 applicable)	N/A	655.6 ft^2 (0.015 acre)
State – California Fish and Game Code (Sections 1600–1602), Porter Cologne Act	N/A	989.9 ft^2 (0.022 acre)

Note: ft^2 = square feet

No permanent impacts would occur as a result of the proposed project. Temporary impacts would occur within the areas that include the dewatering/diversion structures. Temporarily impacted areas are expected to be returned to preconstruction conditions following project completion. Project staging areas would be selected to minimize unnecessary impacts to native riparian vegetation. No temporary or permanent impacts would occur to jurisdictional features present within the North Ocean Avenue Bridge, Encina Avenue Bridge, or Lopez Drive Spillway Bridge project sites. Minor vegetation trimming may be required at the Villa Creek Road Bridge project site.

Sensitive Habitats

South-Central California Coast Steelhead Critical Habitat

Implementation of the project would result in temporary impacts to the open water habitat in Toro Creek, the unnamed tributary of San Luis Obispo Creek, and the unnamed tributary of Cayucos Creek as a result of construction activities within the project work area, temporary dewatering, and equipment access into the river channel. Based on the current project plans, the following temporary impacts would occur within the creek channel of each bridge location:

- Picachio Road Bridge: 670.1 square feet (0.015 acre)
- Toro Creek Road Bridge: 1,245.1 square feet (0.029 acre)
- Pippin Lane Bridge: 655.6 square feet (0.015 acre)

The bridge preventive maintenance designs do not include any additional piles or other permanent fill in the stream channel; therefore, no permanent impacts to steelhead critical habitat are expected.

California Red-Legged Frog Critical Habitat

Implementation of the project would result in temporary impacts to California red-legged frog aquatic and dispersal habitat as a result of construction activities within the project work area and equipment access into the project area. Based on the current project plans, the following temporary impacts would occur within California red-legged frog critical habitat:

- Villa Creek Road Bridge: 4,000.6 square feet (0.092 acre)
- Picachio Road Bridge: 2,511.4 square feet (0.058 acre)

Tidewater Goby Critical Habitat

Implementation of the project would result in temporary impacts to tidewater goby critical habitat as result of construction activities within the project work area and equipment access into the project area at the Toro Creek Road Bridge location. Based on the current project plans, approximately 1,343.6 square feet (0.031 acre) of tidewater goby critical habitat would be temporarily impacted during construction activities.

Arroyo Willow Thicket

Implementation of project activities at the Toro Creek Road Bridge and Pippin Lane Bridge could require temporary diversion and dewatering activities, which would result in temporary impacts to arroyo willow thicket habitat: 0.028 acre of temporary impacts at the Toro Creek Road Bridge and 0.0032 acre of temporary impacts at the Pippin Lane Bridge. All temporarily impacted project areas would be returned to pre-project conditions following completion of all preventive maintenance activities. All maintenance activities at the Villa Creek Road Bridge and Encina Avenue Bridge would consist of minor trimming or be accomplished from the existing bridge structure; no temporary or permanent impacts to arroyo willow thicket habitat at this project site would occur as a result of the proposed project. No permanent impacts to arroyo willow thicket habitat would occur as a result of the proposed project.

Special-Status Plant Species

Although the project areas provide potentially suitable habitat for sensitive plant species, as described above, none were observed during reconnaissance-level or botanical surveys. Although special-status plant species were not observed and are not expected to occur within the project sites, there is the potential that construction activities could spread introduce invasive species to the project sites.

Special-Status Wildlife Species

South-Central California Coast Steelhead

If present within the project area during project activities, individual steelhead may be directly impacted. They may be stranded in portions of the creek that must be dewatered, become caught in dewatering pumps, or be made vulnerable to predation from foraging birds and mammals. With the implementation of mitigation measures, these potential impacts may be avoided. Potential indirect impacts to steelhead from the project may occur and include sediment deposition downstream of the work area, which may adversely impact downstream water quality. However, these potential indirect impacts to steelhead may be avoided via appropriate silt and erosion control measures.

The project has the potential to result in “take” of steelhead; therefore, Caltrans must consult with NMFS under Section 7 of the Federal Endangered Species Act (FESA) to obtain a Biological Opinion for the project. The Biological Opinion would include several reasonable and prudent measures and terms and conditions to reduce the effects on steelhead and their habitat. Mitigation measures would require avoidance, minimization, and mitigation measures for impacts to sensitive habitats that provide cover and shade for steelhead. Impacts would be less than significant with mitigation.

There is no potential for impact to steelhead from the proposed project at the North Ocean Avenue Bridge or Encina Avenue Bridge. The proposed project at the North Ocean Avenue Bridge would consist of abrasive cleaning of exposed rebar, removal/replacement of any loose concrete, and replacement of a portion of the spalled-out soffit at the bridge abutments. The bridge abutments are set well back from the limits of the Cayucos lagoon. The proposed project at the Encina Avenue Bridge would consist of a bridge deck seal and all work would be confined to the bridge deck and working when the creek is dry.

Tidewater Goby

Similar to the impacts described above for steelhead, some bridge improvements would require stream diversion/dewatering, which could temporarily alter the quality of aquatic habitat and result in a temporary loss of service for tidewater goby. Diversion/dewatering and construction in aquatic areas inhabited by tidewater goby could result in direct impacts to the species in the form of injury or mortality as tidewater goby stranded in residual wetted areas are captured, handled, and relocated. Erosion and sedimentation could also occur, which could directly or indirectly affect water quality for tidewater goby.

The tidewater goby is less mobile than other fish and is not capable of leaving an area as quickly as other fish species. While the placement of cofferdams and dewatering within the wetted portions of these drainages could result in a temporary loss of service for tidewater goby, the effects of this are estimated to be minor. Only 702.3 square feet (0.016 acre) of Toro Creek is anticipated to be affected by this dewatering, and all impacts are anticipated to be temporary. Mitigation has been included to minimize potential impacts to tidewater goby; therefore, impacts would be less than significant with mitigation.

There is no potential for impact to tidewater goby from the proposed project at the North Ocean Avenue Bridge. The proposed project at the North Ocean Avenue Bridge would consist of abrasive cleaning of exposed rebar, removal/replacement of any loose concrete, and replacement of a portion of the spalled-out soffit at the bridge abutments. The bridge abutments are set well back from the limits of the Cayucos lagoon.

California Red-Legged Frog

Project construction could result in the injury or mortality of California red-legged frogs (if present) during diversion/dewatering activities at four of the bridge locations within the project area. The potential need to capture and relocate California red-legged frogs could subject these animals to stresses that could result in adverse effects. Injury or mortality could occur via accidental crushing by worker foot-traffic or construction equipment. Erosion and sedimentation could also occur, which could directly or indirectly affect water quality. An unknown number of California red-legged frogs could be subjected to take, but the potential for these impacts is anticipated to be low due to no observations of the species within the project area during surveys. It is acknowledged that this could change through time, where habitat conditions and/or California red-legged frog numbers could fluctuate.

Mitigation measures consistent with the *Programmatic Biological Opinion for Projects Funded or Approved under the Federal Highway Administration's Federal Aid Program* measures to qualify a project for programmatic concurrence for the purposes of USFWS formal consultation (USFWS 2011) are included to reduce potential project impacts to less than significant.

Western Pond Turtle

Similar to the impacts described previously for California red-legged frog, project construction could result in the injury or mortality of western pond turtle during diversion/dewatering. The potential need to capture and relocate these species would subject individuals to stresses that could result in adverse effects. Injury or mortality could occur via accidental crushing by worker foot-traffic or construction equipment. Erosion and sedimentation could also occur, which would directly or indirectly affect water quality. The potential for these impacts is anticipated to be low due to no observations of the species

within the project sites during surveys. Mitigation has been included to reduce potential project-related impacts to be less than significant.

Least Bell's Vireo, Southwestern Willow Flycatcher, Grasshopper Sparrow, Loggerhead Shrike, Northern Harrier, California Clapper Rail, California Least Tern, Western Snowy Plover, and Other Nesting Migratory Birds

The removal of vegetation could directly impact active bird nests and any eggs or young residing in nests. Indirect impacts could also result from noise and disturbance associated with construction, which could alter perching, foraging, and/or nesting behaviors. While temporary loss of vegetation supporting potential nesting habitat would occur, this would be mitigated by habitat restoration. Implementation of the mitigation measures such as appropriate timing of vegetation removal, pre-activity surveys, and exclusion zones would reduce the potential for adverse effects to nesting bird species protected by the MBTA.

Although not known to nest within the County, potential habitat for range-expanding individuals of least Bell's vireo and southwestern willow flycatcher occurs at the Toro Creek Road and Pippin Lane Bridge locations. There is no potential for impact to least Bell's vireo, southwestern willow flycatcher, grasshopper sparrow, loggerhead shrike, northern harrier, California clapper rail, California least tern, or western snowy plover habitat from the proposed project at the Villa Creek Road Bridge, Picachio Road Bridge, North Ocean Avenue Bridge, Encina Avenue Bridge, or Lopez Drive Spillway Bridge. The proposed maintenance activities at the other locations would be conducted on existing developed surfaces and would not result in impacts to habitat.

No impacts to nesting migratory birds are anticipated to occur with implementation of the proposed mitigation measures included in Exhibit B, Mitigation Summary Table.

Pallid Bat, Townsend's Big-eared Bat, and Other Roosting Bats

The proposed rehabilitation of the bridge structures, as well as any removal of riparian vegetation that may provide roosting habitat, could directly impact roosting bats. These direct impacts could result in the injury or mortality of bats or harassment that could alter roosting behaviors. Indirect impacts could also result from noise and disturbance associated with construction, which could also alter roosting behaviors. Implementation of pre-activity surveys and exclusionary netting would reduce the potential for adverse effects to roosting bat species.

No impacts to pallid bats, Townsend's big-eared bat, or other roosting bats are anticipated to occur with implementation of the proposed mitigation measures included in Exhibit B, Mitigation Summary Table.

Mitigation/Conclusion. The project sites support sensitive natural communities, jurisdictional features, and critical habitat, and provide potentially suitable habitat for special-status plant and animal species. Project implementation has the potential to result in direct and/or indirect adverse impacts to these sensitive resources during construction activities. Impacts to sensitive natural communities would be temporary and less than significant and impacts to jurisdictional features, critical habitat, and special-status animal species would be reduced to less than significant through the implementation of mitigation measures provided in detail in Exhibit B, Mitigation Summary Table.

5. CULTURAL RESOURCES *Will the project:*	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a) Disturb archaeological resources?	☐	☒	☐	☐

5. CULTURAL RESOURCES *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
b) Disturb historical resources?	☐	☐	☐	☒
c) Disturb paleontological resources?	☐	☐	☒	☐
d) Cause a substantial adverse change to a Tribal Cultural Resource?	☐	☒	☐	☐
e) Other: _____	☐	☐	☐	☒

Cultural Resources

Setting.

Prehistoric Resources

The seven bridge locations are within the historic territory of the Obispeño Chumash and Salinan-speaking Native Americans. These Native Americans established a sophisticated system of horticulture, using seed scattering, harrowing, selective harvesting, coppicing, and spot burning to produce crops of acorns, grass, and wildflower seeds. They also hunted wildlife and foraged for juncus, willow, redbud, and elderberry for basket making. The founding of the Santa Margarita de Cortona Asistencia in the 1780s and Mission San Miguel Arcángel in 1797 led to the gradual depopulation of native communities in this area. The SR-41/46 corridor has historically served as a traveling route between the coastal areas and the Central Valley. These same routes were previously used by aboriginals for the movement of people and goods as well.

In order to meet AB 52 Cultural Resources requirements, outreach to seven Native American tribal groups were conducted (Barbareño/Ventureño Band of Mission Indians; Coastal Band of the Chumash Nation; Salinan Tribe of San Luis Obispo, Monterey and San Benito Counties; Santa Ynez Band of Mission Indians; Xolon Salinan Tribe; yak tityu tityu yak tilhini Northern Chumash Tribe; and Northern Chumash Tribal Council).

The County received responses from the Xolon Salinan Tribe, Northern Chumash Tribal Council, and Salinan Tribe. The Xolon Salinan Tribe representative indicated that the bridges fall within the Xolon Salinan ancient tribal land boundaries and requested that the County use caution when construction connects around rivers and creeks. The Northern Chumash Tribal Council requested to be involved with the cultural resources analysis, and specifically for any Phase I surveys. The Salinan Tribe indicated that all locations have the possibility of disturbing previously disturbed and intact cultural resources and recommend that ground-disturbing activities for this maintenance work be monitored by a cultural resource specialist from the Salinan Tribe.

Blaize Uva, a County Environmental Specialist (and archaeologist), conducted an archival review of County documents to determine if any known cultural or historical resources have the potential to be impacted by the proposed project. Over 20 archaeological investigations have occurred either within or adjacent to the proposed project areas. These documents are available for review by qualified persons at the Department of Public Works.

All but one report contained negative archaeological findings for areas within the proposed project sites, though recorded archeological sites do exist near several project areas.

In addition to the records search, pedestrian surveys of the applicable project sites were performed by Blaize Uva on October 19, 2018, and January 17-18, 2019. Surveys were not conducted at the North

Ocean Avenue or Lopez Drive Spillway locations as no ground disturbance will occur and the area at the Lopez Spillway is completely disturbed from construction of the dam. No known prehistoric cultural materials are recorded at four of the five bridge locations. There are known resources at the Toro Creek Road Bridge site.

Several archaeological investigations have been conducted within and adjacent to the Toro Creek Road Bridge project site. Most recently a Phase I (surface) survey and Phase II (testing) was conducted within the proposed project site in 2016 for the Cayucos Community Services District Sustainable Water Project. Preliminary data suggests that most of the tested area either lacks cultural materials, contains displaced cultural materials, or contains intact cultural material buried under deep layers of fill deposited during road construction.

Historical Resources

All seven bridges were evaluated for historical significance by Caltrans as part of a larger Structure Maintenance and Investigations effort (Caltrans 2018). None of the project's bridges were found eligible for listing on the National Register of Historic Places (NRHP) and warrant no further evaluation or protection measures related to historical significance.

Paleontological Resources

Certain geologic units in the County of San Luis Obispo are considered potentially sensitive for paleontological resources; however, the proposed projects, which include shallow excavations and relatively small areas of disturbance within previously disturbed soil and fill at bridge abutment areas, would not impact paleontological resources.

Impact.

Based on the records search, the surface surveys, the limited ground disturbance proposed at the project locations, and highly disturbed nature of the project sites, it is not anticipated that significant, intact cultural deposits will be affected. Nevertheless, given the proximity of the Toro Creek Road Bridge project site to known cultural materials, there is a greater potential for impacts to result at that site. No impacts to historical or paleontological resources would result from the project at the other bridge sites.

Mitigation/Conclusion.

No significant impacts to intact cultural resource deposits are expected to occur due to the disturbed nature of the project sites. However, cultural resources monitoring has been recommended for the Toro Creek Road Bridge site. The monitoring must be performed by a qualified cultural resources specialist and the appropriate Native American monitor. Through AB-52 consultation one tribal member recommended hydroseeding eroded portions of the archaeological site adjacent to the project site (Toro Creek Road Bridge) with stabilizing material. In addition, the County will be required to halt construction in the event that unanticipated cultural resources or human remains discoveries are made. These measures reduce potential impacts to a less than significant level.

6. GEOLOGY AND SOILS

Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Result in exposure to or production of unstable earth conditions, such as landslides, earthquakes, liquefaction, ground failure, land subsidence or other similar hazards?	☐	☐	☒	☐

6. GEOLOGY AND SOILS **Will the project:**	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
b) Be within a California Geological Survey "Alquist-Priolo" Earthquake Fault Zone", or other known fault zones*?	☐	☐	☐	☒
c) Result in soil erosion, topographic changes, loss of topsoil or unstable soil conditions from project-related improvements, such as vegetation removal, grading, excavation, or fill?	☐	☐	☒	☐
d) Include structures located on expansive soils?	☐	☐	☒	☐
e*) Be inconsistent with the goals and policies of the County's Safety Element relating to Geologic and Seismic Hazards?*	☐	☐	☐	☒
f) Preclude the future extraction of valuable mineral resources?	☐	☐	☐	☒
g) Other: _____	☐	☐	☐	☒

* Per Division of Mines and Geology Special Publication #42

Geology and Soils

Setting. The following relates to the project's geologic aspects or conditions:

Topography: Nearly level with a prominent stream bisecting the project area

Within County's Geologic Study Area?: Only the North Ocean Avenue Bridge project site is located within the County Geologic Study Area Designation.

Landslide Risk Potential: Low to high

Liquefaction Potential: Low to high

Nearby potentially active faults?: Yes Distance? Less than 1 mile

Area known to contain serpentine or ultramafic rock or soils?: No

Shrink/Swell potential of soil: Low to moderate

Other notable geologic features? None

Impact. No new buildings, major underground utilities, or ground disturbance is proposed as part of the project. Implementation of proposed preventive maintenance repairs would be required to meet or exceed the most current requirements of the American Association of State Highway and Transportation Officials (AASHTO), which have been developed to establish the minimum requirements necessary for bridge design to safeguard the public health, safety, and general welfare through structural strength, stability, access, and other standards.

The bridge repairs would be designed to AASHTO Load and Resistance Factor Design (LRFD) Bridge Design Specifications. The bridges are also required to meet Caltrans Seismic Design Criteria (SDC).

Compliance with AASHTO, Caltrans, and other applicable standards would typically indicate that risks to people and structures, including those related to unstable soil conditions, were properly safeguarded against. Through compliance with current standards, the bridge repairs would be designed to withstand anticipated seismic and geologic stresses according to current established engineering practices. Therefore, impacts related to unstable soil conditions would be less than significant.

Project activities may result in limited ground disturbance and vegetation disturbance at Villa Creek Road Bridge, Picachio Road Bridge, Toro Creek Road Bridge, and Pippin Lane Bridge, and could result in temporary soil erosion, sedimentation, and/or stormwater runoff. No substantial changes in existing topography would occur and all surfaces would be restored to pre-construction conditions to the extent feasible upon completion of construction activities. When construction activities are completed, the project site would be restored and revegetated. Construction would be conducted outside of the normal rainy season, minimizing potential erosion impacts to jurisdictional features. The project would not require excessive grading or major ground disturbance and would not result in significant geologic impacts related to erosion or loss of topsoil.

Mitigation/Conclusion. The project sites are not subject to any substantial geologic constraints. Compliance with AASHTO, Caltrans, and County standards would reduce potential geologic hazards to acceptable levels. Impacts would be considered less than significant and mitigation beyond adherence to these specified standards is not necessary.

7. HAZARDS & HAZARDOUS MATERIALS **Will the project:**	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a) Create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on, or adjacent to, a site which is included on a list of hazardous material/waste sites compiled pursuant to Gov't Code 65962.5 ("Cortese List"), and result in an adverse public health condition?	☐	☐	☐	☒

7. HAZARDS & HAZARDOUS MATERIALS	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
Will the project:				
e) Impair implementation or physically interfere with an adopted emergency response or evacuation plan?	☐	☒	☐	☐
f) If within the Airport Review designation, or near a private airstrip, result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Increase fire hazard risk or expose people or structures to high wildland fire hazard conditions?	☐	☐	☒	☐
h) Be within a 'very high' fire hazard severity zone?	☐	☐	☒	☐
i) Be within an area classified as a 'state responsibility' area as defined by CalFire?	☐	☐	☒	☐
j) Other: _____	☐	☐	☐	☒

Hazards and Hazardous Materials

Setting. No cleanup sites are identified within the project areas in the State Water Resources Control Board's GeoTracker database, California Department of Toxic Substances Control's EnviroStor database, or California Environmental Protection Agency's Cortese List (which is a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5). The project sites are located within a moderate to very high severity risk area for fire and fire protection responsibilities fall under the jurisdiction of the California Department of Forestry and Fire Protection (CAL FIRE). Based on the County's fire response time map, it would take approximately 0 to 20 minutes to respond to a call regarding fire or life safety at the project sites. The project is not located within an airport review area and only the North Ocean Avenue Bridge is located within 0.25 mile of any existing or proposed school. The North Ocean Avenue Bridge is located approximately 0.18 mile southwest from the Cayucos Elementary School.

As discussed previously, a Hazardous Waste ISA was prepared for the proposed project by Haro Environmental, Inc. (Haro Environmental, Inc. 2017). The following is a summary of the findings of the ISA for each bridge location.

- **Villa Creek Road Bridge:** Results of a regulatory agency database search performed by Environmental Database Resources (EDR) indicate no properties within or near the project area are listed in the databases searched by EDR. A review of historic aerial photographs and topographic maps indicate the project area has been developed with Villa Creek Road since at least 1897 (although the alignment was more to the north before 1943), and a previous bridge was present until 1957 when the current Villa Creek Road Bridge was constructed. Land adjacent to the project area has been undeveloped since at least 1897.

A field visit of the project area was performed by a Haro Environmental representative on August 28, 2017. During the field visit, Haro Environmental did not observe hazardous materials and/or petroleum products under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. No hazardous materials were observed at off-site, nearby properties under conditions that would pose an environmental concern to the project area.

- **Picachio Road Bridge:** Results of a regulatory agency database search performed by EDR indicate no properties within or near the project area are listed in the databases searched by EDR. A review of historic aerial photographs and topographic maps indicate the project area was undeveloped land since at least 1897. Picachio Road first appeared in 1943; however, the alignment was more toward the south. The road was realigned, and the Picachio Road Bridge was constructed in 1960. Land adjacent to the project area has been undeveloped since at least 1897.

  A field visit of the project area was performed by a Haro Environmental representative on August 28, 2017. During the field visit, Haro Environmental did not observe hazardous materials and/or petroleum products under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. No hazardous materials were observed at off-site, nearby properties under conditions that would pose an environmental concern to the project area.

- **North Ocean Avenue Bridge:** Results of a regulatory agency database search performed by EDR indicates no properties within the project area are listed in the databases searched by EDR. Several properties were listed near the project area; however, based on the nature of the listings (non-release site with no violations) and on the nature of the project (no soil or groundwater disturbance), these nearby listed properties would not be expected to pose an environmental concern to the project area. A review of historic aerial photographs and topographic maps indicate the project area was a marsh from at least 1897 to at least 1943. North Ocean Avenue was previously aligned to the north and then realigned in 1951 when the North Ocean Avenue Bridge was constructed. Land adjacent to the project area has been a marsh since at least 1897.

  A field visit of the project area was performed by a Haro Environmental representative on August 28, 2017. During the field visit, Haro Environmental did not observe hazardous materials and/or petroleum products under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. No hazardous materials were observed at off-site, nearby properties under conditions that would pose an environmental concern to the project area.

- **Toro Creek Road Bridge:** Results of a regulatory agency database search performed by EDR indicate no listed sites within the project area. Several properties were listed near the project area; however, based on the nature of the listings (non-release site with no violations) or distance from the project area, the majority of these nearby listed properties would not be expected to pose an environmental concern to the project area. Based on the EDR listings, two sites near the project area were investigated further by reviewing files maintained by the California State Water Resources Control Board's GeoTracker website. The Texaco Estero Tank Farm/Chevron Estero Marine Terminal were listed for pollutants including petroleum, heavy metals, volatile organic compounds, and polynuclear aromatic hydrocarbons. Features associated with this former facility are located approximately 250 feet to the southwest of the project area. This facility has undergone remediation to clean up the pollutants, and both cases were closed in 2010. Based on the distance from the project area, the position of this facility at a lower elevation than the project area, and on the case closed status, the Texaco Estero Tank Farm/Chevron Estero Marine Terminal facility is not expected to pose an environmental concern

to the project area. A review of historic aerial photographs and topographic maps indicate the project area was undeveloped land until at least 1943 (Toro Creek Road prior to 1949 was aligned to the north of the present-day location). The current Toro Creek Road Bridge was constructed in 1951. Land adjacent to the project area has been undeveloped since at least 1897.

A field visit of the project area was performed by a Haro Environmental representative on August 28, 2017. During the field visit, Haro Environmental did not observe hazardous materials and/or petroleum products under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. No hazardous materials were observed at off-site, nearby properties under conditions that would pose an environmental concern to the project area. A serpentine rock outcrop was observed adjacent to the south of Toro Creek Road, approximately 350 feet to the southwest of the project area.

- **Encina Avenue Bridge:** Results of a regulatory agency database search performed by EDR indicate no properties within or near the project area are listed in the databases searched by EDR. A review of historic aerial photographs and topographic maps indicate Encina Avenue was present in 1897; however, the road ended at Yerba Buena Creek. A previous bridge was present crossing Yerba Buena Creek from at least 1942 until 1984 when the present-day bridge was constructed. Land adjacent to the project area has been undeveloped since at least 1897, with residential land use surrounding the project area.

  A field visit of the project area was performed by a Haro Environmental representative on August 30, 2017. During the field visit, Haro Environmental did not observe hazardous materials and/or petroleum products under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. No hazardous materials were observed at off-site, nearby properties under conditions that would pose an environmental concern to the project area.

- **Pippin Lane Bridge:** Results of a regulatory agency database search performed by EDR indicate no properties within or near the project area are listed in the databases searched by EDR. A review of historic aerial photographs and topographic maps indicate the project area was undeveloped land from at least 1897 through at least 1950, when the Pippin Lane Bridge was constructed. Land adjacent to the project area has been undeveloped since at least 1897.

  A field visit of the project area was performed by a Haro Environmental representative on August 30, 2017. During the field visit, Haro Environmental did not observe hazardous materials and/or petroleum products under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. No hazardous materials were observed at off-site, nearby properties under conditions that would pose an environmental concern to the project area.

- **Lopez Drive Bridge:** Results of a regulatory agency database search performed by EDR indicate no listed properties are located within the project area. One nearby property was listed in the CUPA Listings database; however, based on the nature of the listings (non-release site with no violations), this nearby listed property would not be expected to pose an environmental concern to the project area. A review of historic aerial photographs and topographic maps indicate the project area was undeveloped land from at least 1922 through at least 1963 and developed with Lopez Lake Drive by at least 1968. Land adjacent to the project area was undeveloped from at least 1922 until Lopez Lake and the Lopez Lake Dam were constructed in the late 1960's.

  A field visit of the project area was performed by a Haro Environmental representative on August 30, 2017. During the field visit, Haro Environmental did not observe hazardous materials and/or petroleum products under conditions indicative of a release to the environment; or under

conditions that pose a material threat of a future release to the environment. No hazardous materials were observed at off-site, nearby properties under conditions that would pose an environmental concern to the project area.

Based on the data gathered and reviewed during preparation of the ISA, Haro Environmental did not identify recognized environmental conditions (RECs) that have impacted, or pose a significant environmental threat, to the project area. However, the following potential environmental conditions were noted:

- The concrete used to construct bridges within the project areas may include asbestos containing materials (ACM).
- The paint used on the railings may contain lead.
- Yellow traffic striping (Lopez Lake Drive Bridge only if disturbed).

Impact. The seven bridges proposed for the implementation of preventive maintenance activities are not located in an area of known hazardous material contamination; however, based on the findings of the ISA, implementation of the project has the potential to disturb ACM, lead paint, and yellow traffic striping. Therefore, mitigation measures have been incorporated to address these potential hazardous materials, if present.

Oils, gasoline, lubricants, fuels, and other typical hazardous substances typically used for fueling and maintaining construction equipment would be used and temporarily stored on-site during construction activities. Should a spill or leak of these materials occur during construction activities, sensitive resources within the project vicinity could be adversely affected (e.g., riparian habitat, jurisdictional features, etc.). Such uses would be short term and subject to standard requirements for the handling of hazardous materials. Mitigation would be implemented to ensure potential impacts associated with the accidental release of hazardous materials during construction would be reduced to less than significant.

As discussed previously, all of the bridge locations, except the Encina Avenue Bridge and Pippin Lane Bridge, are located within an area identified as having a potential for NOA to occur, based on the APCD's NOA Map. However, based on a review of California Geological Survey (CGS) geologic maps for the project areas and considering the scope of work for each bridge location, only activities at the Toro Creek Road Bridge are considered to have the potential to encounter NOA. Additionally, the potential exists for buried asbestos-containing cementitious pipe ("transite") to be present within the project sites. Elevated concentrations of lead (from use of leaded gasoline) and other metals are sometimes associated with older roadways. Proposed maintenance activities are subject to the various regulatory jurisdictions regarding ACM, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40 CFR 61, Subpart M – asbestos NESHAP). Detailed mitigation and compliance measures are further described in Exhibit B, Mitigation Summary Table. Implementation of these measures would ensure potential impacts would be reduced to less than significant.

Temporary detours would be necessary during bridge maintenance activities; however, adequate alternative routes for emergency response services and access would be available. Implementation of Mitigation Measure TR/mm-1 would ensure alternate detour routes are identified prior to road closures to allow emergency access.

Following completion of the proposed maintenance and rehabilitation activities, the project would improve public safety by implementing preventive maintenance activities at the seven identified bridges and is not expected to conflict with any regional emergency response or evacuation plan. The project does not propose generation of or routine use, handling, or transport of hazardous materials or wastes. The project would not increase or present a significant fire safety risk because it would not change the existing use (existing public bridges).

Mitigation/Conclusion. The potential for encountering hazardous materials during the project is low, and as such, the potential impact to the overall project from hazardous materials is low. Mitigation measures have been included to avoid or minimize potential impacts relating to pesticide, lead, and asbestos contaminants that may be present in the soil, roadway, and/or existing bridge structures on-site; to prevent the upset and release of hazardous materials into the environment; and to ensure adequate emergency access during construction activities. Implementation of these measures would ensure impacts related to hazards and hazardous materials would be reduced to less than significant.

8. NOISE **Will the project:**	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a) Expose people to noise levels that exceed the County Noise Element thresholds?	☐	☐	☒	☐
b) Generate permanent increases in the ambient noise levels in the project vicinity?	☐	☐	☒	☐
c) Cause a temporary or periodic increase in ambient noise in the project vicinity?	☐	☒	☐	☐
d) Expose people to severe noise or vibration?	☐	☐	☒	☐
e) If located within the Airport Review designation or adjacent to a private airstrip, expose people residing or working in the project area to severe noise levels?	☐	☐	☐	☒
f) Other: _____	☐	☐	☐	☒

Noise

Setting. According to the Noise Element in the County's General Plan, the potentially significant sources of community noise within the County include traffic on state highways and other major roadways; railroad operations; airport operations; military training activities at Camp Roberts; and industrial, commercial, and agricultural activities. The seven bridge locations are generally located within rural areas not subject to regular substantial noise, with the exception of the North Ocean Avenue Bridge, which is located in an urban setting in the community of Cayucos, and the Encina Bridge, in the community of Santa Margarita. The primary sources of noise within the vicinity of each bridge consists of traffic on adjacent roadways and agricultural activities. Noise-sensitive land uses typically include residences, schools, and parks; there are low-density single-family residences located within close proximity to each bridge location (refer to Figures 2a through 2g).

Impact. Noise impacts resulting from the proposed bridge preventive maintenance activities at each bridge would be limited in duration, during normal work hours, and temporary. Construction would be conducted in accordance with Caltrans Standard Specifications Section 14-8.02 and applicable local noise standards. The County Land Use Ordinance (LUO) dictates that noise sources associated with construction shall not occur before 7:00 a.m. or after 9:00 p.m., Monday through Friday, or before 8:00

a.m. or after 5:00 p.m., Saturday and Sunday. Due to its limited duration and compliance with construction time limits set out in the LUO, project activities would not conflict with surrounding uses or nearby sensitive receptors.

After completion of proposed maintenance activities, the project would not generate an increase in ambient noise levels or conflict with surrounding uses. The project would not change the existing land use, increase traffic trips, or move traffic closer to residential sensitive receptors; therefore, project area noise levels would not differ from existing conditions. The project would not generate severe noise or vibration and is not located in close proximity to any airports.

Mitigation/Conclusion. Construction noise would be short term and limited to appropriate daytime hours. No long-term change in ambient noise levels would occur; however, mitigation has been included in Exhibit B, Mitigation Summary Table, to ensure compliance with the County LUO construction time limits; therefore, impacts would be less than significant.

9. POPULATION/HOUSING **Will the project:**	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a) Induce substantial growth in an area either directly (e.g., construct new homes or businesses) or indirectly (e.g., extension of major infrastructure)?	☐	☐	☐	☒
b) Displace existing housing or people, requiring construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Create the need for substantial new housing in the area?	☐	☐	☐	☒
d) Other: _____	☐	☐	☐	☒

Population/Housing

Setting. In an effort to provide affordable housing, the County currently administers the Home Investment Partnerships Program (HOME) and the Community Development Block Grant (CDBG) program, which provide limited financing to projects relating to affordable housing throughout the County. The County's Inclusionary Housing Ordinance requires provision of new affordable housing in conjunction with both residential and nonresidential development and subdivisions.

Impact. The proposed project is limited to preventive maintenance activities for seven existing bridges in the county. The project would not induce population growth or result in a need for a significant amount of new housing. The project would not displace existing housing or require the construction of replacement housing. Therefore, no impacts related to population and housing would occur as a result of the proposed project.

Mitigation/Conclusion. No significant population and housing impacts are anticipated; therefore, mitigation is not necessary.

10. PUBLIC SERVICES/UTILITIES **Will the project have an effect upon, or result in the need for new or altered public services in any of the following areas:**	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Fire protection?	☐	☐	☒	☐
b) Police protection (e.g., Sheriff, CHP)?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Roads?	☐	☐	☒	☐
e) Solid Wastes?	☐	☐	☒	☐
f) Other public facilities?	☐	☐	☒	☐
g) Other: _____	☐	☐	☐	☒

Public Services

Setting. The project area is served by the following public services/facilities:

Police: County Sheriff Location: Countywide

Fire: Cal Fire (formerly CDF) Hazard Severity: High Response Time: 5-15

School District: Not Applicable

The Sheriff's Patrol Division is responsible for the first line of law enforcement in the unincorporated areas of San Luis Obispo County. Sheriff's deputies respond to calls for service, conduct proactive law enforcement activities, and perform initial investigations of crime. Patrol personnel are deployed from three stations throughout the county. CAL FIRE is responsible for providing fire protection services in unincorporated areas of the county. For additional information regarding fire hazard impacts, refer to Section 7, Hazards and Hazardous Materials, in this Initial Study.

Impact. The project would not change the existing type or intensity of land use (existing bridges) and would not increase long-term demands on sheriff, fire, or emergency response services. The project would not induce population growth or increase demands on local schools, roads, parks, or other public facilities. The project would require the removal and disposal of minor bridge components. The landfill facility that the removed bridge components would be deposited into would be decided by the project contractor and based on available capacity and relative distance to the project site.

The proposed project would not require interruption or relocation of any existing utilities during construction activities and would not require new, or place an increased demand on, existing utilities. No significant project-specific impacts to utilities or public services are expected to occur as a result of the project during or post-construction.

Mitigation/Conclusion. No significant impacts to public services or utilities would occur as a result of the project; therefore, mitigation is not necessary.

11. RECREATION

Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Increase the use or demand for parks or other recreation opportunities?	☐	☐	☐	☒
b) Affect the access to trails, parks or other recreation opportunities?	☐	☐	☐	☒
c) Other _____	☐	☐	☐	☒

Recreation

Setting. The Parks and Recreation Element of the County's General Plan does not indicate that an existing or proposed trail extends through or adjacent to the project sites. The seven bridges are not in a location that would affect any trail, park, recreational resource, coastal access, and/or natural area.

Impact. The project would not affect any trail, park, recreational resource, coastal access, or natural area. Proposed bridge preventive maintenance activities would not affect access or use of any existing or proposed trails, parks, or recreational activities in the county. The proposed project would not create a significant need for additional park, natural area, or recreational resources because it would not contribute to population growth or contribute directly or indirectly to increased demand for these facilities in any other manner. Therefore, the project would not result in significant impacts related to recreation.

Mitigation/Conclusion. No significant impacts to recreational facilities would occur; therefore, mitigation is not necessary.

12. TRANSPORTATION/ CIRCULATION

Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Increase vehicle trips to local or areawide circulation system?	☐	☐	☒	☐
b) Reduce existing "Level of Service" on public roadway(s)?	☐	☐	☒	☐
c) Create unsafe conditions on public roadways (e.g., limited access, design features, sight distance, slow vehicles)?	☐	☐	☒	☐
d) Provide for adequate emergency access?	☐	☒	☐	☐
e) Conflict with an established measure of effectiveness for the performance of the circulation system considering all modes of transportation (e.g. LOS, mass transit, etc.)?	☐	☐	☐	☒

12. TRANSPORTATION/ CIRCULATION **Will the project:**	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
f) Conflict with an applicable congestion management program?	☐	☐	☐	☒
g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒
h) Result in a change in air traffic patterns that may result in substantial safety risks?	☐	☐	☐	☒
i) Other: _____	☐	☐	☐	☒

Transportation

Setting. The County has established the acceptable Level of Service (LOS) on rural County roads as "C" or better. According to the County Public Works Department, the existing road network in the vicinity of each bridge location is operating at acceptable levels, as detailed below:

- Villa Creek Road LOS: A
- Picachio Road LOS: A
- Ocean Avenue LOS: B
- Toro Creek Road LOS: A
- Encina Avenue LOS: B
- Pippin Lane LOS: A
- Lopez Drive LOS: C

Based on existing road speeds and configurations (vertical and horizontal road curves), sight distance is also considered acceptable at each of these locations.

Impact. The proposed project would implement short-term bridge preventive maintenance activities at seven existing public bridges in the county. The project would not increase the capacity of any bridge or generate any long-term increase in operational traffic trips. The project would generate a small number of additional construction-related trips for material hauling and worker trips; however, these would be limited in number and duration, and existing roadways are considered to have adequate capacity to accommodate these trips. Project construction activities could result in temporary impacts to the circulation network due to the presence of construction equipment or the need for temporary road closures or detours in the vicinity of each bridge to facilitate short-term construction activities, which could result in significant impacts related to traffic. Mitigation has been included to require the preparation of a Traffic Control Plan to minimize potential impacts to the circulation network and ensure adequate emergency access is maintained throughout construction activities; therefore, impacts would be less than significant with mitigation.

The project would not create unsafe conditions, but, rather, would improve public safety and emergency access following completion of the proposed maintenance and rehabilitation activities. The project

would not conflict with any congestion management program or any plans or programs regarding public transit, bicyclist, or pedestrian facilities and the project would not affect air traffic patterns.

Mitigation/Conclusion. Mitigation has been included to ensure appropriate detours are identified and made available during any necessary road closures and that affected parties are notified. Therefore, impacts would be less than significant with mitigation.

13. WASTEWATER **Will the project:**	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Violate waste discharge requirements or Central Coast Basin Plan criteria for wastewater systems?	☐	☐	☐	☒
b) Change the quality of surface or ground water (e.g., nitrogen-loading, day-lighting)?	☐	☐	☐	☒
c) Adversely affect community wastewater service provider?	☐	☐	☐	☒
d) Other: _____	☐	☐	☐	☒

Wastewater

Setting. There are no known wastewater systems or facilities within the seven project sites.

Impact. The proposed bridge preventive maintenance activities would not generate wastewater or adversely affect wastewater facilities. The project does not propose development or use of any permanent wastewater disposal system. Portable facilities would be made available for use during construction activities and would be disposed of at appropriate, approved receiving facilities by the contractor(s).

Mitigation/Conclusion. No significant impacts related to wastewater would occur; therefore, mitigation is not necessary.

14. WATER & HYDROLOGY **Will the project:**	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
QUALITY				
a) Violate any water quality standards?	☐	☐	☒	☐
b) Discharge into surface waters or otherwise alter surface water quality (e.g., turbidity, sediment, temperature, dissolved oxygen, etc.)?	☐	☒	☐	☐
c) Change the quality of groundwater (e.g., saltwater intrusion, nitrogen-loading, etc.)?	☐	☐	☒	☐

14. WATER & HYDROLOGY

Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
d) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff?	☐	☒	☐	☐
e) Change rates of soil absorption, or amount or direction of surface runoff?	☐	☐	☒	☐
f) Change the drainage patterns where substantial on- or off-site sedimentation/ erosion or flooding may occur?	☐	☐	☒	☐
g) Involve activities within the 100-year flood zone?	☐	☒	☐	☐
QUANTITY				
h) Change the quantity or movement of available surface or ground water?	☐	☐	☒	☐
i) Adversely affect community water service provider?	☐	☐	☒	☐
j) Expose people to a risk of loss, injury or death involving flooding (e.g., dam failure, etc.), or inundation by seiche, tsunami or mudflow?	☐	☐	☒	☐
k) Other: _____	☐	☐	☐	☒

Water

Setting. The existing Villa Creek Road Bridge, Picachio Road Bridge, North Ocean Avenue Bridge, Toro Creek Road Bridge, Pippin Lane Bridge, and Lopez Drive Spillway Bridge are located within the Central Coastal Watershed (Hydrologic Unit Code [HUC] 18060006). The Encina Avenue Bridge is located within the Salinas Watershed (HUC 18060005). Each of the existing bridges is located above a surface water resource: the Villa Creek Road Bridge spans Villa Creek; the Picachio Road Bridge spans an unnamed tributary of Cayucos Creek; the North Ocean Avenue Bridge spans the mouth of Cayucos Creek; the Toro Creek Road Bridge spans Toro Creek; the Encina Avenue Bridge spans Yerba Buena Creek; the Pippin Lane Bridge spans an unnamed tributary of San Luis Obispo Creek; and the Lopez Drive Spillway Bridge spans the Lopez Lake Spillway. Brief descriptions of each surface water resource are provided below.

Villa Creek

Villa Creek is classified as a perennial creek that generally runs northwest to southeast through the project site. Villa Creek consists of approximately 16 stream miles and drains a watershed of approximately 10 to 12 square miles. It flows south, entering the Pacific Ocean east of Point Estero. The creek is surrounded by arroyo willow thicket habitat adjacent to the creek channel and agricultural land in all directions. There are multiple low-density rural residences located in the vicinity of the Villa Creek Road Bridge.

Cayucos Creek

Cayucos Creek is classified as an intermittent creek that generally runs northwest to southeast through the Picachio Road Bridge project site and north to south through the North Ocean Avenue Bridge project site. Cayucos Creek consists of approximately 6 stream miles and is tributary to the Pacific Ocean. Its mouth is located near the town of Cayucos. The creek channel supports coastal and valley freshwater marsh habitat and is surrounded by annual brome grassland habitat and rural residential development at the Picacho Road Bridge project site. The mouth of Cayucos Creek supports pickleweed mat habitat and is surrounded by the beach and Pacific Ocean to the south, annual brome grassland to the northeast and southwest, and residential development to the northwest and east.

Toro Creek

Toro Creek is classified as an intermittent creek that generally runs from northeast to southwest through the Toro Creek Road Bridge project site. Toro Creek consists of approximately 12.5 stream miles draining a watershed of approximately 13.4 square miles. It enters the Pacific Ocean approximately 4 miles north of the town of Morro Bay. The creek channel supports arroyo willow thicket habitat and eucalyptus groves and is flanked by agricultural fields to the north and south. It is also surrounded by undeveloped land to the east and rural residential development to the west.

Yerba Buena Creek

Yerba Buena Creek is classified as an intermittent creek and generally runs from northeast to southwest through the Encina Avenue Bridge project site. Yerba Buena Creek consists of approximately 5.5 miles and is a long tributary of Santa Margarita Creek. The creek channel supports arroyo willow thicket habitat and is surrounded by single-family residential development in all directions.

Unnamed Tributary to San Luis Obispo Creek

The Pippin Lane Bridge project site is on an intermittent and unnamed tributary to San Luis Obispo Creek within See Canyon. The project site is approximately 1.2 miles upstream from the confluence of the tributary and San Luis Obispo Creek. It flows south, entering the Pacific Ocean at Avila Beach a few miles downstream from the confluence. The creek channel supports arroyo willow thicket habitat and California sycamore woodland and is surrounded by agriculture to the north, east, and west; disturbed land to the southwest; and residential development to the southeast.

Lopez Lake Spillway

The Lopez Lake Spillway is approximately 0.16 mile in length, is entirely developed, and supports no natural vegetation. The spillway drains to Arroyo Grande Creek approximately 0.25 mile south of Lopez Lake. The spillway and this portion of Arroyo Grande Creek are surrounded by undeveloped land. The topography of the project sites is nearly level to gently sloping with the corresponding surface water resource coursing through each project site.

As described in the NRCS Soil Survey, the soil surface is considered to have moderate erodibility.

Drainage. The following relates to the project's drainage aspects:

Within the 100-year Flood Hazard designation? Yes

Closest creek? Villa Creek, Cayucos Creek, Toro Creek, Yerba Buena Creek, San Luis Obispo Creek, Lopez Lake Spillway Distance? On site

Soil drainage characteristics: Well drained

Projects involving more than 1 acre of disturbance are subject to preparing a Storm Water Pollution Prevention Plan (SWPPP) to minimize on-site sedimentation and erosion. The RWQCB is the local extension who monitors this program. When construction activities are performed in the rainy season, the County's LUO requires that temporary erosion and sedimentation measures to be installed. For

areas where drainage is identified as a potential issue, the County Public Works Department prepares a drainage plan to minimize potential drainage impacts.

Sedimentation and Erosion. Soil type, area of disturbance, and slopes are key considerations for analyzing potential sedimentation and erosion issues. As described in the NRCS Soil Survey, the project's soil erodibility is as follows:

Soil erodibility: Moderate

Impact.

Water Quality/Hydrology

The expected impacts to federal and state jurisdictional areas are described and quantified in Section 4, Biological Resources. Project-related impacts to jurisdictional water resources are potentially significant because surface and ground water quality may be adversely affected via sedimentation and erosion, if an accidental spill occurs, or by general modification or pollution of the existing stormwater drainage systems on-site.

Preventive maintenance activities would result in temporary impacts to the creek channels at the Picachio Road Bridge, Toro Creek Road Bridge, and Pippin Lane Bridge during construction and may likely require surface flows to be temporarily diverted away from the streambanks to facilitate repairs. Although exact materials, lengths, and locations used to construct the diversion system at each bridge location would be dependent on field conditions, the County may use washed gravel-filled bags, impermeable sheet plastic, water-filled bladder dams, or another agency-approved method. No diversion pipes are proposed because the work areas would be confined to abutments and wingwalls, not the entire stream channel. The diversion structures would act as cofferdams to divert flow from the work areas. The diversion will remain in place until construction activities are complete. Upon completion of diversion activities, the County would remove all equipment and infrastructure associated with the diversion in a manner that would not adversely impact water quality and its beneficial uses. All diversion locations would be restored to pre-construction conditions.

The diversion would be designed to completely isolate the work area from the wetted channel. If surface flow is present within the work area after the diversion is installed, or if groundwater is encountered during construction, the County would conduct dewatering activities. This would be accomplished by pumping the water from inside the diversion confines. Pumps would be fitted with appropriately sized protective screens at intake ends to prevent fish and other aquatic species from entering the pumps. Water would be pumped to a temporary sediment basin or to adjacent uplands to capture waterborne sediment before being discharged at a location downstream of the dewatered area. Any sediment trapped in the basin would be removed and either incorporated into the backfill material behind the abutment or removed from the site.

The County would ensure the project complies with Section 13-4.03B Spill Prevention and Control of the Caltrans 2015 Standard Specifications to avoid and/or minimize accidental release of hazardous materials that could affect water quality. In addition, a SWPPP or Water Pollution Control Plan would also be prepared for the project prior to construction to address, avoid, and minimize potential sedimentation and erosion issues associated with water quality.

Potential stormwater pollutants in the project area include sediments, oils, grease, and other heavy metals on the roads deposited by vehicle use, pesticides from nearby agricultural areas, and lead-based paint on the existing bridge or aerially deposited lead and contaminants in surrounding soils.

Project implementation is not expected to result in significant impacts associated with development in the 100-year Flood Hazard designation because, although some activities associated with diversion and dewatering may be necessary within the 100-year floodplain at some of the bridge locations, no

permanent development or structures would be placed within the 100-year floodplain. Additionally, the project would be designed in accordance with AASHTO, Caltrans, and the other applicable standards. Compliance with these standards typically indicates that potential risks to people and structures, including those related to the 100-year Flood Hazard designation, where properly safeguarded against during the project design phase. Therefore, compliance with the current applicable standards provides general assurance that the bridges have been designed to withstand risks associated with development within the 100-year Flood Hazard designation. The overall purpose of the project is to increase public safety by implementing preventive maintenance repairs at the seven existing bridges. The disturbance footprint within the flood zone at each bridge location is relatively small and potential impacts to the floodplain are considered less than significant.

The proposed project is not anticipated to impact groundwater resources because no drilling, excavation, grading, or other major ground disturbance or increase in impervious surface is required for the proposed project. Therefore, no impacts to groundwater are anticipated to occur as a result of the project.

Water Quantity

The project sites consist of existing roads and bridges above surface water resources and are not served by any on-site wells, shared wells, community systems, or public water systems. Minimal amounts of water would be needed during construction activities for dust suppression purposes, but the proposed bridge repairs would not result in any long-term increase in water usage or demand; therefore, water quantity impacts would be less than significant.

Mitigation/Conclusion. Implementation of mitigation measures BIO/mm-4 through BIO/mm-8, BIO/mm-11 through BIO/mm-15, and HAZ/mm-1 and HAZ/mm-2 would avoid or reduce potential impacts associated with water resources and hydrology to less-than-significant levels. These mitigation measures are described in detail in Exhibit B, Mitigation Summary Table.

15. LAND USE

Will the project:

	Inconsistent	Potentially Inconsistent	Consistent	Not Applicable
a) Be potentially inconsistent with land use, policy/regulation (e.g., general plan [County Land Use Element and Ordinance], local coastal plan, specific plan, Clean Air Plan, etc.) adopted to avoid or mitigate for environmental effects?	☐	☐	☒	☐
b) Be potentially inconsistent with any habitat or community conservation plan?	☐	☐	☒	☐
c) Be potentially inconsistent with adopted agency environmental plans or policies with jurisdiction over the project?	☐	☐	☒	☐
d) Be potentially incompatible with surrounding land uses?	☐	☐	☒	☐
e) Other: _____	☐	☐	☐	☒

Land Use

Setting/Impact. Land uses in the direct vicinity of the project sites include residential single family, agriculture, recreation, residential suburban, and small-scale commercial. The proposed project was reviewed for consistency with policy and/or regulatory documents relating to the environment and appropriate land use (e.g., County Land Use Ordinance, County General Plan, etc.). Referrals were sent to outside agencies to review for policy consistencies (e.g., CAL FIRE for Fire Code, APCD for Clean Air Plan, etc.). The project was found to be consistent with these documents (refer also to Exhibit A for reference documents used).

The project does not propose any new or modified land uses in the project sites and existing use of the bridges would not be substantially altered. The project sites are not located within or adjacent to a Habitat Conservation Plan area. The project is consistent and compatible with the surrounding uses as summarized in Section B, Existing Setting, of this Initial Study.

Mitigation/Conclusion. No land use inconsistencies were identified; therefore, no additional mitigation measures beyond those already identified in this Initial Study would be necessary.

16. MANDATORY FINDINGS OF SIGNIFICANCE

Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or pre-history?	☐	☒	☐	☐
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	☐	☒	☐	☐
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

a) The proposed project does not have the potential to substantially degrade the quality of the environment. Implementation of the mitigation measures identified in Exhibit B, Mitigation Summary Table, would ensure that the project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels or threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. The proposed project would not contribute significantly to GHG emissions or significantly increase energy consumption and would not eliminate important examples of the major periods of California history or prehistory. Therefore, impacts would be less than significant with mitigation, as described above.

b) Because the project does not propose a new or substantially different use than the existing use, and the project sites would continue to be used as bridges consistent with existing operations, the project's long-term impacts would be very minimal. Construction-related impacts would be limited by the short-term duration of construction activities and scope of the project and could be generally minimized through application of standard control measures. Implementation of identified mitigation measures would ensure that the proposed project would not result in cumulatively considerable impacts. There are no proposed or planned projects in the area that would create similar impacts, which, when considered together with the project-related impacts, would be cumulatively considerable or which would compound or increase other environmental impacts. Therefore, impacts would be less than significant with mitigation described within each issue area.

c) The proposed project would not create environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Project effects would be limited in duration and would not substantially conflict with adjacent populations or land uses. The project would improve existing infrastructure, providing beneficial impacts on existing traffic and circulation systems. Therefore, impacts would be less than significant.

For further information on CEQA or the County's environmental review process, please visit the County's web site at "www.sloplanning.org" under "Environmental Information", or the California Environmental Resources Evaluation System at: http://www.ceres.ca.gov/topic/env_law/ceqa/guidelines for information about the California Environmental Quality Act.

Exhibit A - Initial Study References and Agency Contacts

The County Planning Department has contacted various agencies for their comments on the proposed project. With respect to the subject application, the following have been contacted (marked with ☒) and when a response was made, it is either attached or in the application file:

Contacted	Agency	Response
☐	County Public Works Department	**Not Applicable**
☐	County Environmental Health Services	**Not Applicable**
☒	County Agricultural Commissioner's Office	**In File****
☐	County Airport Manager	**Not Applicable**
☐	Airport Land Use Commission	**Not Applicable**
☒	Air Pollution Control District	**In File****
☐	County Sheriff's Department	**Not Applicable**
☐	Regional Water Quality Control Board	**Not Applicable**
☐	CA Coastal Commission	**Not Applicable**
☐	CA Department of Fish and Wildlife	**Not Applicable**
☐	CA Department of Forestry (Cal Fire)	**Not Applicable**
☐	CA Department of Transportation	**Not Applicable**
☐	Community Services District	**Not Applicable**
☐	Other _____	**Not Applicable**
☐	Other _____	**Not Applicable**

*** "No comment" or "No concerns"-type responses are usually not attached*

The following checked ("☒") reference materials have been used in the environmental review for the proposed project and are hereby incorporated by reference into the Initial Study. The following information is available at the County Planning and Building Department.

☒ Project File for the Subject Application

County documents

- ☐ Coastal Plan Policies
- ☒ Framework for Planning (Coastal/Inland)
- ☒ General Plan (Inland/Coastal), includes all maps/elements; more pertinent elements:
  - ☒ Agriculture Element
  - ☒ Conservation & Open Space Element
  - ☐ Economic Element
  - ☐ Housing Element
  - ☒ Noise Element
  - ☒ Parks & Recreation Element/Project List
  - ☒ Safety Element
- ☒ Land Use Ordinance (Inland/Coastal)
- ☐ Building and Construction Ordinance
- ☒ Public Facilities Fee Ordinance
- ☐ Real Property Division Ordinance
- ☐ Affordable Housing Fund
- ☐ Paso Robles Airport Land Use Plan
- ☐ Energy Wise Plan
- ☒ North County Area Plan/Shandon-Carrizo SA
- ☐ Design Plan
- ☐ Specific Plan
- ☐ Annual Resource Summary Report
- ☐ Circulation Study

Other documents

- ☒ Clean Air Plan/APCD Handbook
- ☐ Regional Transportation Plan
- ☐ Uniform Fire Code
- ☐ Water Quality Control Plan (Central Coast Basin – Region 3)
- ☒ Archaeological Resources Map
- ☒ Area of Critical Concerns Map
- ☒ Special Biological Importance Map
- ☒ CA Natural Species Diversity Database
- ☒ Fire Hazard Severity Map
- ☒ Flood Hazard Maps
- ☒ Natural Resources Conservation Service Soil Survey for SLO County
- ☒ GIS mapping layers (e.g., habitat, streams, contours, etc.)
- ☐ Other

In addition, the following project specific information and/or reference materials have been considered as a part of the Initial Study:

1. California Department of Conservation (DOC). 2015. San Luis Obispo County Important Farmland 2012. Division of Land Resource Protection, Farmland Mapping and Monitoring Program. Map published May 2015.
2. California Department of Transportation (Caltrans). 2017. *Historical Significance – State Agency Bridges.* October 2017.
3. County of San Luis Obispo. 2018. *Mitigated Negative Declaration for the Proposed Bridge Preventive Maintenance Project (WBS No. 300558; Federal Project No. BPMPL-5949(151)): Cultural Resources Assessment*. Prepared by Blaize Uva, Environmental Specialist. November 28, 2018.
4. County of San Luis Obispo. 2019. *Bridge Preventive Maintenance Program Natural Environment Study (Federal Project No. BRLO-5949(151))*. Prepared by SWCA Environmental Consultants. March 2019 (pending).
5. Haro Environmental, Inc. 2017. Hazardous Waste Initial Site Assessment for the Bridge Preventative Maintenance Program – Miscellaneous Locations Project. September 5, 2017.
6. San Luis Obispo County Air Pollution Control District (APCD). 2001. *Clean Air Plan – San Luis Obispo County*. December 2001.
7. San Luis Obispo County Air Pollution Control District (APCD). 2012. *CEQA Air Quality Handbook – A Guide for Assessing the Air Quality Impacts for Projects Subject to CEQA Review*. April 2012.

Exhibit B - Mitigation Summary Table

Per Public Resources Code Section 21081.6, the following measures also constitute the mitigation monitoring and/or reporting program that would reduce potentially significant impacts to less than significant levels. These measures will become conditions of approval (COAs) should the project be approved. The Lead Agency (County of San Luis Obispo) or other Responsible Agencies, as specified in the following measures, are responsible to verify compliance with these COAs.

Air Quality

AQ/mm-1 Depending on the removal method for lead-based paint, a San Luis Obispo County Air Pollution Control District permit may be required. The San Luis Obispo County Air Pollution Control District Engineering and Compliance Division should be contacted at (805) 781-5912 for more information. For additional information regarding lead abatement, contact the County of San Luis Obispo Environmental Health Services Division at (805) 781-5544 or the California Division of Occupational Safety and Health (Cal/OSHA) at (818) 901-5403. Additional information can also be found online at www.epa.gov/lead.

AQ/mm-2 Under the California Air Resources Board Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations (93105), prior to any grading or excavation activities at the Toro Creek Road Bridge site, the County of San Luis Obispo and California Department of Transportation shall ensure a geologic evaluation is conducted to determine if the area disturbed is exempt from the regulation. An exemption request must be filed with the San Luis Obispo County Air Pollution Control District. If the site is not exempt from the requirements of the regulation, the County of San Luis Obispo and California Department of Transportation must comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program for approval by the San Luis Obispo County Air Pollution Control District.

AQ/mm-3 Proposed demolition activities are subject to the various regulatory jurisdictions regarding asbestos-containing materials (ACM), including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40 Code of Federal Regulations 61, Subpart M – asbestos NESHAP). These requirements include, but are not limited to, the following: 1) written notification, within at least 10 business days of activities commencing, to the San Luis Obispo County Air Pollution Control District, 2) asbestos survey conducted by a Certified Asbestos Consultant, and 3) applicable removal and disposal requirements of identified ACM.

AQ/mm-4 The following measures shall be implemented to significantly reduce fugitive dust emissions, to manage fugitive dust emissions such that they do not exceed the San Luis Obispo County Air Pollution Control District 20% opacity limit (APCD Rule 401) and minimize nuisance impacts:

a) Reduce the amount of the disturbed area where possible; use water trucks, San Luis Obispo County Air Pollution Control District-approved dust suppressants (see Section 4.3 in the *CEQA Air Quality Handbook*), or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the San Luis Obispo County Air Pollution Control District's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 miles per hour. Reclaimed (non-potable) water should be used whenever possible. Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of a San Luis Obispo County Air

Pollution Control District-approved dust suppressant where feasible to reduce the amount of water used for dust control.

b) All dirt stock-pile areas should be sprayed daily and covered with tarps and other dust barriers as needed;

c) All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeing soil binders or other dust controls are used;

d) All of these fugitive dust mitigation measure shall be shown on grading and building plans; and

e) The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity. Their duties shall include holidays and weekend periods when work may not be in progress.

AQ/mm-5 Portable construction equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or a San Luis Obispo County Air Pollution Control District permit. To minimize potential delays, prior to the start of the project, the San Luis Obispo County Air Pollution Control District Engineering and Compliance Division should be contacted for specific information regarding permitting requirements.

AQ/mm-6 On-road diesel vehicles shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:

a) Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and

b) Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5 minutes at any location when within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation.

Off-road diesel equipment shall comply with the 5-minute idling restriction identified in Section 2449(d)(2) of the California Air Resources Board's In-Use Off-Road Diesel regulation. Signs must be posted in the designated queuing areas and job sites to remind drivers and operators of the state's 5-minute idling limit.

The specific requirements and exceptions in the regulations can be reviewed at the following websites:

- www.arb.ca.gov/msprog/truck-idling/factsheet.pdf
- http://www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf

AQ/mm-7 In addition to the state-required diesel idling requirements, the project applicant shall comply with these more restrictive requirements to minimize impacts to nearby sensitive receptors to the extent feasible:

a) Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors.

b) Diesel idling within 1,000 feet of sensitive receptors shall not be permitted.

c) Use of alternative fueled equipment is recommended.

d) Signs that specify the no idling areas must be posted and enforced at the site.

Biological Resources

BIO/mm-1 Prior to construction, the County of San Luis Obispo Public Works Department will obtain a Section 404 Permit from the U.S. Army Corps of Engineers, a Section 401 Water Quality Certification from the Regional Water Quality Control Board, and a Section 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife for project-related impacts that will occur in areas under state and federal jurisdiction.

BIO/mm-2 Construction activities within jurisdictional areas will be conducted during the dry season when stream flows will be at annual lows (June 1 and October 31) in any given year, or as otherwise directed by the regulatory agencies. Deviations from this work window can be made with permission from the relevant regulatory agencies

BIO/mm-3 All work, including construction access and equipment staging areas, will be confined to the existing bridge structure and/or the existing roadway.

BIO/mm-4 Prior to construction, the California Department of Transportation and County of San Luis Obispo will ensure that a plan is in place for prompt and effective response to any accidental spills. Workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

BIO/mm-5 All refueling, maintenance, and staging of equipment and vehicles will occur at least 60 feet from riparian habitat or water bodies and in a location from where a spill would not drain directly toward aquatic habitat (e.g., on a slope that drains away from the water). Equipment and vehicles will be checked and maintained on a daily basis to ensure proper operation and avoid potential leaks or spills. The monitor will ensure contamination of habitat does not occur during such operations. Prior to the onset of work, the California Department of Transportation and the County of San Luis Obispo Public Works Department will ensure that a plan is in place for prompt and effective response to any accidental spills.

BIO/mm-6 Prior to construction, the County of San Luis Obispo will prepare a restoration plan that provides for a 1:1 restoration ratio for temporary impacts, unless otherwise directed by regulatory agencies. Any revegetation will be conducted using only native plant species.

BIO/mm-7 Prior to construction, project plans will clearly identify the type of species, location, and methodology of removal and disposal of invasive exotic species found within the project site. Removal and disposal of invasive exotic plants and wildlife must be in accordance with state law and/or project authorizations from resource agencies. In particular, for those invasive exotic plant species that are particular difficult to remove, a combination of cutting and application of herbicide would likely be required, and thus require a request for an amendment to the standard conditions of the U.S. Fish and Wildlife Service Programmatic Biological Opinion.

BIO/mm-8 Prior to construction, a qualified biologist shall survey the project area and, if present, capture and relocate western pond turtles or other special concern aquatic species to suitable habitat upstream of the project area. Observations of these or other special-

status species shall be documented on California Natural Diversity Database forms and submitted to the California Department of Fish and Wildlife upon project completion.

BIO/mm-9 Prior to construction, when feasible, tree removal will be scheduled to occur from September 2 through January 31, outside of the typical nesting bird season, to avoid potential impacts to nesting birds.

BIO/mm-10 If construction activities are proposed during the typical nesting season (February 1 to September 1), a nesting bird survey will be conducted by qualified biologists no more than two weeks prior to the start of construction to determine presence/absence of nesting birds within the project area and immediate vicinity. The California Department of Transportation will be notified if federally listed nesting bird species are observed during the surveys and will facilitate coordination with the U.S. Fish and Wildlife Service, if necessary, to determine an appropriate avoidance strategy. Likewise, coordination with California Department of Fish and Wildlife will be facilitated by the County of San Luis Obispo Public Works Department if necessary, to devise a suitable avoidance plan for state-listed nesting bird species. If an active nest is observed within the project area during the preconstruction nesting bird surveys, the nest(s) shall be designated an Environmental Sensitive Area and protected by a buffer until the breeding season ends or until a qualified biologist determines that all young have fledged and are no longer reliant upon the nest or parental care for survival. Buffers are typically 500 feet for raptors and 250 feet for passerines. Resource agencies may consider proposed variances from these buffers if there is a compelling biological or ecological reason to do so, such as protection of a nest via concealment due to site topography.

BIO/mm-11 Prior to construction at the Villa Creek Road Bridge, a visual survey will be conducted by a qualified biologist, at the appropriate time of day and season, to identify potential roosting bat activity. This survey shall be conducted between two to four weeks prior to preventive maintenance activities that are proposed to occur. To the extent feasible, preventive maintenance activities If roosting bat activity is identified during the preconstruction survey process, the County of San Luis Obispo will coordinate with the California Department of Fish and Wildlife regarding the biological significance of the bat population and appropriate measures that could be used to exclude bats from roosting under the bridge. Measures may include, but are not limited to, the installation of exclusionary devices by a qualified individual.

BIO/mm-12 If it is determined that a substantial impact to individual bat species or a maternity roost will occur, then the County of San Luis Obispo will compensate for the impact through the development and implementation of a mitigation plan in coordination with California Department of Fish and Wildlife.

BIO/mm-13 For the applicable project locations, only U.S. Fish and Wildlife Service-approved biologists will participate in activities associated with the capture and handling of California red-legged frogs. Biologists authorized under the Programmatic Biological Opinion do no need to resubmit their qualifications for subsequent projects conducted pursuant to the Programmatic Biological Opinion, unless the U.S. Fish and Wildlife have revoked their approval at any time during the life of the Programmatic Biological Opinion.

BIO/mm-14 Ground disturbance will not begin until written approval is received from the U.S. Fish and Wildlife Service that the biologist(s) is qualified to conduct the work. The California Department of Transportation will request approval of the biologist(s) from the U.S. Fish and Wildlife Service.

BIO/mm-15 A U.S. Fish and Wildlife Service-approved biologist will survey the applicable project sites no more than 48 hours before the onset of work activities. If any life stage of the California red-legged frog is found and these individuals are likely to be killed or injured by work activities, the approved biologist will be allowed sufficient time to move them from the site before work activities begin. The U.S. Fish and Wildlife Service-approved biologist will relocate the California red-legged frogs the shortest distance possible to a location that contains suitable habitat and will not be affected by the activities associated with the project. The relocation site should be in the same drainage to the extent practicable. The California Department of Transportation will coordinate with the U.S. Fish and Wildlife Service on the relocation site prior to the capture of any California red-legged frogs.

BIO/mm-16 Prior to construction, the County of San Luis Obispo Public Works Department will retain a qualified biological monitor(s) to monitor construction and ensure compliance with the avoidance and minimization efforts outlined within the project environmental documents. At a minimum, monitoring will occur during initial ground-disturbing activities and vegetation removal within the project area, especially in the presence of water. Monitoring may be reduced at the discretion of the biologist once initial disturbance and vegetation removal activities are complete. The duration of monitoring should be at least once per week throughout the remaining construction phases and may be conducted by qualified personnel, unless specified otherwise by permitting agencies. The monitor may decide if high-visibility fencing needs to be installed in order to demarcate jurisdictional boundaries for avoidance and/or project work areas.

BIO/mm-17 Prior to construction, all personnel will participate in an environmental awareness training program conducted by a qualified biologist. The program shall include a description of the sensitive aquatic resources such as steelhead, tidewater goby, and California red-legged frog, federally designated critical habitat within the project area, and avoidance/minimization measures to be implemented during the project.

BIO/mm-18 A U.S. Fish and Wildlife Service-approved biologist will be present at the work site until California red-legged frogs have been relocated out of harm's way, workers have been instructed, and disturbance of the habitat has been completed. After this time, the County of San Luis Obispo Public Works Department will designate a person to monitor on-site compliance with minimization measures. The U.S. Fish and Wildlife Service-approved biologist will ensure that this monitor receives the training outlined above and in the identification of California red-legged frogs. If the monitor or the U.S. Fish and Wildlife Service-approved biologist recommends that work be stopped because California red-legged frogs would be affected in a manner not anticipated by the U.S. Fish and Wildlife Service, California Department of Transportation, and County of San Luis Obispo Public Works Department during the review of the proposed action, they will notify the resident engineer (the engineer that is directly overseeing and in command of construction activities) immediately. The resident engineer will either resolve the situation by eliminating the adverse effect immediately or require that actions that are causing these effects be halted. If work is stopped, the U.S. Fish and Wildlife Service, California Department of Transportation, and County of San Luis Obispo Public Works Department will be notified as soon as is reasonably possible.

BIO/mm-19 During in-stream work, a qualified biologist approved by the National Oceanic and Atmospheric Administration National Marine Fisheries Service and has experience in steelhead biology and ecology, aquatic habitats, biological monitoring (including diversion/dewatering), and capturing, handling, and relocating fish species will be retained. During in-stream work, the biological monitor(s) will continuously monitor placement and removal of any required stream diversions and will capture stranded

steelhead and other native fish species and relocate them to suitable habitat, as appropriate. The approved biologist(s) will note the number of steelhead observed in the affected area, the number of steelhead relocated, and the date and time of the collection and relocation.

BIO/mm-20 Prior to initiation of stream diversion/dewatering at Toro Creek Road Bridge, a U.S. Fish and Wildlife Service-approved tidewater goby biologist shall use a 1/8-inch seine and dip nets to capture and relocate tidewater gobies to suitable habitat downstream. The biologist shall remain on-site and observe for tidewater gobies and turbidity levels within the work areas during creek dewatering activities and shall capture and relocate tidewater gobies to suitable habitat as necessary.

BIO/mm-21 Stream diversion activities shall be conducted in such a way that allows water flow and fish passage through the site, as natural flow conditions allow. Such diversion methods may include, but are not limited to, installation of cofferdams up and downstream of the work area. Another potential method may include creating a secondary flow channel just outside the active work area that allows water to flow through the site, but not into the work area.

BIO/mm-22 If a work site is to be temporarily dewatered by pumping, intakes will be completely screened with wire mesh not larger than 0.2 inch to prevent steelhead, tidewater goby, or California red-legged frogs from entering the pump system or being impinged on intake screening. Pumps will release the diverted water downstream so that suspended sediment will not re-enter the stream. The form and function of pumps used during the dewatering activities will be checked daily, at a minimum, by a qualified biological monitor to ensure a dry work environment and minimize adverse effects to aquatic species and habitats. Upon completion of construction activities, any diversions or barriers to flow will be removed in a manner that would allow flow to resume with the least disturbance to the substrate. Alteration of the streambed will be minimized to the maximum extent possible; any imported material will be removed from the streambed upon completion of the project.

BIO/mm-23 In order to reduce the potential for sediment entering the stream, sediments will be removed from the water that is pumped out of the dewatering areas, prior to the water reentering the stream/estuarine system. Potential methods for removing the sediments from the pumped water include use of one or a combination of the following methods: a sediment capture tank (e.g., BakerTank), filtration basin system, and/or sediment filter bags. If a sediment capture tank is used, the pumped water will be stored in the sediment capture tank(s) for a sufficient amount of time for the suspended sediments to settle. The sediment-free water may then be discharged downstream. If an infiltration basin is used, the pumped water may be discharged into a sediment basin that is excavated downstream of the dewatering area, within the project area, and in sand substrates. The pumped water can be discharged into the infiltration basin and allowed to percolate back into the system. This would allow the native substrates to capture the sediments during percolation. If sediment bags are used, the pumped water will be discharged into the sediment bag(s), allowed sufficient time for the sediment to settle in the bag, then the water may be discharged downstream.

BIO/mm-24 Habitat contours will be returned to their original configuration at the end of project activities. This measure will be implemented in all areas disturbed by activities associated with the project, unless the U.S. Fish and Wildlife, California Department of Transportation, and County of San Luis Obispo Public Works Department determine that it is not feasible or modification or original contours would benefit the California red-legged frog.

BIO/mm-25 The number of access routes, size of staging areas, and the total area of activity will be limited to the minimum necessary to achieve the project. Environmentally Sensitive Areas will be established to confine access routes and construction areas to the minimum area necessary to complete construction and minimize the impact to California red-legged frog habitat; this goal includes locating access routes and construction areas outside of wetlands and riparian areas to the maximum extent practicable.

BIO/mm-26 The California Department of Transportation and County of San Luis Obispo Public Works Department will attempt to schedule work for times of the year when impacts to the California red-legged frog would be minimal. For example, work that would affect large pools that may support breeding would be avoided, to the maximum degree practicable, during the breeding season (November through May). Isolated pools that are important to maintain California red-legged frogs through the driest portions of the year would be avoided, to the maximum degree practicable, during the late summer and early fall. Habitat assessments, surveys, and technical assistance between the U.S. Fish and Wildlife Service and California Department of Transportation during project planning will be used to assist in scheduling work activities to avoid sensitive habitats during key times of year.

BIO/mm-27 To control sedimentation during and after project implementation, the California Department of Transportation and County of San Luis Obispo Public Works Department will implement Best Management Practices outlined in any authorizations or permits issued under the authorities of the Clean Water Act that it receives for the specific project. If Best Management Practices are ineffective, the California Department of Transportation will attempt to remedy the situation immediately, in coordination with the U.S. Fish and Wildlife Service.

BIO/mm-28 Unless approved by the U.S. Fish and Wildlife Service, water will not be impounded in a manner that may attract California red-legged frogs.

BIO/mm-29 To ensure that diseases are not conveyed between work sites by the U.S. Fish and Wildlife Service-approved biologist, the fieldwork code of practice developed by the Declining Amphibian Task Force will be followed at all times.

BIO/mm-30 Project sites will be re-vegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area. Locally collected plant materials will be used to the extent practicable. Invasive, exotic plants will be controlled to the maximum extent practicable. This measure will be implemented in all areas disturbed by activities with the project, unless the U.S. Fish and Wildlife Service, California Department of Transportation, and County of San Luis Obispo Public Works Department have determined that it is not feasible or practical.

BIO/mm-31 The U.S. Fish and Wildlife Service, California Department of Transportation, and County of San Luis Obispo Public Works Department will not use herbicides as the primary method to control invasive, exotic plants. However, if the California Department of Transportation and County of San Luis Obispo Public Works Department determine the use of herbicides is the only feasible method for controlling invasive plants at a specific project site, it will implement the following additional measures to protect California red-legged frog:

a) The California Department of Transportation and County of San Luis Obispo Public Works Department will not use herbicides during the breeding season for California red-legged frog.

b) The California Department of Transportation and County of San Luis Obispo Public Works Department will conduct surveys for California red-legged frog immediately prior to the start of herbicide use. If found, California red-legged frog will be relocated to suitable habitat far enough from the project area that no direct contact with herbicide would occur.

c) Invasive plants will be cut and hauled out by hand and painted with glyphosate-based products, such as Aquamaster® or Rodeo®.

d) Licensed and experienced California Department of Transportation staff or a licensed and experienced contractor will use a hand-held sprayer for foliar application of Aquamaster® or Rodeo® where large monoculture stands occur at an individual project site.

e) All precautions will be taken to ensure that no herbicide is applied to native vegetation.

f) Foliar applications of herbicide will not occur when wind speeds are in excess of 3 miles per hour.

g) No herbicides will be applied within 24 hours of forecasted rain.

h) Application of herbicides will be done by a qualified California Department of Transportation staff, County of San Luis Obispo staff, or contractors to ensure that overspray is minimized, that application is made in accordance with the label recommendations, and that required and reasonable safety measures are implemented. A safe dye will be added to the mixture to visually denote treated sites. Application of herbicides will be consistent with the U.S. Environmental Protection Agency's Office of Pesticide Programs Endangered Species Protection Program county bulletins.

i) All herbicides, fuels, lubricants, and equipment will be stored, poured, or refilled at least 60 feet from riparian habitat or water bodies in a location where a spill would not drain directly toward aquatic habitat. The California Department of Transportation and County of San Luis Obispo Public Works Department will ensure that a plan is in place for a prompt and effective response to accidental spills. All workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

BIO/mm-32 During construction, the project will make all reasonable efforts to limit the use of imported soils for fill. Soils currently existing on-site should be used for fill material. If the use of imported fill material is necessary, the imported material must be obtained from a source that is known to be free of invasive plant species, or the material must consist of purchased clean material such as crushed aggregate, sorted rock, or similar. To avoid the spread of invasive species, the contractor shall:

a) Stockpile topsoil and redeposit the stockpiled soil on-site at a sufficient depth to preclude germination or spread of those species after construction is complete; or,

b) Transport the topsoil to a permitted landfill for disposal.

BIO/mm-33 During construction, erosion control measures (e.g., silt fencing, fiber rolls, and barriers) will remain available on-site and will be utilized as necessary to prevent erosion and sedimentation in jurisdictional areas. No synthetic plastic mesh products will be used for erosion control and use of these materials on-site is prohibited. Erosion control measures and other suitable Best Management Practices used will be checked to ensure that they are intact and functioning effectively and maintained on a daily

basis throughout the duration of construction. The contractor will also apply adequate dust control techniques, such as site watering, during construction to protect water quality. All erosion control materials including straw bales, straw wattles, or mulch used on-site must be free of invasive species seed.

BIO/mm-34 During construction, the biological monitor(s) will ensure that the spread or introduction of invasive exotic plant and wildlife species is avoided to the maximum extent possible.

BIO/mm-35 A U.S. Fish and Wildlife Service-approved biologist will permanently remove any individuals of exotic species, such as bullfrogs (*Lithobates catesbeiana*), crayfish, and centrarchid fishes from the project area, to the maximum extent. The U.S. Fish and Wildlife Service-approved biologist will be responsible for ensuring their activities are in compliance with the California Fish and Game Code.

BIO/mm-36 During construction, trash will be contained, removed from the work site, and disposed of regularly. Following construction, trash and construction debris will be removed from the work areas. Vegetation removed from the construction site will be taken to a certified landfill to prevent the spread of invasive species. If soil from weedy areas (such as areas with poison hemlock or other invasive exotic plant species) must be removed offsite, the top 6 inches (152 millimeters) containing the seed layer in areas with weedy species will be disposed of at a permitted landfill.

BIO/mm-37 During construction, no pets will be allowed on the construction site.

BIO/mm-38 During construction activities at the Encina Avenue Bridge, the contractor shall ensure the following are continuously implemented:

a) No equipment access or scaffolding will be allowed in the creek channel.

b) Contractor will ensure that methacrylate and epoxy construction materials are confined to the bridge structure and that no construction materials are allowed to enter the creek channel.

BIO/mm-39 During construction activities at the North Ocean Avenue Bridge, the contractor shall install a containment system attached to the bridge to ensure that dust and debris from construction are contained, removed, and stored in leak-proof containers or removed from the site before the end of each work shift.

BIO/mm-40 The California Department of Transportation shall provide the U.S. Fish and Wildlife Service with a written summary of work performed (including biological survey and monitoring results), Best Management Practices implemented (i.e., use of biological monitor, flagging of project areas, erosion and sedimentation controls), and supporting photographs. Furthermore, the documentation describing listed species surveys and relocation efforts (if appropriate) shall include name(s) of the U.S. Fish and Wildlife Service-approved biologist(s), location and description of area surveyed, time and date of survey, all survey methods used, a list and tally of all sensitive animal species observed during the survey, a description of the instructions/recommendations given to the applicant during the project, and a detailed discussion of capture and relocation efforts (if appropriate).

Cultural Resources

CR/mm-1 The County of San Luis Obispo will conduct Assembly Bill-52 consultation process to provide the interested Native American groups with more detailed information about the project design and site logistics, and to answer any questions or address any concerns there may be about the project in general.

CR/mm-2 At the Toro Creek Road Bridge location, Archaeological monitoring (the careful observation and inspection of soils during construction excavation) will be conducted for the proposed project by a qualified cultural resources specialist and Native American monitor. These observations will identify changes in soil color and consistency, artifacts, and other indications of the presence of cultural features for the purpose of discovering, recording, and recovering cultural information. The monitor will provide a cultural resource briefing prior to construction, maintain a daily log documenting what construction activities were monitored, descriptions and provenience of any archaeological discoveries or artifacts collected, and other pertinent information.

CR/mm-3 If human remains are encountered unexpectedly during construction ground-disturbing activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County of San Luis Obispo Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. The County's Environmental Manager and Environmental Coordinator must also be contacted. If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission. The Native American Heritage Commission will then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD will help determine what course of action should be taken in dealing with the remains. If the designated MLD(s) does not respond or is not willing to be involved, procedures regarding human remains will be the responsibility of the project archaeologist and County of San Luis Obispo.

Hazards and Hazardous Materials

HAZ/mm-1 The County of San Luis Obispo shall ensure the proposed project complies with Section 13-4.03B Spill Prevention and Control of the California Department of Transportation 2015 Standard Specifications to minimize the potential for, and effects of, spills of hazardous or toxic substances during construction of the project.

HAZ/mm-2 Prior to initiation of any site preparation and/or construction activities, all project personnel shall be informed of the importance of preventing spills and shall be instructed of the appropriate actions to take should an accidental spill occur. Specific measures to prevent contamination and a plan for prompt and effective response to any accidental spills shall be developed and listed in the Hazardous Material Spill Prevention, Control, and Countermeasure Plan prepared for the project.

HAZ/mm-3 All staging and equipment/vehicle parking areas shall be free of combustible vegetation and work crews shall have shovels and a fire extinguisher on-site during all construction activities.

HAZ/mm-4 Prior to bridge demolition activities, an Asbestos-Containing Materials (ACM) survey consisting of a visual inspection, sampling, testing, and reporting shall be performed at bridge locations where bridge concrete will be disturbed to determine whether or not the concrete in the bridge material will require special handling and disposal. If ACM is detected, California Department of Transportation Standard Special Provision (SSP) 14-9.02 shall be followed.

HAZ/mm-5 Prior to bridge demolition activities, A lead-based paint survey consisting of a visual inspection, sampling, testing, and reporting shall be performed at those projects where painted metal and wood may be disturbed to determine whether or not the paint contains elevated concentrations of lead which could require special handling and

disposal. If elevated concentrations of metals are detected, Caltrans SSP 11.13 shall be followed.

HAZ/mm-6 The guardrail posts and wood lagging may contain chemicals uses to preserve the wood; therefore, the wood from the bridge structures should be handled as treated wood waste (TWW) and Caltrans SSP 14-11.14 shall be followed.

HAZ/mm-7 If disturbed at the Lopez Lake Drive Bridge, testing and removal requirements for yellow traffic striping and pavement marking materials shall be performed in accordance with California Department of Transportation Construction Policy Bulletin 99-2 (Caltrans Construction Manual Chapter 7-107E; Caltrans 2014a). If the material contains elevated concentrations of lead, Caltrans SSP 14-11.12 shall be followed.

HAZ/mm-8 For any previously unknown hazardous waste/material encountered as part of construction of the proposed project, the procedures outlined in the California Department of Transportation Unknown Hazards Procedures shall be followed (Caltrans 2002).

Noise

NOI/mm-1 The following measures shall be shown on applicable plans and implemented during construction:

a) construction activities involving heavy equipment or heavy-duty truck traffic shall be limited from 7:00 a.m. to 9:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m., Saturday and Sunday.

b) No construction shall occur on state holidays (e.g., Thanksgiving, Labor Day).

c) Construction equipment maintenance shall be limited to the same hours.

d) Construction activities that do not generate substantial noise levels are not subject to these restrictions.

Transportation/Circulation

TR/mm-1 Prior to commencing construction activities, the County shall prepare, adopt, and implement a Traffic Control Plan, which shall include measures for reducing construction-related impacts to the local circulation network. The Traffic Control Plan shall include measures such as providing access to driveways and private roads outside the immediate construction zone and notifying the affected residents regarding the proposed construction schedule, road/lane closures, detours, and potential bus route delays.

Exhibit C – Representative Photographs

Photo 1: Villa Creek Road Bridge over Villa Creek, facing west. All work will occur on the western abutment and outside the stream channel.

Photo 2: Picachio Road Bridge over an unnamed tributary to Cayucos Creek, facing north. Work will occur on both abutments and the stream will be diverted if water is present.

Photo 3: North Ocean Avenue Bridge over Cayucos Creek, facing northeast. Work will occur along the side of the bridge visible here with a complete containment system – no ground disturbance.

Photo 4: Toro Creek Road Bridge over Toro Creek. Work will occur on both abutments and the stream will be diverted if water is present.

Photo 5: Encina Avenue Bridge over Yerba Buena Creek, facing northeast. Work will occur on the top and bottom of the bridge deck – no ground disturbance.

Photo 6: Pippin Lane Bridge over the unnamed tributary of San Luis Obispo Creek, facing north. Work will occur on both abutments and the stream will be diverted if water is present.

Photo 7: Lopez Drive Spillway Bridge is located on top of the Lopez Dam spillway. Work will occur on the top of the bridge deck only – no ground disturbance.