



NEGATIVE DECLARATION & NOTICE OF DETERMINATION

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

Promoting the Wise Use of Land • Helping to Build Great Communities

ENVIRONMENTAL DETERMINATION NO. ED10-141

DATE: April 19, 2012

PROJECT/ENTITLEMENT: Public Works – La Panza Road Widening Project, 300397

APPLICANT NAME: County of San Luis Obispo, Department of Public Works

ADDRESS: County Government Center, Room 207, San Luis Obispo, CA 93408

CONTACT PERSON: Katie Drexhage, Environmental Programs Division Telephone: **(805) 781-4469**

PROPOSED USES/INTENT: This item is a request to approve the Mitigated Negative Declaration for a proposal by the County Department of Public Works to construct improvements to La Panza Road between Ryan Road and Hord Valley Road including: widen La Panza Road from two 12-foot travel lanes to two 12-foot travel lanes with 4-foot paved shoulders, replace existing culverts and adding 3 new culverts, and flatten side slopes on both sides of the road. The Project also includes reconstructing a jurisdictional roadside drainage ditch. The Project's goal is to improve safety by decreasing collision rates along La Panza Road. Most of the work will be conducted within the County right of way; however, 9 adjacent parcels will be subject to disturbance. The Project is anticipated to permanently impact 0.76 acre (new pavement and shoulders) and temporarily impact 4.72 acres, totaling 5.48 acres of total disturbance. The proposed project is within the Agriculture land use category in the El Pomar/Estrella planning area, Fifth Supervisorial district.

LOCATION: The Project is located on an approximate 1.4 mile stretch of La Panza Road between Ryan Road and Hord Valley Road, approximately 1.8 miles south of State Route 41 to 6.6 miles north of State Route 58, east of the community of Creston.

LEAD AGENCY: County of San Luis Obispo
Dept of Planning & Building
976 Osos Street, Rm. 200
San Luis Obispo, CA 93408-2040

Website: <http://www.sloplanning.org>

OTHER POTENTIAL PERMITTING AGENCIES: None

STATE CLEARINGHOUSE REVIEW: YES NO

ADDITIONAL INFORMATION: Additional information pertaining to this environmental Determination may be obtained by contacting the above Lead Agency address of (805)781-5600.

COUNTY "REQUEST FOR REVIEW" PERIOD ENDS AT 4:30 p.m. on May 3, 2012

30-DAY PUBLIC REVIEW PERIOD begins at the time of public notification

Notice of Determination

State Clearinghouse No. _____

This is to advise that the San Luis Obispo County _____ as *Lead Agency*
 Responsible Agency approved/denied the above described project on _____, and has made the following determinations regarding the above described project:

The project will not have a significant effect on the environment. A Negative Declaration was prepared for this project pursuant to the provisions of CEQA. Mitigation measures and monitoring were made a condition of the approval of the project. A Statement of Overriding Considerations was not adopted for this project. Findings were made pursuant to the provisions of CEQA.

This is to certify that the Negative Declaration with comments and responses and record of project approval is available to the General Public at the 'Lead Agency' address above.

Katie Drexhage

County of San Luis Obispo

Signature

Project Manager Name

Date

Public Agency

La Panza Road Widening Project
ED10-141 / 300397

**MITIGATED NEGATIVE DECLARATION, NOTICE OF DETERMINATION, &
INITIAL STUDY**



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

County File Number: ED10-141 (300397)

SCH Number: _____

**COUNTY DEPARTMENT OF PUBLIC WORKS
LA PANZA ROAD WIDENING PROJECT
COUNTY OF SAN LUIS OBISPO
SUBSEQUENT MITIGATED NEGATIVE DECLARATION & INITIAL STUDY**

Abstract

The Project is a proposal by the County Department of Public Works to construct improvements to La Panza Road between Ryan Road and Hord Valley Road including: widen La Panza Road from two 12-foot travel lanes to two 12-foot travel lanes with 4-foot paved shoulders, replace existing and add new culverts, and flatten side slopes on both sides of the road. The Project also includes reconstructing a jurisdictional roadside drainage ditch. The Project's goal is to improve safety by decreasing collision rates along La Panza Road. Most of the work will be conducted within the County right of way; however, 9 adjacent parcels will be subject to disturbance. The Project is anticipated to permanently impact 0.76 acre (new pavement and shoulders) and temporarily impact 4.72 acres, totaling 5.48 acres of total disturbance. The proposed project is within the Agriculture land use category in the El Pomar/Estrella planning area, Fifth Supervisorial district.

Comments on this document should be sent to Katie Drexhage, County Department of Public Works, County Government Center, San Luis Obispo, CA 93408.

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

Katie Drexhage, Environmental Programs Division
or
Genaro Diaz, Project Manager
County Department of Public Works
County Government Center, Room 207
San Luis Obispo, CA 93408
(805) 781-5279

This proposed Mitigated Negative Declaration has been issued by:

4.11.2012
Date

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

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

4/11/12
Date

Will James Paavo PAO
Paavo Ogren, Director of Public Works
County of San Luis Obispo



Initial Study Summary – Environmental Checklist

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING

976 OSOS STREET • ROOM 200 • SAN LUIS OBISPO • CALIFORNIA 93408 • (805) 781-5600

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(ver 3.4) Using Form

Project Title & No. Public Works - La Panza Road Widening Project ED10-141 300397

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

- | | | |
|------------------------------------------------------------|-------------------------------------------------------|-----------------------------------------------------|
| <input type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Geology and Soils | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Transportation/Circulation |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Wastewater |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Population/Housing | <input checked="" type="checkbox"/> Water |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Public Services/Utilities | <input type="checkbox"/> Land Use |

DETERMINATION: (To be completed by the Lead Agency)

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

- The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Katie Drexhage
Prepared by (Print)

Signature

4/9/12
Date

for Steven McMasters
Reviewed by (Print)

Signature

Ellen Carroll,
Environmental Coordinator
(for)

4/9/12
Date

Project Environmental Analysis

The County's environmental review process incorporates all of the requirements for completing the Initial Study as required by the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Initial Study includes staff's on-site inspection of the project site and surroundings and a detailed review of the information in the file for the project. In addition, available background information is reviewed for each project. Relevant information regarding soil types and characteristics, geologic information, significant vegetation and/or wildlife resources, water availability, wastewater disposal services, existing land uses and surrounding land use categories and other information relevant to the environmental review process are evaluated for each project. Exhibit A includes the references used, as well as the agencies or groups that were contacted as a part of the Initial Study. The Environmental Division 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 Environmental Division, Rm. 200, County Government Center, San Luis Obispo, CA, 93408-2040 or call (805) 781-5600.

A. PROJECT

DESCRIPTION: Request by the County of San Luis Obispo Public Works Department to construct improvements to La Panza Road between Ryan Road and Hord Valley Road including: widen La Panza Road from two 12-foot travel lanes to two 12-foot travel lanes with 4-foot paved shoulders, replace existing culverts, add three culverts across La Panza, and flatten side slopes on the both sides of the road. The Project's goal is to improve safety by decreasing collision rates along La Panza Road. Most of the work will be conducted within the County right of way; however, adjacent parcels listed below will be subject to disturbance. The Project is anticipated to permanently impact 0.76 acre (new pavement and shoulders) and temporarily impact 4.72 acres, totaling 5.48 acres of total disturbance. The Project is located on an approximate 1.4 mile stretch of La Panza Road between Ryan Road and Hord Valley Road, approximately 1.8 miles south of State Route 41 to 6.6 miles north of State Route 58, east of the community of Creston (refer to attached map).

La Panza Road is a two-lane rural highway located one mile northeast of Creston. The average daily traffic count is 1145 trips (2008) and the maximum speed limit is 55 miles per hour per the California Vehicle Code. The section of La Panza Road between Ryan Road and Hord Valley Road has 23 feet of existing pavement with a striped centerline. To improve road safety, the proposed Project will widen La Panza Road to two (2) 12-foot travel lanes with 4-foot paved shoulders.

A 2-to-4-foot deep drainage channel runs adjacent to the southbound travel way. In some areas, the ditch is offset from the existing travel way by less than 6 inches with 1.5:1 or greater side slope. The ditch was initially constructed in 1960's by the County to keep storm water from running down the middle of the road. During large storm events, insufficient ditch and driveway culvert capacity continue to erode the channel. The existing condition and location of the roadside ditch requires remediation to achieve the Project's safety goal.

In addition to widening the road, the proposed Project will construct a 4:1 (adjacent to roadway) to 2:1 ditch with a 2-foot unpaved shoulder. With the reconstructed ditch, guardrail is not warranted and would be more severe than traversing the embankment. The ditch reconstruction will increase the capacity of the channel and decrease the chance of storm water reaching the travel way.

Completion of the proposed Project will create a safer and more livable community. La Panza Road is currently a Class III Bike Route. Bike Route (D11-1) and Share the Road (W11-1 & W16-1) signage is currently installed. With the improvements bicycles will be able to use the 4-foot paved shoulder and 3-foot of shoulder will be available for pedestrians. Staging will occur at the southwest corner of the

project site on private land that is a mixture of bare soil and non-native grassland. This site is currently used by residents as a turn-around and contains utility boxes and mail boxes. Materials and/or equipment will not block access to any residence or business. The staging area is approximately 0.99 acre in size.

Traffic will be maintained through the work area at all times during construction. When necessary, one-way traffic control with flagging will be provided. At all other times, two-way traffic shall be permitted. Access to private properties will also be permitted at all times. During construction, a minimum of one 12-foot wide lane with flagging shall be provided for public traffic. At all other times, a minimum of two 10-foot wide lanes which are reasonably smooth and satisfactory for public two-way traffic shall be provided and maintained by the contractor irrespective of the state of construction. Construction is anticipated to take approximately 3 months.

It is anticipated that the proposed Project will reduce the collision concentration and severity. The Project is anticipated to permanently impact 0.76 acre and temporarily impact 4.72 acres, adding up to 5.48 acres of total disturbance.

ASSESSOR PARCEL NUMBER(S): 043-251-019, 043-093-006, 043-093-020, 043-251-010, 043-091-035, 043-091-036, 043-243-006, 043-091-037, and 043-091-052.

Latitude: 35 degrees 30' 58" N Longitude: 120 degrees 29' 28" W SUPERVISORIAL DISTRICT # 5

B. EXISTING SETTING

PLANNING AREA: El Pomar/Estrella, Rural

LAND USE CATEGORY: Agriculture , Residential Rural

COMBINING DESIGNATION(S): None

EXISTING USES: Agricultural uses (adjacent) residential (adjacent)

TOPOGRAPHY: Nearly level to gently sloping

VEGETATION: Grasses , vineyards

PARCEL SIZE: N/A; Project primarily within road right of way.

SURROUNDING LAND USE CATEGORIES AND USES:

<i>North:</i> Agriculture; undeveloped	<i>East:</i> Agriculture; undeveloped
<i>South:</i> Agriculture; undeveloped	<i>West:</i> Residential Rural; agricultural uses

C. ENVIRONMENTAL ANALYSIS

During the Initial Study process, several issues were identified as having potentially significant environmental effects (see following Initial Study). Those potentially significant items associated with the proposed uses can be minimized to less than significant levels.

**COUNTY OF SAN LUIS OBISPO
INITIAL STUDY CHECKLIST**

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

Setting. The Project is located in the Huerhuero Valley and is surrounded by vineyards, open agricultural fields, and scattered residences. Vegetation within the Project area consists of vineyards, ruderal vegetation, and non-native grassland. The surrounding landscape is nearly level to gently sloping. Thirteen trees would be removed as a result of the Project, but all native trees will be replaced at a 3:1 ratio and all ornamental trees will be replaced at a 1:1 ratio. The Project is located along a public roadway, but no project feature would or silhouette against any ridgelines as viewed from public roadways. The Project is considered compatible with the surrounding uses.

Impact. The Project will take place within the County right-of-way and may slightly encroach on 9 adjacent properties (defined by Assessor Parcel Numbers). The improvements to the roadway will not significantly change the rural character of the surrounding area. No significant visual impacts are expected to occur.

Mitigation/Conclusion. No significant impacts to aesthetics are anticipated, and no mitigation measures beyond tree replacement are necessary.

2. AGRICULTURAL RESOURCES - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Convert prime agricultural land to non-agricultural use?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. AGRICULTURAL RESOURCES

- Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
b) <i>Impair agricultural use of other property or result in conversion to other uses?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Conflict with existing zoning or Williamson Act program?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Land Use Category: Agriculture, Rural Residential Historic/Existing Commercial Crops: Vineyards

State Classification Prime Farmland if irrigated, Not Prime farmland In Agricultural Preserve? No

Under Williamson Act contract? Yes

The soil type(s) and characteristics on the subject property include:

Elder loam (0 - 5% slope). This nearly level to gently sloping soil is considered moderately drained. The soil has moderate erodibility and low shrink-swell characteristics, as well as having potential septic system constraints due to: slow percolation. The soil is considered Class IV without irrigation and Class I when irrigated.

Nacimiento-Los Osos complex (9 - 30 % slope).

Nacimiento. This moderately sloping, fine loamy soil is considered not well drained. The soil has moderate erodibility and moderate shrink-swell characteristics, as well as having potential septic system constraints due to: steep slopes, shallow depth to bedrock, slow percolation. The soil is considered Class IV without irrigation and Class IV when irrigated.

Los Osos. This moderately sloping, fine loamy soil is considered not well drained. The soil has moderate erodibility and moderate shrink-swell characteristics, as well as having potential septic system constraints due to: steep slopes, shallow depth to bedrock, slow percolation. The soil is considered Class IV without irrigation and Class IV when irrigated.

San Emigdio fine sandy loam (0 - 2% slope). This nearly level soil is considered moderately drained. The soil has moderate erodibility and low shrink-swell characteristics, as well as having potential septic system constraints due to: no severe limitations identified. The soil is considered Class IV without irrigation and Class I when irrigated.

Impact. The Project area will impact 0.27 acre of Williamson Act farmland. This land is made up of bare soil or access roads adjacent to existing vineyards, non-native grassland, and/or private driveways. Delays in agricultural-related traffic are anticipated to be minimal due to the traffic plan which calls for one lane to remain open for traffic during Project construction.

This agricultural land is under Williamson Act contract and is subject to the Land Conservation Act (California Government Code § 51290). The Department of Conservation will be contacted and notified that this Project meets exemptions pursuant to the Land Conservation Act.

No significant impacts to prime agricultural soils are expected. Long term impacts to agricultural resources would be less than significant because disturbed areas would be revegetated and long-

term operation of the drainage ditch and roadway would not affect current agricultural operations. Short term impacts to agriculture during construction could occur including potential impacts to surrounding crops related to project dust, and impacts to adjacent agriculture infrastructure. These impacts can be reduced or eliminated with the incorporation of mitigation.

Mitigation/Conclusion. Comments received from the County of San Luis Obispo Department of Agriculture (dated June 20, 2011) state that the Project would result in less than significant impacts to agricultural resources or operations with the incorporation of the following mitigation measures:

- [AG-1] Implement adequate dust control measures during the construction phase of the Project to preclude dust impacts to adjacent wine grape vineyards.
- [AG-2] Provide for infrastructure relocation as necessary.
- [AG-3] Prior to planned road closure or delays, the County should provide construction information to property owners and known agricultural leaseholders who utilize the road and associated access points.
- [AG-4] If acquisition of land under Williamson Act contract is required, public acquisition provisions of California Government Code Section 51290 *et. seq.* should be followed in order to ensure the integrity of the Land Conservation Act program.

3. AIR QUALITY - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate any state or federal ambient air quality standard, or exceed air quality emission thresholds as established by County Air Pollution Control District?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Expose any sensitive receptor to substantial air pollutant concentrations?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Create or subject individuals to objectionable odors?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Be inconsistent with the District's Clean Air Plan?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. Air Pollution Control District (APCD) has developed the [2009 CEQA Air Quality Handbook](#) 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 (prepared by APCD).

Greenhouse Gas Emissions

The California Air Resources Board (CARB), the California Environmental Protection Agency, and other governmental agencies with jurisdiction are in the process of developing guidelines and thresholds to address a Project's cumulative contribution to greenhouse gas (GHG). Over the last few years, a series of related legislative acts have been made relating to this issue. There are seven greenhouse gases, as follows, and are in order of their global warming potential: Carbon dioxide, Methane, Nitrous oxide, Chlorofluorocarbons, Hydrofluorocarbons, Perfluorocarbons, and Sulfur hexafluoride.

Impact. As proposed, the Project will result in the disturbance of approximately 5.48 acres over a 3-month period. Implementation of the Project would not result in a long-term increase of traffic trips. The construction phase of the proposed Project will result in air emissions. These emissions are typically generated by construction related dust, the operation of construction equipment, and the production and transportation of construction materials such as asphalt and concrete. Standard specifications for all county road construction contracts require that "The Contractor shall comply with all air pollution control rules, regulations, ordinances and statutes which apply to any work performed pursuant to the contract, including any air pollution control rules, regulations, ordinances and statutes specified in Section 11017 of the Government Code. Unless otherwise provided in the special provisions, material to be disposed of shall not be burned, whether inside or outside the highway right-of-way." Implementation of the proposed Project would not generate air emissions exceeding thresholds requiring mitigation; however, because San Luis Obispo County is currently in non-attainment status for particulates (PM10) and ozone precursors (hydrocarbons and oxides of nitrogen), the APCD has developed a list of construction period air quality mitigation measures that are to be appropriately applied to all Projects through the environmental review process.

Construction Vehicle Emissions

The use of heavy-duty diesel vehicles would be required during the construction of the proposed Project. The CARB lists diesel exhaust as a toxic air contaminant, with no identified threshold below which no effects are expected. The release of emissions from vehicles during construction could result in potentially significant air quality impacts.

Mitigation/Conclusion. The Project's cumulative contribution to GHG emissions is limited to construction and is relatively very small and considered insignificant.

Implementation of the following standard mitigation measures would reduce air quality impacts to a less than significant level.

[AQ-1] During construction/ground disturbing activities, the contractor shall implement the following particulate (dust) control measures. These measures will be included in the contract special provisions. In addition, the contractor shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD prior to commencement of construction.

- a. Reduce the amount of disturbed area where possible
- b. Prevent airborne dust from leaving the site.
- c. Control dust from all dirt stock pile areas.
- d. Implement revegetation (i.e., hydro seeding) as soon as possible following completion of any soil disturbing activities.
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading shall be subject to dust control measures (watering, etc.) or shall be sown with a fast germinating native grass seed and watered until a temporary vegetative cover is established.

- f. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code Section 23114.
- g. Ensure that trucks and equipment leaving the site do not carry soil material onto adjacent paved roads; clean adjacent paved roads at the end of each day if visible soil material is carried from the site onto those roads.

[AQ-2] During construction/ground disturbing activities, the contractor shall implement the following measures to reduce ozone precursor emissions. These measures will be included in the contract special provisions.

- a. Maintain all construction equipment in proper tune according to manufacturer's specifications.
- b. Fuel all off-road and portable diesel powered equipment, including but not limited to bulldozers, graders, cranes, loaders, scrapers, backhoes, generator sets, compressors, auxiliary power units, with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road).
- c. Maximize to the extent feasible, the use of diesel construction equipment meeting the ARB's 1996 or newer certification standard for off-road heavy-duty diesel engines.

4. BIOLOGICAL RESOURCES - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in a loss of unique or special status species or their habitats?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce the extent, diversity or quality of native or other important vegetation?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Impact wetland or riparian habitat?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Introduce barriers to movement of resident or migratory fish or wildlife species, or factors, which could hinder the normal activities of wildlife?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The following are existing elements on or near the proposed Project relating to potential biological concerns:

On-site Vegetation: Ruderal/disturbed non-native grassland, scattered valley oaks, foothill pines, sycamores, and other planted/ornamental trees.

Name and distance from blue line creek(s): An unnamed "blue line" tributary to the Huerhuero Creek is approximately 350 feet east of the Project site.

The Project is located on La Panza Road in the Shedd Canyon USGS quadrangle. This area of San Luis Obispo County experiences arid climate. The Project site is surrounded by vineyards, open agricultural fields, and a few residences.

The California Natural Diversity Data Base (CNDDDB) was accessed for information on sensitive plant, invertebrate, and wildlife species known to occur in the action area and its vicinity (CNDDDB 2011). A search radius of the USGS Shedd Canyon Quadrangle and 8 surrounding quadrangles was used to create a list of sensitive species (federal or state listed, state species of concern, or CNPS 1.B.1, -2, or -3) with the potential to occur within or near the Project site. The habitat requirements of each species were considered and can be found in Appendix A.

The Project site was surveyed by County Public Works Environmental Resource Specialists in June of 2009, May of 2010, May of 2011, and July of 2011.

RESULTS

Typical grass species occurring within the Project site include wild oat (*Avena* sp.), various species of brome (*Bromus diandrus*, *Bromus madritensis* ssp. *rubens*, *Bromus hordeaceus*), nodding needlegrass (*Nassella cernua*), and salt grass (*Distichlis spicata*). Typical forbs include purple owl's clover (*Castilleja exserta*), Jimson weed (*Datura wrightii*), turkey mullein (*Croton setigerus*), and vinegar weed (*Trichostema lanceolatum*). Non-native species include smallflower tamarisk (*Tamarix parviflora*), wild mustard (*Brassica* spp.), redstem filaree (*Erodium cicutarium*), and burclover (*Medicago hispida*), yellow star thistle (*Centaurea solstitialis*), horseweed (*Conyza Canadensis*), and various chenopods including Russian thistle/tumbleweed (*Salsola tragus*).

Special Status Plant Species

The CNDDDB identified the following plant species potentially existing within approximately one mile of the proposed Project:

Chaparral ragwort (*Senecio aphanactis*), Dwarf calycadenia (*Calycadenia villosa*), Moran's nosegay (*Navarretia fossalis*), San Bernardino aster (*Symphotrichum defoliatum*). None of these species were detected during floral surveys conducted during the blooming period.

Special Status Wildlife

Silvery legless lizard (*Anniella pulchra*)

Occurrences of this species have been found 4.7 miles southeast and 10 miles west of the Project site. This species lives mostly underground, burrowing in loose sandy soil. They forage in loose soil, sand, and leaf litter during the day. It is unknown whether or not this species is present but it is possible that this species could inhabit the soils within the Project site.

Vernal pool fairy shrimp (*Branchinecta lynchi*)

Vernal pool fairy shrimp have been found approximately 1 mile northwest of the Project site. Vernal pool fairy shrimp are federally threatened. This species is endemic to the grasslands of the Central Valley, Central Coast mountains, and South Coast mountains, as well as found in rain-filled pools. The shrimp inhabits small, clear-water sandstone-depression pools and grassed swales, earth slumps, or basalt-flow depression pools.

The Project site occurs within the Carrizo Vernal Pool Region, as designated by the California Department of Fish and Game (CDFG). Vernal pool habitat consists of seasonal wetlands (i.e. areas that pond water during the wet season and dry up during the summer months) that may provide habitat for sensitive aquatic plant and animal species. No vernal pool habitat was detected during field surveys within the Project site.

Western spadefoot (*Spea hammondi*)

Western spadefoots have been found approximately 0.5 mile southwest of the Project site. Western spadefoots are a federal species of concern and a State species of Special Concern. The species occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands. Vernal pools or stockponds are essential for breeding and egg-laying. No suitable habitat for this species was detected during field surveys.

San Joaquin kit fox (*Vulpes macrotis mutica*)

San Joaquin kit fox have been found approximately 0.45 mile northeast of the Project site. The San Joaquin kit fox is federally endangered and State threatened. The historic range of the San Joaquin kit fox included most of the San Joaquin Valley from San Joaquin County southward to southern Kern County (USFWS 1998). Currently, kit foxes occur in the remaining native valley and foothill grasslands and saltbush scrub communities of the valley floor and surrounding foothills from southern Kern County north to Merced County. Kit foxes use dens for protection, temperature regulation, and shelter from weather. They may dig their own dens, use those constructed by other animals, or use artificial structures (e.g. culverts, abandoned pipelines, or banks in sumps). Kit foxes often change dens and many dens may be used throughout the year. No potential habitat (i.e., burrows or dens) or kit foxes were detected during field surveys.

REGULATORY REQUIREMENTS

The Project will permanently impact a drainage that falls within the Army Corps of Engineer's (Corps) jurisdiction; therefore, authorization from the Corps is required. Impacts to this drainage may also require permits or agreements from the California Regional Water Quality Control Board and California Department of Fish and Game. Prior to commencement of work, permits from these agencies must be secured.

Impact. The Project will permanently impact a drainage that is considered jurisdictional by the Corps. Based on environmental surveys, it has been determined that the Project site does not support any sensitive native vegetation, significant wildlife habitats, or special status species. The Project is not located near vernal pools, will not result in changes to the hydrology of pools, and will not affect upland habitat of vernal pool areas.

Based on the location of the Project site, the proposed Project would permanently impact an area considered to be habitat for San Joaquin kit fox habitat. To mitigate for

project impacts within this area, an agreement between the County Planning and Building Department and CDFG has been established. Within the project area, the County/CDFG has determined that projects would be required to compensate for impacts at a standard mitigation ratio of 1:1 (Sanderson, B. pers. communication, 5/31/11). Because the Project will result in the permanent disturbance of 0.76 acre of kit fox habitat, the County would therefore be required to compensate for a total acreage of 0.76 acre.

Mitigation/Conclusion. The following mitigation measures will reduce the identified biological impacts to a level of insignificance.

Standard San Joaquin kit fox Mitigation Measures

The proposed project is located within known San Joaquin kit fox habitat. Based on the location, the permanent impacts to kit fox habitat be mitigated at a ratio of four acres conserved for each acre impacted (1:1). The mitigation options identified in BR-11 through BR-11 apply to the proposed project only; should the project change, the mitigation obligation may also change, and a reevaluation of the mitigation measures would be required.

[BR-1] Prior to construction, the Public Works shall submit evidence to the County of San Luis Obispo, Department of Planning and Building Environmental Resource and Management Division (County) (see contact information below) that states that one or a combination of the following four San Joaquin kit fox mitigation measures has been implemented:

- a. Provide for the protection in perpetuity, through acquisition of fee or a conservation easement, suitable habitat in the kit fox corridor area (e.g. within the San Luis Obispo County kit fox habitat area, northwest of Highway 58), either on-site or off-site, and provide for a non-wasting endowment to provide for management and monitoring of the property in perpetuity. Lands to be conserved shall be subject to the review and approval of the California Department of Fish and Game (Department) and the County.

This mitigation alternative (a.) requires that all aspects of this program must be in place before County permit issuance or initiation of any ground disturbing activities.

- b. Deposit funds into an approved in-lieu fee program, which would provide for the protection in perpetuity of suitable habitat in the kit fox corridor area within San Luis Obispo County, and provide for a non-wasting endowment for management and monitoring of the property in perpetuity.

Mitigation alternative (b) above, can be completed by providing funds to The Nature Conservancy (TNC), pursuant to the Voluntary Fee-based Compensatory Mitigation Program (Program). The Program was established in agreement between the Department and TNC to preserve San Joaquin kit fox habitat, and to provide a voluntary mitigation alternative to project proponents who must mitigate

the impacts of projects in accordance with the California Environmental Quality Act (CEQA). The fee, payable to "The Nature Conservancy", would be based on the total area of disturbance from project activities multiplied by \$2,500 per acre. This fee must be paid after the Department provides written notification identifying your mitigation options but prior to County permit issuance and initiation of any ground disturbing activities.

- b. Purchase 0.76 acre credits in a Department-approved conservation bank, which would provide for the protection in perpetuity of suitable habitat within the kit fox corridor area and provide for a non-wasting endowment for management and monitoring of the property in perpetuity.

Mitigation alternative (c) above, can be completed by purchasing credits from the Palo Prieto Conservation Bank (see contact information below). The Palo Prieto Conservation Bank was established to preserve San Joaquin kit fox habitat, and to provide a voluntary mitigation alternative to project proponents who must mitigate the impacts of projects in accordance with the California Environmental Quality Act (CEQA). The cost for purchasing credits is payable to the owners of The Palo Prieto Conservation Bank, and would total \$1,900. This fee is calculated based on the current cost-per-credit of \$2,500 per acre of mitigation. The fee is established by the conservation bank owner and may change at any time. The actual cost may increase depending on the timing of the payment. Purchase of credits must be completed prior to County permit issuance and initiation of any ground disturbing activities.

[BR-2] Prior to construction, a qualified biological monitor shall perform the following monitoring activities:

- a. Within 30 days prior to initiation of site disturbance and/or construction, the biologist shall conduct a pre-activity (i.e. pre-construction) survey for known or potential kit fox dens and submit a letter to the County reporting the date the survey was conducted, the survey protocol, survey results, and what measures were necessary (and completed), as applicable, to address any kit fox activity within the project limits.
- b. The qualified biologist shall conduct weekly site visits during site-disturbance activities (i.e. grading, disking, excavation, stock piling of dirt or gravel, etc.) that proceed longer than 14 days, for the purpose of monitoring compliance. Site-disturbance activities lasting up to 14 days do not require weekly monitoring by the biologist unless observations of kit fox or their dens are made on-site or the qualified biologist recommends monitoring for some other reason. When weekly monitoring is required, the biologist shall submit weekly monitoring reports to the County.
- c. Prior to or during project activities, if any observations are made of San Joaquin kit fox, or any known or potential San Joaquin kit fox dens are discovered within the project limits, the qualified biologist shall re-assess the probability of incidental take (e.g. harm or death) to kit fox. At the time the

den is discovered, the qualified biologist shall contact the U.S. Fish and Wildlife Service and the Department for guidance on possible additional kit fox protection measures to implement and whether or not a Federal and/or State incidental take permit is needed. If a potential den is encountered during construction, all work shall stop until such time the U. S. Fish and Wildlife Service and Department determine that it is appropriate to resume work.

If incidental take of kit fox during project activities is possible, before project activities commence, the applicant must consult with the U.S. Fish and Wildlife Service and the Department (see contact information below). The results of this consultation may require the applicant to obtain a Federal and/or State permit for incidental take during project activities. The applicant should be aware that the presence of kit foxes or known or potential kit fox dens at the project site could result in further delays of project activities.

In addition, the qualified biologist shall implement the following measures:

1. Within 30 days prior to initiation of site disturbance and/or construction, fenced exclusion zones shall be established around all known and potential kit fox dens. Exclusion zone fencing shall consist of either large flagged stakes connected by rope or cord, or survey laths or wooden stakes prominently flagged with survey ribbon. Each exclusion zone shall be roughly circular in configuration with a radius of the following distance measured outward from the den or burrow entrances:
 - a) Potential kit fox den: 50 feet
 - b) Known kit fox den: 100 feet
 - c) Kit fox pupping den: 150 feet
2. All foot and vehicle traffic, as well as all construction activities, including storage of supplies and equipment, shall remain outside of exclusion zones. Exclusion zones shall be maintained until all project-related disturbances have been terminated, and then shall be removed.
3. If kit foxes or known or potential kit fox dens are found on site, daily monitoring during ground disturbing activities shall be required by a qualified biologist.

[BR-3] Prior to construction, Public Works shall clearly delineate as a note on the project plans, that: "*Speeds signs of 25 mph maximum (or lower) shall be posted for all construction traffic, to minimize the probability of road mortality of the San Joaquin kit fox.*" Speed limit signs shall be installed on the project site within 30 days prior to initiation of site disturbance and/or construction.

[BR-4] During the site disturbance and/or construction phase, grading and construction activities after dusk shall be prohibited unless coordinated through the County, during which additional kit fox mitigation measures may be required.

- [BR-5] Within 30 days prior to initiation of site disturbance and/or construction, all personnel associated with the project shall attend a worker education training program, conducted by a qualified biologist, to avoid or reduce impacts on sensitive biological resources (i.e. San Joaquin kit fox). At a minimum, as the program relates to the kit fox, the training shall include the kit fox's life history, all mitigation measures specified by the county, as well as any related biological report(s) prepared for the project. The applicant shall notify the County shortly prior to this meeting. A kit fox fact sheet shall also be developed prior to the training program, and distributed at the training program to all contractors, employers and other personnel involved with the construction of the project.
- [BR-6] During the site-disturbance and/or construction phase, to prevent entrapment of the San Joaquin kit fox, all excavation, steep-walled holes or trenches in excess of two feet in depth shall be covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks. Trenches shall also be inspected for entrapped kit fox each morning prior to onset of field activities and immediately prior to covering with plywood at the end of each working day. Before such holes or trenches are filled, they shall be thoroughly inspected for entrapped kit fox. Any kit fox so discovered shall be allowed to escape before field activities resume, or removed from the trench or hole by a qualified biologist and allowed to escape unimpeded.
- [BR-7] During the site-disturbance and/or construction phase, any pipes, culverts, or similar structures with a diameter of four inches or greater, stored overnight at the project site shall be thoroughly inspected for trapped San Joaquin kit foxes before the subject pipe is subsequently buried, capped, or otherwise used or moved in any way. If during the construction phase a kit fox is discovered inside a pipe, that section of pipe will not be moved, or if necessary, be moved only once to remove it from the path of activity, until the kit fox has escaped.
- [BR-8] During the site-disturbance and/or construction phase, all food-related trash items such as wrappers, cans, bottles, and food scraps generated shall be disposed of in closed containers only and regularly removed from the site. Food items may attract San Joaquin kit foxes onto the project site, consequently exposing such animals to increased risk of injury or mortality. No deliberate feeding of wildlife shall be allowed.
- [BR-9] Prior to, during, and after the site-disturbance and/or construction phase, use of pesticides or herbicides shall be in compliance with all local, state and federal regulations. This is necessary to minimize the probability of primary or secondary poisoning of endangered species utilizing adjacent habitats, and the depletion of prey upon which San Joaquin kit foxes depend.
- [BR-10] During the site-disturbance and/or construction phase, any contractor or employee that inadvertently kills or injures a San Joaquin kit fox or who finds any such animal either dead, injured, or entrapped shall be required to report the incident immediately to the applicant and County. In the event that any

observations are made of injured or dead kit fox, the applicant shall immediately notify the U.S. Fish and Wildlife Service and the Department by telephone (see contact information below). In addition, formal notification shall be provided in writing within three working days of the finding of any such animal(s). Notification shall include the date, time, location and circumstances of the incident. Any threatened or endangered species found dead or injured shall be turned over immediately to the Department for care, analysis, or disposition.

[BR-11] Prior to final inspection, should any long internal or perimeter fencing be proposed or installed, the applicant shall do the following to provide for kit fox passage:

- a. If a wire strand/pole design is used, the lowest strand shall be no closer to the ground than 12".
- b. If a more solid wire mesh fence is used, 8" x 12" openings near the ground shall be provided every 100 yards.

Upon fence installation, the applicant shall notify the County to verify proper installation. Any fencing constructed after issuance of a final permit shall follow the above guidelines.

Contact Information

County of San Luis Obispo
Department of Planning and Building
Division of Environmental & Resource Mgmt
County Government Center, Room 300
San Luis Obispo, CA 93408
ATTN: Mr. Murry Wilson
(805) 788-2352
E-mail: mwilson@co.slo.ca.us

California Department of Fish and Game
Central Region
1234 East Shaw Avenue
Fresno, CA 93710
(559) 243-4005
FAX (559) 243-4022
(805) 772-4318

The Nature Conservancy
ATTN: Tonja Glenn
201 Mission Street, 4th Floor
San Francisco, CA 94105
(415) 281-0483

Palo Prieto Conservation Bank
c/o Dan Meade
Althouse & Meade, Inc.
1875 Wellsona Road
Paso Robles, CA 93446
(805) 467-1041
FAX (805) 467-1021
E-mail: dan@alt-me.com

U.S. Fish and Wildlife Service
Ventura Field Office
P.O. Box 47
Ventura, CA 93003
(805) 644-1766

Other Biological Resource Measures:

[BR-12] Prior to construction, the County shall obtain all necessary permits, approvals, and

authorizations from jurisdictional agencies. These may include, but may not be limited to: (1) ACOE, Section 404 Nationwide Permit 43; (2) RWQCB, Section 401 Water Quality Certification; and (3) CDFG, Section 1602 Streambed Alteration Agreement for activities within the unnamed drainage. The County shall adhere to all conditions included within these permits, approvals, and authorizations.

[BR-13] During Project activities, all trash that may attract predators shall be properly contained, removed from the work sites and disposed of regularly. Following construction, all trash and construction debris shall be removed from work areas.

[BR-14] All fueling and maintenance of vehicles and other equipment and staging areas shall occur at least 20 meters from any riparian habitat or water body. The County shall ensure contamination of habitat does not occur during such operations. Prior to the onset of work, the County shall ensure that the contractor has prepared a plan to allow a prompt and effective response to accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

[BR-15] Prior to site disturbance, the County shall print Best Management Practices (BMPs) on all applicable construction plans. BMPs shall be implemented prior to, during, and following construction activities. Measures shall include, but not be limited to the following:

- a. Silt fencing shall be placed along the down-slope side of the construction zone.
- b. A spill and clean-up kit shall be stored onsite at all times.
- c. Temporary and permanent erosion and sedimentation measures shall be implemented (e.g., silt fencing, hay bales, straw wattles, etc.).

[BR-16] To the extent practicable, construction activities shall be conducted during the dry season (May 1 through November 1). This will reduce potential impacts to semi-aquatic species that might be using nearby ponds and associated vegetation as movement/dispersal corridors.

[BR-17] If construction activities are conducted during the typical nesting bird season (February 15 – September 15th), preconstruction surveys shall be conducted by the County-approved biologist or County Environmental Resource Specialist prior to any construction activity or vegetation trimming to identify potential bird nesting activity, and:

- a. If active nest sites of bird species protected under the Migratory Bird Treaty Act (MBTA) are observed within the vicinity of the Project sites, then the Projects shall be modified and/or delayed as necessary to avoid direct take of the identified nests, eggs, and/or young;
- b. If active nest sites of raptors and/or bird species of special concern are observed within the vicinity of either Project site, then CDFG shall be contacted to establish the appropriate buffer around the nest site. Construction activities in the buffer zone shall be prohibited until the young have fledged the nest and achieved independence; and
- c. Active nests shall be documented by a qualified biologist and a letter-report shall be submitted to the County, USFWS, and CDFG, documenting Project compliance with the MBTA and applicable Project mitigation measures.

[BR-18] A Habitat Mitigation and Monitoring Plan will be prepared and will include specific measures for restoration and revegetation of all temporarily disturbed areas. The Plan will include protection measures, standards for revegetation, a monitoring program to ensure proper implementation and maintenance of restored areas, and performance criteria to determine success.

[BR-19]To avoid impacts to California red-legged frogs, a qualified biologist or County Environmental Resource specialist will conduct wildlife surveys prior to the onset Project activities each day that new earth disturbance will occur.

5. CULTURAL RESOURCES - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Disturb pre-historic resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Disturb historic resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Disturb paleontological resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The project is located in an area historically occupied by the Obispeño Chumash and Salinan. No historic structures are present and no paleontological resources are known to exist in the area.

Impact. A Phase I survey was conducted by the Public Works archaeologist in June 2009 and May 2010. No evidence of cultural materials was noted on the property. A literature search from the Central Coast Information Center revealed no known prehistoric sites within a one-mile radius of the project area. Impacts to historical or paleontological resources are not expected.

Mitigation/Conclusion. No significant cultural resource impacts are expected to occur, and no mitigation measures are necessary.

6. GEOLOGY AND SOILS - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in exposure to or production of unstable earth conditions, such as landslides, earthquakes, liquefaction, ground failure, land subsidence or other similar hazards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Be within a California Geological Survey "Alquist-Priolo" Earthquake Fault Zone"?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Result in soil erosion, topographic changes, loss of topsoil or unstable soil conditions from project-related improvements, such as vegetation removal, grading, excavation, or fill?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Change rates of soil absorption, or amount or direction of surface runoff?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

6. GEOLOGY AND SOILS - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
e) <i>Include structures located on expansive soils?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Change the drainage patterns where substantial on- or off-site sedimentation/ erosion or flooding may occur?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Involve activities within the 100-year flood zone?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) <i>Be inconsistent with the goals and policies of the County's Safety Element relating to Geologic and Seismic Hazards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) <i>Preclude the future extraction of valuable mineral resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting

GEOLOGY - The following relates to the project's geologic aspects or conditions:

- Topography: Nearly level to gently rolling
- Within County's Geologic Study Area?: No
- Landslide Risk Potential: Low to moderate
- Liquefaction Potential: Low to moderate
- Nearby potentially active faults?: Yes Distance? .7 miles to the southwest
- Area known to contain serpentine or ultramafic rock or soils?: No
- Shrink/Swell potential of soil: Low to moderate
- Other notable geologic features? None

DRAINAGE – The following relates to the Project's drainage aspects:

- Within the 100-year Flood Hazard designation? No
- Closest creek? Unnamed tributary to Huerhuero Creek Distance? Approximately 350 feet
- Soil drainage characteristics: Moderately drained

SEDIMENTATION AND EROSION – Soil type, amount of disturbance and slopes are key aspects to analyzing potential sedimentation and erosion issues. The Project's soil types and descriptions are listed in the previous Agriculture section under "Setting." As described in the NRCS Soil Survey, the the Project's soil erodibility is as follows:

Soil erodibility: Low

Impact. As proposed, the Project will result in the disturbance of approximately 5.48 acres. Repair may be warranted if an earthquake damages the road and/or drainage ditch; however, such repair activities are not anticipated to rise to a level of significance. Some soil erosion, topographic changes, loss of topsoil or unstable soil conditions may result from Project construction activities; however, these impacts would be mitigated for and temporary in nature.

Mitigation/Conclusion. Use of Best Management Practices (see mitigation BR-4 and -6) should address any potential impacts resulting from erosion.

7. HAZARDS & HAZARDOUS MATERIALS - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in a risk of explosion or release of hazardous substances (e.g. oil, pesticides, chemicals, radiation) or exposure of people to hazardous substances?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Interfere with an emergency response or evacuation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Expose people to safety risk associated with airport flight pattern?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Increase fire hazard risk or expose people or structures to high fire hazard conditions?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Create any other health hazard or potential hazard?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The Project is not located in an area of known hazardous material contamination. With regards to potential fire hazards, the subject Project is within the high Fire Hazard Severity Zone(s). Based on the County's fire response time map, it will take approximately 5-10 minutes to respond to a call regarding fire or life safety. Delays in fire response time are anticipated to be minimal due to the traffic plan which calls for one lane to remain open for traffic during Project construction. Refer to the Public Services section for further discussion on Fire Safety impacts. The Project is not within the Airport Review area.

Impact. The Project does not propose the use of hazardous materials. The Project is not expected to conflict with any regional evacuation plan.

Mitigation/Conclusion. No significant impacts as a result of hazards or hazardous materials are anticipated, and no mitigation measures beyond the fuel and lubricant handling precautions listed under the Biological Resources section are necessary (BR-3).

8. NOISE - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Expose people to noise levels that exceed the County Noise Element thresholds?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generate increases in the ambient noise levels for adjoining areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose people to severe noise or vibration?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The Project is not within close proximity of loud noise sources, and will not conflict with any sensitive noise receptors (e.g., residences). Based on the Noise Element's projected future noise generation from known stationary and vehicle-generated noise sources, the Project is within an acceptable threshold area.

Impact. Noise impacts resulting from construction will be of a short duration, during normal work hours, and temporary in nature. It is not expected that County noise standards will be exceeded as a result of the Project. The Project is not expected to generate loud noises, nor conflict with the surrounding uses.

Mitigation/Conclusion.

[N-1] Construction activities will not take place before 7 a.m. or after 9 p.m. on any day except Saturday or Sunday, or before 8 a.m. or after 5 p.m. on Saturday or Sunday.

No significant noise impacts are anticipated, and no additional mitigation measures are necessary.

9. POPULATION/HOUSING - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace existing housing or people, requiring construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Create the need for substantial new housing in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Use substantial amount of fuel or energy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

11. RECREATION - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
b) <i>Affect the access to trails, parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Other</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. Based on the County Trails Map, the Project is within or near the California Valley to Creston Trail. La Panza Road is currently a Class III Bike Route. Bike Route (D11-1) and Share the Road (W11-1 & W16-1) signage is currently installed.

Impact. Completion of the proposed Project will create a safer situation along La Panza Road for bicyclists and pedestrians. With the improvements bicycles will be able to use the 4-foot paved shoulder and 3-foot of shoulder will be available for pedestrians. The proposed Project will not create a significant need for additional park, Natural Area, and/or recreational resources.

Mitigation/Conclusion. No significant recreation impacts are anticipated, and no mitigation measures are necessary.

12. TRANSPORTATION/ CIRCULATION - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Increase vehicle trips to local or areawide circulation system?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce existing "Levels of Service" on public roadway(s)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Create unsafe conditions on public roadways (e.g., limited access, design features, sight distance, slow vehicles)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Provide for adequate emergency access?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Result in inadequate parking capacity?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) <i>Result in inadequate internal traffic circulation?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., pedestrian access, bus turnouts, bicycle racks, etc.)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) <i>Result in a change in air traffic patterns that may result in substantial safety risks?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

12. TRANSPORTATION/ CIRCULATION - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
i) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. Construction vehicles and equipment may use La Panza Road, Hord Valley Road, and/or Ryan Road to access the Project site during work activities. It is not anticipated that these trips will affect traffic. Additionally, it is anticipated that passage will remain open as one lane of La Panza Road will remain open to traffic. Equipment will be staged in or adjacent to County Right-of-Way during the 3-month Project time-frame, further minimizing potential impacts to traffic. The Project will improve safety along this stretch of La Panza Road.

Impact. Construction vehicle access will be needed temporarily during Project construction. Otherwise, the Project may temporarily slow traffic but will have no negative effects on transportation or circulation.

Mitigation/Conclusion. No significant traffic impacts were identified, and no mitigation measures above what are already required by ordinance are necessary.

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

Setting/Impact. The proposed Project involves widening an existing road which is not anticipated to generate waste or wastewater or affect wastewater facilities and solid waste capacity. No impacts resulting from wastewater would occur as a result of the proposed Project.

Mitigation/Conclusion. No significant impacts are anticipated, and no mitigation measures are necessary.

14. WATER - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate any water quality standards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

14. WATER - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
b) Discharge into surface waters or otherwise alter surface water quality (e.g., turbidity, temperature, dissolved oxygen, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Change the quality of groundwater (e.g., saltwater intrusion, nitrogen-loading, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Change the quantity or movement of available surface or ground water?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Adversely affect community water service provider?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting.

The topography of the project is nearly level to gently rolling. The closest unnamed tributary from the proposed development to Huerhuero Creek is approximately 350 feet away. As described in the NRCS Soil Survey, the soil surface is considered to have low erodibility.

This Project will have more than one acre of disturbance and is subject to preparing a Storm Water Pollution Prevention Plan (SWPPP) to minimize on-site sedimentation and erosion. When work is done in the rainy season, the County Ordinance requires that temporary sedimentation and erosion control measures be installed during the rainy season.

Impact. The Project will result in the disturbance of approximately 5.48 acres/238,708 square feet. The Project is not within close proximity to surface water sources. The proposed reconstructed drainage ditch would reduce or eliminate flooding of La Panza Road. Revegetation would ensure soil stability and avoidance of operational erosion and sedimentation impacts.

Mitigation/Conclusion. The County proposes to implement erosion control BMPs, and spill prevention and clean-up measures during construction. Based on implementation of these measures, potential impacts to surface water would be less than significant, and no additional mitigation measures are necessary.

15. LAND USE - Will the project:	Inconsistent	Potentially Inconsistent	Consistent	Not Applicable
a) Be potentially inconsistent with land use, policy/regulation (e.g., general plan [county land use element and ordinance], local coastal plan, specific plan, Clean Air Plan, etc.) adopted to avoid or mitigate for environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

15. LAND USE - <i>Will the project:</i>	Inconsistent	Potentially Inconsistent	Consistent	Not Applicable
b) <i>Be potentially inconsistent with any habitat or community conservation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Be potentially inconsistent with adopted agency environmental plans or policies with jurisdiction over the project?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Be potentially incompatible with surrounding land uses?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting/Impact. Surrounding uses are identified on Page 2 of the Initial Study. 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.). Referrals were sent to outside agencies to review for policy consistencies (e.g., CAL FIRE for Fire Code, APCD for Clean Air Plan, etc.). The Project was found to be consistent with these documents (refer also to Exhibit A on reference documents used).

The Project is not within or adjacent to a Habitat Conservation Plan area. The Project is consistent or compatible with the surrounding uses as summarized on page 2 of this Initial Study.

Mitigation/Conclusion. No inconsistencies were identified and therefore no mitigation measures are necessary.

- | 16. MANDATORY FINDINGS OF SIGNIFICANCE - <i>Will the project:</i> | Potentially Significant | Impact can & will be mitigated | Insignificant Impact | Not Applicable |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) <i>Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</i> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) <i>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)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) <i>Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

Exhibit A - Initial Study References and Agency Contacts

The County Planning or Environmental Divisions have 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:

<u>Contacted</u>	<u>Agency</u>	<u>Response</u>
<input checked="" type="checkbox"/>	County Public Works Department	Project Proponent
<input type="checkbox"/>	County Environmental Health Division	Not Applicable
<input checked="" type="checkbox"/>	County Agricultural Commissioner's Office	In File**
<input type="checkbox"/>	County Airport Manager	Not Applicable
<input type="checkbox"/>	Airport Land Use Commission	Not Applicable
<input checked="" type="checkbox"/>	Air Pollution Control District	None
<input type="checkbox"/>	County Sheriff's Department	Not Applicable
<input type="checkbox"/>	Regional Water Quality Control Board	Not Applicable
<input type="checkbox"/>	CA Coastal Commission	Not Applicable
<input checked="" type="checkbox"/>	CA Department of Fish and Game	In File**
<input type="checkbox"/>	CA Department of Forestry (Cal Fire)	Not Applicable
<input type="checkbox"/>	CA Department of Transportation	Not Applicable
<input type="checkbox"/>	Community Service District	Not Applicable
<input checked="" type="checkbox"/>	Other <u>Creston Advisory Body</u>	None
<input checked="" type="checkbox"/>	Other <u>U.S. Army Corps of Engineers</u>	None

** "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
- Airport Land Use Plans
- Annual Resource Summary Report
- Building and Construction Ordinance
- Coastal Policies
- Framework for Planning (Coastal/Inland)
- General Plan (Inland/Coastal), including all maps & elements; more pertinent elements considered include:
 - Agriculture Element
 - Conservation & Open Space Element (includes Energy, Conservation)
 - Housing Element
 - Noise Element
 - Parks & Recreation Element
 - Safety Element
- Land Use Ordinance
- Real Property Division Ordinance
- Solid Waste Management Plan
- Circulation Study

- Area Plan
and Update EIR

Other documents

- Archaeological Resources Map
- Area of Critical Concerns Map
- Areas of Special Biological
Importance Map
- California Natural Species Diversity
Database
- Clean Air Plan
- Fire Hazard Severity Map
- Flood Hazard Maps
- Natural Resources Conservation
Service Soil Survey for SLO County
- Regional Transportation Plan
- Uniform Fire Code
- Water Quality Control Plan (Central
Coast Basin – Region 3)
- GIS mapping layers (e.g., Biology,
geology, streams, slope, fire,
hazards, transportation, water, etc.)
- Other _____

County References

California Natural Diversity Database (CNDDDB), Biogeographic Data Branch, Department of Fish and Game. Version 3.1.0. February 10, 2011.

U.S. Fish and Wildlife Service (USFWS). 1998. Recovery Plan for Upland Species of the San Joaquin Valley, California. Region 1, Portland, OR. 319 opp.

Exhibit B - Mitigation Summary Table

AGRICULTURAL RESOURCES

- [AG-1] Implement adequate dust control measures during the construction phase of the Project to preclude dust impacts to adjacent wine grape vineyards.
- [AG-2] Provide for infrastructure relocation as necessary.
- [AG-3] Prior to planned road closure or delays, the County should provide construction information to property owners and known agricultural leaseholders who utilize the road and associated access points.
- [AG-4] If acquisition of land under Williamson Act contract is required, public acquisition provisions of California Government Code Section 51290 *et. seq.* should be followed in order to ensure the integrity of the Land Conservation Act program.

AIR QUALITY

- [AQ-1] During construction/ground disturbing activities, the contractor shall implement the following particulate (dust) control measures. These measures will be included in the contract special provisions. In addition, the contractor shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD prior to commencement of construction.
 - a. Reduce the amount of disturbed area where possible
 - b. Prevent airborne dust from leaving the site.
 - c. Control dust from all dirt stock pile areas.
 - d. Implement revegetation (i.e., hydro seeding) as soon as possible following completion of any soil disturbing activities.
 - e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading shall be subject to dust control measures (watering, etc.) or shall be sown with a fast germinating native grass seed and watered until a temporary vegetative cover is established.
 - f. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code Section 23114.
 - h. Ensure that trucks and equipment leaving the site do not carry soil material onto adjacent paved roads; clean adjacent paved roads at the end of each day if visible soil material is carried from the site onto those roads.
- [AQ-2] During construction/ground disturbing activities, the contractor shall implement the following measures to reduce ozone precursor emissions. These measures

will be included in the contract special provisions.

- a. Maintain all construction equipment in proper tune according to manufacturer's specifications.
- b. Fuel all off-road and portable diesel powered equipment, including but not limited to bulldozers, graders, cranes, loaders, scrapers, backhoes, generator sets, compressors, auxiliary power units, with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road).
- c. Maximize to the extent feasible, the use of diesel construction equipment meeting the ARB's 1996 or newer certification standard for off-road heavy-duty diesel engines.

BIOLOGICAL RESOURCES

Standard San Joaquin kit fox Mitigation Measures

The proposed project is located within known San Joaquin kit fox habitat. Based on the location, the permanent impacts to kit fox habitat be mitigated at a ratio of four acres conserved for each acre impacted (1:1). The mitigation options identified in BR-1 through BR-11 apply to the proposed project only; should the project change, the mitigation obligation may also change, and a reevaluation of the mitigation measures would be required.

[BR-1] Prior to construction, the Public Works shall submit evidence to the County of San Luis Obispo, Department of Planning and Building Environmental Resource and Management Division (County) (see contact information below) that states that one or a combination of the following four San Joaquin kit fox mitigation measures has been implemented:

- a. Provide for the protection in perpetuity, through acquisition of fee or a conservation easement, suitable habitat in the kit fox corridor area (e.g. within the San Luis Obispo County kit fox habitat area, northwest of Highway 58), either on-site or off-site, and provide for a non-wasting endowment to provide for management and monitoring of the property in perpetuity. Lands to be conserved shall be subject to the review and approval of the California Department of Fish and Game (Department) and the County.

This mitigation alternative (a.) requires that all aspects of this program must be in place before County permit issuance or initiation of any ground disturbing activities.

- b. Deposit funds into an approved in-lieu fee program, which would provide for the protection in perpetuity of suitable habitat in the kit fox corridor area within San Luis Obispo County, and provide for a non-wasting endowment for management and monitoring of the property in perpetuity.

Mitigation alternative (b) above, can be completed by providing funds to The Nature Conservancy (TNC), pursuant to the Voluntary Fee-based Compensatory

Mitigation Program (Program). The Program was established in agreement between the Department and TNC to preserve San Joaquin kit fox habitat, and to provide a voluntary mitigation alternative to project proponents who must mitigate the impacts of projects in accordance with the California Environmental Quality Act (CEQA). The fee, payable to "The Nature Conservancy", would be based on the total area of disturbance from project activities multiplied by \$2,500 per acre. This fee must be paid after the Department provides written notification identifying your mitigation options but prior to County permit issuance and initiation of any ground disturbing activities.

- c. Purchase 0.76 acre credits in a Department-approved conservation bank, which would provide for the protection in perpetuity of suitable habitat within the kit fox corridor area and provide for a non-wasting endowment for management and monitoring of the property in perpetuity.

Mitigation alternative (c) above, can be completed by purchasing credits from the Palo Prieto Conservation Bank (see contact information below). The Palo Prieto Conservation Bank was established to preserve San Joaquin kit fox habitat, and to provide a voluntary mitigation alternative to project proponents who must mitigate the impacts of projects in accordance with the California Environmental Quality Act (CEQA). The cost for purchasing credits is payable to the owners of The Palo Prieto Conservation Bank, and would total \$1,900. This fee is calculated based on the current cost-per-credit of \$2,500 per acre of mitigation. The fee is established by the conservation bank owner and may change at any time. The actual cost may increase depending on the timing of the payment. Purchase of credits must be completed prior to County permit issuance and initiation of any ground disturbing activities.

[BR-2] Prior to construction, a qualified biological monitor shall perform the following monitoring activities:

- a. Within 30 days prior to initiation of site disturbance and/or construction, the biologist shall conduct a pre-activity (i.e. pre-construction) survey for known or potential kit fox dens and submit a letter to the County reporting the date the survey was conducted, the survey protocol, survey results, and what measures were necessary (and completed), as applicable, to address any kit fox activity within the project limits.
- b. The qualified biologist shall conduct weekly site visits during site-disturbance activities (i.e. grading, diskings, excavation, stock piling of dirt or gravel, etc.) that proceed longer than 14 days, for the purpose of monitoring compliance. Site-disturbance activities lasting up to 14 days do not require weekly monitoring by the biologist unless observations of kit fox or their dens are made on-site or the qualified biologist recommends monitoring for some other reason. When weekly monitoring is required, the biologist shall submit weekly monitoring reports to the County.

- d. Prior to or during project activities, if any observations are made of San Joaquin kit fox, or any known or potential San Joaquin kit fox dens are discovered within the project limits, the qualified biologist shall re-assess the probability of incidental take (e.g. harm or death) to kit fox. At the time the den is discovered, the qualified biologist shall contact the U.S. Fish and Wildlife Service and the Department for guidance on possible additional kit fox protection measures to implement and whether or not a Federal and/or State incidental take permit is needed. If a potential den is encountered during construction, all work shall stop until such time the U. S. Fish and Wildlife Service and Department determine that it is appropriate to resume work.

If incidental take of kit fox during project activities is possible, before project activities commence, the applicant must consult with the U.S. Fish and Wildlife Service and the Department (see contact information below). The results of this consultation may require the applicant to obtain a Federal and/or State permit for incidental take during project activities. The applicant should be aware that the presence of kit foxes or known or potential kit fox dens at the project site could result in further delays of project activities.

In addition, the qualified biologist shall implement the following measures:

1. Within 30 days prior to initiation of site disturbance and/or construction, fenced exclusion zones shall be established around all known and potential kit fox dens. Exclusion zone fencing shall consist of either large flagged stakes connected by rope or cord, or survey laths or wooden stakes prominently flagged with survey ribbon. Each exclusion zone shall be roughly circular in configuration with a radius of the following distance measured outward from the den or burrow entrances:
 - b) Potential kit fox den: 50 feet
 - b) Known kit fox den: 100 feet
 - c) Kit fox pupping den: 150 feet
2. All foot and vehicle traffic, as well as all construction activities, including storage of supplies and equipment, shall remain outside of exclusion zones. Exclusion zones shall be maintained until all project-related disturbances have been terminated, and then shall be removed.
3. If kit foxes or known or potential kit fox dens are found on site, daily monitoring during ground disturbing activities shall be required by a qualified biologist.

[BR-3] Prior to construction, Public Works shall clearly delineate as a note on the project plans, that: "*Speeds signs of 25 mph maximum (or lower) shall be posted for all construction traffic, to minimize the probability of road mortality of the San*

Joaquin kit fox." Speed limit signs shall be installed on the project site within 30 days prior to initiation of site disturbance and/or construction.

- [BR-4] During the site disturbance and/or construction phase, grading and construction activities after dusk shall be prohibited unless coordinated through the County, during which additional kit fox mitigation measures may be required.
- [BR-5] Within 30 days prior to initiation of site disturbance and/or construction, all personnel associated with the project shall attend a worker education training program, conducted by a qualified biologist, to avoid or reduce impacts on sensitive biological resources (i.e. San Joaquin kit fox). At a minimum, as the program relates to the kit fox, the training shall include the kit fox's life history, all mitigation measures specified by the county, as well as any related biological report(s) prepared for the project. The applicant shall notify the County shortly prior to this meeting. A kit fox fact sheet shall also be developed prior to the training program, and distributed at the training program to all contractors, employers and other personnel involved with the construction of the project.
- [BR-6] During the site-disturbance and/or construction phase, to prevent entrapment of the San Joaquin kit fox, all excavation, steep-walled holes or trenches in excess of two feet in depth shall be covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks. Trenches shall also be inspected for entrapped kit fox each morning prior to onset of field activities and immediately prior to covering with plywood at the end of each working day. Before such holes or trenches are filled, they shall be thoroughly inspected for entrapped kit fox. Any kit fox so discovered shall be allowed to escape before field activities resume, or removed from the trench or hole by a qualified biologist and allowed to escape unimpeded.
- [BR-7] During the site-disturbance and/or construction phase, any pipes, culverts, or similar structures with a diameter of four inches or greater, stored overnight at the project site shall be thoroughly inspected for trapped San Joaquin kit foxes before the subject pipe is subsequently buried, capped, or otherwise used or moved in any way. If during the construction phase a kit fox is discovered inside a pipe, that section of pipe will not be moved, or if necessary, be moved only once to remove it from the path of activity, until the kit fox has escaped.
- [BR-8] During the site-disturbance and/or construction phase, all food-related trash items such as wrappers, cans, bottles, and food scraps generated shall be disposed of in closed containers only and regularly removed from the site. Food items may attract San Joaquin kit foxes onto the project site, consequently exposing such animals to increased risk of injury or mortality. No deliberate feeding of wildlife shall be allowed.
- [BR-9] Prior to, during, and after the site-disturbance and/or construction phase, use of pesticides or herbicides shall be in compliance with all local, state and federal regulations. This is necessary to minimize the probability of primary or secondary

poisoning of endangered species utilizing adjacent habitats, and the depletion of prey upon which San Joaquin kit foxes depend.

[BR-10] During the site-disturbance and/or construction phase, any contractor or employee that inadvertently kills or injures a San Joaquin kit fox or who finds any such animal either dead, injured, or entrapped shall be required to report the incident immediately to the applicant and County. In the event that any observations are made of injured or dead kit fox, the applicant shall immediately notify the U.S. Fish and Wildlife Service and the Department by telephone (see contact information below). In addition, formal notification shall be provided in writing within three working days of the finding of any such animal(s). Notification shall include the date, time, location and circumstances of the incident. Any threatened or endangered species found dead or injured shall be turned over immediately to the Department for care, analysis, or disposition.

[BR-11] Prior to final inspection, should any long internal or perimeter fencing be proposed or installed, the applicant shall do the following to provide for kit fox passage:

- a. If a wire strand/pole design is used, the lowest strand shall be no closer to the ground than 12".
- b. If a more solid wire mesh fence is used, 8" x 12" openings near the ground shall be provided every 100 yards.

Upon fence installation, the applicant shall notify the County to verify proper installation. Any fencing constructed after issuance of a final permit shall follow the above guidelines.

Contact Information

County of San Luis Obispo
Department of Planning and Building
Division of Environmental & Resource Mgmt
County Government Center, Room 300
San Luis Obispo, CA 93408
ATTN: Mr. Murry Wilson
(805) 788-2352
E-mail: mwilson@co.slo.ca.us

California Department of Fish and Game
Central Region
1234 East Shaw Avenue
Fresno, CA 93710
(559) 243-4005
FAX (559) 243-4022
(805) 772-4318

The Nature Conservancy
ATTN: Tonja Glenn
201 Mission Street, 4th Floor
San Francisco, CA 94105
(415) 281-0483

Palo Prieto Conservation Bank
c/o Dan Meade
Althouse & Meade, Inc.
1875 Wellsona Road
Paso Robles, CA 93446
(805) 467-1041
FAX (805) 467-1021
E-mail: dan@alt-me.com

U.S. Fish and Wildlife Service
Ventura Field Office
P.O. Box 47
Ventura, CA 93003
(805) 644-1766

Other Biological Resource Measures:

[BR-12]Prior to construction, the County shall obtain all necessary permits, approvals, and authorizations from jurisdictional agencies. These may include, but may not be limited to: (1) ACOE, Section 404 Nationwide Permit 43; (2) RWQCB, Section 401 Water Quality Certification; and (3) CDFG, Section 1602 Streambed Alteration Agreement for activities within the unnamed drainage. The County shall adhere to all conditions included within these permits, approvals, and authorizations.

[BR-13]During Project activities, all trash that may attract predators shall be properly contained, removed from the work sites and disposed of regularly. Following construction, all trash and construction debris shall be removed from work areas.

[BR-14]All fueling and maintenance of vehicles and other equipment and staging areas shall occur at least 20 meters from any riparian habitat or water body. The County shall ensure contamination of habitat does not occur during such operations. Prior to the onset of work, the County shall ensure that the contractor has prepared a plan to allow a prompt and effective response to accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

[BR-15]Prior to site disturbance, the County shall print Best Management Practices (BMPs) on all applicable construction plans. BMPs shall be implemented prior to, during, and following construction activities. Measures shall include, but not be limited to the following:

- a. Silt fencing shall be placed along the down-slope side of the construction zone.
- b. A spill and clean-up kit shall be stored onsite at all times.
- c. Temporary and permanent erosion and sedimentation measures shall be implemented (e.g., silt fencing, hay bales, straw wattles, etc.).

[BR-16]To the extent practicable, construction activities shall be conducted during the dry season (May 1 through November 1). This will reduce potential impacts to semi-aquatic species that might be using nearby ponds and associated vegetation as movement/dispersal corridors.

[BR-17]If construction activities are conducted during the typical nesting bird season (February 15 – September 15th), preconstruction surveys shall be conducted by the County-approved biologist or County Environmental Resource Specialist prior to any construction activity or vegetation trimming to identify potential bird nesting activity, and:

- a. If active nest sites of bird species protected under the Migratory Bird Treaty Act (MBTA) are observed within the vicinity of the Project sites, then the Projects shall be modified and/or delayed as necessary to avoid direct take of the identified nests, eggs, and/or young;
- b. If active nest sites of raptors and/or bird species of special concern are observed within the vicinity of either Project site, then CDFG shall be contacted to establish the appropriate buffer around the nest site. Construction activities in the buffer zone shall be

- prohibited until the young have fledged the nest and achieved independence; and
- c. Active nests shall be documented by a qualified biologist and a letter-report shall be submitted to the County, USFWS, and CDFG, documenting Project compliance with the MBTA and applicable Project mitigation measures.

[BR-18]A Habitat Mitigation and Monitoring Plan will be prepared and will include specific measures for restoration and revegetation of all temporarily disturbed areas. The Plan will include protection measures, standards for revegetation, a monitoring program to ensure proper implementation and maintenance of restored areas, and performance criteria to determine success.

[BR-19]To avoid impacts to California red-legged frogs, a qualified biologist or County Environmental Resource specialist will conduct wildlife surveys prior to the onset Project activities each day that new earth disturbance will occur.

NOISE

[N-1] Construction activities will not take place before 7 a.m. or after 9 p.m. on any day except Saturday or Sunday, or before 8 a.m. or after 5 p.m. on Saturday or Sunday.

ROAD NO.	JOB NO.	SHEET NO.	TOTAL SHEETS
4402	300397	1	15

APPROVED: _____, 20____
 DEPUTY DIRECTOR OF PUBLIC WORKS

**COUNTY OF SAN LUIS OBISPO, CALIFORNIA
 PUBLIC WORKS DEPARTMENT
 DESIGN DIVISION**

**PLANS FOR WIDENING OF LA PANZA ROAD
 FROM 1.7 MILES SOUTHEAST OF STATE ROUTE 41
 TO 3.1 MILES SOUTHEAST OF STATE ROUTE 41
 NEAR CRESTON, CA.
 COUNTY CONTRACT NO. 300397
 FEDERAL No. HSIP4-05-006**

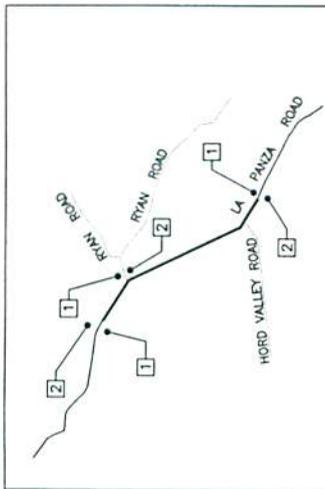
INDEX OF SHEETS

SHEET NO.	TITLE SHEET
1	TYPICAL SECTIONS
2	RIGHT OF WAY MAP STA. 342+00 TO 361+00
3	RIGHT OF WAY MAP STA. 361+00 TO 394+25
4	RIGHT OF WAY MAP STA. 394+25 TO 410+50
5	RIGHT OF WAY MAP STA. 410+50 TO 426+40
6	PLAN AND PROFILE STA. 347+00 TO 363+00
7	PLAN AND PROFILE STA. 363+00 TO 378+00
8	PLAN AND PROFILE STA. 378+00 TO 393+00
9	PLAN AND PROFILE STA. 393+00 TO 407+50
10	PLAN AND PROFILE STA. 407+50 TO 423+75
11	CONSTRUCTION DETAILS
12	STRIPING PLAN
13	COMPOSITE UTILITY PLAN
14	COMPOSITE UTILITY PLAN
15	COMPOSITE UTILITY PLAN
16	COMPOSITE UTILITY PLAN

LICENSE REQUIREMENTS
 The successful bidder shall possess a Class A general engineering contractor's license at the time this contract is awarded. In the alternative, the successful bidder shall possess a specialty contractor's license at the time this contract is awarded that permits the successful bidder to perform with his or her own organization the work to be performed under this contract. The successful bidder shall submit a contract price and to subcontract the remaining work in accordance with Section 8-1.01, "Subcontracting," of the Standard Specifications.

To Be Supplemented By State Standard Plans Dated May, 2006

65% SUBMITTAL

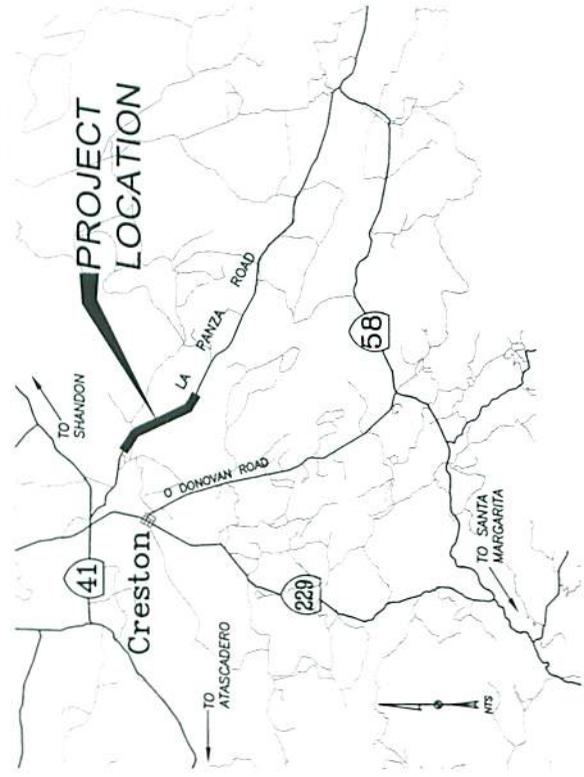


LEGEND

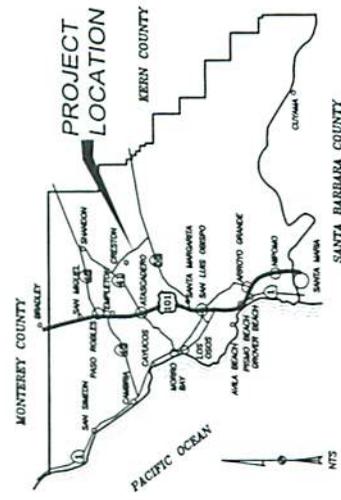
No.	Type	Size	Message	Quantity
1	C23(CA)	48"x48"	"ROAD WORK AHEAD"	3
2	C14(CA)	48"x24"	"END ROAD WORK"	3

NOTES:
 All Signs Shall Be Stationary Mounted on 4x4 Wood Posts, Unless Noted Otherwise or as directed by the Engineer.
 All Construction Signs Shall be Placed Approximately 4' off the Edge of Roadway, the Exact Location and Position of Signs Shall be Determined by the Engineer.

CONSTRUCTION AREA SIGN PLAN



LOCATION MAP
 NO SCALE



VICINITY MAP
 NO SCALE

LA PANZA ROAD WIDENING PROJECT

TITLE SHEET			
Project	Creston, CA	Date	00/00
Designer	C. Cox	Design Engineer	J. West
Date	00/00	Date	00/00

DRAFT

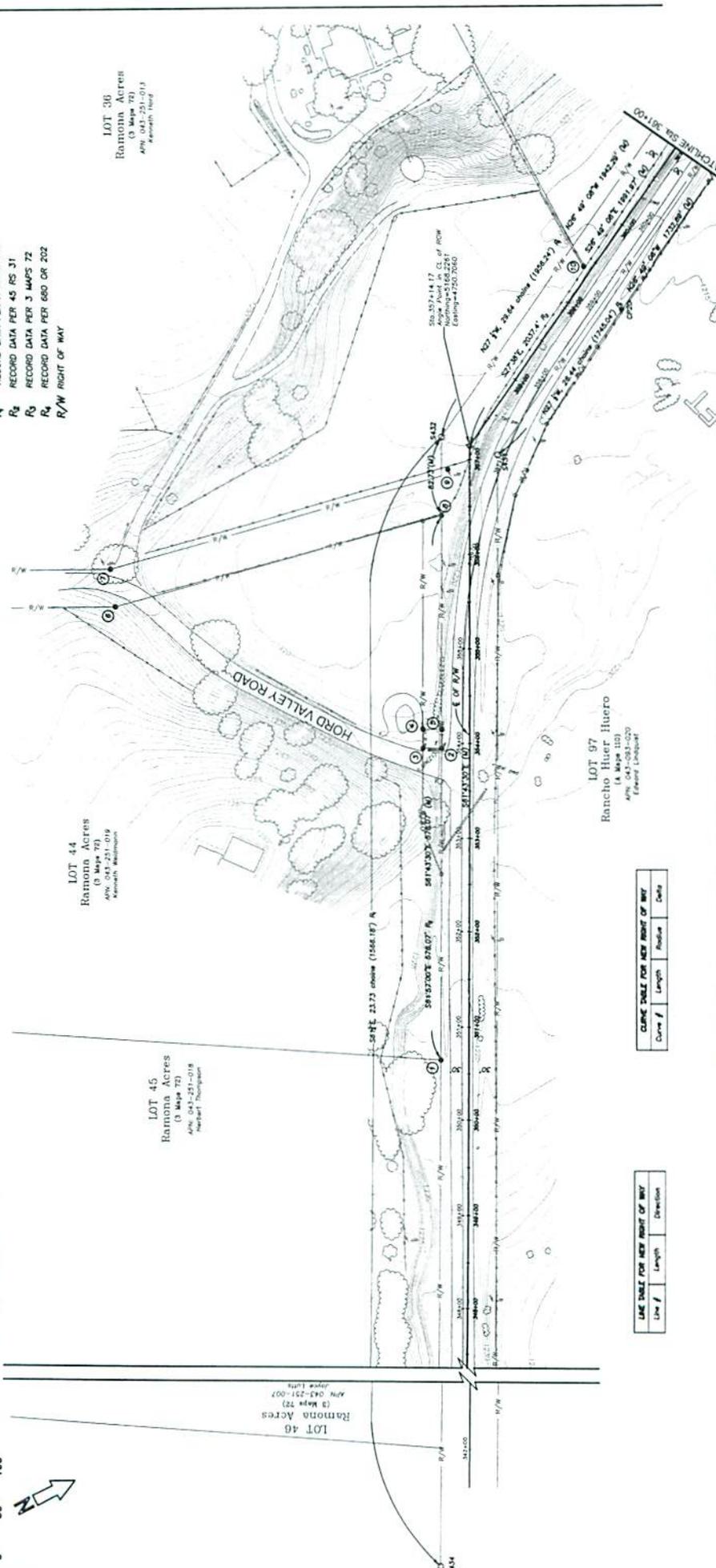
ROAD NO. JOB NO.	4402	300397
SHEET NO.	3	16

BASES OF BEARINGS
THE BASIS OF BEARINGS, AS SURVEYED, IS THE BEARING OF A LINE
BETWEEN FOUND MONUMENTS ② AND ④ BEING N 82°05'00" W
BENCHMARK: γ 619 1942' ELEV. = 1096.9'
NAD 83 DATUM USED
FOUND ONLY STEM OF BRASS DISK IN OLD BRIDGE WING WALL

LEGEND
SPOKE REFERENCE CORNERS FROM A MAPS 110
(M) MEASURED
R₁ RECORD DATA PER A MAPS 110
R₂ RECORD DATA PER 45 RS 31
R₃ RECORD DATA PER 3 MAPS 72
R₄ RECORD DATA PER 680 OR 202
R/W RIGHT OF WAY

LINE NO.	START POINT	END POINT	BEARING	LENGTH	REMARKS
1	55144.79	55144.79	0°00'00"	0.00	START POINT
2	55144.79	55144.79	15°00'00"	15.00	15°00'00" N 15°00'00" E
3	55144.79	55144.79	30°00'00"	30.00	30°00'00" N 30°00'00" E
4	55144.79	55144.79	45°00'00"	45.00	45°00'00" N 45°00'00" E
5	55144.79	55144.79	60°00'00"	60.00	60°00'00" N 60°00'00" E
6	55144.79	55144.79	75°00'00"	75.00	75°00'00" N 75°00'00" E
7	55144.79	55144.79	90°00'00"	90.00	90°00'00" N 90°00'00" E
8	55144.79	55144.79	105°00'00"	105.00	105°00'00" N 105°00'00" E
9	55144.79	55144.79	120°00'00"	120.00	120°00'00" N 120°00'00" E
10	55144.79	55144.79	135°00'00"	135.00	135°00'00" N 135°00'00" E
11	55144.79	55144.79	150°00'00"	150.00	150°00'00" N 150°00'00" E
12	55144.79	55144.79	165°00'00"	165.00	165°00'00" N 165°00'00" E
13	55144.79	55144.79	180°00'00"	180.00	180°00'00" N 180°00'00" E
14	55144.79	55144.79	195°00'00"	195.00	195°00'00" N 195°00'00" E
15	55144.79	55144.79	210°00'00"	210.00	210°00'00" N 210°00'00" E
16	55144.79	55144.79	225°00'00"	225.00	225°00'00" N 225°00'00" E
17	55144.79	55144.79	240°00'00"	240.00	240°00'00" N 240°00'00" E
18	55144.79	55144.79	255°00'00"	255.00	255°00'00" N 255°00'00" E
19	55144.79	55144.79	270°00'00"	270.00	270°00'00" N 270°00'00" E
20	55144.79	55144.79	285°00'00"	285.00	285°00'00" N 285°00'00" E
21	55144.79	55144.79	300°00'00"	300.00	300°00'00" N 300°00'00" E
22	55144.79	55144.79	315°00'00"	315.00	315°00'00" N 315°00'00" E
23	55144.79	55144.79	330°00'00"	330.00	330°00'00" N 330°00'00" E
24	55144.79	55144.79	345°00'00"	345.00	345°00'00" N 345°00'00" E
25	55144.79	55144.79	360°00'00"	360.00	360°00'00" N 360°00'00" E

CONSTRUCTION CENTERLINE BELONGS TO RIGHT OF WAY CENTERLINE
BASED ON CENTERLINE RIGHT OF WAY STATIONING
BELOW CONFORM 4.82' LT OF STA. 347+40 (RIGHT OF WAY CENTERLINE)
RC C1 7.87' LT OF STA. 351+51.52 (RIGHT OF WAY CENTERLINE)



Curve /	Length	Radius	Date

Line /	Length	Direction

65% SUBMITTAL

LA PANZA ROAD WIDENING PROJECT	
RIGHT OF WAY MAP	
Designer	CRESTON, CA
Date	00/00
Drawn By	J. WENST
Date	00/00
C. COE	00/00
J. WENST	00/00

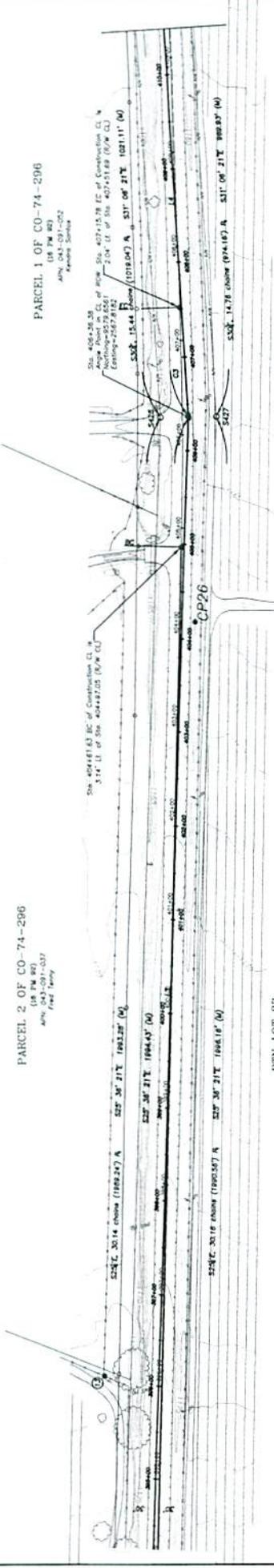
ROAD NO.	JOB NO.	SHEET NO.	TOTAL SHEETS
4402	300397	5	16

FOUND SURVEY MONUMENTS (BASED ON CL. OF R/W)	NO. FOUND	NO. MISSING	LASTING
13	10	3	15



PARCEL 2 OF CO-74-296
(18 PM 80)
APN: 043-091-037
Kern Co. Survey

PARCEL 1 OF CO-74-296
(18 PM 80)
APN: 043-091-032
Kern Co. Survey



PTN LOT 87
Rancho Huer Huero
(A Mapa 110)
APN: 043-091-038
Creston, CA

CP25

Point #	R/W Station	Offset	Description	Northing	Easting	Elevation
CP26	404+12.65	14.03' RT	SETUP+CP26	8,339.3841	2074.5687	1165.89

Curve #	Length	Radius	Delta
C3	254.15'	400'	3°38'28"

Line #	Length	Direction
Line 1 <td>254.15'</td> <td>Direction</td>	254.15'	Direction

Line #	Length	Direction
Line 1 <td>254.15'</td> <td>Direction</td>	254.15'	Direction

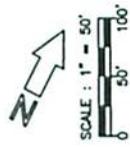
Curve #	Length	Radius	Delta
C3	254.15'	400'	3°38'28"

65% SUBMITTAL

DRAFT

LA PANZA ROAD WIDENING PROJECT			
RIGHT OF WAY MAP			
CRESTON, CA			
Designer	Drawn By	Date	Design Engineer
	C COX	00/00	J WEST
		00/00	00/00

ROAD NO.	JOB NO.	SHEET NO.	TOTAL SHEETS
4402	300397	6	16



Curve #	Length	Radius	Delta
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Line #	Length	Direction
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PARCEL 1 OF CO 74-296
(25 PM 85)
APN: 042-271-022
Donald Parrish

PARCEL 4 OF CO-78-17
(25 PM 85)
APN: 042-271-022
Donald Parrish

PTN LOT 87
Rancho Huer Huero
APN: 044-081-008
Charles Phelan

TBM: "RAILROAD SPIKE IN JUNCTION POLE" ELEV.=1154.45'
STA. 418+21.54, 38.80'
RIGHT OF CENTERLINE OF RIGHT OF WAY
F.B. 4402-2.004

Point #	E/W Station	Offset	Description	Northing	Easting	Elevation
CP27	418+24.18	24.58' RT	SECTION 2927	10414.3465	2003.3537	1154.17
CP28	418+24.18	16.84' LT	SECTION 2928	10055.8307	1508.4669	1227.58

Line #	Length	Direction
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Curve #	Length	Radius	Delta
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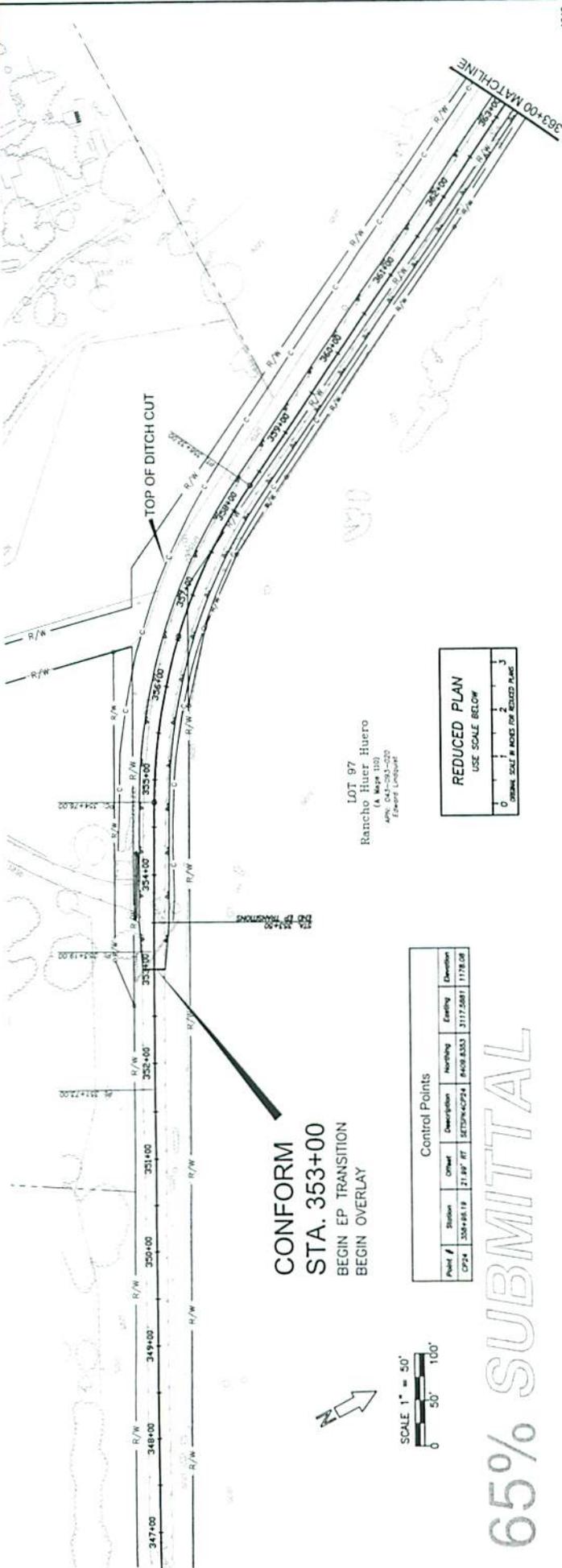
NO.	STATION	OFFSET	DESCRIPTION	LENGTH	LASTING
1	418+24.18	30.00' RT	PAVING CURB ALUMINUM	21.25' x 3"	11/24/11/9
2	418+24.18	30.00' RT	PAVING CURB ALUMINUM	21.25' x 3"	11/24/11/9
3	418+24.18	30.00' RT	PAVING CURB ALUMINUM	21.25' x 3"	11/24/11/9

DRAFT

65% SUBMITTAL

LA PANZA ROAD WIDENING PROJECT	
RIGHT OF WAY MAP	
CRESTON, CA	
Designer	Date
J. WENST	00/00
Drawn By	Date
J. WENST	00/00
Checked	Date
J. WENST	00/00

ROAD NO.	JOB NO.	SHEET NO.	TOTAL SHEETS
4402	300397	6	15



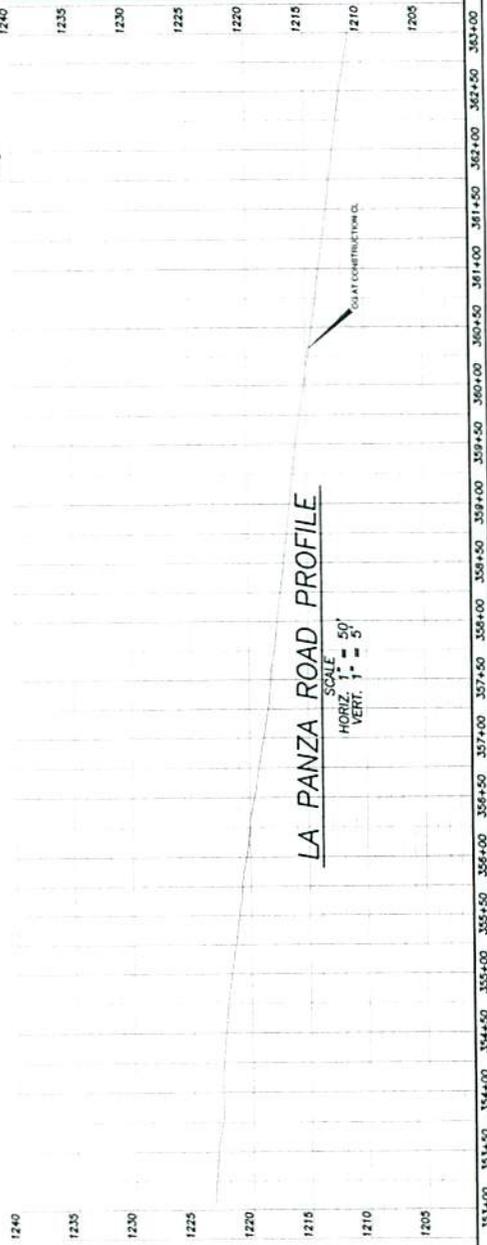
LOT 87 Huero
 Rancho Huero
 APN: 042-263-020
 Edward Lindquist

Point #	Station	Offset	Description	Marking	Existing	Dimension
CP24	358+88.19	21.89' RT	SETUP/AC/254	R+08.8353	3117.5881	1178.08

CONFORM
STA. 353+00
 BEGIN EP TRANSITION
 BEGIN OVERLAY

65% SUBMITTAL

DRAFT



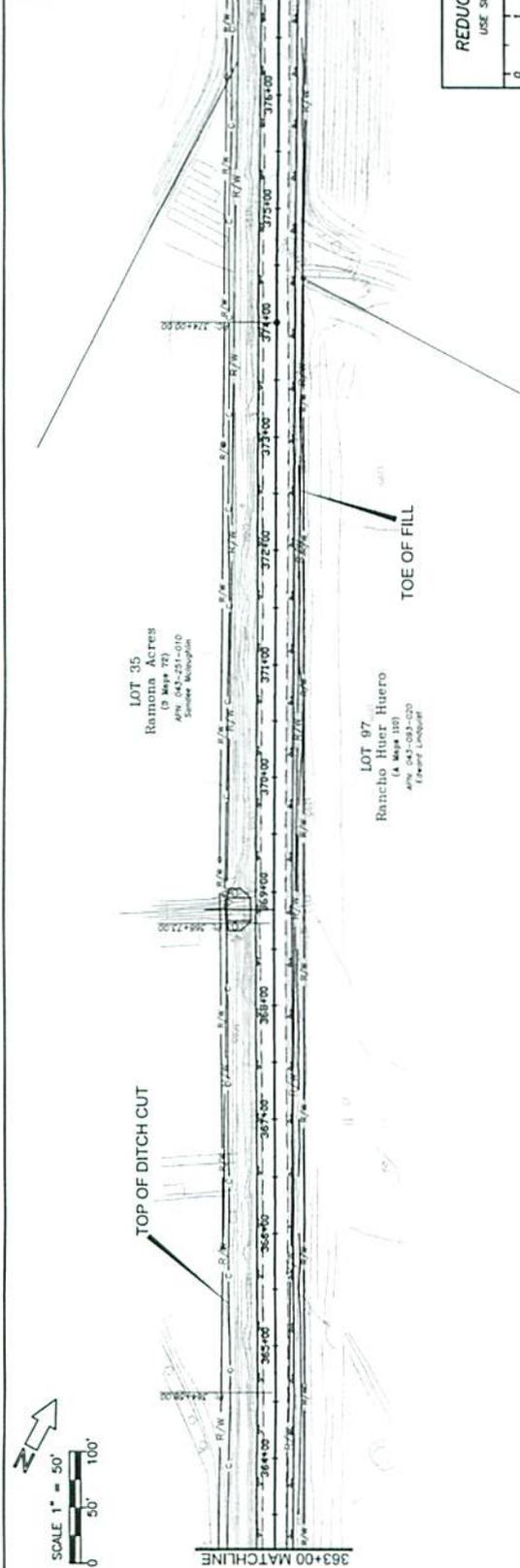
LA PANZA ROAD PROFILE

SCALE
 HORIZ. 1" = 50'
 VERT. 1" = 5'

STA	353+00	354+00	355+00	356+00	357+00	358+00	359+00	360+00	361+00	362+00	363+00
DATE	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00
DESIGNER	C COX	DESIGN ENGINEER	J WEZST	DATE	00/00						

LA PANZA ROAD WIDENING PROJECT
 PLAN AND PROFILE STA. 347+00 to 363+00

ROAD NO.	JOB NO.	SHEET NO.	TOTAL SHEETS
4402	300397	7	15



REDUCED PLAN
USE SCALE BELOW

0 1 2 3
ORIGINAL SCALE IN FEET FOR REDUCED PLAN

Point #	Station	Offset	Description	Northing	Easting	Elevation
CP25	374+70.37	13.83' LT	SETUP POINT	8508.3508	1378.6498	1182.81
CP26	374+70.37	16.50' RT	SETUP POINT	9309.3841	2874.5887	1165.58

TBM "RAILROAD SPIKE IN TELEPHONE POLE" ELEV. = 1210.64' TBM "CONTROL POINT 21" ELEV. = 1206.37'
 MVD 05 00111111
 STA. 364+40.12, 25.48' RIGHT OF CONSTRUCTION CL.
 F.B. 4402 PAGE 2.000

TBM "CONTROL POINT 22" ELEV. = 1197.76'
 MVD 05 00111111
 STA. 374+70.37, 16.50' RIGHT OF CONSTRUCTION CL.
 F.B. 4402 PAGE 2.000



LA PANZA ROAD PROFILE
SCALE
HORIZ. 1" = 50'
VERT. 1" = 5'

65% SUBMITTAL

STA	363+00	364+00	365+00	366+00	367+00	368+00	369+00	370+00	371+00	372+00	373+00	374+00	375+00	376+00	377+00	378+00
DESIGNER																
DATE	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00
DESIGN ENGINEER																

LA PANZA ROAD WIDENING PROJECT
 PLAN AND PROFILE STA. 363+00 TO 378+00

ROAD NO.	JOB NO.	SHEET NO.	TOTAL SHEETS
4402	300397	B	75

PARCEL 3 OF CO-74-296
 (18 PM 87)
 APN: 043-091-035
 Michael J. & Margaret Murray

PARCEL 4 OF CO-74-296
 (18 PM 87)
 APN: 043-091-035
 Smith Christa

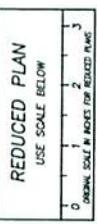
PTN LOT 96
 Rancho Huer Huero
 APN: 043-243-026
 Kenneth Bell

PTN LOTS 87 & 88
 Rancho Huer Huero
 APN: 043-243-027
 Cynthia Eber

PTN LOT 87
 Rancho Huer Huero
 APN: 043-243-028
 Cynthia Eber

TOP OF DITCH CUT

TOE OF FILL



Point #	Station	Offset	Description	Aspiling	Existing	Elevation
CP77	385+55.75	17.38' RT	SETUP/CP77	10414.3465	2083.3517	1153.66

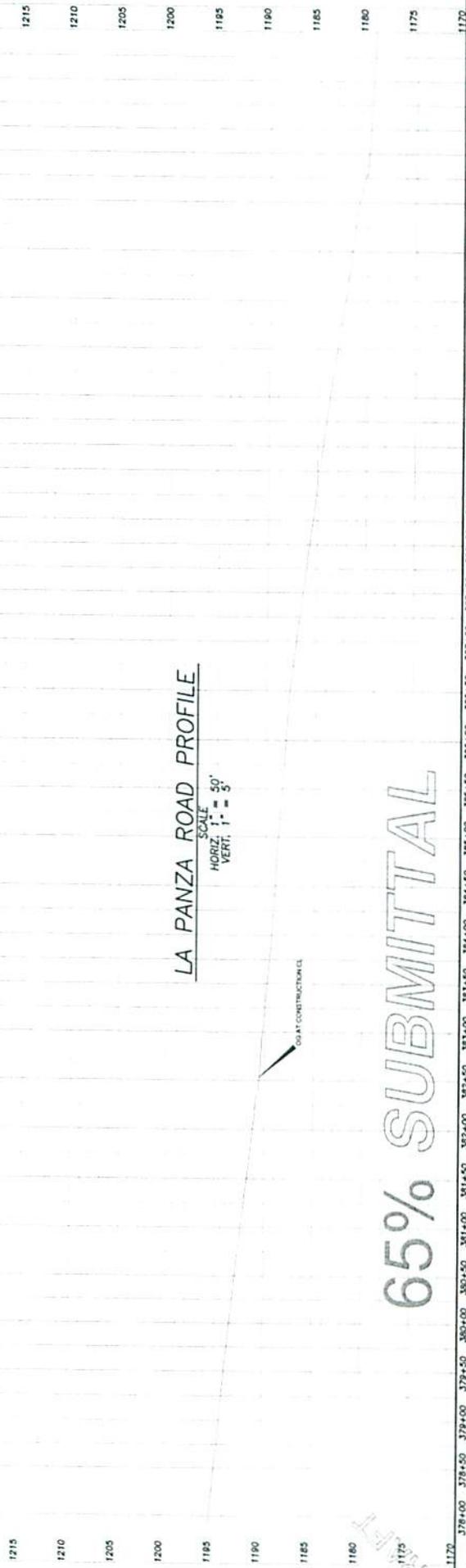
TM CONTROL POINT 23° ELEV. = 1186.41'
 MVD 88 DATUM
 STA. 385+55.75, 17.36' RIGHT OF CONSTRUCTION CL.
 F.B. TTTT PAGE TTTT

382+75 INSTALL 4" x 4" O.I. WITH
 18" x 32" RCP

LA PANZA ROAD PROFILE
 SCALE
 HORIZ. 1" = 50'
 VERT. 1" = 5'

DO NOT CONSTRUCTION

65% SUBMITTAL

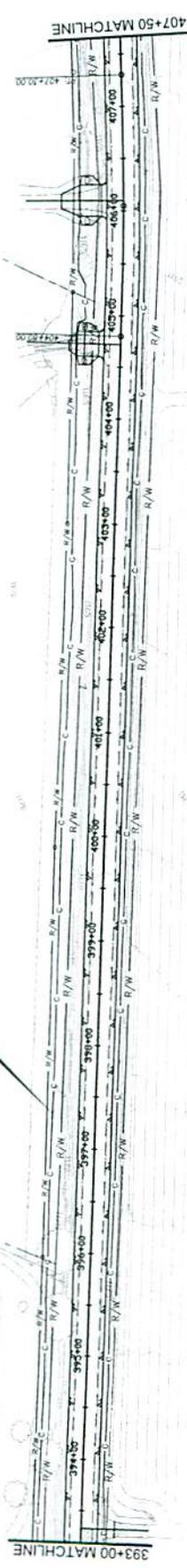


STA	378+00	378+50	379+00	379+50	380+00	380+50	381+00	381+50	382+00	382+50	383+00	383+50	384+00	384+50	385+00	385+50	386+00	386+50	387+00	387+50	388+00	388+50	389+00	389+50	390+00	390+50	391+00	391+50	392+00	392+50	393+00	
TO																																
DESIGNER																																
DATE	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	
DESIGNER																																
DATE	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	

LA PANZA ROAD WIDENING PROJECT
 PLAN AND PROFILE STA. 378+00 TO 393+00

PARCEL 1 OF CO-74-296
 (18 PM 82)
 APNs: 043-091-037
 Rancho Huer Huero

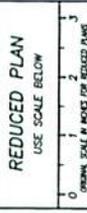
PARCEL 2 OF CO-74-296
 (18 PM 82)
 APNs: 043-091-037
 Rancho Huer Huero



PTN LOT 87
 Rancho Huer Huero
 (A Map 180)
 APN: 043-093-006
 Original Plan

Point #	Station	Offset	Description	Northing	Easting	Elevation
CP20	393+18.22	15.16' LT	S170°40'P20	5,500.2553	4,609.8676	1,215.78
CP22	403+80.83	16.59' RT	S120°40'P22	6,789.8403	3,964.7471	1,197.78

TM CONTROL POINT 24° ELEV. = 1178.00'
 NAVD 88 DATUM
 STA. 393+18.22, 15.16' LEFT OF CONSTRUCTION CL.
 F.B. 7777 PAGE 7777



TM CONTROL 26° ELEV. = 1165.59'
 NAVD 88 DATUM
 STA. 403+80.83, 16.59' RIGHT OF CONSTRUCTION CL.
 F.B. 7777 PAGE 7777



Designer	Date	Drawn By	Date	Design Engineer	Date
C. COX	09/00	J. WERST	09/00	J. WERST	09/00

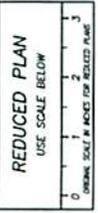
LA PANZA ROAD WIDENING PROJECT
 PLAN AND PROFILE STA. 393+00 TO 407+50

ROAD NO.	4402	JOB NO.	300397	SHEET NO.	10	TOTAL SHEETS	15
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TBM "RAILROAD SPIKE IN JUNCTION POLE" ELEV. = 1154.45'
 MAG. 89 DATUM
 SPIKE @ STA. 415+42.83, 35.21' RIGHT OF CONSTRUCTION CL.
 S.F. 4402 PAGE 2.004
 F.B. 4402 PAGE 7777

TBM "CONTROL POINT 27" ELEV. = 1153.68'
 MAG. 89 DATUM
 SPIKE @ STA. 415+42.83, 35.21' RIGHT OF CONSTRUCTION CL.
 S.F. 4087 PAGE 7777
 F.B. 4087 PAGE 7777

Point #	Station	Offset	Description	Nothing	Existing	Division
CP23	415+42.83	35.21' RT	SETUP	7740.7871	3460.5200	1186.41



PARCEL 1 OF CO-74-296
 (18 PM 82)
 APN: 043-091-052
 RANCHO SERRA

CONFORM
 419+00
 END EP TRANSITION
 END OVERLAY

PARCEL 4 of CO-78-17
 (25 PM 10)
 APN: 047-211-023
 SERRA PARK

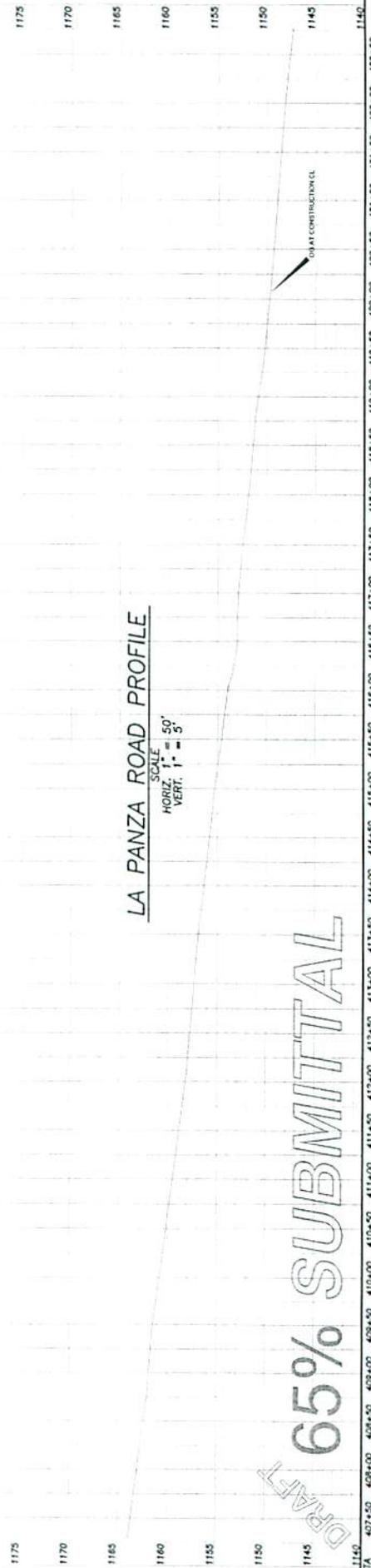
TOE OF FILL

PTN-LOT B7
 Rancho Huero
 APN: 043-093-008
 CERRA PARK

407+50 MATCHLINE

LA PANZA ROAD PROFILE

SCALE
 HORIZ. 1" = 50'
 VERT. 1" = 5'

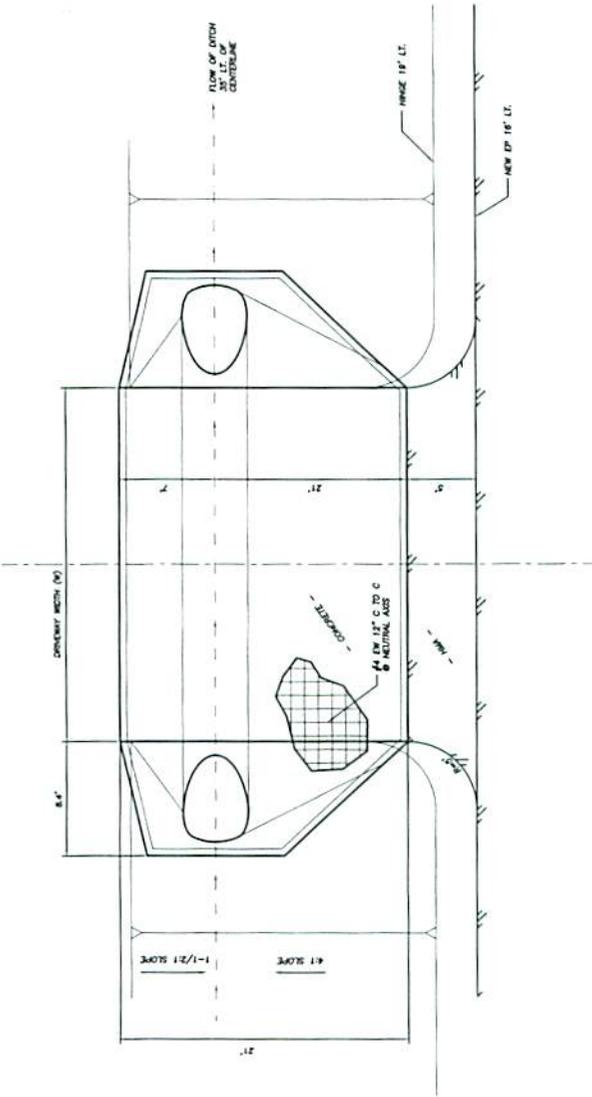


DRAFT 65% SUBMITTAL

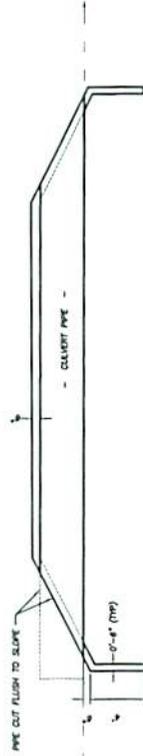
STA	407+50	408+00	409+00	409+50	410+00	410+50	411+00	411+50	412+00	412+50	413+00	413+50	414+00	414+50	415+00	415+50	416+00	416+50	417+00	417+50	418+00	418+50	419+00	419+50	420+00	420+50	421+00	421+50	422+00	422+50
DATE	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	00/00	
DESIGNED BY	C COX																													
CHECKED BY	J WERTS																													

LA PANZA ROAD WIDENING PROJECT
 PLAN AND PROFILE STA. 407+50 TO 423+75

ROAD NO.	JOB NO.	SHEET NO.	TOTAL SHEETS
4402	300397	11	15

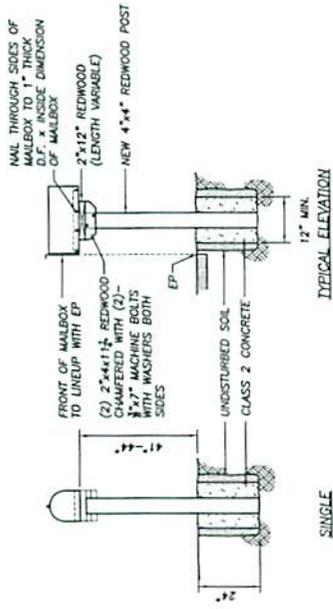


DRIVEWAY PLAN



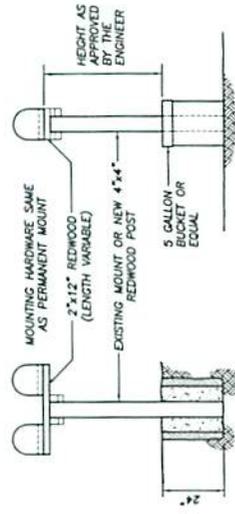
DRIVEWAY CULVERT PROFILE

DRIVEWAY DETAILS
NO SCALE



TYPICAL ELEVATION

PERMANENT MOUNT



DOUBLE

TEMPORARY MOUNT

NOTE:
ALL LUMBER SHALL BE S4S

MAILBOX DETAILS
NO SCALE

DRAFT

65% SUBMITTAL

LA PANZA ROAD WIDENING PROJECT			
DETAILS			
CRESTON, CA	DATE	DESIGN ENGINEER	DATE
C COX	09/00	J WERTS	09/00