Dover Canyon Road at Jack Creek Bridge Replacement Project

ED19-132 (300514)

MITIGATED NEGATIVE DECLARATION & INITIAL STUDY

COUNTY OF SAN LUIS OBISPO
DEPARTMENT OF PUBLIC WORKS
ENVIRONMENTAL PROGRAMS DIVISION

COUNTY OF SAN LUIS OBISPO
DEPARTMENT OF PLANNING & BUILDING

Initial Study – Environmental Checklist

PLN-2039
04/2019

Project Title & No. Dover Canyon Road at Jack Creek Bridge Replacement Project
ED19-132 (300514)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The proposed project could have a "Potentially Significant Impact" for 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	☐ Greenhouse Gas Emissions	☐ Public Services
☐ Agriculture & Forestry Resources	☒ Hazards & Hazardous Materials	☐ Recreation
☒ Air Quality	☒ Hydrology & Water Quality	☐ Transportation
☒ Biological Resources	☐ Land Use & Planning	☐ Tribal Cultural Resources
☒ Cultural Resources	☐ Mineral Resources	☐ Utilities & Service Systems
☐ Energy	☒ Noise	☐ Wildfire
☐ Geology & Soils	☐ Population & Housing	☒ Mandatory Findings of Significance

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.

Blaize Uva	Blaize A. Uva	Environmental Specialist, Department of Public Works	8/8/19
Prepared by (Print)	Signature		Date
Keith Miller		Keith Miller, Env. Div. Manager, Department of Public Works	8/8/19
Reviewed by (Print)	Signature		Date

Initial Study – Environmental Checklist

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 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 San Luis Obispo County Department of Public Works (County) for a capital improvement project to allow for the replacement of an existing bridge (Number 49C0037) on Dover Canyon Road in northern San Luis Obispo County. The project is located on Dover Canyon Road where it traverses over Jack Creek approximately 2.5 miles north of Highway 46/Green Valley Road, approximately 6.5 miles west of the community of Templeton, in the North County planning area (Adelaida sub area). Supervisorial District 1 (Figure 1).

The existing bridge is a single-span steel truss with a timber deck. The existing structure is approximately 63 feet long by 16 feet wide. The new bridge is proposed to be a single-span, concrete slab unit bridge. The replacement structure will be approximately 79 feet long, allowing it to clear Jack Creek and align the abutments with the approximate existing top of bank. The structure will be approximately 26 feet wide to accommodate two 9-foot lanes, 2-foot shoulders, and barriers.

The total area of disturbance is during construction is approximately 2.65 acres. A temporary detour will be constructed over the creek. The detour over the creek will be located approximately 12 feet north of the existing bridge. The detour road will veer off the existing roadway, free span the creek using a standard temporary railcar bridge, and then rejoin the roadway. Construction would occur primarily in the dry season, from April to October, to minimize impacts to Jack Creek.

Initial Study – Environmental Checklist

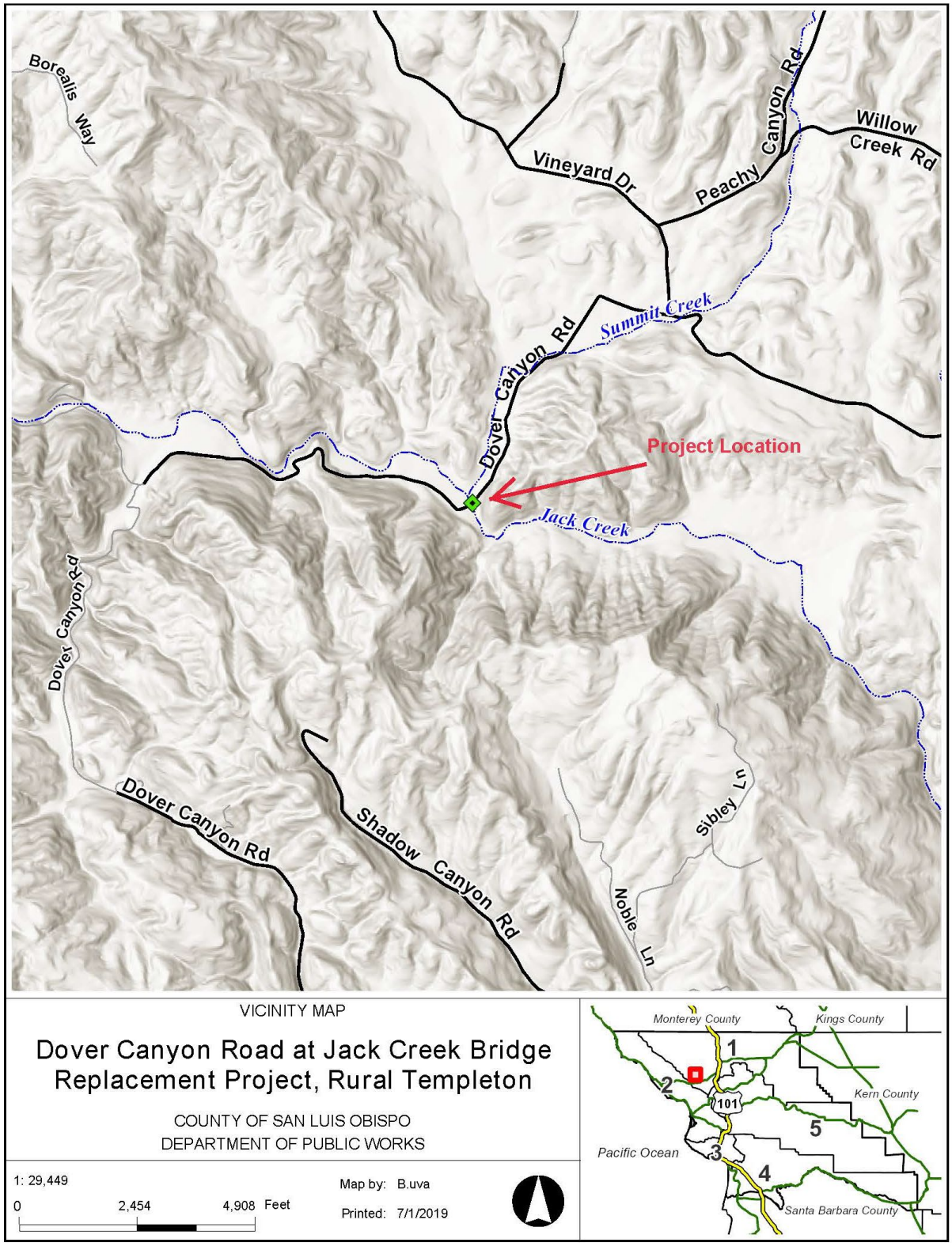

Figure 1: Project Vicinity Map

Initial Study – Environmental Checklist

ASSESSOR PARCEL NUMBER(S): 014-211-001

Latitude: 35 ° 34' 40" N **Longitude:** 120° 50' 5" W **SUPERVISORIAL DISTRICT #** 1

B. Existing Setting

Plan Area: North County **Sub:** Adelaida **Comm:** Templeton

Land Use Category: Rural Lands

Combining Designation: None

Parcel Size: ~154.69acres

Topography: Nearly level , prominent swale/creek coursing through property

Vegetation: Riparian, Scattered Oaks, Grasses

Existing Uses: Undeveloped

Surrounding Land Use Categories and Uses:

North: Agriculture; blue line creek, undeveloped ***East:*** Agriculture; undeveloped

South: Agriculture; undeveloped , accessory structures ***West:*** Agriculture; undeveloped

C. Environmental Analysis

The Initital Study Checklist provides detailed information about the environmental impacts of the proposed project and mitigation measures to lessen the impacts.

Initial Study – Environmental Checklist

I. AESTHETICS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:					
(a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
(b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
(c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
(d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Setting

The following is based on a Visual Impact Assessment (VIA) that was prepared by environmental consulting firm SWCA (2018) for the proposed project. The project site is located approximately 6 miles northwest of the unincorporated community of Templeton, within the North County Planning Area, Adelaida sub-area. The existing setting is characterized by dense oak woodland & grassland on varied sloping terrain, with scattered rural residences and agricultural support structures, as well as Jack Creek and its associated riparian vegetation. Land use in this category is intended to retain a low intensity agricultural character. The project is not within a designated visual Sensitive Resource Area or state scenic highway corridor.

Discussion

(a) Have a substantial adverse effect on a scenic vista?

The proposed project includes the replacement of the existing bridge with a new bridge at the same location along Dover Canyon Road over Jack Creek. No significant visual impacts are expected to occur. The project area is not within a designated scenic vista and therefore will have no impact.

(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The project has the potential to result in permanent and temporary impacts to natural communities including thicket, forest, and woodland vegetative communities that currently contribute to the visual character of the area. Per Biological mitigation measures, native trees that are removed will be replanted (See Exhibit B). The small bedrock outcrops located within the project area would generally be avoided because the bridge alignment will not substantially change after construction. Impacts are less than significant.

(c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The project is located in a non-urbanized, publicly accessible area. Cranes and other heavy equipment, vehicles and construction materials located within the project site and in staging areas would be visible from the immediate surrounding areas during project construction. These construction-related visual impacts would be temporary and limited to the anticipated construction season that the project is expected to be completed within, and therefore impacts will be less than significant.

(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The project does not include lighting and would not create a new source of night-lighting or glare and will therefore have no impact.

Conclusion

Viewer groups in the vicinity of the proposed project would experience temporary construction related visual impacts. After construction, the proposed project would not significantly alter the existing visual character of the area. The VIA found that the project would not result in adverse visual changes, and that no additional mitigation measures are necessary. Temporary impacts will be mitigated through habitat restoration of the project site and immediate surrounding vicinity. The project will not be visible from any major public roadway or silhouette against any ridgelines as viewed from public roadways. The project is considered compatible with the surrounding uses. All anticipated impacts to visual resources from the project are considered less than significant and no additional mitigation measures are necessary.

Mitigation

No aesthetic specific mitigation measures are required.

Sources

See Exhibit A.

II. AGRICULTURE AND FORESTRY RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
(a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
(b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
(c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
(d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
(e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

Setting

The project is located within the existing County road right-of-way and on assessor parcel number (APN) 014-211-001.

Discussion

(a) (Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Based on the California Department of Conservation Natural Resource Agency, Farmland Mapping and Monitoring Program (FMMP), and San Luis Obispo County Important Farmland Map (FMMP, 2012), the project site does not contain Prime Farmland. Implementation of the project is anticipated to result in approximately 0.04-acre of direct impacts and 0.08-acre of indirect impacts to Farmland of Local Potential (SWCA, 2018). These impacts are temporary in nature (vehicle staging etc.), and will not permanently convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. Because the project is within the existing County road right-of-way that is designated for urban/developed use, the impacts to Farmland is less than significant.

(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

The project site does not contain any parcels currently under a Williamson Act contract and does not conflict with existing zoning for agricultural use, therefore there are no impacts.

(c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

The project site does not conflict with the existing zoning for, or cause rezoning of forest land, or timberland zoned for Timberland Production as there are no designated forest land or timberlands within the project area, therefore there are no impacts.

(d) Result in the loss of forest land or conversion of forest land to non-forest use?

The project will not result in the loss of forest land or conversion of forest land to non-forest use as there are no designated forest lands within the project area, therefore there are no impacts.

(e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

The project will not involve other changes, aside from the afore mentioned impacts, in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. The impacts to Farmland exist within a County road right-of-way, areas within the road right-of-way are considered dedicated to developed/urban use (which includes roadway development and use). There are no designated forest lands within the project area that will be converted to non-forest use. The project's impact to Farmland and forest land will be less than significant.

Conclusion

The project is located in a predominantly low intensity agricultural area with primarily grazing activities occurring on the property or immediate vicinity. No vineyards or other crops exist in the project area. The proposed project is consistent with surrounding land uses and will not adversely affect surrounding

agricultural areas. The proposed project was reviewed by the San Luis Obispo County Agriculture Department through a project referral in January 2019, no concerns or comments associated with the proposed project were received.

The Natural Resources Conservation Service reviewed and completed Part II of Form AD-1006 (Farmland Conversion Impact Rating Form) on August 6, 2018 and concluded that the proposed project would not directly or indirectly convert any farmlands subject to Farmland Protection Policy Act requirements. The proposed project is consistent with adjacent land uses and will not result in indirect impacts or render any adjacent land unsuitable for agricultural uses; other than those portions that would be directly converted in the road right-of-way to accommodate the proposed project. No significant impacts to agricultural resources are anticipated.

The proposed project would not result in the direct or indirect conversion of Prime Farmland or Unique Farmland, or Farmland of Local or Statewide Importance, timberlands or forest lands; therefore, no mitigation measures are necessary to mitigate impacts to agricultural resources.

Mitigation

No agricultural and forestry resource specific mitigation measures are required.

Sources

See Exhibit A.

III. AIR QUALITY

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:					
(a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
(b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
(c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
(d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Setting

The San Luis Obispo Air Pollution Control District (APCD) has developed and updated their CEQA Air Quality Handbook (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, cumulative effects, and establish countywide programs to reach acceptable air quality levels, a Clean Air Plan has been adopted and prepared by the APCD.

Discussion

(a) *Conflict with or obstruct implementation of the applicable air quality plan?*

The proposed project is consistent with the applicable APCD's CEQA Air Quality Handbook and therefore will have no impact.

(b) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

San Luis Obispo County has been designated as in nonattainment; the proposed project will not result in a cumulative considerable net increase of any criteria pollutant. Construction related pollutants may occur during the proposed bridge replacement, but this does not constitute a considerable regional net increase as work will be temporary in nature and compliant with the APCD Air Quality Guidelines, and therefore will have a less than significant impact.

(c) *Expose sensitive receptors to substantial pollutant concentrations?*

Persons living in residences may be considered sensitive receptors for purposes of assessing potential air quality impacts. The Noise Technical Memorandum (SWCA, 2018) notes that there are two private residences, or other types of sensitive receptors, within approximately 1,000-feet of the project area, and two additional private residences located within a 1,600-foot buffer of the project area. Sensitive receptors within the project area may be exposed to pollutant concentrations during the construction phase of the project, however the exposure will be temporary in nature and therefore will have a less than significant impact.

(d) *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

The proposed project is not expected to result in other emissions (such as those leading to odors) adversely affecting a substantial number of people and therefore will have a less than significant impact.

Conclusion

The proposed project is likely to result in temporary construction-related air quality impacts. Therefore, the project is subject to APCD standard diesel idling restrictions and other mitigations for construction equipment and fugitive dust control, and suitable containment and abatement methods will be used for demolition activities. Implementation of these measures and the mitigation measures listed below will reduce the potential air quality impacts to less than significant levels.

Mitigation

AQ-1 Depending on removal method, an APCD permit may be required. Contact the APCD Engineering & Compliance Division at 805-781-5912 for more information. For additional

information regarding lead abatement, contact the San Luis Obispo County Environmental Health Department at 805-781-5544 or Cal-OSHA at 818-901-5403. Additional information can also be found online at www.epa.gov/lead.

AQ-2 Proposed demolition activities may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP). These requirements include but are not limited to:

- Written notification to the APCD, within at least 10 business days of activities commencing,
- Asbestos survey conducted by a Certified Asbestos Consultant, and
- Applicable removal and disposal requirements of identified ACM.

AQ-3 To manage fugitive dust emissions such that they do not exceed the APCD 20% opacity limit (APCD Rule 401) and minimize nuisance impacts:

- Reduce the amount of the disturbed area where possible,
- Use water trucks, APCD 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 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 mph. 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 an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control,
- All dirt stock-pile areas should be sprayed daily and covered with tarps or other dust barriers as needed,
- 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 seeding, soil binders or other dust controls are used,
- All fugitive dust mitigation measures shall be shown on grading and building plans, and
- The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition

AQ-4 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 an APCD permit. To minimize potential delays, prior to the start of the project, the APCD Engineering & Compliance Division should be contacted for specific information regarding permitting requirements.

Sources

See Exhibit A.

IV. BIOLOGICAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
(b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☒	☐	☐
(c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
(d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
(e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐

Initial Study – Environmental Checklist

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

Initial Study – Environmental Checklist

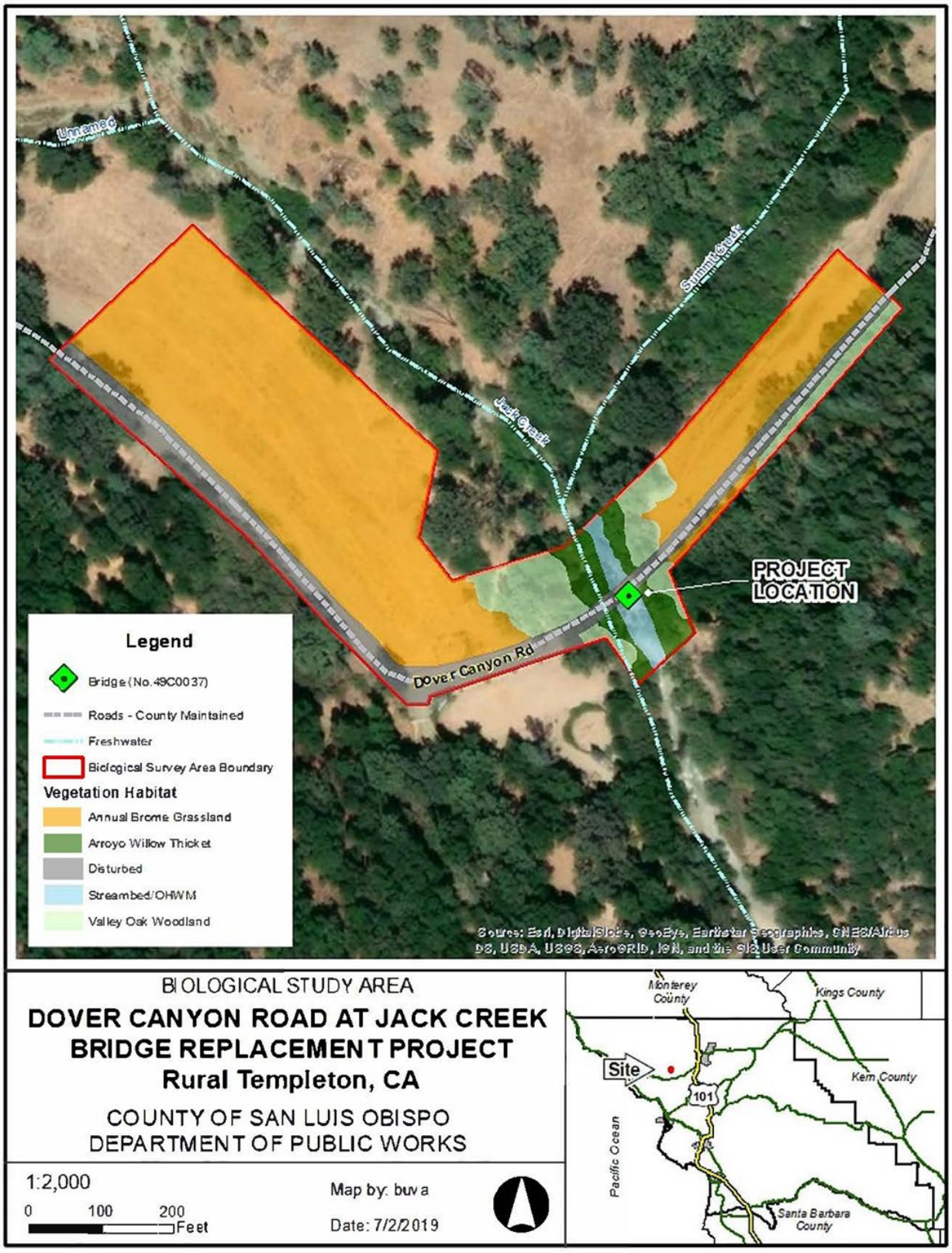

Figure 2: Biological Study Area

Setting

The following analysis is based on the Natural Environmental Study (NES) prepared for the project, which is a technical study required by the California Department of Transportation (Caltrans) for compliance with their implementation of the National Environmental Policy Act (NEPA), and is also suitable for the purposes of CEQA review. Several biological field surveys and focused assessments, including seasonally timed botanical surveys, 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. The analysis included an evaluation of federal and state listed species known to occur in the region that was based on a review of occurrences documented within the California Natural Diversity Database (CNDDB), and an official species list obtained from the United States Fish and Wildlife Service (USFWS) for the project. The species described below are limited to those that were determined to have potential to occur within the project limits during construction activities.

The vegetation communities observed within the project limits were classified and further evaluated for their potential to support special status plant and wildlife species. Descriptions of the vegetation communities observed on-site are provided below; and discussions of designated critical habitat, special status plant and wildlife species with potential to occur within the project limits, and jurisdictional waterways are also presented.

Vegetative Communities

The dominant vegetation communities present within the project site include annual brome grassland or non-native grassland, valley oak woodland, arroyo willow thicket, and riverine habitat. Each of these habitat types are described in greater detail below.

Annual brome grassland and non-native grassland is the dominant plant community within the project area. Bromes (*Bromus diandrus, B. hordeaceus, B. catharticus),* wild oats (*Avena* spp.), and foxtail (*Hordeum marinum*) are the dominant grasses. This habitat type provides limited resources for wildlife and is utilized primarily by species tolerant of human activities. A total of 4.21-acres of annual brome grassland are present within the biological study area.

Valley Oak Woodland Alliance, or valley oak woodland, is present within the project area, with valley oak (*Quercus lobate*) being dominant or co-dominant, and coast live oaks (*Quercus agrifolia*) form an open to continuous canopy within and adjacent to the project site. This plant community typically occurs on alluvial or residual soils in valley bottoms, or lower slopes that may be intermittently flooded. The understory of the project area is a mix of native shrubs, such as coyote brush (*Baccharis pilularis* ssp. *consanguinea*), common snow berry (*Symphoricarpos albus*), poison oak (*Toxicodendron diversilobum*), and others. A total of 0.60-acres of valley oak woodland is present within the project area.

Arroyo willow thicket is a scrubby streamside thicket, varying in canopy cover, from relatively open to impenetrable, and is dominated by several willow species (including arroyo willow). Both shrub and tree forms of arroyo willow (*Salix lasiolepis*) are dominant on the banks of the creek, with red willow (*Salix laevigata*), California sycamore (*Platanus racemosa*), and California bay (*Umbellularia californica*) present. Valley oak trees are also mixed in with the willows, although most of the oak canopy is from larger trees rooted outside the streambanks. A total of 0.30-acre of arroyo willow thicket is present within the project area.

The streambed is classified as riverine habitat, and plant species include mulefat and mugwort, and patches of sedges (*Carex* spp., *Scirpus pungens*), rushes (*Juncus effusus, J. xiphioides*), hedge nettle (*Stachys ajugiodes*), and other herbaceous plants. The plants were found as individuals or in small patches (generally less than

10-square feet) and sparsely distributed along the banks within the Ordinary High-Water Mark (OHWM). There is 0.13-acre of streambed channel within the project area.

Developed areas within the project area consist of paved roads, road shoulders, driveways, and the Dover Canyon Road Bridge. A total of 1.06-acres of developed surfaces are present within the project area.

Critical Habitat

Jack Creek is designated critical habitat for the South-Central California Coast Distinct Population Segment (DPS) of steelhead trout (*Oncorhynchus mykiss*). Adverse modification of critical habitat is defined as a direct or indirect alteration that diminishes the value of the habitat for the survival and/or recovery of the species. No other designated critical habitat occurs within the project limits.

Special Status Plant Species

The CNDDB contains 12 previously documented occurrences of special status plant species within an approximate five-mile radius of the project site. The habitat types observed within the project limits were determined to be suitable for eleven special status plant species. However, none were observed during seasonally timed surveys conducted in March and May of 2017.

Special Status Wildlife

The CNDDB contains 16 previously documented occurrences of special status wildlife species within an approximate five-mile radius of the project site. The habitat types observed within the project limits were determined to be suitable for eight special status wildlife species; as well as migratory birds and roosting bats. No other special status wildlife species were observed during the biological field survey efforts conducted in 2017. Descriptions of the special status wildlife species determined to have potential to occur within the project limits are included below.

California Red-Legged Frog

California red-legged frog (CRLF; *Rana draytonii*), a primarily diurnal frog, is federally listed as threatened and is a California Department of Fish and Wildlife (CDFW) Species of Special Concern (SSC). This species occurs in a variety of lowland and foothill habitat types that include (or are in proximity to) aquatic features, such as ponds or streams with dense or shrubby emergent riparian vegetation, that are required for breeding. The typical CRLF breeding season extends from November through April. The portion of Jack Creek within the project area supports suitable aquatic breeding and non-breeding habitat for this species. There are reported occurrences of CRLF about 4 miles downstream. No CRLF were observed within the project limits during the field surveys. Protocol-level survey efforts were not conducted, but presence in the project area is inferred.

South-Central California Coast Steelhead Distinct Population Segment

The South-Central California Coast steelhead DPS is the anadromous (ocean-rearing) form of rainbow trout and were historically the only naturally occurring, abundant salmonid within the coast ranges of southern California. Adults migrate up to hundreds of miles from the marine environment into the freshwater streams and rivers of their birth to spawn. Unlike other Pacific salmonids, they can spawn more than once. This species requires cool, clear, coastal streams and rivers with abundant shade and structure and loose, gravel substrates to spawn. Steelhead typically spawn from late winter through early spring depending on local weather and hydrological conditions. This species is listed as federally threatened and is a CDFW-SSC. The portion of Jack Creek within the project area supports potentially suitable habitat freshwater spawning, rearing, and migration habitat. Steelhead were not observed within the project site during field surveys conducted in 2017.

Coast Range Newt, Lesser Slender Salamander, Western Pond Turtle

Coast Range newt (*Taricha torosa torosa*), Lesser slender salamander (*Batrachoseps minor*), and western pond turtle (*Emys marmorata*) are all CDFW-SSC. None of these species were observed within the project limits during the field surveys conducted. However, the project area may provide suitable aquatic habitat for these species and the adjacent habitat types onsite are considered suitable upland/dispersal habitat for southwestern pond turtle, western spadefoot, and coast range newt; Lesser slender salamander is a predominantly land dwelling species that occurs in mesic canyons with shaded slopes and deep leaf litter in broadleaf upland forests with dense shrubs and surrounded by relatively dry habitats.

Nesting Birds

A variety of raptor and passerine bird species have potential to nest within the project area and are protected during the nesting period under the provisions of the federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code Sections 3503 and 3503.5. Many bird species may use the habitat types observed on-site for nesting, especially the bridge structures, and habitats that contain tall trees and dense shrub cover. However, special status nesting birds, such as least Bell's vireo (*Vireo bellii pusillus*), California clapper rail (*Rallus longirostris obsoletus*), California condor (*Gymnagyps californianus*), and southwestern willow flycatcher (*Empidonax traillii extimus*) are not considered to have potential to nest on-site due to lack of suitable habitat. The Arroyo willow thicket within the project area could potentially provide suitable habitat for the least Bell's vireo. No active or otherwise occupied bird nests were observed within the project limits during the field surveys.

Special Status Bat Species

Special status bat species the Townsend's big-eared bat (*Corynorhinus townsendii*); which is CDFW-SSC, was determined to have potential to roost and forage within the habitat types observed on-site. No signs of bats were detected within the project limits during the field surveys.

Jurisdictional Waters

A Jurisdictional Waters Assessment was prepared for the project to identify potential wetlands and waters of the United States, as defined by the U.S. Army Corps of Engineers (USACE), and potential waters of the state, as defined by the CDFW and the Central Coast Regional Water Quality Control Board (RWQCB). A portion of Jack Creek, which is a tributary to the Salinas River (by means of Paso Robles Creek) occurs within the project limits. Jack Creek is considered jurisdictional waters of the United States and is considered waters of the state under the Federal Clean Water Act. The existing bridge over Jack Creek is approximately 3 miles southeast of Paso Robles Creek, which flows into the Salinas River. Within the project site, Jack Creek flows intermittently. Based on the conditions observed in the field, Jack Creek is subject to USACE, CDFW, and RWQCB jurisdiction due to the presence of a clearly identifiable ordinary high-water mark (OHWM), evidence of a clearly defined bed and bank, connectivity to traditionally navigable waters (Salinas River), and presence of riparian vegetation.

Discussion

(a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

No special status plant species were observed within the project limits during any of the seasonally timed botanical surveys conducted. Therefore, no impacts to special status pant species is expected.

California Red-Legged Frog

CRLF have not been previously documented within a one-mile radius of the existing bridge and this species is not likely to breed within the project limits because the creek does not support emergent vegetation and does not provide other structural habitat components; such as floating vegetative mats, downed logs, or undercut banks. CRLF may use the banks of Jack Creek that support vegetation that could be used as refugia. Therefore, CRLF may be present within the project limits during construction, which could result in take via injury or death during dewatering and other ground disturbing-activities. Indirect impacts to CRLF may also occur, including adverse effects to water quality from sedimentation, erosion, or other habitat modifications. With the implementation of mitigation measures, there will be a less than significant impact to this species.

South-Central California Coast Steelhead

Steelhead are not well-documented within Jack Creek. Steelhead were not observed on-site during field surveys conducted in 2018 for the project. According to instream flow assessment data collected in spring and summer of 2013 for the San Luis Obispo County Regional Instream Flow Assessment, Jack Creek does not carry sufficient flows to provide steelhead habitat (Stillwater Sciences, 2014). Individual steelhead are considered to have a low potential to occur within the project area, although their presence cannot be ruled out unless the stream is dry. Steelhead may be present within the project site during project implementation and project activities may result in take of this species via injury or death during dewatering. Potential indirect effects to steelhead from the project also have potential to occur, including adverse effects to water quality downstream of the project area from sediment deposition, erosion, and habitat modifications. With the implementation of mitigation measures, there will be a less than significant impact to this species.

Coast Range Newt, Lesser Slender Salamander, Southwestern Pond Turtle

Suitable habitat for all of these species occurs within the project limits and they have all been previously documented within a five-mile radius of the project site. Jack Creek is considered suitable aquatic habitat and the adjacent areas on-site are considered suitable upland/dispersal habitat for southwestern pond turtle, lesser slender salamander, and coast range newt. If these species are present during construction, there is potential for direct impacts during dewatering and other ground-disturbing activities. Indirect impacts may also occur via adverse effects to water quality from sedimentation, erosion, and other habitat modifications. With the implementation of mitigation measures, there will be a less than significant impact to this species.

Nesting Birds

In San Luis Obispo County, the typical nesting bird period is February 1 through September 1 each year and this period is expected to overlap with the anticipated construction schedule to some extent. If nesting birds are present on-site during construction, direct impacts may occur via injury or death during vegetation removal or other ground-disturbing activities. Indirect impacts to nesting bird species may result from construction noise or other general disturbance, which may cause premature fledging of young, nest abandonment, starvation, and reduced health of nestlings. With the implementation of mitigation measures, there will be a less than significant impact to this species.

Special Status Bat Species

Suitable habitat for special status bat species occurs within the project limits. Bats may roost on the existing bridge structure, in the tall trees and snags on-site, and they may forage throughout the

other habitat types within the project limits. If special status bat species are present during construction, direct impacts may occur via injury or death. Indirect impacts to special status bats may result from construction noise and other general disturbance. With the implementation of mitigation measures, there will be a less than significant impact to this species.

(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

The proposed bridge replacement will result in approximately 2.85 acres of total disturbance and the anticipated impacts to sensitive habitat types are quantified in the table below. For the purposes of the impact analysis arroyo willow thicket are generally considered riparian forest and stands of valley oak are upland oak woodland.

Habitat	Estimated Impacts (Acres)	
	Permanent	Temporary
Annual Brome Grassland	0.02	2.05
Valley Oak Woodland	0.01	0.34
Arroyo Willow Thicket	0.04	0.21
Streambed[2] (includes Steelhead Critical Habitat)	0.00	0.12
Developed	0.04	0.02
USACE Jurisdiction	0.001	0.12
CDFW/RWQCB	0.043	0.44
Steelhead Critical Habitat	0.001	0.12

2: Delineated by OHWM.

Project implementation is anticipated to result in both temporary and permanent impacts to sensitive habitat types. Temporary impacts to native habitat types will be mitigated in-kind on-site, to the extent feasible as described within the Habitat Mitigation and Monitoring Plan (HMMP). Permanent impacts to state jurisdictional riparian habitats and waters and jurisdictional waters of the United States will likely be mitigated for at a 3:1 ratio. However, the final mitigation ratios for state and federal jurisdictional areas and riparian habitat will be determined during the permitting phase of the project. Mitigation for the removal of arroyo willow thicket will occur at a 1:1 ratio and is also included in the HMMP. The HMMP will be provided to the various regulatory permitting agencies for review during the permitting process and will be finalized prior to acquisition of the necessary permits for the project. With use of these restoration ratios and compliance with all of the various regulatory permit terms and conditions, the potential impacts to sensitive habitat types; including jurisdictional waters of the United States and waters of the state and riparian habitat areas, will be reduced to less than significant levels.

(c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Implementation of the project is expected to result in temporary and permanent impacts to federal and state jurisdictional waters. Permanent impacts will result from installation of the approach abutments of the new bridge, placement of rock-slope-protection, and cut and fill slopes. Temporary impacts will result from dewatering, construction of the temporary bridge, and falsework required for construction, and associated removal of riparian vegetation. Project staging has been designated

outside of the riparian areas to avoid unnecessary impacts to jurisdictional areas. With the implementation of mitigation measures, there will be a less than significant impact to this species.

(d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Implementation of the project will temporarily and permanently impact steelhead designated critical habitat and the adjacent riparian habitat, which serves as shade and cover, and provides water quality benefits to steelhead residing in the aquatic environment. However, implementation of the project will result in an overall net gain and improvement to steelhead designated critical habitat because existing concrete within the channel will be removed, thus improving the overall habitat quality. With use of the restoration ratios and compliance with all of the various regulatory permit terms and conditions, potential impacts to steelhead critical habitat will be insignificant. Project implementation will improve the quality of steelhead critical habitat within the project limits. With the implementation of mitigation measures, there will be a less than significant impact to this species.

(e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

The project is consistent with local policies and ordinances that protect biological resources, and therefore has a less than significant impact.

(f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

The project is consistent with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan, and therefore has a less than significant impact.

Conclusion

The proposed project has the potential to impact sensitive vegetation communities, special status wildlife, nesting birds, and federal and state jurisdictional waters. Suitable mitigation has been recommended to address each of these impacts and reduce them to less than significant levels. These measures include efforts to restore temporarily disturbed areas, implementing erosion control measures, conducting pre-construction surveys for special status wildlife species, fencing exclusion zones for environmentally sensitive areas and to define the project limits, and developing a spill prevention and containment plan for hazardous materials to protect water quality. In addition, biological monitoring and reporting will be conducted throughout the construction phase of the project to ensure compliance with all the mitigation measures.

A specific measure that requires the County, via CalTrans, to consult with the USFWS and with the National Marine Fisheries Service to refine the recommended mitigation measures to address potential impacts to CRLF and steelhead, respectively. Caltrans has a Programmatic Biological Opinion (PBO) from the USFWS, for CRLF- to streamline consultations for projects that are funded or approved under the Federal Highway Administration's Federal Aid Program. This project is expected to qualify for use of the PBO and therefore, will utilize the measures provided therein to avoid or minimize impacts to CRLF; including pre-construction surveys, using USFWS-approved biologists on-site for monitoring, conducting species-specific environmental training, identifying areas where CRLF can be relocated if CRLF are encountered within the construction area, and relocating individuals out of harm's way.

After construction, project implementation will result in a net improvement to the overall habitat quality within the project area, because existing concrete in the creek channel will be removed. Permanently impacted and temporarily disturbed areas will be mitigated for and restored with native plant species appropriate for the area and all invasive plant species will be removed.

Implementation of the recommended mitigation measures provided in detail in Exhibit B, will avoid and/or reduce the potential project-related impacts to biological resources to less-than-significant levels. No further mitigation measures are required; however, these measures may be refined by other regulatory agencies with jurisdiction over the project during the permit acquisition phase.

Mitigation

See Exhibit B

Sources

See Exhibit A.

V. CULTURAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☒	☐	☐
(b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐
(c)	Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

Setting

The following is based on an Archaeological Survey Report and Historic Property Survey Report (SWCA, 2017).

Archaeological Resources

For this project, an archaeological survey report was prepared for the County (SWCA, 2017), and no prehistoric archaeological sites were discovered within the project limits during the field surveys. A records search was conducted at the California Historic Resource Information System's- Central Coast Information

Center. The search found that no archaeological sites have been previously recorded within the project limits.

Historical Resources

The existing bridge, constructed in approximately 1920, is a steel-riveted Warren pony through truss with seven panels; the three inverted triangles also have vertical elements. The bridge is a hybrid of the Warren Truss (alternating equilateral triangles), and the Modified Warren Truss (with vertical elements bisecting the equilateral triangles. This particular type of bridge, and that it is located in a rural section of the county can be traced, in part, to events that took place in Iowa in the 1910s, when the popularity of the Warren truss system in bridge design was growing rapidly, and 'the prototypical example' that would become a standard design was implemented at Iowa's Storm Creek Bridge site. Steel elements on the bridge were manufactured by Carnegie Steel, and Jones & Laughlin of Pennsylvania.

The Jack Creek Bridge retains a high degree of integrity in all seven of the recognized aspects: location, design, materials, workmanship, setting, feeling, and association. The bridge location and design are unchanged. All the truss materials appear to be original and are in good condition. The original workmanship is apparent, with only minor changes, mostly in the condition of the reinforced concrete abutments; the bridge has sustained almost no damage from traffic impacts. The setting is virtually unchanged, especially when seen from the west approach, which includes a long view of the narrow, graveled road sloping uphill, flanked by riparian vegetation along Jack Creek.

A Historic Property Survey Report, and a Historic Property Evaluation Report were conducted in 2017 (SWCA) and found that under CEQA Criterion, the bridge appears to meet eligibility for listing in the California Register of Historic Places and constitutes a historic resource.

Discussion

(a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

The bridge is considered historic resource under CEQA and therefore it's destruction or removal of the site would result in a potentially significant impact to cultural resources. Mitigation measures listed below will be incorporated to reduce impacts to less than significant levels.

(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Ground-disturbing activities necessary for the project will predominately be limited to previously disturbed areas on-site. Comments were received from the Xolon Salinan Tribe and the Santa Ynez Band of Chumash Indians (SYBCI).

Standard operating procedures will be followed in the event that the project impacts any unknown archaeological resources that may be encountered during project development. Therefore, potential impacts associated with archeological resources would be less than significant.

(c) Disturb any human remains, including those interred outside of dedicated cemeteries?

A records search, archaeological survey and outreach to the Native American Heritage Commission and local Native American tribes/members did not identify human remains within the project area. Standard operating procedures will be followed in the event that human remains may be unearthed during the course of ground disturbance, therefore potential impacts are less than significant.

Conclusion

Standard mitigation measures are included below and align with the Section 22.10.040 of the County's Land Use Ordinance (2011), for the project to ensure the potential impacts to any unknown archaeological resources, or human remains that may be inadvertently encountered during project development will be avoided and minimized..

The impact of disturbing/removing the historic bridge has been partially mitigated by documenting the structure via the Historic Property Survey Report, and a Historic Property Evaluation Report. Additional mitigation, consistent with Caltrans Local Assistance Program Guidelines, is also recommended.

Mitigation

CR-1 Making the bridge available for donation to the State, another local agency, or to a private entity by notifying the SHPO, Caltrans, or other cities or counties in the State by:

- Notifying a winery, a vineyard, a rancher, a private property owner, or other private entities to take ownership of the bridge,
- Keeping and storing the bridge for future use, or
- Selling the bridge for scrap;

CR-2 If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find;

CR-3 The discovery of human remains is always a possibility during ground disturbance; State of California Health and Safety Code Section 7050.5 covers these findings. This code section states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The County Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric, the County Coroner will notify the NAHC, which will designate and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Sources

See Exhibit A.

VI. ENERGY

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
(b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Setting

This bridge replacement project was evaluated for impacts to energy. The replacement bridge does not require the installation or modification of an energy source.

Discussion

(a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

The proposed project will not result in a potentially significant environmental impact due to wasteful, inefficient or unnecessary consumption of energy resources, during project construction or operation. The bridge will utilize standard construction methods during the construction phase of operations. The bridge will not consume energy resources upon construction as no lighting is proposed for the bridge and therefore will have not impacts.

(b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The project will not conflict or obstruct a state or local EnergyWise plan for renewable energy or energy efficiency, and therefore will have no impacts.

Conclusion

The project will have no impacts to energy resources and no mitigation is required.

Mitigation

No energy specific mitigation measures are required.

Sources

See Exhibit A.

VII. GEOLOGY AND SOILS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☐
	(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
	(ii) Strong seismic ground shaking?	☐	☐	☒	☐
	(iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
	(iv) Landslides?	☐	☐	☒	☐
(b)	Result in substantial soil erosion or the loss of topsoil?	☐	☒	☒	☐
(c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
(d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
(e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Setting

The project area is within a rural portion of western Paso Robles in the rugged Santa Lucia Range. The bridge is situated near the confluence of Jack Creek and Summit Creek. Vegetation includes oak savannah and dense pockets of riparian vegetation within the creek corridors. The project area is generally flat, sits at 1,080 feet above mean sea level, and is situated on the western and eastern terraces of Jack Creek.

As proposed, the project will result in the disturbance of approximately 3.82-acres. Approximately 200-cubic yards of roadway excavation will occur, and approximately 900-cubic yards of imported borrow, and 220-cubic yards of aggregate base will be required as part of the project. No new buildings or major underground utilities are proposed as part of the project.

The area is within the 100 Year Flood Zone. Geologic characteristics of the project site are described below:

Topography: Nearly level with Jack Creek bisecting the project area

Within County's Geologic Study Area?: No

Landslide Risk Potential: Low Potential

Liquefaction Potential: Moderate

Nearby potentially active faults?: No *Distance*? ~40 miles

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

Shrink/Swell potential of soil: Negligible

Other notable geologic features? None

A Farmland Impact Assessment (SWCA, 2018) was prepared for the proposed project and found the soil type(s) and characteristics on the subject property include:

Pico Fine Sandy Loam (2 - 9 % slopes)

This very deep, gently to moderately sloping, well-drained soil formed in calcareous alluvium derived from sedimentary rocks and is found on alluvial fans. The surface layer is gray fine sandy loam, about 17 inches thick, with underlying stratified layers of grayish brown, light grayish brown, and light gray fine sandy loam. Pico soils have moderately rapid permeability, with medium surface runoff, and moderate hazard of erosion. The soil has low shrink-swell characteristics, and a Storie index rating of 90. The soil is considered Class IV without irrigation and Class II when irrigated.

Xerofluvents-Riverwash

This association consists of soils and barren areas on flood plains and is used for watershed and wildlife habitat. This association is about 50% Xerofluvents and 30% Riverwash. This association is considered Class

VIII without irrigation and class is not rated when irrigated. The soil's erodibility and shrink-swell characteristics are not rated.

Xerofluvents are found on flood plains and are flooded about twice every four years. Xerofluvents consists of variably colored stratified sand, loamy sand, gravelly sandy loam, and gravel. Permeability of Xerofluvents is variable, surface runoff is medium, and the erosion hazards are very high. The Storie index rating is 17.

Riverwash is located on barren areas in and along stream channels and is generally flooded every year. Included with this associated are about 20% small areas of Elder loam, Metz loamy sand, and Tujunga fine sand. Riverwash consists of barren areas of un-stabilized sand and gravelly sediment which are generally flooded, washed and reworked by streams every year. The Storie index rating is 2.

Still clay loam (0 - 2 % slope)

This nearly level, well-drained soil formed in alluvium derived from sedimentary rocks and is found on alluvial plains. The surface layer is typically dark grayish brown clay loam about 25 inches thick, with underlying stratified layers of grayish brown, dark grayish brown, and brown clay loam. This soil has moderately slow permeability, moderate shrink-swell characteristics, and the hazard of erosion is slight. The soil is considered Class IV without irrigation, Class I when irrigated, and has a Storie index rating of 85.

Discussion

(a) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

(a-i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

The Foundation Report (Crawford & Associates, Inc., 2018) identified the nearest deterministic seismic sources: the Oceanic - West Huasna reverse fault that is located 4.6-miles to the southwest, the Rinconada 2011 CFM Strike Slip fault located 7.7-miles west, and the Hosgri strike slip fault located 15.1-miles east of the project location. The site does not lie within an Alquist- Priolo Earthquake Fault Zone, and no known active faults are mapped within or through the project area. Based on the mapping, the potential for fault rupture at the site is considered to be low.

The project site is not located within 500 feet of any potentially active faults, or by an Alquist-Priolo Earthquake Fault Zone and therefore will have no impact.

(a-ii) *Strong seismic ground shaking?*

Ground shaking is primarily a function of the distance between a particular area and the seismic source, the type of materials underlying the site and the motion of fault displacement. The number or frequency of large magnitude earthquakes that may occur during the life of the Project cannot be predicted reliably. The potential hazards or adverse effects of ground shaking would depend on several factors that include the severity of ground shaking; the nature, depth, and extent of the seismic event; the type of structures involved; and the local topography.

The Foundation Report (2018) prepared for the project, recommended that the structure design be based on the following Caltrans SDC parameters: Shear wave Velocity - 360 meters per second, Soil Profile Type C, Magnitude- 6.5, Peak Ground Acceleration- 0.40g, and Controlling Spectra- Probabilistic Spectrum USGS 5% in 50 years hazard.

The proposed projected will not result in strong seismic ground shaking, and no active faults that could produce strong ground shaking are located within the project area. Some ground shaking related to increased vehicle loads (heavy equipment) and ground disturbance related to removing and constructing a new bridge may occur during construction. These impacts will be temporary in nature and will not introduce permanent strong seismic ground shaking, therefore resulting in a less than significant impact.

(a-iii) Seismic-related ground failure, including liquefaction?

The following is based on the Foundation Report (2018). Soil liquefaction is a secondary effect associated with seismic loading. It can occur when saturated, loose to semi-compact, granular soils, or specifically defined cohesive soils, are subjected to ground shaking sufficient to increase pore pressure to trigger liquefaction. In general, liquefaction hazard is most severe within the upper 50 feet of the ground surface. Based on encountering ground water level and dense subsurface materials, the potential for liquefaction is considered low. Due to the type of soils/rock encountered, the potential for seismically induced settlement is considered low.

The project site straddles mapped areas of low and moderate liquefaction potential. The potential for liquefaction to occur increases when sandy or loose to moderately saturated granular soils with poor drainage are present. The mapped moderate liquefaction potential is expected as Jack Creek bisects the project area which contains sand loam soils. The bridge has been designed to meet Caltrans Seismic Design Criteria and will therefore have a less than significant impact related to seismic-related ground failure.

(a-iv) Landslides?

Landslides are the downslope motions of conglomerations of earth materials, bedrock, or combinations of both. The chance of a landslide occurring are increased by increases in slope gradient, looseness of material, clay content of the bedrock, underground springs, unfavorable slope orientation with existing fault boundaries, human disturbance of the landslide, increases in water content, earthquake forces to help mobilize the mass, and disturbance of the lateral confining forces.

The project site is mapped in areas of low, moderate and high landslide potential. The lands surrounding the project area do contain moderate hills, therefore a moderate to high landslide potential is expected. The project is not expected to increase or exacerbate the risk of potential landslide and will have a less than significant impact.

(b) Result in substantial soil erosion or the loss of topsoil?

Grading, vegetation removal, excavation, and placement of fill materials required for the project could result in temporary soil erosion, sedimentation, and/or stormwater runoff. No substantial changes in the existing site topography will occur and all disturbed areas will be restored to pre-project conditions, to the extent feasible, upon completion of construction activities. When construction is completed, the project site would be restored and revegetated. Construction in jurisdictional areas will be conducted outside of the normal rainy season, thus minimizing potential erosion and adverse water quality impacts to Jack Creek. The project will not require excessive grading and is not going to result in significant geologic impacts related to erosion or displacement/loss of topsoil and will therefore result in a less than significant impact.

(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Lateral spread is the finite, lateral displacement of sloping ground as a result of pore pressure buildup or liquefaction in a shallow, underlying soil deposit during an earthquake. Lateral spreading, as a result of liquefaction, occurs when a soil mass slides laterally on a liquefied layer, and gravitational and inertial forces cause the layer, and the overlying non-liquefied material, to move in a downslope direction. Widespread lateral spreading is generally not applicable to fine-grained, or sandy soils.

Subsidence is the sinking of the ground surface caused by the compression of soil layers. Subsidence involves deep seated settlement caused by the compression of soil layers due to the withdrawal of fluid (e.g., oil, natural gas, and water). The settlement can be exacerbated by increased loading, such as from the construction of on-site buildings or the placement of additional fill over compressible layers. This settlement can be mitigated prior to development through the removal and re-compaction of loose soils

A Foundation Report (Crawford & Associates, Inc., 2018) determined the following. The project is located on the Quaternary age Surficial sediments (Qa) geologic formation that consists of alluvial sand and gravel. Geotechnical bore samples identified two significant units- unit one consists of loose to medium dense sand and decomposed sedimentary rock and very stiff to hard clays with varying amounts of sands; unit two consists of intensely to moderately weathered sedimentary rock (sandstone and/or shale). Unit one is generally considered unsuitable for support of heavy foundation loads, however its is considered capable of providing support for anticipated light superposed roadway fills. Unit two, which was encountered below Unit 1, has uniaxial compressive strengths varying from 400 psi to 1,200 psi.

The project is not located on a geologic unit or soils that are unstable or would become unstable as a result of the project. The existing bridge is designed to meet the most current requirements of the American Association of State Highway and Transportation Officials (AASHTO) and will therefore reduce potential impacts to less than significant levels.

(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Expansive soils swell or heave with increases in moisture content and shrink with decreases in moisture content. Of the soils within the project area Still clay loam has moderate shrink-swell capabilities, Pico Fine Sandy Loam has low shrink-swell capabilities, and Xerofluvents-Riverwash shrink-swell characteristics are not rated. The project area does not contain soils with high shrink-swell characteristics (expansive soils) and therefore will have a less than significant impact.

(e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The use of septic tanks or alternative waste water disposal systems are not proposed for the project and therefore will have no impact.

(f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No unique paleontological resources or unique geologic features were identified at the project location, and none are known to exist in the area and therefore will have a less than significant impact. If unique paleontological or geologic features are unearthed during construction, the find will be assessed and documented.

Conclusion

Development of the project is 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 will be designed to AASHTO Load and Resistance Factor Design (LRFD) Bridge Design Specifications and the abutments will be designed in accordance with the Caltrans Load Factor Design (LFD) Bridge Design Specifications. The bridge will also be designed to meet Caltrans Seismic Design Criteria (SDC).

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

Mitigation

No geology and soils specific mitigation measures are required.

Sources

Crawford & Associates, Inc. 2018. *Foundation Report- Dover Canyon road at Jack Creek Bridge, Existing Br. No. 49C0037 San Luis Obispo County, California*. Prepared by Crawford & Associates, Inc. in Sacramento. Prepared for Mark Thomas in Sacramento, California.

Seed, H.B. 1979. *Soil Liquefaction and Cyclic Mobility Evaluation for Level Ground During Earthquakes*. Journal of Geotechnical Engineering Division, ASCE 105(GT2): 201-255

See Exhibit A.

VIII. GREENHOUSE GAS EMISSIONS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Setting

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 or climate change. 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. 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.

The passage of Assembly Bill 32, the California Global Warming Solutions Act (2006), recognized the need to reduce GHG emissions and set the greenhouse gas emissions reduction goal for the State of California into law. The law required that by 2020, State emissions must be reduced to 1990 levels. This is to be accomplished by reducing greenhouse gas emissions from significant sources via regulation, market mechanisms, and other actions. Subsequent legislation (e.g., SB97-Greenhouse Gas Emissions bill) directed the California Air Resources Board (CARB) to develop statewide thresholds.

In March 2012, the San Luis Obispo County Air Pollution Control District (APCD) approved thresholds for GHG emission impacts, and these thresholds have been incorporated the APCD's CEQA Air Quality Handbook. APCD determined that a tiered process for residential / commercial land use projects was the most appropriate and effective approach for assessing the GHG emission impacts. The tiered approach includes three methods, any of which can be used for any given project:

1. Qualitative GHG Reduction Strategies (e.g. Climate Action Plans): A qualitative threshold that is consistent with AB 32 Scoping Plan measures and goals; or,

2. Bright-Line Threshold: Numerical value to determine the significance of a project's annual GHG emissions; or,

3. Efficiency-Based Threshold: Assesses the GHG impacts of a project on an emissions per capita basis.

For most projects the Bright-Line Threshold of 1,150 Metric Tons CO2/year (MT CO2e/yr) will be the most applicable threshold. In addition to the residential/commercial threshold options proposed above, a bright-line numerical value threshold of 10,000 MT CO2e/yr was adopted for stationary source (industrial) projects.

It should be noted that projects that generate less than the above mentioned thresholds will also participate in emission reductions because air emissions, including GHGs, are under the purview of the California Air Resources Board (CARB) (or other regulatory agencies) and will be "regulated" either by CARB, the Federal Government, or other entities. For example, new vehicles will be subject to increased fuel economy standards and emission reductions, large and small appliances will be subject to more strict emissions standards, and energy delivered to consumers will increasingly come from renewable sources. Other programs that are intended to reduce the overall GHG emissions include Low Carbon Fuel Standards,

Renewable Portfolio standards and the Clean Car standards. As a result, even the emissions that result from projects that produce fewer emissions than the threshold will be subject to emission reductions.

Discussion

(a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Using the GHG threshold information described in the Setting section, the project is expected to generate less than the Bright-Line Threshold of 1,150 metric tons of GHG emissions. Therefore, the project's potential direct and cumulative GHG emissions are found to be less significant and less than a cumulatively considerable contribution to GHG emissions. Section 15064(h)(2) of the CEQA Guidelines provide guidance on how to evaluate cumulative impacts. If it is shown that an incremental contribution to a cumulative impact, such as global climate change, is not 'cumulatively considerable', no mitigation is required. Because this project's emissions fall under the threshold, no mitigation is required and will have a less than significant impact.

(b) *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

The project is consistent with the general level of development anticipated and projected in the Clean Air Plan. Based on Table 1-1 of the CEQA Air Quality Handbook (2012), the project will not exceed operational thresholds triggering mitigation. The proposed project would not generate any greenhouse gases except those typically associated with construction activities, which will be short term and are considered a less than significant impact.

Conclusion

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. The proposed project will not generate significant, permanent greenhouse gasses, and is consistent with any applicable plan, policy or regulation adopted for the purpose of reducing greenhouse gas emissions and, therefore has a less than significant impact.

Mitigation

No greenhouse gas emission specific mitigation measures are required.

Sources

See Exhibit A.

IX. HAZARDS AND HAZARDOUS MATERIALS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
(b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
(c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
(d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
(e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
(f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
(g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Setting

The following analysis is based on the Initial Site Assessment (ISA) study prepared for this project (Crawford & Associates, Inc., 2018).

The ISA helped identify potential or known hazardous materials, hazardous waste, and/or contamination (recognized environmental conditions) at the project site. The project site was not identified in any of the environmental database records or governmental websites reviewed such as the State Water Resources ControlBoard'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). A review of the Division of Oil, Gas and Geothermal Resources website found one plugged oil and/or gas well identified approximately 0.7-mile north of the project site. The project is not located in an area of known hazardous material contamination. The project is located within a 'very high' and 'high' severity risk area for fire and is within State/CalFire responsibility. The project is not within an Airport Review area.

Dover Canyon Road is not paved; therefore, there is no striping material to be removed as part of the project. The project site is surrounded by property that appears to have been historically used for low intensity agricultural purposes like grazing. There was no evidence of pesticide or herbicide mixing, storage or use within the right-of-way observed during the site reconnaissance.

A field visit of the project area yielded no evidence of underground or aboveground storage tanks, utilities, drug lab materials or wastes, staining of the ground or other evidence of spills, or other indicators of the presence of hazardous materials. There was no evidence of mining activity. Serpentine was not observed in the outcrop or on the road, nor was fibrous material observed, which could indicate the presence of naturally occurring asbestos. Vegetation visible from the corridor appeared to be seasonally healthy; unusually stressed or absent vegetation was not observed.

A project referral was submitted to APCD and the County received a response on January 18, 2019 with no project-related comments as the referral form was sufficient to complete their review.

Lead Based Paint

A lead assessment was performed by a Certified Lead Assessor/Inspector according to Housing and Urban Development, EPA, and California Public Health Department guidelines. Suspect orange paint was identified on the steel rail above-deck support system, and suspect brown-orange paint was identified on the below-deck steel support system. The sample of the orange paint contained 41% lead, and the sample of the brown-orange paint contained 28% lead. The 30-day average California Standard for lead is 25 µg/m3 (Microgram per cubic meter of air) (CEQA Air Quality Handbook, APCD, 2012).

Mercury

Tailings from nearby mercury mines have reportedly been used in the vicinity of the project site for roadway construction and maintenance. Ten soil samples were collected within the project area to assess if mercury is present at concentrations that exceed worker exposure or hazardous waste disposal limits.

Mercury was reported in four of the ten soil samples collected, but they are below the current California Office of Environmental Health Hazard Assessment soil screening threshold. Based on the concentrations reported in the soil samples further evaluation of mercury in soil to assess worker exposure potential does not appear warranted. One soil sample had a mercury concentration that exceeds the current California Total Threshold Limit Concentration (TTLC) for mercury of 20 mg/kg. The Asbestos, Mercury and Lead

Survey Appendix of the ISA notes that based on the mercury inspection and sample results, the levels were all within permissible exposure limits.

Chemically Treated Wood

Chemically treated wood present at the project site that is impacted by planned construction activities must be handled as Treated Wood Waste (TWW) and disposed of as hazardous waste. Section 66261.9.5 of Department of Toxic Substances Control (DTSC) regulations provide alternative management standards (AMS) for treated wood waste. Caltrans 2015 SS 14-11.14 and SSP 14-11.14 for TWW is based on AMS regulations. This special standard provision directs the contractor to follow the AMS, including providing training to all personnel that may encounter TWW. Training must include, at a minimum, safe handling; sorting and segregating; storage; labeling (including date); and proper disposal methods. Chemically treated wood removed from the project site must adhere to SS 14-14.14 and SPP 14-11.14. Generally, treated wood utility poles are the responsibility of the utility owner. The wooden bridge deck appears to be constructed with pressure-treated wood. This material must be handled and disposed of as TWW in the manner described above.

Aerial Deposited Lead

Generally, Aerial Deposited Lead (ADL) may be an issue on roads which have historically experienced significant traffic, particularly where vehicles would be stopping and idling. Dover Canyon Road has never experienced heavy vehicular traffic, and ADL concentrations are expected to be insignificant in the project site vicinity.

Discussion

(a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

The project does not propose the use of hazardous materials but may generate hazardous waste during the bridge removal process. Traces hazardous materials, including lead-based paint, mercury, and chemically treated wood were identified within the project area. These hazardous materials were found to be below the current California Office of Environmental Health Hazard Assessment thresholds; however, mitigations measures have been developed and will be implemented to reduce impacts to less than significant levels.

(b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

No direct or indirect evidence of spills or releases of oil or fuel within the project area, or evidence of storage or distribution of petroleum hydrocarbons were identified in the project site vicinity; however oils, gasoline, lubricants, fuels, and other potentially hazardous substances would be used and 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, agricultural areas, Jack Creek). Such uses will be short-term and subject to standard requirements for the handling of hazardous materials and will have a less than significant impact.

(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No schools exist, or are proposed, within one-quarter mile of the proposed project, and will have no impact related to emitting hazardous emissions, materials substances or waste within one-quarter mile of a school, and therefore will have no impact.

(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The proposed project is not found on a site that is listed on the 'Cortese List' (which is a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5), and therefore will have no impact.

(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The proposed project is not located within an airport land use plan, or within two miles of a public airport or public use airport. The project would not result in a permanent safety hazard or excessive noise for people residing or working in the project area and will therefore have no impact.

(f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The project is not expected to conflict with any regional emergency response or evacuation plan, and therefore will have no impact.

(g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

The project area is located within a 'very high' fire risk area, and the emergency response time in this location is approximately 15-20 minutes. The project would not change the existing land use (a bridge), and the new bridge will be able to accommodate fully loaded fire trucks, therefore enhancing the accessibility of fire crews in the event of a wildland fire. Construction of a new bridge at Jack Creek does not present a significant risk of loss, injury or death involving wildland fires, and therefore will have a less than significant impact

Conclusion

Demolition of structures coated with lead-based paint may result in potentially significant impacts to air quality if not performed properly as improper demolition could result in the release of lead-containing particles from the site. Depending on removal method, an APCD permit may be required.

Due to the potential presence of asbestos containing material (ACM), the APCD should be notified within at least 10 business days of demolition activities commencing, perform an asbestos survey conducted by a Certified Asbestos Consultant, and the applicable removal and disposal requirements of identified ACM should be followed.

Mitigation measures are included to avoid or minimize potential impacts related to lead, and other hazardous contaminants that may be present in the soil, roadway, and /or existing bridge structure onsite. With implementation of the mitigation measures listed below, potential impacts from hazards and hazardous materials will be reduced to less than significant levels.

Mitigation

HAZ-1 Demolition of structures coated with lead-based paint may 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 can also result in significant emissions of lead. Proper abatement of lead before demolition of these structures must be performed to prevent the release of lead from the site. Depending on removal method, an APCD permit may be required.

HAZ-2 It is therefore possible that soil excavated from the project site might contain mercury at a concentration that exceeds the TTLC; additional testing of waste soil excavated at the site will be required to properly classify the waste soil for transportation and off-site disposal.

HAZ-3 The County shall ensure the proposed project complies with Section 13-4.03B Spill Prevention and Control of the Caltrans 2015 Standard Specifications to minimize the potential for, and effects of, spills of hazardous or toxic substances during construction of the project.

HAZ-4 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-5 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-6 If signs of transite piping are observed during construction activity, sampling and analysis shall be conducted. Transite piping shall be disposed of properly.

Sources

See Exhibit A.

X. HYDROLOGY AND WATER QUALITY

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
(b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
(c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☐	☐
	(i) Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
	(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
	(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
	(iv) Impede or redirect flood flows?	☐	☒	☐	☐
(d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
(e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Initial Study – Environmental Checklist

Setting

The existing bridge spans Jack Creek along Dover Canyon Road. Jack Creek, which flows south-easterly within an approximate 60-foot wide channel, is classified as an intermittent stream and runs from the north to south to its confluence with Paso Robles Creek approximately 3.7 miles to the southeast of the project site. The proposed project occurs immediately downstream of the confluence of Summit Creek and Jack Creek. The creek is flanked on all sides by oak woodland and riparian habitat, one horse arena is located immediately to the southwest of the project site. The topography of the project is nearly level, except for the creek and associated channel that bisects the project site at the relative center..

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

Within the 100-year Flood Hazard designation? Yes

Closest creek? In Project Area- Jack Creek *Distance*? Onsite

Soil drainage characteristics: Moderately drained

With regards to project impacts on water quality the following conditions apply:

- Approximately 3.82-acres/166,400-square feet of site disturbance are proposed and the movement of approximately 200-cubic yards of roadway excavation material will occur;
- The project will be subject to standard County requirements for drainage, sedimentation and erosion control for construction and permanent use;
- If project will be disturbing over an acre and will be required to prepare a SWPPP, which will be implemented during construction;
- The project is on moderately erodible soils, but is not on moderate or steep slopes;
- Stockpiles will be properly managed during construction to avoid material loss due to erosion;
- All hazardous materials and/or wastes will be properly stored on-site, which include secondary containment should spills or leaks occur; and
- The project is within a 100-year Flood Hazard designation.

Discussion

(a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

The Regional Water Quality Board will provide regulatory oversight to ensure that the project is compliant with existing water quality standards. The proposed projected is not expected to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality, and therefore will have a less than significant impact.

(b) *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

The project is not located within any mapped groundwater basin. Groundwater was encountered at depths of approximately 18 feet below the ground surface on the east side of the existing bridge during a geotechnical investigation conducted for the project on August 1, 2018. Minimal to moderate amounts of groundwater are expected to be encountered during drilling activities

associated with excavations for the piles. If conditions are more saturated, slurry will be used and adherence to the Caltrans wet specifications will be required. If sidewall stability in the substrate is adequate and groundwater seepage is minimal; adherence to the wet specifications will be waived and the drilling activities will comply with the standard specifications. Regardless, no mitigation is required because potential project related impacts to groundwater are less than significant as the project will not draw upon, decrease, or substantially interfere with groundwater recharge.

(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

(c-i) Result in substantial erosion or siltation on- or off-site?

Erosional scour, when fast moving waters around a bridge removes sediment from around the bridge foundation, can potentially occur at bridge sites. Siltation is when water becomes dirty as a result of fine mineral particulates in the water. Caltrans has developed the AASHTO design standards to include requirements to address the problem of stream stability, scour and siltation when it comes to bridge design. The proposed project is not expected to result in substantial erosion or siltation on-or off-site, as the Caltrans AASHTO standards specifications and preparation of a Storm Water Pollution Prevention Plan will be utilized and therefore will have a less than significant impact.

(c-ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

The project is not expected to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. While approximately 150 feet of the bridge's road approach will be improved on both sides of the bridge, the approaches will be designed to be compliant with Caltrans 2015 Standard Specifications, and therefore will have a less than significant impact.

(c-iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The project site is not located within the state Municipal Separate Storm Sewer Systems (MS4) coverage area. Projects involving more than one acre of disturbance are subject to preparing a Storm Water Pollution Prevention Plan (SWPPP) to minimize on-site sedimentation, runoff and erosion and therefore will have a less than significant impact.

(c-iv) Impede or redirect flood flows?

The Foundations Report (2018) determined the following:

The groundwater is expected to be consistent with the creek surface water elevation when present and occur below that level throughout bedload and surface materials. Soils below groundwater level are expected to be saturated and capable of transmitting substantial quantities of seepage to open excavations. Open fractures and decomposed and/or intensely weather rock zones are also capable of transmitting significant seepage to open excavations.

Adequate construction de-watering for the abutment excavation is expected to be achievable during dry season construction (approximately June through October) by means of diking/diversion of

surface water (if present) and the use of sump pumps but could require heavy pumping. Temporary diversion/piping of all surface water around/through the site is considered prudent.

Winter or spring construction can expect higher water surface level in the channel and may also encounter higher/perched groundwater levels and require additional controls. The contractor is responsible for dewatering and/or diking diversion design and construction methods and therefore will have a less than significant impact with implementation of mitigation measures.

(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Project implementation is not expected to result in significant impacts associated with development in the 100-year Flood Hazard designation because the project is designed in accordance with Caltrans AASHTO, and the other applicable standards. Compliance with these design standards typically indicates that potential risks to people and structures, including those related to the 100-year Flood Hazard designation, were properly safeguarded against during the project design phase. Therefore, compliance with the current applicable design standards provides assurance that the bridge was designed to withstand general risks associated with development within the 100-year Flood Hazard designation. The development footprint within the flood zone is relatively small and potential impacts to the floodplain are considered less than significant.

(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Permits from the Regional Water Quality Control Board will be sought for occurring within their jurisdiction and all work will comply with the agencies policies and plans. The project does not occur within a mapped groundwater basin and no sustainable groundwater management plan is applicable to the project area. The proposed project will be consistent with existing water quality control plans or sustainable groundwater management plans, therefore impacts will be considered less than significant.

Conclusion

Use of the mitigation measures included in the Biological Resources and Hazards Sections will avoid and reduce the potential project-related impacts to water resources and hydrology to less than significant levels. Similarly, compliance with AASHTO, Caltrans, and the other applicable standards and specifications will provide assurances that surface and groundwater resources are protected during construction. Preparation and compliance with the SWPPP, which is required for project, will also ensure that potential water quality impacts from sedimentation and erosion are avoided and minimized. As specified above for water quality, existing regulations and/or required plans will adequately address surface water quality impacts during construction and permanent use of the project. No additional measures above what are required or proposed are needed to protect water quality. Based on the proposed amount of water to be use and the water source, no significant impacts from water use are anticipated.

Mitigation

HYDRO-1 In the unlikely event that significant amounts of groundwater be encountered during construction/excavation activities and more extensive dewatering methods become necessary, regulatory compliance and permitting consistent with the Regional Water Quality Control Board (RWQCB) and National Pollutant Discharge Elimination System (NPDES) requirements shall be adhered to, and groundwater sampling shall be conducted, as applicable.

Sources

Crawford & Associates, Inc. 2018. *Foundation Report*. Prepared for Mark Thomas in Sacramento, California.

See Exhibit A.

XI. LAND USE AND PLANNING

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Physically divide an established community?	☐	☐	☐	☒
(b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Setting

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, Local Coastal Plan, etc.). New land uses are not proposed for the project and project implementation will not modify any existing land uses within the project limits and vicinity. The existing bridge over Jack Creek, will be replaced with a new bridge that can support the load of fully loaded emergency vehicles.

Discussion

(a) Physically divide an established community?

The project location is located in a rural area with a low population. The proposed bridge project will not physically divide an established community and therefore will have no impact.

(b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The project is not within or adjacent to any Habitat Conservation Plan or Natural Community Conservation Plan areas. The project is considered consistent and compatible with the existing Residential Suburban and Agricultural land uses on-site and in the immediate surrounding areas. The project was found to be consistent with the pertinent plans and policy documents reviewed. The project will not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and will have a less than significant impact.

Conclusion

No land use inconsistencies were identified and therefore no additional measures above what will already be required were determined necessary.

Mitigation

No land use specific mitigation measures are required.

Sources

See Exhibit A.

XII. MINERAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
(b)	Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Setting

The project area is within a rural portion of western Paso Robles in the rugged Santa Lucia Range. The bridge is situated near the confluence of Jack Creek and Summit Creek. The project area is generally flat and is situated on the western and eastern terraces of Jack Creek.

Discussion

(a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No known mineral resources that would be of value to the region and residents of the site existing in the project area, and therefore will have no impact.

(b) Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

There are no important mineral resource recovery sites located within or adjacent to the project area. The project will not result in the loss of availability of a locally important miner resource

recover site delineated on a local general plan, specific plan or other land use plan and therefore will have no impact.

Conclusion

The project area does not contain any known valuable mineral resource, or mineral resource recovery sites, therefore no mitigation measures are required, and no mineral resources will be impacted.

Mitigation

No mineral resource specific mitigation measures are required.

Sources

See Exhibit A.

XIII. NOISE

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:					
(a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
(b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
(c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Setting

A Noise Technical Memorandum was produced (SWCA, 2018) for the project to identify predicted construction-related noise impacts compared to County thresholds to identify potential impacts and develop feasible noise mitigation measures, if applicable. The existing ambient noise environment is characterized by intermittent vehicle noise from Dover Canyon Road and various agricultural activities

surrounding the project site. According to the San Luis Obispo County Noise Contour Map (County of San Luis Obispo, 1992), community equivalent noise levels at the project site are below 60 decibels.

Sensitive Noise Receptors

Noise-sensitive land uses typically include residences, schools and parks. Surrounding residences are considered sensitive noise receptors. Several sensitive noise receptors are within the project's surrounding vicinity- the nearest buildings (which may include accessory agricultural structures) are approximately 150-feet south, 910-feet southwest, 1,020-feet south, and 1,600-feet northwest of the project site.

Discussion

(a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Project generated truck traffic noise may be of concern for the surrounding residential developments, as equipment and materials shipments, including worker trips, are made to and from the project site. Existing residences in the immediate area would be subject to short-term, temporary increases in noise associated with project construction. The project site is within 1,000-feet of a residential dwelling- which is considered a sensitive receptor. The project is not expected to generate noise which would exceed a maximum noise level of 70 (dB) in the vicinity of sensitive receptors. The project is not expected to generate long-term loud noises, nor introduce sensitive noise receptors in known noisy areas and therefore will have a less than significant impact with the implementation of a mitigation measure listed below.

(b) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Potential noise and vibration impacts may occur depending on if piles are used in the bridge foundation type; however, pile-driving is not proposed. Demolition of the existing bridge may cause short-term noise and vibration impacts. It is not expected that Dover Canyon Road will see an increase in traffic generated noise as part of the proposed project.

The surrounding private residences are all located more than 25-feet from the project limits and no significant vibration inducing construction methods (such as pile driving) would be utilized during demolition and construction of the proposed bridge. Heavy equipment would generate ground borne noise and vibration, but these activities would be limited in duration and consistent with other standard construction activities. Impacts related to exposure of persons or generation of excessive ground-borne vibration or ground-borne noise levels would be less than significant.

(c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

The project is not located within the vicinity of a private airstrip or an airport land use plan, or within two miles of a public airport or public use airport, and therefore will have no impact.

Conclusion

Impacts related to exceedance of local noise standards would be less than significant. Impacts related to generation of a permanent increase in ambient noise levels would be less than significant. Implementation of the proposed project would result in a less-than-significant construction vibration impact to the

surrounding sensitive receptors. No adverse noise impacts are anticipated from project implementation because construction noise would be short-term and intermittent in nature.

Construction noise is typically exempt from Noise Element standards, and construction activities performed by the Department of Public Works in the road right-of-way are generally exempt from the County's Land Use Ordinance.

Mitigation

NOI-1 The following measures shall be shown on applicable plans and implemented during construction: 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. on Saturdays. No work shall occur on Sundays. No construction shall occur on state holidays (e.g., Thanksgiving, Labor Day). Construction equipment maintenance shall be limited to the same hours. Construction activities that do not generate substantial noise levels are not subject to these restrictions.

Sources

See Exhibit A.

XIV. POPULATION AND HOUSING

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
(b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Setting

Within the project area exists Dover Canyon Road, a rural, low-volume, low-speed, unpaved two-lane roadway that provides the only access for residences in and along Dover Canyon. The existing bridge is an approximate 63-feet long by 16-feet wide single span and single-lane bridge with a narrow waterway opening of about 50-feet. The immediate project area is sparsely populated and is relatively undeveloped with scattered rural residences and outbuildings.

Discussion

(a) *Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The project is located in an area that is considered rural, and sparsely populated. If the area does experience unplanned population growth, the replacement bridge will be at capacity to handle such growth. The proposed bridge replacement project itself will not induce substantial unplanned population growth, either directly or indirectly, and will therefore have no impact.

(b) *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The proposed project will not displace any existing people or housing. The bridge replacement will not displace substantial numbers of existing people or housing and will not necessitate the construction of replacement housing elsewhere, and therefore will have no impact.

Conclusion

No population and housing impacts are anticipated as part of the proposed project. No mitigation measures are necessary.

Mitigation

No population and housing specific mitigation measures are required.

Sources

See Exhibit A.

XV. PUBLIC SERVICES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☐	☐
	Fire protection?	☐	☐	☐	☒

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Setting

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

Police: County Sheriff *Location*: Templeton (Approximately 7.5 miles to the Northeast)

Fire: Cal Fire (formerly CDF) *Hazard Severity*: Very High

Response Time: 15-20 minutes *Location*: (Approximately 7.8 miles east)

School District: Templeton Unified School District; San Luis Obispo Joint Community College District

Project referrals were sent to the San Luis Obispo County Planning Department, and CalFire on January 7th, 2019 to solicit agency-specific questions, concerns, or issues associated with the proposed project. No significant project-specific impacts to public services were identified. This project is not expected to potentially generate a significant number of emergency response calls. While the Fire Hazard Severity Zone is considered Very High, a review of the project by a CalFire Fire Inspector did not present any fire and/or life safety concerns.

Discussion

(a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

Fire protection?

The surrounding vicinity is served by CalFire for fire protection; however, no fire protection services exist within the project area and CalFire maintains a15-20-minute emergency response time from the nearest fire station. The project will enhance access for fire protection services by constructing a new bridge that will be able to accommodate the passage of fully loaded firetrucks. The proposed project will maintain acceptable service ratios, response times or performance objectives for fire protection services, and therefore will have no impact.

Police protection?

The surrounding vicinity is served by the County Sheriff; however, no police stations or substations exist within the project area, and the nearest police protection services exist in the community of Templeton. The proposed bridge replacement project will maintain acceptable service ratios,

response times or performance objectives for police protection services, and therefore will have no impact.

Schools?
The surrounding vicinity is served by the Templeton Unified School District, and the San Luis Obispo Joint Community College District, however no schools exist within the project area. The proposed bridge replacement project will maintain acceptable service ratios, or performance objectives for any schools, and therefore will have no impact.

Parks?
No parks exist, or are proposed, in the project area. The bridge replacement project will maintain acceptable service ratios, response times or performance objectives for parks, and therefore will have no impact.

Other public facilities?
No other public facilities exist within the project area. The proposed bridge replacement project will maintain acceptable service ratios, response times or performance objectives for any other public facilities, and therefore will have no impact.

Conclusion

The project will not result in any adverse physical, or cumulative, impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services.

Mitigation

No public service specific mitigation measures are required.

Sources

See Exhibit A.

XVI. RECREATION

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Setting

No officially designated parks or trails exist within the project limits. The County's Parks and Recreation Element does not show any potential/proposed trails within the project area. The project is not proposed in a location that will affect any trail, park, recreational resource, coastal access, and/or recreational use area.

Discussion

(a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No regional parks or recreational facilities exist within or adjacent to the project area. The project is not expected to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerate, and therefore will have no impact.

(b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The proposed project does not include the use, creation, or expansion or of recreational facilities that might have an averse physical effect on the environment, and therefore will have no impact.

Conclusion

No recreational facilities exist or are proposed in the project area. No impacts to recreational facilities are anticipated as the project will not result in physical deterioration of a park; and no recreational facilities are proposed that would have an adverse physical effect on the environment.

Mitigation

No recreation specific mitigation measures are required.

Sources

See Exhibit A.

XVII. TRANSPORTATION

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
(b)	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
(c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
(d)	Result in inadequate emergency access?	☐	☐	☐	☒

Setting

The proposed project is located in a rural area, there are no nearby transit/bus stops and the area does not have walkability enhancing features such as pedestrian/bicycle connections etc. There have been zero (0) reported accidents in the past 5 years along Dover Canyon Road. The County has established the acceptable Level of Service (LOS) on roads for this project rural area as "C" or better. LOS "C" is considered the standard acceptable threshold with a good level of service for all study roadways outside of any Urban Reserve Limit line. The existing road network in the area Dover Canyon Road and Vineyard Drive is operating at acceptable levels. No significant traffic-related concerns were identified.

Discussion

(a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The project would result in temporary road closures and a Detour Plan (which includes temporary use of a detour bridge) has been created and will be implemented. The project does not conflict with any congestion management program or any plans or programs regarding public transit, bicyclist, or pedestrian facilities and therefore will have no impact.

(b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

CEQA Guidelines section 15064.3(b)- Criteria for Analyzing Transportation Impacts relate to vehicle miles traveled (VMT) for land use projects, transportation projects, qualitative analysis, and associated methodology utilized to evaluate VMT. This transportation project is consistent with CEQA Guidelines section 15064.3(b)(2) and therefore will have no impact.

(c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

During the course of construction, a temporary detour bridge, located 12 feet north of the existing bridge will veer off the roadway, free span the creek using a standard temporary railcar bridge, and will then rejoin the roadway. Some residents may not be used to this temporary reconfiguration; however, the detour will not substantially increase hazards due to a geometric design feature. Based on existing road speeds and configuration (vertical and horizontal road curves), sight distance is considered acceptable for the proposed project, and therefore will have a less than significant impact.

(d) Result in inadequate emergency access?

The bridge replacement project will serve to enhance access for fire protection services and emergency access by constructing a new bridge that will be able to accommodate the passage of fully loaded firetrucks. The proposed project will enhance and maintained emergency throughout the course of the project, and therefore will have no impact.

Conclusion

Implementation of the project will not result in any permanent traffic impacts. The capacity of the new bridge will be expanded to accommodate fully loaded fire trucks. The project does not conflict with any adopted traffic policies, plans or other transportation programs. No transportation related impacts are anticipated, and no mitigation measures are necessary

Mitigation

No transportation specific mitigation measures are required.

Sources

See Exhibit A.

XVIII. TRIBAL CULTURAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
	(i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
	(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Setting

The following is based on an Archaeological Survey Report (SWCA, 2017).

The project is located in an area historically occupied by one or both of two Native American groups- the Obispeno Chumash and Salinan. A search of the Native American Heritage Commission's (NAHC) Sacred Lands File was requested for this project, and the NAHC indicated that no Sacred Lands were located within the project area. No archaeological resources are anticipated to be encountered during project implementation.

In order to meet AB52 Cultural Resources requirements, outreach to seven Native American tribes/groups was conducted. The consulted groups/individuals include: the Salinan Tribe of San Luis Obispo, Monterey Counties, the Xolon Salinan Tribe, the Yak Tityu Tityu - Northern Chumash Tribe, the Barbaraeño/Ventureño Band of Mission Indians, the Coastal Band of the Chumash Nation, the Santa Ynez Band of Chumash

Indians, and the Northern Chumash Tribal Council. Comments were received from the Xolon Salinan Tribe of the tribal groups requesting that a survey be conducted within the project area, and to notify the tribe if cultural resources are unearthed during construction. A copy of the most recent Archaeological Survey Report for the project was sent to the requesting tribe(s) on December 31, 2018.

Discussion

(a) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

(a-i) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

An archaeological survey, Native American Heritage Commission Sacred Lands file search, records search and Native American outreach did not identify tribal cultural resources within the project area. No tribal cultural resources, defined in Public Resources Code Section 21074 as either a site, feature, cultural landscape, sacred place or object with cultural value to a Native American tribe exists within the project area, though the bridge itself is historical. Mitigation measures for an inadvertent discovery will be implemented to ensure a less than significant impact.

(a-ii) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

No resources determined to be significant pursuant to the Public Resources Code Section 5024.1(c) or a California Native American tribe exist within the project area and therefore will have a less than significant impact.

Conclusion

Ground-disturbing activities necessary for the project will predominately be limited to previously disturbed areas on-site. Comments were received from the Xolon Salinan Tribe and the Santa Ynez Band of Chumash Indians (SYBCI). Standard mitigation measures are included for the project to ensure that potential impacts to any unknown tribal cultural resources that may be encountered during project development will be avoided and minimized. Therefore, potential impacts associated with archeological resources would be less than significant with mitigation.

Mitigation

TCR-1 If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find.

TCR-2 The discovery of human remains is always a possibility during ground disturbance; State of California Health and Safety Code Section 7050.5 covers these inadvertent findings. This code section states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The County Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric, the County Coroner will notify the NAHC, which will designate and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the

site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Sources

See Exhibit A.

XIX. UTILITIES AND SERVICE SYSTEMS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
(b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
(c)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
(d)	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
(e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Initial Study – Environmental Checklist

Setting

On April 22, 2015 the County contacted several agencies and requested they provide maps of utility locations within or surrounding the project area. AT&T has provided maps demarcating buried underground utility lines, that run parallel to, and south of Dover Canyon Road within the project area. Exxon Mobile was contacted and responded that it does not maintain any pipeline facilities within the project area. The Gas Company was contacted and responded that they have no facilities in the project area. PG&E maintains a 2-4AR 12kV utility line that is located to the south west of the project area, along Dover Canyon Road- it does not appear that it will be impacted by the proposed project. No long-term interruption of these utility service lines is expected to occur.

Discussion

(a) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

The proposed project will not result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and therefore will have no impact. AT&T communication lines are within the project limits and will likely be relocated to the proposed structure. No other private or public utilities are expected to be encountered within the project limits. Utility relocation notifications and procedures will follow standard County procedure and Caltrans Local Assistance Procedures Manual, Chapter 14, "Utility Relocation", and therefore will have a less than significant impact.

(b) *Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

Water may be used during the course of construction and will be provided for via a water truck. The proposed bridge project will not require the utilization of water supplies from a service system and therefore will have no impact.

(c) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Implementation of the project will not generate wastewater or adversely affect any wastewater facilities. No on-site disposal systems, leach lines, or wastewater systems are proposed as part of this project, and wastewater impacts are considered not applicable and therefore will have no impact.

(d) *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

The project will not generate a significant amount of solid waste, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, and therefore will have a less than significant impact.

(e) *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

The proposed project will comply with all federal, state, and local management and reduction statues and regulations related to solid waste and will therefore have no impact.

Conclusion

The project is not expected to have a cumulative impact of service systems or utilities, and no mitigation measures are proposed.

Mitigation

No utilities and service system specific mitigation measures are required.

Sources

See Exhibit A.

XX. WILDFIRE

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
(a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
(b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
(c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
(d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

Setting

The proposed project will serve to enhance access for fire protection services by accommodating fully loaded firetrucks. The project is located within a 'very high' and 'high' severity risk area for fire, within State/CalFire responsibility. Project referrals were sent to the CalFire on January 7th, 2019 to solicit agency-

specific questions, concerns, or issues associated with the proposed project. A review of the project by a CalFire Fire Inspector did not present any fire and/or life safety concerns.

Discussion

(a) *Substantially impair an adopted emergency response plan or emergency evacuation plan?*

The proposed bridge replacement will not substantially impair an adopted emergency response plan, or emergency evacuation plan and therefore will have no impact.

(b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

The project does not present a significant fire safety risk, though it is located within a mapped 'very high', and 'high' severity risk area for fire. The replacement single-span, precast prestressed concrete slab unit bridge is not expected to exacerbate wildfire risks and therefore will have a less than significant impact.

(c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

While the proposed project will require the installation of new infrastructure that will require standard maintenance (such as pavement sealing, crack repair etc), these activities are not expected to exacerbate fire risk that may result in temporary or ongoing impacts to the environment and therefore will result in a less than significant impact.

(d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The project is located within a mapped 100-year flood zone. The project may temporarily divert and dewater the proposed work area in the event that standing water exists within the construction work area- a Diversion and Dewatering Plan has been prepared and will be followed. The project is located within a mapped 'low' landslide risk area. The proposed project is not expected to expose people or structures to significant risks, including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability or drainage changes and therefore will result in a less than significant impact.

Conclusion

The project is not expected to have any significant impacts to wildfire risk and no mitigation measures are proposed.

Mitigation

No wildfire specific mitigation measures are required.

Sources

See Exhibit A.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Does the project have the potential to substantially 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, substantially 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 prehistory?	☐	☒	☐	☐
(b)	Does the project 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)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Setting

The bridge replacement project is expected to have less than significant impacts with the incorporation of mitigation measures.

Discussion

(a) *Does the project have the potential to substantially 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, substantially 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 prehistory?*

The proposed project has the potential to substantially degrade the quality of the environment. Compliance with all mitigation measures identified in Exhibit B will ensure that project implementation will not substantially reduce the number of fish and wildlife species, cause a fish or

wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of rare or endangered plant or animal species. The project will not contribute significantly to greenhouse gas emissions or increase energy consumption. Implementation of the project mitigation measures will not eliminate important examples of the major periods of California history or pre-history. Therefore, the anticipated project-related impacts are less than significant with incorporation of the mitigation measures listed in Exhibit B.

(b) Does the project 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)?

Because the project does not propose a new or different use than the existing, and because the project site will continue to be used as a bridge consistent with existing operations, the anticipated impacts of the project are considered minimal. Short-term construction related impacts will be limited by the limited duration and scope of the project. The proposed project does not have impacts that will be individually limited, but cumulatively considerable. There are no proposed or planned projects known for the area. If there were, when considered together with the anticipated impacts of this project, they are still not cumulatively considerable and would not compound or increase any other environmental impacts. Therefore, all project-related impacts will be less than significant.

(c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

The proposed project will not result in environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. The anticipated effects of the project will be limited in duration and would not substantially conflict with any adjacent land uses. Implementation of the project will improve the existing infrastructure and result in a net benefit to public safety; therefore, all impacts are considered less than significant.

Conclusion

With the implementation of the mitigation measures listed in Exhibit B, the proposed bridge replacement will have a less than significant impact on the environment.

Mitigation

See Exhibit B.

Sources

See Exhibit A.

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 an ☒) 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	**In File****
☒	County Agricultural Commissioner's Office	**Attached**
☐	County Airport Manager	**Not Applicable**
☐	Airport Land Use Commission	**Not Applicable**
☒	Air Pollution Control District	**Attached**
☐	County Sheriff's Department	**Not Applicable**
☐	Regional Water Quality Control Board	**Not Applicable**
☐	CA Coastal Commission	**Not Applicable**
☒	CA Department of Fish and Wildlife	**In File****
☒	CA Department of Forestry (Cal Fire)	**In File****
☐	CA Department of Transportation	**Not Applicable**
☐	Community Services District	**Not Applicable**
☒	Other US Army Corps of Engineers	**Attached**
☒	Other US Fish and Wildlife Service	**Attached**

** "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/Adelaida Sub Area
- ☐ 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. Brown, Lauren, 2019. *Dover Canyon Road at Jack Creek Bridge Replacement Project- Biological Assessment.* Prepared by SWCA Environmental Consultants. Prepared for County of San Luis Obispo Department of Public Works, and Caltrans District 5 in San Luis Obispo, California.

2. California Department of Transportation (Caltrans). 2017. *Historical Significance- State Agency Bridges*. October 2017.

3. California Department of Transportation (Caltrans). 2016. *Caltrans Structure Maintenance and Investigations*. October 2016

4. California Department of Transportation (Caltrans). 2017. *Historic Property Survey Report BRLO-5949(152).* October 2017.

5. California Department of Transportation (Caltrans). 2019. *Natural Environment Study Dover Canyon Road, Paso Robles, San Luis Obispo County Bridge Replacement Project Existing Bridge Number 49C-0037 Federal Project Number BRLO-5949(152).* Prepared by Lauren Brown and Mathew Willis. January 2019.

6. County of San Luis Obispo (County). 1990. *Templeton Community Design Plan.* Prepared by Urban Design Studio and Engineering Development Associates. Prepared for the County of San Luis Obispo.

7. County of San Luis Obispo (County). 2011. *Land Use Ordinance- Title 22 of the County Code.* Adopted by the San Luis Obispo County Board of Supervisors. Amended by approval of Dalidio Ranch Initiative Measure.

8. County of San Luis Obispo (County). 2015. *The Land Use and Circulation Elements- The Area Plans.* Prepared by the County of San Luis Obispo Department of Planning and Building.

9. Crawford & Associates, Inc., 2018. *Draft Initial Site Assessment- Dover Canyon Road Bridge at Jack Creek Replacement. San Luis Obispo County, California. Existing Bridge 49C-0037*. Prepared for Mark Thomas in Sacramento, California.

10. San Luis Obispo County Air Pollution Control Districts (APCD). 2012. *CEQA Air Quality Handbook – A Guide for Assessing the Air Quality Impacts for Projects Subject to CEQA Review*. April 2012.

11. SWCA Environmental Consultants (SWCA). 2017. *Dover Canyon Road at Jack Creek Bridge Replacement Project Archaeological Survey Report.* Prepared for California Department of Transportation District 5, and County of San Luis Obispo Public Works Department, San Luis Obispo, CA. October 2017.

12. SWCA Environmental Consultants (SWCA). 2017. *Dover Canyon Road at Jack Creek Bridge Replacement Project Historical Resources Evaluation Report*. Prepared for California Department of Transportation District 5, and County of San Luis Obispo Public Works Department, San Luis Obispo, CA. October 2017.

13. SWCA Environmental Consultants (SWCA). 2018. *Dover Canyon Road at Jack Creek Bridge Replacement Project Noise Technical Memorandum, BRLO-5949(152).* December 2018.

14. SWCA Environmental Consultants (SWCA). 2018. *Farmland Impact Assessment for the Dover Canyon Road*

at Jack Creek Bridge Replacement Project, BRLO-5949(152). SWCA Project No. 38997. August 2018.

15. SWCA Environmental Consultants (SWCA). 2018. *Dover Canyon Road at Jack Creek Bridge Replacement Project Visual Impact Assessment, BRLO-5949(152).* November 2018

Exhibit B - Mitigation Summary

The applicant has agreed to incorporate the following measures into the project. These measures become a part of the project description and therefore become a part of the record of action upon which the environmental determination is based. All development activity must occur in strict compliance with the following mitigation measures. These measures shall be perpetual and run with the land. These measures are binding on all successors in interest of the subject property

Air Quality

AQ-1 Depending on removal method, an APCD permit may be required. Contact the APCD Engineering & Compliance Division at 805-781-5912 for more information. For additional information regarding lead abatement, contact the San Luis Obispo County Environmental Health Department at 805-781-5544 or Cal-OSHA at 818-901-5403. Additional information can also be found online at www.epa.gov/lead.

AQ-2 Proposed demolition activities may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP). These requirements include but are not limited to:

- Written notification to the APCD, within at least 10 business days of activities commencing;
- Asbestos survey conducted by a Certified Asbestos Consultant; and
- Applicable removal and disposal requirements of identified ACM.

AQ-3 To manage fugitive dust emissions such that they do not exceed the APCD 20% opacity limit (APCD Rule 401) and minimize nuisance impacts:

- Reduce the amount of the disturbed area where possible;
- Use water trucks, APCD 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 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 mph. 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 an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control;
- All dirt stock-pile areas should be sprayed daily and covered with tarps or other dust barriers as needed;
- 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 seeding, soil binders or other dust controls are used;
- All fugitive dust mitigation measures shall be shown on grading and building plans; and
- The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work

may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

AQ-4 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 an APCD permit. To minimize potential delays, prior to the start of the project, the APCD Engineering & Compliance Division should be contacted for specific information regarding permitting requirements.

Biological Resources

BIO-1 To avoid and minimize impacts to native trees, including valley and coast live oaks, the project impact area will be minimized to the extent feasible to preserve existing trees, in particular trees greater than 36 inches. If possible, trimming of trees rather than complete removal is the preferred approach within temporary impact areas. Environmentally sensitive area (ESA) fencing will be placed along the edge of this habitat adjacent to the construction area to keep construction equipment, materials, and personnel out of adjacent areas supporting this vegetation. A qualified biologist will aid in the placement of the ESA fencing and will be on site to monitor tree removal.

BIO-2 Prior to construction, the County of San Luis Obispo will prepare a comprehensive Habitat Mitigation and Monitoring Plan (HMMP) that provides for a 1:1 restoration ratio for temporary impacts and a 3:1 enhancement ratio for permanent impacts, unless otherwise directed by regulatory agencies. Replacement plantings will be detailed in the California Department of Transportation's Landscape Architecture Landscape Planting Plan and the final HMMP. The HMMP will be developed in coordination with a biologist and will include developed planting specifications and grading plans to ensure survival of planted vegetation and re-establishment of functions and values. The final HMMP will detail mitigation commitments and will be consistent with standards and mitigation requirements from the applicable regulatory agencies. The HMMP will be prepared when full construction plans are prepared and will be finalized through the permit review process with regulatory agencies. It is anticipated that restoration plantings will be onsite and in-kind and consist mainly of native trees and riparian species such as valley oak, coast live oak, arroyo willow, western sycamore, mulefat, California blackberry, and mugwort.

BIO-3 To the extent feasible, mitigation activities will be implemented within the Biological Study Area and/or the Jack Creek riparian corridor and in areas in and adjacent to the Biological Study Area that support non-native or invasive plant species or have erosion. These areas provide the most optimal mitigation opportunities onsite. Any revegetation will be conducted using only native plant species. The HMMP will identify the specific mitigation sites and will be implemented immediately following project completion.

BIO-4 Prior to construction, the County of San Luis Obispo 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-5 Prior to construction, the County of San Luis Obispo Department of Public Works will retain a qualified biological monitor(s) to monitor construction and ensure compliance with the avoidance and minimization efforts outlined within all the project environmental documents. At a minimum, monitoring will occur during initial ground disturbance activities and vegetation removal within the Jack Creek corridor. Monitoring may be reduced to part time 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.

BIO-6 Prior to construction, all project 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 and federally designated critical habitat within the Biological Study Area and the boundaries within which the project may be accomplished. If appropriate, the biologist may train and designate a representative of the County of San Luis Obispo or other designee to provide training to subcontractors or personnel that will be onsite for short durations during the project.

BIO-7 Construction activities within jurisdictional areas will be conducted during the dry season when stream flows will be at annual lows (generally June 15 through October 15) 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-8 Prior to initiation of any construction activities, including vegetation clearing or grubbing, sturdy high-visibility fencing will be installed to protect the jurisdictional areas adjacent to the designated work areas. This fencing will be placed so that unnecessary adverse effects to the adjacent habitats are avoided. No construction work (including storage of materials) will occur outside of the specified project limits. The fencing will remain in place during the entire construction period, be monitored periodically by a qualified biologist, and be maintained as needed by the contractor.

BIO-9 Prior to construction, a Storm Water Pollution Prevention Plan will be prepared for the project, if disturbance is greater than one acre. If less than one acre, a Water Pollution Prevention Plan will be prepared in accordance with County of San Luis Obispo requirements. Provisions of this plan will be implemented during and after construction as necessary to avoid and minimize erosion and stormwater pollution in and near the work area.

BIO-10 Prior to construction, the contractor will prepare a Hazardous Materials Response Plan to allow for a 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-11 During construction, erosion control measures (e.g., silt fencing, fiber rolls, and barriers) will remain available onsite 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 onsite 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.

BIO-12 During construction, the cleaning and refueling of equipment and vehicles will occur only within a designated staging area and at least 60-feet (20 meters) from wetlands or other aquatic areas. At a minimum, equipment and vehicles will be checked and maintained daily to ensure proper operation and avoid potential leaks or spills.

BIO-13 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 permitted 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 off-site, the top six inches (152 millimeters) containing the seed layer in areas with weedy species will be disposed of at a permitted landfill.

BIO-14 During construction, no pets will be allowed on the construction site.

BIO-15 During construction, the project will make all reasonable efforts to limit the use of imported soils for fill. Soils currently existing onsite 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:

- Stockpile topsoil and redeposit the stockpiled soil onsite at a sufficient depth to preclude germination or spread of those species after construction is complete; or,
- Transport the topsoil to a permitted landfill for disposal.

BIO-16 Prior to construction, project plans will clearly identify the type of species, location, and methodology of removal and disposal of invasive species found within the project site. Removal and disposal of invasive plants and wildlife must be in accordance with state law and/or project authorizations from resource agencies (e.g., U.S. Fish and Wildlife Service Programmatic Biological Opinion). In particular, for those invasive plant species that are particularly 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 if herbicides are used within 60-feet of open water. In addition, removal of bullfrog or crayfish must be conducted lawfully using methodologies outlined in the California Fish and Game Code.

BIO-17 During construction, the biological monitor(s) will ensure that the spread or introduction of invasive plant and wildlife species is avoided to the maximum extent possible.

BIO-18 All erosion control materials including straw bales, straw wattles, or mulch used onsite must be free of invasive species seed. Removal of invasive species may provide opportunities for planting native trees and shrubs to enhance the existing native plant communities, although these areas are limited within the BSA.

BIO-19 Prior to construction, a botanist determined qualified by the California Department of Transportation and California Department of Fish and Wildlife shall survey the Biological Survey Area during the appropriate blooming time special status species are not present

within areas scheduled for ground disturbance. If present, the location and number of individuals will be recorded and suitable mitigation will be incorporated into the project plans, such as seed collection and replanting of special-status species. 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-20 Prior to initiation of stream diversion/dewatering, a qualified biologist shall conduct a worker environmental training program, including a description of steelhead, steelhead critical habitat, steelhead legal/protected status, proximity to the project site, avoidance/minimization measures to be implemented during the project, and the implications of violating Federal Endangered Species Act and permit conditions.

BIO-21 In-stream work will take place in any given year (typically between June 15 and October 31) when the surface water within Jack Creek is likely to be at seasonal minimum. Deviations from this work window will only be made with permission from the relevant regulatory agencies. During in-stream work, a qualified biologist that is 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 capture steelhead stranded as a result of diversion/dewatering and relocate steelhead to the nearest suitable in-stream habitat. 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-22 During in-stream work, if pumps are incorporated to assist in temporarily dewatering the site, intakes will be completely screened with no larger than 0.2-inch (five-millimeter) wire mesh to prevent steelhead and other sensitive aquatic species from entering the pump system. Pumps will release the diverted water 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.

BIO-23 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 not need to resubmit their qualifications for subsequent projects conducted pursuant to the Programmatic Biological Opinion, unless the U.S. Fish and Wildlife Service has revoked their approval at any time during the life of the Programmatic Biological Opinion.

BIO-24 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-25 A U.S. Fish and Wildlife Service-approved biologist will survey the project area 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-26 Before any activities begin on a project, a U.S. Fish and Wildlife Service-approved biologist will conduct a training session for all construction personnel. At a minimum, the training will include a description of the California red-legged frog and its habitat, the specific measures that are being implemented to conserve the California red-legged frog for the current project, and the boundaries within which the project may be accomplished. Brochures, books, and briefings may be used in the training session, provided that a qualified person is on hand to answer any questions.

BIO-27 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 will designate a person to monitor onsite compliance with minimization measures. The U.S. Fish and Wildlife Service-approved biologist will ensure that this monitor receives the training outlined in the previous measure, as well as training 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 California Department of Transportation, County of San Luis Obispo, and U.S. Fish and Wildlife Service 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 to be halted. If work is stopped, the California Department of Transportation, County of San Luis Obispo, and U.S. Fish and Wildlife Service will be notified as soon as is reasonably possible.

BIO-28 During project activities, trash that may attract predators will be properly contained, removed from the work site, and disposed of regularly. Following construction, trash and construction debris will be removed from work areas.

BIO-29 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). 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 County of San Luis Obispo will ensure that a plan is in place for prompt and effective response to any 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-30 Habitat contours will be returned to their original configuration to the greatest extent that is feasible 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 Service, California Department of Transportation, and County of San Luis Obispo determine that it is not feasible or modification or original contours would benefit the California red-legged frog.

BIO-31 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-32 The County of San Luis Obispo and California Department of Transportation 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 California Department of Transportation and U.S. Fish and Wildlife Service during project planning will be used to assist in scheduling work activities to avoid sensitive habitats during key times of year.

BIO-33 To control sedimentation during and after project implementation, the California Department of Transportation and County of San Luis Obispo will implement the 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-34 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 California red-legged frogs from entering the pump system. Water will be released downstream at an appropriate rate to maintain downstream flows during construction. 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-35 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-36 A U.S. Fish and Wildlife Service-approved biologist will permanently remove any individuals of invasive species, such as bullfrogs, 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-37 If the California Department of Transportation and County of San Luis Obispo demonstrate that disturbed areas have been restored to conditions that allow them to function as habitat for the California red-legged frog, these areas will not be included in the amount of total habitat permanently disturbed.

BIO-38 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-39 Project sites will be re-vegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area, using locally collected plant materials to the extent practicable. Invasive 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 have determined that it is not feasible or practical.

BIO-40 The County of San Luis Obispo and California Department of Transportation will not use herbicides as the primary method to control invasive plants. However, if the County of San Luis Obispo and California Department of Transportation 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:

- The County of San Luis Obispo and California Department of Transportation will not use herbicides during the breeding season for California red-legged frog;
- The County of San Luis Obispo and California Department of Transportation 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;
- Black locust and other invasive plants will be cut and hauled out by hand and painted with glyphosate-based products, such as Aquamaster® or Rodeo®;
- 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;
- All precautions will be taken to ensure that no herbicide is applied to native vegetation;
- Foliar applications of herbicide will not occur when wind speeds are in excess of three miles per hour;
- No herbicides will be applied within 24-hours of forecasted rain;
- Application of herbicides will be done by qualified California Department of Transportation staff, County of San Luis Obispo staff, or contractors to ensure that overspray is minimized, application is made in accordance with the label recommendations, and 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; and

- 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 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-41 Upon completion of the project, the California Department of Transportation and County of San Luis Obispo will ensure that a Project Completion Report is completed and provided to the U.S. Fish and Wildlife Service Ventura Field Office. The California Department of Transportation and County of San Luis Obispo should include recommended modifications of the protective measures if alternative measures would facilitate compliance with the provisions of the consultation. In addition, the California Department of Transportation will reinitiate formal consultation in the event any of the following thresholds are reached as a result of the projects conducted under the provisions of the consultation associated with the Programmatic Biological Opinion:

- Ten California red-legged frog adults or juveniles have been killed or injured in any given year (for this and all other standards, an egg mass is considered to be a California red-legged frog.);
- Fifty California red-legged frogs have been killed or injured in total;
- Twenty acres of critical habitat for the California red-legged frog that include the primary constituent elements of aquatic breeding and non-breeding aquatic habitat and upland and dispersal habitat have been permanently lost in any given year;
- One hundred acres of critical habitat for the California red-legged frog that include the primary constituent elements of aquatic breeding and non-breeding aquatic habitat and upland and dispersal habitat have been permanently lost in total;
- One hundred acres of critical habitat for the California red-legged frog that include the primary constituent elements of aquatic breeding and non-breeding aquatic habitat and upland and dispersal habitat have been temporarily disturbed in any given year; or
- Five hundred acres of critical habitat for the California red-legged frog that include the primary constituent elements of aquatic breeding and non-breeding aquatic habitat and upland and dispersal habitat have been temporarily disturbed in total.

BIO-42 Prior to construction, a qualified biologist shall survey the Biological Survey Area and, if present, capture and relocate any Coast Range newts, lesser slender salamander, and western pond turtles to adjacent suitable habitat upstream of the Biological Survey 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. If any of the aforementioned species or other aquatic species of special concern are observed during construction, they will likewise be relocated to suitable upstream habitat by a qualified biologist.

BIO-43 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-44 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 least Bell's vireo within the BSA 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 the California Department of Fish and Wildlife will be facilitated by the County of San Luis Obispo, if necessary, to devise a suitable avoidance plan for state listed nesting bird species.

BIO-45 If raptor nests are observed within the Biological Study Area during the pre-construction nesting bird surveys, the nest(s) shall be designated an Environmental Sensitive Area and protected by an avoidance buffer of up to 500-feet 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. Similarly, if active passerine nests are observed within the Biological Study Area during the pre-construction nesting bird surveys, the nest(s) shall be designated an Environmentally Sensitive Area and protected by an avoidance buffer of up to 250 feet 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. 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. Buffer areas may also be reduced provided there is an onsite biological monitor present during all construction activities who confirms the nesting birds and young are not being disturbed.

BIO-46 Prior to construction, a visual survey will be conducted by a qualified biologist, at dawn and at dusk, to identify potential roosting bat activity. This survey shall be conducted between two to four weeks prior to bridge and/or tree removal activities that are proposed to occur. If roosting bat activity is identified during the pre-construction 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.

Cultural Resources

CR-1 If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find.

CR-2 The discovery of human remains is always a possibility during ground disturbance; State of California Health and Safety Code Section 7050.5 covers these findings. This code section states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The County Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric, the County Coroner will notify the NAHC, which will designate and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Hazardous & Hazardous Materials

HAZ-1 Demolition of structures coated with lead-based paint may 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 can also result in significant emissions of lead. Proper abatement of lead before demolition of these structures must be performed to prevent the release of lead from the site. Depending on removal method, an APCD permit may be required.

HAZ-2 It is possible that soil excavated from the project site might contain mercury at a concentration that exceeds the TTLC; additional testing of waste soil excavated at the site will be required to properly classify the waste soil for transportation and off-site disposal.

HAZ-3 The County shall ensure the proposed project complies with Section 13-4.03B Spill Prevention and Control of the Caltrans 2015 Standard Specifications to minimize the potential for, and effects of, spills of hazardous or toxic substances during construction of the project.

HAZ-4 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-5 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-6 If signs of transite piping are observed during construction activity, sampling and analysis shall be conducted. Transite piping shall be disposed of properly.

Noise

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

- 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. on Saturdays;
- No work shall occur on Sundays;
- No construction shall occur on state holidays (e.g., Thanksgiving, Labor Day);
- Construction equipment maintenance shall be limited to the same hours; and
- Construction activities that do not generate substantial noise levels are not subject to these restrictions.

Water and Hydrology

HYDRO-1 In the unlikely event that significant amounts of groundwater be encountered during construction/ excavation activities and more extensive dewatering methods become necessary, regulatory compliance and permitting consistent with the Regional Water Quality Control Board (RWQCB) and National Pollutant Discharge Elimination System (NPDES)

requirements shall be adhered to, and groundwater sampling shall be conducted, as applicable.

Tribal Cultural Resources

TCR-1 If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find.

TCR-2 The discovery of human remains is always a possibility during ground disturbance; State of California Health and Safety Code Section 7050.5 covers these inadvertent findings. This code section states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The County Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric, the County Coroner will notify the NAHC, which will designate and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.