

EXHIBIT A

Cypress Mountain Drive Bridge Replacement Project  
ED13-248/300432

**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: ED13-248 (300432)

SCH Number: \_\_\_\_\_

**COUNTY DEPARTMENT OF PUBLIC WORKS  
CYPRESS MOUNTAIN DRIVE BRIDGE REPLACEMENT PROJECT  
COUNTY OF SAN LUIS OBISPO  
MITIGATED NEGATIVE DECLARATION & INITIAL STUDY**

Abstract

The County of San Luis Obispo Department of Public Works (County) is proposing to replace a structurally deficient bridge on Cypress Mountain Drive at Klau Creek (Bridge No. 49C-0033). Activities associated with construction of the new bridge will consist of clearing and grubbing, demolition of the existing bridge, excavation and placement of concrete abutments and cast-in-drilled hole pile foundations, false work installation and removal, placement of reinforced concrete slab, barrier and guard rail installation, retaining wall construction, culvert replacement with RSP, and habitat and bank restoration. A temporary crossing through the creek on the east side of the existing bridge will be required to allow access for residents until construction of the new bridge is completed to prevent complete closure of the road. Occasional temporary road closures will be required during working hours to facilitate the work.

A temporary creek diversion will likely be required to convey flows through the project site. To implement the project, the County of San Luis Obispo Department of Public Works will be required to obtain permits from the California Department of Fish and Wildlife, Regional Water Quality Control Board, and U.S. Army Corps of Engineers. The project will result in approximately 1 acre of total disturbance. The project is located in the Adelaida subarea of the North County planning area in Supervisorial District 1.

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  
Cori Marsalek, Project Manager  
County Department of Public Works  
County Government Center, Room 206  
San Luis Obispo, CA 93408  
(805) 781-5279

This proposed Mitigated Negative Declaration has been issued by:

Jan. 20, 2015  
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:

January 21, 2015  
Date

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



# Initial Study Summary – Environmental Checklist

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

(ver 5.3) [Main Form](#)

## Project Title & No. Cypress Mountain Drive at Klau Creek Bridge Replacement Project, ED13-248, 300432

**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 type="checkbox"/> Geology and Soils                      | <input type="checkbox"/> Recreation                  |
| <input type="checkbox"/> Agricultural Resources          | <input checked="" type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Transportation/Circulation  |
| <input checked="" type="checkbox"/> Air Quality          | <input type="checkbox"/> Noise                                  | <input type="checkbox"/> Wastewater                  |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Population/Housing                     | <input checked="" type="checkbox"/> Water /Hydrology |
| <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

1/20/15  
Date

Rob Fitzroy  
Reviewed by (Print)

Signature

Ellen Carroll,  
Environmental Coordinator  
(for)

1/20/15  
Date

### **Project Environmental Analysis**

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

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

## **A. PROJECT**

**DESCRIPTION:** The County of San Luis Obispo Department of Public Works (County) is proposing to replace a structurally deficient bridge on Cypress Mountain Drive at Klau Creek (Bridge No. 49C-0033). The project is located in the Adelaida subarea of the North County planning area in Supervisorial District 1 (see Figure 1).

The existing one-span timber bridge on stone masonry abutments was built in 1953. The existing bridge has a clear deck width of 14 feet, which is non-standard for a two-lane facility. The proposed bridge replacement will generally follow the existing alignment and will clear span approximately 54 feet over Klau Creek. The proposed bridge replacement structure would be a concrete slab bridge with a clear deck width of 24 feet in order to accommodate 10-foot travel lanes and 2-foot shoulders. Concrete barriers with tubular hand railing and guard rail end treatments will be installed. The proposed bridge replacement activities would be limited to the bridge work and up to 400 feet of road approach work on either side of the bridge. Right-of-way acquisition for temporary and permanent easements onto private properties will be required to accommodate the proposed construction activities. Three proposed staging areas have been identified, two on the existing road approaches on either end of the bridge and one directly adjacent to the project site. Construction equipment will access the site from the existing road.

Activities associated with construction of the new bridge will consist of clearing and grubbing, demolition of the existing bridge, excavation and placement of concrete abutments and cast-in-drilled hole pile foundations, false work installation and removal, placement of reinforced concrete slab, barrier and guard rail installation, retaining wall construction, culvert replacement with rock slope protection (RSP), and habitat and bank restoration. A temporary crossing through the creek on the east side of the existing bridge will be required to allow access for residents until construction of the new bridge is completed to prevent complete closure of the road. Occasional temporary road closures will be required during working hours to facilitate the work. It is anticipated that several trees within the riparian area will need to be removed to accommodate the construction of the new bridge as well as the temporary detour. Work in the channel will be required for the removal of the existing bridge, placement of the temporary creek crossing, and installation and removal of the false work. A temporary creek diversion will likely be required to convey flows through the project site. The creek diversion will include temporary cofferdams at the upstream and downstream ends of the project to isolate the work area. The project will result in approximately 1 acre of total disturbance. To implement the project, the County of San Luis Obispo Department of Public Works will be required to obtain permits from the California Department of Fish and Wildlife, Regional Water Quality Control Board, and U.S. Army Corps of Engineers.



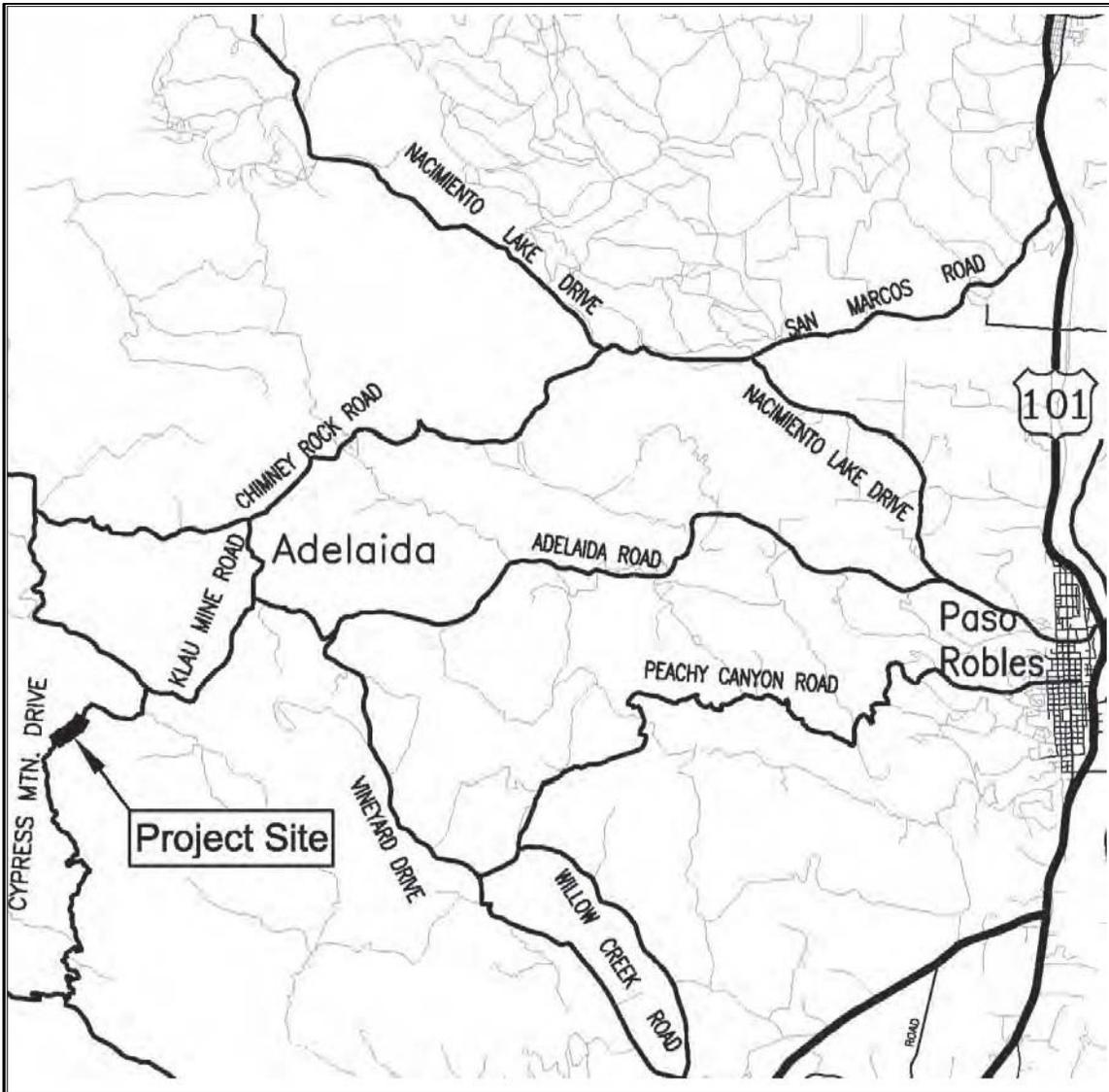


Figure 1: Cypress Mountain Drive Bridge Replacement Project Vicinity Map

Work in the channel will be required for the removal of the existing bridge, placement of the temporary creek crossing, and installation and removal of the false work. Construction will take place between May 1 and November 1 is anticipated to last one construction season.

**ASSESSOR PARCEL NUMBER(S):** 014-091-024 and 014-321-014

Latitude: 35°37'07" N

Longitude: 120°54'43" W

**SUPERVISORIAL DISTRICT # 1**

## B. EXISTING SETTING

**PLANNING AREA:** Adelaida, Rural

**TOPOGRAPHY:** Gently rolling

**LAND USE CATEGORY:** Agriculture

**VEGETATION:** Riparian Oak woodland Ruderal

**COMBINING DESIGNATION(S):** Geologic Study

**PARCEL SIZE:** Not applicable

**EXISTING USES:** Undeveloped, bridge

**SURROUNDING LAND USE CATEGORIES AND USES:**

|  |                                       |
|--|---------------------------------------|
| <i>North:</i> Agriculture; undeveloped | <i>East:</i> Rural Lands; undeveloped |
| <i>South:</i> Rural Lands; undeveloped | <i>West:</i> Agriculture; undeveloped |

**C. ENVIRONMENTAL ANALYSIS**

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



# COUNTY OF SAN LUIS OBISPO INITIAL STUDY CHECKLIST

| 1. AESTHETICS   | Potentially<br>Significant | Impact can<br>& will be<br>mitigated | Insignificant<br>Impact             | Not<br>Applicable                   |
|---|----------------------------|--------------------------------------|-------------------------------------|-------------------------------------|
| <i>Will the project:</i>  |                            |                                      |                                     |                                     |
| a) <i>Create an aesthetically incompatible site open to public view?</i>      | <input type="checkbox"/>   | <input type="checkbox"/>             | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) <i>Introduce a use within a scenic view open to public view?</i>           | <input type="checkbox"/>   | <input type="checkbox"/>             | <input checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) <i>Other:</i> _____  | <input type="checkbox"/>   | <input type="checkbox"/>             | <input type="checkbox"/>            | <input type="checkbox"/>            |

**Setting.** The Cypress Mountain Drive at Klau Creek Bridge is located on Cypress Mountain Drive in rural San Luis Obispo County. The project site is in a very sparsely populated, mountainous area approximately 12 miles west of Paso Robles, 8 miles south of Lake Nacimiento, 10 miles east of Cambria, and 11 miles north of Cayucos. The bridge is located over Klau Creek in the northern Santa Lucia Range. Klau Creek is a perennial stream with water typically present throughout the year, except in extremely dry years. The project site is visible only from Cypress Mountain Drive in the vicinity of the bridge.

**Impact.** The project would not introduce a new type of roadway feature to the setting. The project would replace an existing bridge with a similar bridge in the same location. The new bridge would be similar in size and height, but would be widened to meet standard lane and shoulder width requirements. No Scenic Resources such as unique or outstanding trees, rock outcrops, historic buildings or other structures would be affected. No noise barriers, signage, or significant landform changes would result from the project. The project would not result in unsightly conditions or expose unsightly areas that are now screened from public view. Therefore, impacts to compatibility, scenic views, and unique physical features would be less than significant. In addition, no lighting is proposed for this project. The project will not result in impacts as a result of lighting or glare.

Various species of trees that may be impacted by project activities (i.e., trimmed or removed) include white alder, foothill pine, western sycamore, coast live oak, valley oak, and California bay laurel. These species are common throughout the project area. Removal of these trees would not represent significant visual impacts; however, mitigation measures required for biological impacts, including habitat restoration and tree replacement, would provide a co-benefit and further reduce visual impacts.

**Mitigation/Conclusion.** Visual impacts as a result of tree removal activities would be mitigated through habitat restoration activities outlined in the Habitat Mitigation and Monitoring Report prepared for the project (Appendix A). No additional visual mitigation measures are anticipated.

## 2. AGRICULTURAL RESOURCES

*Will the project:*

|   | Potentially Significant  | Impact can & will be mitigated | Insignificant Impact                | Not Applicable           |
|---|--------------------------|--------------------------------|-------------------------------------|--------------------------|
| a) <i>Convert prime agricultural land, per NRCS soil classification, to non-agricultural use?</i>               | <input type="checkbox"/> | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) <i>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?</i> | <input type="checkbox"/> | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) <i>Impair agricultural use of other property or result in conversion to other uses?</i>                      | <input type="checkbox"/> | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) <i>Conflict with existing zoning for agricultural use, or Williamson Act program?</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 Klau Creek Bridge is located within a riparian habitat along Cypress Mountain Drive. The bridge is located in rural San Luis Obispo County and is located between lands zoned for agriculture and rural lands.

Land Use Category: Agriculture, Rural Lands

Historic/Existing Commercial Crops: None

State Classification: Not prime farmland

In Agricultural Preserve? Yes

Under Williamson Act contract? Yes

The U.S. Department of Agriculture Natural Resources Conservation Service (NRCS), formerly the Soil Conservation Service (SCS), has mapped one soil series within the project vicinity (SCS 1984):

Los Osos-Lodo complex (50 - 75 % slope).

Los Osos. This very steeply 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 VII without irrigation and Class is not rated when irrigated.

Lodo. This steeply to very steeply sloping fine loamy soil is considered very poorly 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. The soil is considered Class VII without irrigation and Class is not rated when irrigated.

**Impact.** The soil within the project area is not irrigated and therefore, not considered prime farmland. The agricultural land surrounding the project site is not actively used for row-crops or vines. The fields are grazed by cattle. A temporary bridge will be placed upstream of the new bridge to allow for farm equipment and residential access across the creek prior to and after daily construction activities that could result in airborne dust (airborne dust control measures are discussed further in the Hazards and Hazardous Materials section). The project site will be closed to through traffic during daily construction activities that could result in airborne dust between the hours of 7 a.m. and 9 p.m. on weekdays, and between 8 a.m. and 5 p.m. on Saturdays and Sundays. The project will not impact prime farmland or any property that is currently row-crops, vines, or other active agricultural uses. Coordination with surrounding landowners and residents regarding road closures will occur through County public

outreach.

The proposed project was referred to the San Luis Obispo County Agricultural Commissioner's Office on June 25, 2014, for review and determination of any agricultural resources impacts potentially resulting during the project's construction. The Agricultural Commissioner's office indicated "no concerns" in response to the referral notice based on the County's public outreach plan.

**Mitigation/Conclusion.** No significant impacts to agricultural resources are anticipated and no mitigation measures are necessary.

| <b>3. AIR QUALITY</b><br><i>Will the project:</i>  | <b>Potentially Significant</b> | <b>Impact can &amp; will be mitigated</b> | <b>Insignificant Impact</b>         | <b>Not Applicable</b>               |
|--|--------------------------------|---|-------------------------------------|-------------------------------------|
| <b>a) Violate any state or federal ambient air quality standard, or exceed air quality emission thresholds as established by County Air Pollution Control District?</b>  | <input type="checkbox"/>       | <input checked="" type="checkbox"/>       | <input type="checkbox"/>            | <input type="checkbox"/>            |
| <b>b) Expose any sensitive receptor to substantial air pollutant concentrations?</b>   | <input type="checkbox"/>       | <input type="checkbox"/>                  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>c) Create or subject individuals to objectionable odors?</b>  | <input type="checkbox"/>       | <input type="checkbox"/>                  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>d) Be inconsistent with the District's Clean Air Plan?</b>  | <input type="checkbox"/>       | <input type="checkbox"/>                  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| <b>e) Result in a cumulatively considerable net increase of any criteria pollutant either considered in non-attainment under applicable state or federal ambient air quality standards that are due to increased energy use or traffic generation, or intensified land use change?</b> | <input type="checkbox"/>       | <input type="checkbox"/>                  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| <b>GREENHOUSE GASES</b>  |                                |   |                                     |                                     |
| <b>f) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</b>   | <input type="checkbox"/>       | <input type="checkbox"/>                  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| <b>g) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</b>  | <input type="checkbox"/>       | <input type="checkbox"/>                  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>h) Other: _____</b>   | <input type="checkbox"/>       | <input type="checkbox"/>                  | <input type="checkbox"/>            | <input type="checkbox"/>            |

**Setting.** The Air Pollution Control District (APCD) has developed and updated their [CEQA Air Quality Handbook \(2012\)](#) to evaluate project specific impacts and help determine if air quality mitigation measures are needed, or if potentially significant impacts could result. To evaluate long-term emissions, cumulative effects, and establish countywide programs to reach acceptable air quality

levels, a Clean Air Plan has been adopted (prepared by APCD).

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

The passage of AB32, the California Global Warming Solutions Act (2006), recognized the need to reduce GHG emissions and set the greenhouse gas emissions reduction goal for the State of California into law. The law required that by 2020, State emissions must be reduced to 1990 levels. This is to be accomplished by reducing greenhouse gas emissions from significant sources via regulation, market mechanisms, and other actions. Subsequent legislation (e.g., SB97-Greenhouse Gas Emissions bill) directed the California Air Resources Board (CARB) to develop statewide thresholds.

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

1. Qualitative GHG Reduction Strategies (e.g. Climate Action Plans): A qualitative threshold that is consistent with AB 32 Scoping Plan measures and goals; or,
2. Bright-Line Threshold: Numerical value to determine the significance of a project's annual GHG emissions; or,
3. Efficiency-Based Threshold: Assesses the GHG impacts of a project on an emissions per capita basis.

For most projects the Bright-Line Threshold of 1,150 Metric Tons CO<sub>2</sub>/year (MT CO<sub>2</sub>e/yr) will be the most applicable threshold. In addition to the residential/commercial threshold options proposed above, a bright-line numerical value threshold of 10,000 MT CO<sub>2</sub>e/yr was adopted for stationary source (industrial) projects.

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

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

Bridge demolition activities may have negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos or lead containing material. Notification requirements to the APCD will be required.

The project Site is located within the Las Tablas Creek watershed, which produced mercury primarily from Cinnabar located within sulfur mineral deposits. Mercury-containing ores are typically found along fault zones separating the Franciscan Formation from Tertiary sediments. Pyrite and marcasite are abundant in the areas surrounding the former Buena Vista and Klau mines. These minerals are known to contain naturally-occurring deposits of mercury. Inorganic mercury may pose a hazard to work personnel if it is in contact with skin or if it is inhaled. Measures regarding dust control and work personnel safety equipment and clothing can be found in the Hazards and Hazardous Materials Section of this study.

According to the SLOAPCD Naturally Occurring Asbestos (NOA) Map for San Luis Obispo County, the project site is located in an area that has the potential to contain naturally occurring asbestos. The bedrock encountered at the site is typically sheared claystone typical of the Franciscan mélange, but also contains some thin zones and inclusions of gray-green rock that resemble serpentine. The serpentine was tested to evaluate if it contained asbestos. The test results showed that no asbestos was detected. Based on the tests, it is anticipated that no NOA will be encountered during excavation and foundation work for the project (Fugro 2013). Additionally, the existing bridge was analyzed for lead and asbestos by West Coast Safety Consultants (2011a, b). No asbestos was identified but the paint on the bridge tested positive for lead (2,100 ppm). The report concluded that all work should be conducted in compliance with the CAL-OSHA and EPA regulations (mitigation measure [HM-1] under Hazards and Hazardous Materials). The project site is not located within 1,000 feet of any sensitive receptors.

**Impact.** As proposed, the project will result in the temporary disturbance of approximately 1 acre (43,560 square feet). This will result in the creation of construction dust, as well as short-term vehicle emissions associated with construction activities. Based on Table 2-1 of the CEQA Air Quality Handbook, the project will not result in an exceedance of the 2.5 ton PM<sub>10</sub> quarterly threshold.

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

The project is consistent with the general level of development anticipated and projected in the Clean Air Plan with the inclusion of the mitigation measures discussed below.

Note: Soil Wind Erodibility Classifications on the parcel are as follows: 4-moderate; unclassified

**Mitigation/Conclusion.** The project's cumulative contribution to GHG emissions is limited to construction and is relatively small and considered insignificant; therefore, no mitigation is necessary. The standard County mitigation measures listed below will further reduce impacts, but they are not necessary to reduce a significant impact.

**[AQ-1]** Reduce the amount of the disturbed area where possible.

**[AQ-2]** Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. An adequate water supply source must be identified. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible.

- [AQ-3] All dirt stockpile areas should be sprayed daily as needed, covered, or an APCD approved alternative method will be used.
- [AQ-4] Permanent dust control measures identified in the approved project revegetation plans should be implemented as soon as possible following completion of any soil disturbing activities.
- [AQ-5] Exposed ground areas that will be reworked at dates greater than one month after initial grading should be sown with a fast-germinating non-invasive grass seed and watered until vegetation is established.
- [AQ-6] All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD.
- [AQ-7] All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- [AQ-8] Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
- [AQ-9] 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 CVC Section 23114.
- [AQ-10] The County will submit a Notification of Demolition to the APCD 10 days prior to bridge demolition activities.

**4. BIOLOGICAL RESOURCES**

*Will the project:*

|  | 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 type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) <i>Reduce the extent, diversity or quality of native or other important vegetation?</i>   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| c) <i>Impact wetland or riparian habitat?</i>  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| d) <i>Interfere with the 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>Conflict with any regional plans or policies to protect sensitive species, or regulations of the California Department of Fish &amp; Wildlife or U.S. Fish &amp; Wildlife Service?</i> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) <i>Other:</i> _____   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/> |

\* Species – as defined in Section 15380 of the CEQA Guidelines, which includes all plant and wildlife species that

fall under the category of rare, threatened or endangered, as described in this section.

**Setting.** A Natural Environment Study (NES) and Biological Assessment were completed for the proposed project in April 2014 (Rincon Consultants 2014a and b) pursuant to requirements under the National Environmental Policy Act (NEPA). These documents were referenced as a part of this initial study. The following are existing elements on the proposed project relating to potential biological concerns:

On-site Vegetation: Mixed riparian forest habitat occurs in the relative center of the project site and is adjacent to Klau Creek. The dominant tree species observed within this community include valley oak (*Quercus lobata*), California bay laurel (*Umbellularia californica*), western sycamore (*Platanus racemosa*), and white alder (*Alnus rhombifolia*). Several shrub and vine species were observed in this community including: California coffeeberry (*Frangula californica*), California rose (*Rosa californica*), western poison oak (*Toxicodendron diversilobum*), and California blackberry (*Rubus ursinus*).

Most of the upland areas on the project site are composed of foothill woodland. This vegetation community occurs beyond the mixed riparian community, excluding Cypress Mountain Drive. The dominant tree species observed within this community include coast live oak (*Quercus agrifolia*), valley oak, and foothill pine (*Pinus sabiniana*). The trees are not very densely distributed and moderate amounts of understory typically surround each individual. The foothill woodland community onsite does not constitute a valley oak woodland type, which is recognized as a sensitive community.

The areas mapped as ruderal/developed on the project site include all of the paved or otherwise disturbed areas onsite that are associated with Cypress Mountain Drive. Non-native weedy species are the dominant plants that occur within this community including various brome grasses (*Bromus* spp.) and Italian thistle (*Carduus pycnocephalus*).

Name and distance from blue line creek(s): Klau Creek mapped as a dashed-blue line stream on the Cypress Mountain, California USGS 7.5-minute topographic quadrangle.

Habitat(s): Three terrestrial vegetation communities were identified on-site during the field survey including: mixed riparian, foothill woodland, and ruderal/developed. Habitat classification was based on the classification systems provided in *A Manual of California Vegetation*, Second Edition (Sawyer et al. 2009) and *Preliminary Descriptions of the Terrestrial Communities of California* (Holland 1986).

Jurisdictional Waters. A delineation of jurisdictional waters and riparian habitats was prepared for the project to determine the location, type, and areal extent of waters, including wetlands, and riparian habitats within the project site that would likely be subject to the jurisdiction of the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and California Department of Fish and Wildlife (CDFW) (Rincon Consultants 2013).

No evidence of jurisdictional wetlands was observed during the site visit. Other waters subject to USACE and RWQCB jurisdiction within the project site are confined to Klau Creek.

Regional Species and Habitats of Concern: The California Natural Diversity Database (CNDDDB) and review of the U.S. Fish and Wildlife (USFWS) Species List identified 14 sensitive plant species, one sensitive plant community and 9 sensitive wildlife taxa that have documented occurrences within a five-mile radius of the proposed project. Because the plant species and taxa lists are regional, an analysis of the range and habitat preferences of those species was conducted to identify which sensitive plant and wildlife species have the potential to occur on or around the project site.

No state or federally listed, proposed, candidate, or otherwise sensitive plant species were identified within the project site during field surveys. The project site contains suitable habitat for Eastwood's larkspur. A larkspur species (*Delphinium parryi*) was identified on the project site during field surveys conducted in May and August of 2011 but could not be identified beyond the species level. Eastwood's larkspur is considered by California Rare Plant Rank (CRPR) to be moderately threatened in California. An additional survey was conducted during April of 2013 to confirm whether or not

Eastwood's larkspur is present on the project site; however, the larkspur species occurrence was not detected during this subsequent survey. The larkspur species found during the 2011 surveys was located outside the area of impact.

State or federally listed, proposed, candidate, or otherwise sensitive animal species observed during field surveys include two-striped garter snake (*Thamnophis hammondi*), southern western pond turtle (*Actinemys pallida*), and California red-legged frog (*Rana draytonii*). In addition to these animal species, the project site and immediate vicinity has potentially suitable habitat for Coast Range newt (*Taricha torosa*), southwestern willow flycatcher (*Empidonax traillii extimus*), and least Bell's vireo (*Vireo bellii pusillus*). The trout observed in the project area during field surveys are considered to be resident rainbow trout by the National Marine Fisheries Service (NMFS) and CDFW (Dave Highland, personal communication *In Rincon Consultants 2014*).

**Impact.** Implementation of the proposed project would result in approximately 0.75 acre of temporary impacts and 0.25 acre of permanent impacts. Temporary impacts will result from the construction of the temporary detour bridge, as well as staging and access required to construct the new bridge. The project has the potential to impact state and federal jurisdictional waters. Temporary impacts to jurisdictional areas will be required to accommodate construction activities which include a temporary diversion as well as a temporary access road for residents, since Klau Creek is typically a perennial creek. Loss of aquatic habitat would occur as a result of construction of the new bridge and abutments, as well as the placement of rock slope protection (RSP).

Based on field surveys conducted during the appropriate blooming period, no special-status plant species were observed on or around the project site and no impacts to special-status plants are anticipated.

Temporary impacts to California red-legged frog, southern western pond turtle, Coast Range newt, and two-striped garter snake habitat would be associated with dewatering, heavy equipment operation, bridge construction, bridge demolition, and other project related disturbances.

Permanent impacts would result from installation of the proposed bridge abutments and RSP. Direct impacts to California red-legged frogs, southern western pond turtles, Coast Range newts, and two-striped garter snakes could include injury or mortality in adjacent riparian areas and uplands from construction equipment, construction debris, and worker foot traffic. However, these impacts will be mitigated with the presence of qualified biologists surveying for and moving these species outside of the project area to suitable habitat. The proposed project will also create temporary and/or permanent impacts to vegetation along the creek, which may offer shading and microhabitat temperature regulation in the channel; however, the loss of trees will be mitigated with replacement trees.

Indirect effects of construction activities, including noise and vibration, may cause California red-legged frogs, southern western pond turtles, Coast Range newts, and two-striped garter snakes to abandon habitat adjacent to work areas. This disturbance may increase the potential for predation if California red-legged frogs, southern western pond turtles, Coast Range newts, and two-striped garter snakes abandon shelter sites.

The indirect effects of erosion and sedimentation could impact California red-legged frogs, southern western pond turtles, Coast Range newts, and two-striped garter snakes. However, this will be mitigated through the use of appropriate silt/erosion controls. The removal of any encountered exotic wildlife species from Klau Creek may produce a beneficial effect by reducing predation and competition pressures for California red-legged frogs, southern western pond turtles, Coast Range newts, and two-striped garter snakes.

Nesting birds are protected by the Migratory Bird Treaty Act (MBTA). Various bird species, including southwestern willow flycatchers and least Bell's vireos may be disturbed and/or abandon nests if present on the existing bridge and/or nearby trees during construction activities. Preconstruction surveys would avoid and minimize impacts to southwestern willow flycatchers and least Bell's vireos and nesting birds.

The project could introduce potentially hazardous materials into the area in the form of fuel in construction equipment. A spill and clean-up kit will be stored onsite at all times. All fueling and maintenance of vehicles and other equipment and staging areas will occur at least 20 meters from any riparian habitat or water body. Prior to the onset of work, the County will ensure that the contractor has prepared a plan to allow a prompt and effective response to accidental spills. All workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

The bridge replacement activities will result in a less constricted, more open creek channel. The abutments will be placed further back on the bank of Klau Creek to accommodate the flows of Klau Creek and eliminate the need for extensive rock slope protection within the creek. Thus, the abutments of the new bridge will no longer be located below OHWM and/or within USACE jurisdictional areas. The streambed and riverine habitat will be enhanced and restored as a result of the structure being moved out of the low-flow channel. Based on this habitat enhancement, the functional value of the project site will increase as a result of project activities.

Appropriate project timing and site dewatering would minimize potential adverse effects to these species and would reduce temporary impacts to their habitats. With the implementation of avoidance and minimization measures such as preconstruction surveys and dewatering activities, this project will have minimal, temporary effect on listed and sensitive species and their habitat. No adverse cumulative effects on biological resources are anticipated to occur as a result of this project.

A Habitat Mitigation and Monitoring Plan has been prepared and includes specific measures for restoration and revegetation of all disturbed areas. The Plan includes protection measures, standards for revegetation, a monitoring program to ensure proper implementation and maintenance of restored areas, and performance criteria to determine success (Appendix A).

**Mitigation/Conclusion.** The following mitigation measures are required in order to ensure that impacts to biological resources remain less than significant.

- [BR-1]** Prior to construction, the County shall obtain authorization pursuant to Section 404 of the Clean Water Act from the U.S. Army Corps of Engineers, Section 401 Water Quality Certification from the Regional Water Quality Control Board, and a Streambed Alteration Agreement from the CDFW for project-related impacts that will occur in areas under the jurisdiction of these regulatory agencies.
- [BR-2]** Access routes, staging, and construction areas shall be limited to the minimum area necessary to achieve the project goal and minimize impacts to other waters including locating access routes and construction areas outside of jurisdictional areas to the maximum extent feasible.
- [BR-3]** To control sedimentation during and after project implementation, appropriate best management practices shall be implemented to minimize adverse effects on jurisdictional areas in the vicinity of the project.

- [BR-4]** In-stream work shall take place between May 1 and November 1 in any given year, when water levels in the creek are lowest.
- [BR-5]** During construction, litter and/or construction debris shall be picked up daily and properly disposed of at an appropriate site.
- [BR-6]** All project-generated debris, building materials, and rubbish shall be removed from Klau Creek and from areas where such materials could be washed into the creek.
- [BR-7]** Raw cement, concrete or washings thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances which could be hazardous to fish or wildlife resulting from project-related activities, shall be prevented from contaminating the soil and/or entering Klau Creek.
- [BR-8]** Upon completion of construction activities, any diversions or barriers to flow shall be removed in a manner that would allow flow to resume with the least amount of disturbance to the jurisdictional areas. Alteration of the jurisdictional areas shall be minimized to the maximum extent possible; any imported materials shall be removed from the stream bed upon completion of the project.
- [BR-9]** All refueling, maintenance, and staging of equipment and vehicles shall occur at least 60 feet from riparian habitat or bodies of water and in a location where a potential spill would not drain directly toward aquatic habitat (e.g., on a slope that drains away from the water source). If it is not possible to stage vehicles at least 60 feet from riparian habitat, then spill prevention BMPs must be in place and/or be onsite and readily accessible. The monitor shall ensure that contamination of suitable habitat does not occur during such operations. Prior to the onset of work activities, a plan must be in place for prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should an accidental spill occur.
- [BR-10]** The Habitat Mitigation and Monitoring Plan (HMMP) prepared for the project provides for a 1:1 restoration ratio for temporary impacts and a 3:1 enhancement ratio for permanent impacts. The HMMP identifies the specific mitigation areas. The HMMP will be implemented immediately following project completion. The project HMMP shall utilize native riparian plant species that currently occur in the project area. All trees with a diameter at breast height DBH of four (4) inches or greater will be replaced at a 3:1 ratio, except for trees 24-inches or greater, which will be replaced at a 10:1 ratio.
- [BR-11]** To minimize impacts to the mixed riparian habitat, removal of mixed riparian habitat shall be limited to the minimum necessary to complete the project.
- [BR-12]** The spread or introduction of invasive exotic plant species will be avoided to the maximum extent possible. When practicable, invasive exotic plants in the project site shall be removed and properly disposed.

- [BR-13]** During construction, the project will make all reasonable efforts to limit the use of imported soils for fill. Soils currently existing on-site should be used for fill material. If the use of imported fill material is necessary, the imported material must be obtained from a source that is known to be free of invasive plant species; or the material must consist of purchased clean material such as crushed aggregate, sorted rock, or similar. Imported fill material or aggregate material must come from a surface mine permitted under the Surface Mining and Reclamation Act of 1975, Pub Res Code § 2710 et seq., or from a source not subject to this act.
- [BR-14]** To avoid the spread of invasive species, the contractor shall:
- A. Stockpile topsoil and redeposit the stockpiled soil on the slopes after construction of the new bridge is complete; or
  - B. Transport the topsoil to a certified landfill for disposal.
  - C. All erosion control materials including straw wattles or mulch used on-site must be free of invasive species seed.
- [BR-15]** If detected during preconstruction surveys, the larkspur species occurrence identified in 2011 shall be designated on the project plans as an environmentally sensitive area (ESA) to avoid adverse impacts to a potentially rare plant. ESA fencing shall be placed around the perimeter of the occurrence during construction to avoid any potential impacts.
- [BR-16]** If deemed necessary, Caltrans will consult with the USFWS to address potential impacts to listed species.
- [BR-17]** Prior to the onset of project activities, a qualified biologist will conduct preconstruction surveys for California red-legged frog, southern western pond turtle, Coast Range newt, two-striped garter snake, southwestern willow flycatchers, and least Bell's vireo.
- [BR-18]** Prior to the onset of project activities, a qualified biologist will conduct a training session for all construction personnel. At a minimum, the training will include a description of the California red-legged frog, southern western pond turtle, Coast Range newt, two-striped garter snake, southwestern willow flycatchers, and least Bell's vireo and their habitat, the specific measures that are being implemented to conserve these species for the current project, and the boundaries within which the project may be accomplished. Brochures, books, and briefings may be used in the training session, provided that a qualified person is on hand to answer any questions.
- [BR-19]** A qualified biologist will be present at the work site until all California red-legged frog, southern western pond turtle, Coast Range newt, and two-striped garter snakes have been relocated out of harm's way, workers have been instructed, and disturbance of habitat has been completed. After this time, the County will train and designate a person to monitor on-site compliance with all minimization measures.
- [BR-20]** No pets shall be allowed at the project site.

- [BR-21]** If any southwestern willow flycatchers or least Bell's vireo are found during preconstruction surveys, Caltrans shall be notified immediately for authorization to continue to work. Work shall not continue without approval from the USFWS.
  
- [BR-22]** If feasible, removal of trees will be scheduled to occur in the fall and winter (between September 1 and February 14), after fledging and before the initiation of the nesting season.
  
- [BR-23]** If construction activities are scheduled to occur during the nesting season (February 15 through August 31), a pre-construction nesting bird survey shall be conducted by a qualified biologist throughout all areas of potentially suitable and accessible habitats within 200 feet of any proposed construction activities. The pre-construction nesting bird survey will be performed no more than two weeks prior to construction to determine the presence/absence of nesting birds within the project area.
  
- [BR-24]** Caltrans shall be immediately notified if any nesting bird species protected under federal law [including the MBTA] are observed during surveys. Caltrans shall coordinate with USFWS regarding appropriate avoidance measures and the County shall coordinate with CDFW regarding appropriate avoidance measures. Work activities shall be avoided within 100 feet of active passerine nests and 200 feet of active raptor nests until young birds have fledged and left the nest(s). Readily visible exclusion zones shall be established in areas where nests must be avoided. Nests, eggs, or young of birds covered by the MBTA and California Fish and Game Code would not be moved or disturbed until the end of the nesting season or until young fledge, whichever is later, nor would adult birds be killed, injured, or harassed at any time.
  
- [BR-25]** If a work site is to be temporarily dewatered by pumping, intakes will be completely screened with wire mesh not larger than 0.2 inch to prevent California red-legged frogs from entering the pump system.

**5. CULTURAL RESOURCES**

*Will the project:*

|  | Potentially Significant  | Impact can & will be mitigated | Insignificant Impact                | Not Applicable                      |
|--|--------------------------|--------------------------------|-------------------------------------|-------------------------------------|
| a) <i>Disturb archaeological resources?</i>  | <input type="checkbox"/> | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) <i>Disturb historical 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 Obispeno Chumash and Salinan. No historic structures are present. The project is within 300 feet of a blue line creek.

**Impact.** Applied Earthworks conducted an archaeological survey of the project area and discovered a prehistoric chert quarry with associated lithic scatter within the Area of Potential Effects of the

proposed project and cultural materials were observed within the Area of Direct Impact. Applied Earthworks completed Extended Phase I and Phase II test excavations at the site (Applied Earthworks April 2014) to assess the nature of archaeological deposits within the Area of Direct Impact and evaluate site significance according to the criteria of the National Register of Historic Places.

The Extended Phase I and Phase II investigations encountered deposits of prehistoric lithic material including flaked stone debitage, hammerstones, bifaces, and cores. However, these materials are located well upslope and outside the Area of Direct Impact and would not be affected by the proposed bridge replacement. Impacts to archaeological or paleontological resources are not expected.

The Archaeological Evaluation Report recorded and evaluated one prehistoric archaeological site within the Area of Potential Effects. However, it was determined that the manufacturing techniques associated with these lithic materials are not unique or unusual in their own right, and that the cultural materials recovered from the Area of Direct Impact are clearly peripheral to the site proper and likely were transported by colluvial action. Therefore, the Archaeological Evaluation Report determined that the site does not contain significant data potential and does not qualify for the National Register of Historic Places under any criteria; thus, no historic properties will be affected by the replacement of the Cypress Mountain Drive Bridge. Impacts to historical resources are not expected.

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

| <b>6. GEOLOGY AND SOILS</b><br><i>Will the project:</i>   | <b>Potentially Significant</b> | <b>Impact can &amp; will be mitigated</b> | <b>Insignificant Impact</b>         | <b>Not Applicable</b>               |
|---|--------------------------------|---|-------------------------------------|-------------------------------------|
| <b>a) Result in exposure to or production of unstable earth conditions, such as landslides, earthquakes, liquefaction, ground failure, land subsidence or other similar hazards?</b>            | <input type="checkbox"/>       | <input type="checkbox"/>                  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| <b>b) Be within a California Geological Survey "Alquist-Priolo" Earthquake Fault Zone", or other known fault zones*?</b>  | <input type="checkbox"/>       | <input type="checkbox"/>                  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>c) Result in soil erosion, topographic changes, loss of topsoil or unstable soil conditions from project-related improvements, such as vegetation removal, grading, excavation, or fill?</b> | <input type="checkbox"/>       | <input type="checkbox"/>                  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| <b>d) Include structures located on expansive soils?</b>  | <input type="checkbox"/>       | <input type="checkbox"/>                  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>e) Be inconsistent with the goals and policies of the County's Safety Element relating to Geologic and Seismic Hazards?</b>  | <input type="checkbox"/>       | <input type="checkbox"/>                  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| <b>f) Preclude the future extraction of valuable mineral resources?</b>   | <input type="checkbox"/>       | <input type="checkbox"/>                  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

## 6. GEOLOGY AND SOILS

*Will the project:*

Potentially Significant

Impact can & will be mitigated

Insignificant Impact

Not Applicable

**g) Other:** \_\_\_\_\_





\* Per Division of Mines and Geology Special Publication #42

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

Topography: Nearly level to steeply sloping

Within County's Geologic Study Area?: Yes due to landslide risk

Landslide Risk Potential: High

Liquefaction Potential: Low

Nearby potentially active faults?: Yes Distance? Oceanic Fault is 3.5 miles from the project site

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

Shrink/Swell potential of soil: Low

Other notable geologic features? None

**Impact.** As proposed, the project will result in the temporary disturbance of approximately 0.75 acre and the permanent disturbance of approximately 0.25 acre. According to the Natural Resources Conservation Service Soil Survey, soils on the project site are Los-Osos-Lodo Complex, 50-75% slopes. Because the project site is within a Geologic Study Area due to its high risk of landslides, the proposed project is required to submit a geology and soils report (LUO Section 22.14.070). A foundation report was prepared for the project based on geotechnical borings that were conducted at the project site (Fugro Consultants, Inc. 2013). A large landslide is present on the south facing hillside upstream and adjacent to the north abutment of the existing bridge. A line of bedrock outcrops extending northwest from the north abutment of the existing bridge defines the easterly extent of the landslide feature. The report concludes that slides are beyond the scope of the current project since the existing bridge has not been impacted by slides. The report states that the two soils units found at the project site are not considered to be susceptible to liquefaction or seismic settlement, and that no special mitigation or considerations are needed for the design of the new bridge. Exposed soil could be subject to erosion and sedimentation during construction activities. The project site is 0.89 mile west of the nearest mapped location of serpentine. No serpentine was discovered within the site during field exploration and laboratory testing to characterize the subsurface conditions (Fugro Consultants, Inc. 2013).

A sedimentation and erosion control plan is required for all construction and grading projects (LUO Sec. 22.52.120, CZLUO Sec. 23.05.036) to minimize these impacts. When required, the plan is prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts. No new buildings or major underground utilities are proposed as a part of the project; therefore, mitigation is not warranted above and beyond the mitigation measures under the Air Quality and Biological Resources sections relating to dust and erosion control (AQ-1, BR-2, BR-3). The proposed project would not affect mineral extraction.

### **Mitigation/Conclusion.**

No significant impacts to Geology and Soils were identified; therefore, no mitigation measures are necessary.



**7. HAZARDS & HAZARDOUS MATERIALS - Will the project:**

|   | Potentially Significant  | Impact can & will be mitigated      | Insignificant Impact                | Not Applicable                      |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) <i>Create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| b) <i>Create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</i>                                | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4 mile of an existing or proposed school?</i>  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) <i>Be located on, or adjacent to, a site which is included on a list of hazardous material/waste sites compiled pursuant to Gov't Code 65962.5 ("Cortese List"), and result in an adverse public health condition?</i> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) <i>Impair implementation or physically interfere with an adopted emergency response or evacuation plan?</i>  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) <i>If within the Airport Review designation, or near a private airstrip, result in a safety hazard for people residing or working in the project area?</i>   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g) <i>Increase fire hazard risk or expose people or structures to high wildland fire hazard conditions?</i>   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| h) <i>Be within a 'very high' fire hazard severity zone?</i>  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| i) <i>Be within an area classified as a 'state responsibility' area as defined by CalFire?</i>  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| j) <i>Other: _____</i>  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/>            |

**Setting.** The project is located in a "very high" Fire Hazard Severity Zone (SLO County, 2007); however, Cal Fire's Las Tablas Station is located approximately 4.9 miles from the project site and response time is approximately 15 minutes. Klau Creek Bridge is not in a dam inundation zone (SLO County, 2009) and is not located in an airport safety zone.

The project site is located in the southern portion of the Santa Lucia Mountain Range. The Santa Lucia Range contains over 200 inactive mines. The California Central Coast region has had a rich and varied metal mining history originating with indigenous tribes, and continuing until approximately the mid-1970s. Metals mined in the region include, but are not limited to, mercury, chromium, copper, nickel, and iron. The project site is approximately 1 mile from the Klau/Buena Vista Mine, a Superfund site. The Klau/Buena Vista Mine consists of two abandoned mercury mine sites (Klau and Buena Vista) that are located on adjacent properties. The main concern for this site is the effect of mercury contamination from the mining operations on targets such as fisheries and recreational users of the Las Tablas watershed.

A Soil Assessment Activities report was prepared by Padre Associates, Inc. (Padre 2013) which concluded that background levels of mercury are found within the soils of the project site and the surrounding area. Based on their analysis, Padre recommends using a reference level of 0.666 mg/kg for mercury to determine suitability of soil reuse onsite. Insofar as levels do not exceed 0.666 mg/kg, excavated soils are safe to reuse on-site. The project will include regular sampling of soil and air during construction. In addition to mercury being present within the soils at the project site, the project is located in an area that could contain *Coccidioides*, fungal spores present in soil which are commonly found in dry, low rainfall areas. The fungus can cause Valley Fever if one becomes infected. If present, the fungus could become airborne through soil disturbance by wind or by mechanical means. Therefore, measures focusing on the control of airborne particles, including dust, will be implemented. Padre also prepared a Soil Management Requirements Report for the project to ensure that: a) excavated soil associated with construction activities is managed appropriately; and b) the risk to construction personnel and off-site receptors is minimized (Padre 2014). Padre's report includes an Occupation Hazard Assessment (OHA) prepared by an Industrial Hygiene Specialist as an appendix which determines the appropriate level of personal protective equipment for workers during project site activities. The Soil Management Requirements Report and OHA contain measures to control airborne dust concentrations to limit the potential exposure of workers and offsite receptors to inorganic mercury and fungal spores. During the course of soil excavation activities at Cypress Mountain Drive, dust suppression techniques will be implemented. The report also includes measures to prevent heat illness.

The existing bridge was analyzed for lead and asbestos by West Coast Safety Consultants (2011a, b). No asbestos was identified but the paint on the bridge tested positive for lead (2,100 ppm). The report concluded that all work should be conducted in compliance with the CAL-OSHA and EPA regulations

The project site is not hazardous waste facilities, land designated as hazardous waste property, hazardous waste disposal sites, or is subject to the Hazardous Waste Substances Statement required under subsection (f) of Government Code Section 65962.5 (known as the "Cortese List"). The project site is approximately 1 mile from the Klau/Buena Vista Mine Site which is on the "Cortese List."

**Impact.** The proposed project is not found on the 'Cortese List' (which is a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5). The project does not present a significant fire safety risk. The project is not expected to conflict with any regional emergency response or evacuation plan.

The proposed project will not create a substantial hazard to public health and safety. During construction activities, the road will remain closed to through traffic. A temporary bridge will be in place for residential traffic outside of work hours (5 pm to 7 am and weekends). Work personnel will be required to follow personal protective equipment recommendations found in Padre's 2014 Soil Management Requirements Report, as listed below. Potential health and safety concerns will be minimized by adherence to site procedures, federal and state regulations, and permit conditions to a

point where impacts are not significant.

**Mitigation/Conclusion.** The following mitigation measures will ensure that impacts to Hazards and Hazardous Materials are less than significant:

- [HM-1]** All work will be conducted in compliance with the CAL-OSHA and EPA regulations;
- [HM-2]** The project site will be closed to through traffic during soil disturbance activities that could result in airborne dust to prevent exposure of inorganic mercury and Valley Fever to motorists;
- [HM-3]** Soil excavated for the project site shall be stockpiled on plastic sheeting to allow for material sampling and laboratory analysis to ensure that mercury levels do not exceed 0.666 mg/kg. In the event that mercury levels exceed said threshold, soils will be disposed of in accordance with applicable regulations related to hazardous material disposal;
- [HM-4]** Excavation areas and excavated materials shall be thoroughly wetted to prevent the creation of airborne dust;
- [HM-5]** Construction personnel protective clothing shall include long-sleeved shirts, steel-toed boots, gloves, and safety glasses. Work clothes shall be changed before leaving the project site and cleaned before reuse;
- [HM-6]** The County or its contractor shall inspect the project site for animal burrows prior to construction activities. If animal burrows are discovered, the area shall be thoroughly wetted to prevent the release of Valley Fever fungal spores;
- [HM-7]** Track-out control devices (ex. Rumble-strips, tire brushes, etc.) shall be used to prevent offsite transport of contaminated soil;
- [HM-8]** Before any construction activities begin on the project, a training session for all construction personnel shall be held to inform them of the potential hazards found on the project site, potential exposure routes, personal protective equipment, Valley Fever causes and symptoms, and heat illness symptoms and prevention;
- [HM-9]** During the course of soil excavation activities at Cypress Mountain Drive, dust suppression techniques will be implemented; and
- [HM-10]** Construction personnel exposure to dust should be minimized. Exposure prevention methods shall be instituted including on-site dust level monitoring and provision of appropriate respiratory protection to workers.

## 8. NOISE

*Will the project:*

a) *Expose people to noise levels that exceed the County Noise Element thresholds?*

| Potentially Significant  | Impact can & will be mitigated | Insignificant Impact                | Not Applicable           |
|--------------------------|--------------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

## 8. NOISE

|   | Potentially Significant  | Impact can & will be mitigated | Insignificant Impact                | Not Applicable                      |
|---|--------------------------|--------------------------------|-------------------------------------|-------------------------------------|
| <i>Will the project:</i>  |                          |                                |                                     |                                     |
| b) <i>Generate permanent increases in the ambient noise levels in the project vicinity?</i>   | <input type="checkbox"/> | <input type="checkbox"/>       | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) <i>Cause a temporary or periodic increase in ambient noise in the project vicinity?</i>  | <input type="checkbox"/> | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) <i>Expose people to severe noise or vibration?</i>   | <input type="checkbox"/> | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) <i>If located within the Airport Review designation or adjacent to a private airstrip, expose people residing or working in the project area to severe noise levels?</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.** County Noise Element thresholds are determined using the average sound level during a 24-hour day, or  $L_{DN}$ . The  $L_{DN}$  is expressed in terms of A-weighted decibels (dB), which de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. The County threshold for exterior noise exposure is 60 dB near the following land uses: Residential, Public Assembly & Entertainment, Bed and Breakfast Facilities, Hotels, Motels, Schools, Libraries and Museums, Hospitals, Nursing and Personal Care, Meeting Halls, Churches, and Offices. The threshold for Outdoor Sports and Recreation land use is 70 dB.

The Cypress Mountain Drive Bridge is located in a rural area of unincorporated San Luis Obispo County. There are no residences located in the vicinity of the bridge and surrounding land uses are primarily open space. Intermittent roadway noise is the primary source of noise in the project area. It is not expected that County noise standards will be exceeded as a result of the project. The following is one of the exceptions to the Noise Standards from the LUO: Noise sources associated with construction provided such activities do 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. The County will abide by this time-frame during all project activities. Additionally, pile driving will not be used as a method of construction for this project. The project is not expected to conflict with the surrounding uses.

**Impact.** Project activities would generate a temporary noise level increase in the vicinity of the project demolition and construction activities. However, there are no sensitive receptors in the vicinity of the bridge site, and the increase in noise would be temporary. Therefore, impacts to noise levels in exceedance of County thresholds or exposure of people to severe noise or vibration would be less than significant.

The existing use and operation of the bridge site would remain unchanged. Therefore, there would be no permanent increase in ambient noise for adjoining areas. There would be no operational noise impacts.

**Mitigation/Conclusion.** No mitigation measures are necessary.

## 9. POPULATION/HOUSING

*Will the project:*

|   | Potentially Significant  | Impact can & will be mitigated | Insignificant Impact     | Not Applicable                      |
|---|--------------------------|--------------------------------|--------------------------|-------------------------------------|
| a) <i>Induce substantial growth in an area either directly (e.g., construct new homes or businesses) or indirectly (e.g., extension of major infrastructure)?</i> | <input type="checkbox"/> | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) <i>Displace existing housing or people, requiring construction of replacement housing elsewhere?</i>   | <input type="checkbox"/> | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) <i>Create the need for substantial new housing in the area?</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 Cypress Mountain Drive Bridge over Klau Creek is located in a rural area of unincorporated San Luis Obispo County. There are no residences located in the immediate vicinity of the bridge and surrounding land uses are primarily open space.

**Impact.** The proposed project would not affect population or housing because no housing units would be constructed. The proposed project would consist of demolition and construction of a bridge. The proposed project would not result in the demand for any new housing, would not displace existing any housing, or result in population growth. Energy and fuel consumption would not change, as the operation of the proposed project would remain the same. Impacts to population and housing are not applicable to the proposed project.

**Mitigation/Conclusion.** No mitigation measures would be necessary.

## 10. PUBLIC SERVICES/UTILITIES

*Will the project have an effect upon, or result in the need for new or altered public services in any of the following areas:*

|   | Potentially Significant  | Impact can & will be mitigated | Insignificant Impact                | Not Applicable           |
|---|--------------------------|--------------------------------|-------------------------------------|--------------------------|
| a) <i>Fire protection?</i>                        | <input type="checkbox"/> | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) <i>Police protection (e.g., Sheriff, CHP)?</i> | <input type="checkbox"/> | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) <i>Schools?</i>                                | <input type="checkbox"/> | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) <i>Roads?</i>                                  | <input type="checkbox"/> | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) <i>Solid Wastes?</i>                           | <input type="checkbox"/> | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) <i>Other public facilities?</i>                | <input type="checkbox"/> | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) <i>Other:</i> _____                            | <input type="checkbox"/> | <input type="checkbox"/>       | <input type="checkbox"/>            | <input type="checkbox"/> |

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

Police: County Sheriff

Location: Templeton

Fire: Cal Fire (formerly CDF)

Hazard Severity: Very High

Response Time: 15-20 minutes



Location: 275 Cypress Mountain Drive, approximately 4 miles north of the project site

School District: Paso Robles

**Impact.** The project is located in a “very high” Fire Hazard Severity Zone (SLO County 2007); however, Cal Fire’s Las Tablas Station is located approximately 4.9 miles from the project site and response time is approximately 15 minutes. The proposed project would have no effect on police, fire, schools, or other public services and would not result in the need for new services or facilities as no new structures would be built, access via the a temporary crossing would allow emergency vehicle access, and there would be no increase in population or traffic. Additionally, the approved detour plan will be routed to Cal Fire for review. Operational use of the bridge site would remain the same once construction activities are complete. The proposed project involves replacement of a deficient bridge, and would therefore improve that safety for the public using this portion of Cypress Mountain Drive.

Refer to the Transportation/Circulation section for more information on alternate vehicle routes during daytime construction activities that could result in airborne dust.

The proposed project would generate debris. However, all project-generated debris, building materials, and rubbish will be picked up daily and properly disposed of at the appropriate site. Any potentially hazardous material would be tested and/or hauled to an appropriate facility, per Padre’s 2014 Soil Management Requirement Report. Impacts to solid waste services would be less than significant.

**Mitigation/Conclusion.** No mitigation measures would be necessary.

## 11. RECREATION

|   | Potentially Significant  | Impact can & will be mitigated | Insignificant Impact                | Not Applicable                      |
|---|--------------------------|--------------------------------|-------------------------------------|-------------------------------------|
| <i>Will the project:</i>  |                          |                                |                                     |                                     |
| a) <i>Increase the use or demand for parks or other recreation opportunities?</i> | <input type="checkbox"/> | <input type="checkbox"/>       | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 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.** The Cypress Mountain Drive Bridge is located on Cypress Mountain Drive in rural San Luis Obispo County and is adjacent to open space. Cypress Mountain Drive is sometimes used as a bicycle trail.

**Impact.** Project activities would involve replacement of an existing bridge. The project is not proposed in a location that will affect any trail, park, recreational resource, coastal access, and/or Natural Area. In addition, the proposed project activities would be temporary, and associated with the demolition of the old bridge and the construction of the new bridge. Impacts to trail access are not anticipated as a result of the project.

**Mitigation/Conclusion.** No mitigation measures would be 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 "Level 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 type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) <i>Provide for adequate emergency access?</i>  | <input type="checkbox"/> | <input type="checkbox"/>       | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) <i>Conflict with an established measure of effectiveness for the performance of the circulation system considering all modes of transportation (e.g. LOS, mass transit, etc.)?</i>         | <input type="checkbox"/> | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) <i>Conflict with an applicable congestion management program?</i>  | <input type="checkbox"/> | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| g) <i>Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</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 checked="" type="checkbox"/> | <input type="checkbox"/>            |
| i) <i>Other: _____</i>  | <input type="checkbox"/> | <input type="checkbox"/>       | <input type="checkbox"/>            | <input type="checkbox"/>            |

**Setting.** The Cypress Mountain Drive Bridge is located on Cypress Mountain Road, which is lightly traveled road operating at acceptable levels. Cypress Mountain Road is considered a Collector road according to the Adelaida Planning Area Circulation Map. Traffic along Cypress Mountain Drive is infrequent (approximately 100 average daily trips) and is currently used by nearby residents and visitors to the 7X Ranch, a youth camp located south of the project site. The proposed project would involve replacing a bridge that is considered structurally deficient.

**Impact.** Project activities would result in a minor, temporary increase in roadway traffic at the bridge sites due to worker trips. Worker trips would include ten to twenty trips per day over a four month period, which would not affect any of the roadway capacities or levels of service. Off-street parking has been designated near the site for worker vehicles to avoid disruption of roadway operations during project activities. Project activities would include construction of a temporary crossing through the creek on the east site of the existing bridge until construction of the new bridge is complete. Although through traffic would only be permitted after daily construction activities that could result in airborne dust have ceased, the temporary crossing would be available for emergency access. During construction activities that could result in airborne dust, traffic on either side of the bridge will be rerouted using an approved detour plan. Notification to nearby residents would occur ahead of any road closures. The proposed project activities would be temporary, lasting approximately four months.

Temporary traffic impacts during construction would be less than significant.

Operation of the existing bridge sites would not change; therefore, there would be no long-term impact to roadway operations, parking, internal circulation, or air traffic, and operational use would be consistent with the existing County Land Use Plan and related policies.

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

### 13. WASTEWATER

| <i>Will the project:</i>  | 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 checked="" type="checkbox"/> | <input 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 project involves replacing an existing bridge which is not anticipated to generate waste or wastewater or adversely affect wastewater facilities and solid waste capacity. A portable chemical toilet will be available for use by construction crews. No impacts resulting from wastewater would occur as a result of the project.

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

### 14. WATER & HYDROLOGY

| <i>Will the project:</i>   | Potentially Significant  | Impact can & will be mitigated      | Insignificant Impact     | Not Applicable                      |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| <b>QUALITY</b>   |                          |                                     |                          |                                     |
| a) <i>Violate any water quality standards?</i>   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| b) <i>Discharge into surface waters or otherwise alter surface water quality (e.g., turbidity, sediment, temperature, dissolved oxygen, etc.)?</i> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| c) <i>Change the quality of groundwater (e.g., saltwater intrusion, nitrogen-loading, etc.)?</i>   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

## 14. WATER & HYDROLOGY

|  | Potentially Significant  | Impact can & will be mitigated | Insignificant Impact                | Not Applicable                      |
|--|--------------------------|--------------------------------|-------------------------------------|-------------------------------------|
| <i>Will the project:</i>   |                          |                                |                                     |                                     |
| d) <i>Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff?</i> | <input type="checkbox"/> | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) <i>Change rates of soil absorption, or amount or direction of surface runoff?</i>   | <input type="checkbox"/> | <input type="checkbox"/>       | <input type="checkbox"/>            | <input checked="" 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"/> |
| <b>QUANTITY</b>  |                          |                                |                                     |                                     |
| h) <i>Change the quantity or movement of available surface or ground water?</i>  | <input type="checkbox"/> | <input type="checkbox"/>       | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| i) <i>Adversely affect community water service provider?</i>   | <input type="checkbox"/> | <input type="checkbox"/>       | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| j) <i>Expose people to a risk of loss, injury or death involving flooding (e.g., dam failure, etc.), or inundation by seiche, tsunami or mudflow?</i>                            | <input type="checkbox"/> | <input type="checkbox"/>       | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| k) <i>Other: _____</i>   | <input type="checkbox"/> | <input type="checkbox"/>       | <input type="checkbox"/>            | <input type="checkbox"/>            |

**Setting.** Water quality within Klau Creek may be impacted by proposed construction activities including implementation of the creek diversion and dewatering plan and removal of the existing bridge. As discussed above under Hazards and Hazardous Materials, the Project will temporarily introduce potentially hazardous materials into the area in the form of fuel in construction equipment. However, a spill and clean-up kit will be stored onsite at all times and all fueling and maintenance of vehicles and other equipment and staging areas will occur at least 20 meters from any riparian habitat or water body. Measures to control dust will be implemented as well (HM-1 – HM-9).

The topography of the project is gently rolling. The closest creek from the proposed project is on site. As described in the NRCS Soil Survey, the soil surface is considered to have moderate erodibility.

Temporary and permanent erosion control measures will be implemented during and after construction activities are complete (BR-3 & BR-10). Other measures to protect water quality include obtaining regulatory permits prior to construction, limiting access routes and construction areas to the minimum area necessary, staging a minimum of 60 feet from the waterway, and preventing construction-related materials from washing into the creek (BR-1, -2, -6, -7, & -9).

The construction of the proposed bridge will improve the capacity of flow over that of the existing bridge as well as meet the Federal Highway Administration's (FHWA's) criteria of passing the 50-year flood and the 100-year flood. The proposed bridge will have a soffit elevation of approximately 1140.90, which would be roughly 13.8 feet above the current creek thalweg.

Projects involving more than one acre of disturbance are 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's Land Use Ordinance requires that temporary erosion and sedimentation measures to be installed.

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

Within the 100-year Flood Hazard designation? No

Closest creek? Klau Creek runs through the project site      Distance? On site

Soil drainage characteristics: Well drained

**SEDIMENTATION AND EROSION** – Soil type, area 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 project's soil erodibility is as follows:

Soil erodibility: Moderate

A sedimentation and erosion control plan is required for all construction and grading projects (LUO Sec. 22.52.120, CZLUO Sec. 23.05.036) to minimize these impacts. When required, the plan is prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts.

### **Impact – Water Quality/Hydrology**

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

- ✓ The project will be disturbing 1 acre and will be required to prepare a SWPPP, which will be implemented during construction;
- ✓ The project will be subject to standard County requirements for drainage, sedimentation and erosion control for construction and permanent use;
- ✓ The project is not on highly erodible soils, nor on moderate to steep slopes;
- ✓ The project is not within a 100-year Flood Hazard designation;
- ✓ Stockpiles will be properly managed during construction to avoid material loss due to erosion;
- ✓ All hazardous materials and/or wastes will be properly stored on-site, which include secondary containment should spills or leaks occur;

The project could result in water quality impacts through dewatering activities, the discharge of sediments during construction, or the accidental spill of petroleum-based fuels or lubricants. The project will not affect groundwater levels. Dewatering and diversion activities would be localized and are not anticipated to impact groundwater in Las Tablas Creek watershed since most of the water would be returned to the stream via the proposed diversion.

**Mitigation/Conclusion.** Degradation to water quality within Klau Creek before and during construction activities would be mitigated by the implementation of a dewatering and diversion plan, mitigation and monitoring plan, best management practices to prevent erosion/sedimentation, and the County is required to obtain a permit from the Regional Water Quality Control Board prior to commencement of site disturbance (Mitigation Measures BR-1, BR-3, BR-4, and BR-6 through BR-9).

Based on the discussion above and implementation of all recommended mitigation measures, all onsite, off-site, direct, in-direct, and cumulative hydrology and water quality impacts associated with the proposed project are less than significant.

| <b>15. LAND USE</b>  | <b>Inconsistent</b>      | <b>Potentially Inconsistent</b> | <b>Consistent</b>                   | <b>Not Applicable</b>               |
|--|--------------------------|---------------------------------|-------------------------------------|-------------------------------------|
| <i>Will the project:</i>   |                          |                                 |                                     |                                     |
| a) <i>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?</i> | <input type="checkbox"/> | <input type="checkbox"/>        | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 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., APCD, Agricultural Commissioner, Environmental Health, etc.). The project was found to be consistent with these policies (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 additional measures above what will already be required were determined necessary.

| <b>16. MANDATORY FINDINGS OF SIGNIFICANCE</b>   | <b>Potentially Significant</b> | <b>Impact can &amp; will be mitigated</b> | <b>Insignificant Impact</b> | <b>Not Applicable</b> |
|---|--------------------------------|---|-----------------------------|-----------------------|
| <i>Will the project:</i>  |                                |   |                             |                       |
| 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</i> |                                |   |                             |                       |

*periods of California history or prehistory?*

**b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)**

**c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

For further information on CEQA or the county’s environmental review process, please visit the County’s web site at [www.sloplanning.org](http://www.sloplanning.org) under “Environmental Information”, or the California Environmental Resources Evaluation System at: [http://www.ceres.ca.gov/topic/env\\_law/ceqa/guidelines](http://www.ceres.ca.gov/topic/env_law/ceqa/guidelines) for information about the California Environmental Quality Act.

## Exhibit A - Initial Study References and Agency Contacts

The County Planning Department has contacted various agencies for their comments on the proposed project. With respect to the subject application, the following have been contacted (marked with 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 type="checkbox"/>            | County Public Works Department                       | <b>Not Applicable</b> |
| <input checked="" type="checkbox"/> | County Environmental Health Division                 | <b>Not Applicable</b> |
| <input checked="" type="checkbox"/> | County Agricultural Commissioner's Office            | <b>None</b>           |
| <input type="checkbox"/>            | County Airport Manager                               | <b>Not Applicable</b> |
| <input type="checkbox"/>            | Airport Land Use Commission                          | <b>Not Applicable</b> |
| <input checked="" type="checkbox"/> | Air Pollution Control District                       | <b>Not Applicable</b> |
| <input type="checkbox"/>            | County Sheriff's Department                          | <b>Not Applicable</b> |
| <input checked="" type="checkbox"/> | Regional Water Quality Control Board                 | <b>None</b>           |
| <input type="checkbox"/>            | CA Coastal Commission                                | <b>Not Applicable</b> |
| <input checked="" type="checkbox"/> | CA Department of Fish and Wildlife                   | <b>None</b>           |
| <input type="checkbox"/>            | CA Department of Forestry (Cal Fire)                 | <b>Not Applicable</b> |
| <input type="checkbox"/>            | CA Department of Transportation                      | <b>Not Applicable</b> |
| <input type="checkbox"/>            | Community Services District                          | <b>Not Applicable</b> |
| <input checked="" type="checkbox"/> | Other <u>Army Corps of Engineers (San Francisco)</u> | <b>None</b>           |
| <input type="checkbox"/>            | Other _____  | <b>Not Applicable</b> |

\*\* "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.

|   |   |
|---|---|
| <input checked="" type="checkbox"/> Project File for the Subject Application  | <input type="checkbox"/> Design Plan  |
| <u>County documents</u>   | <input type="checkbox"/> Specific Plan  |
| <input type="checkbox"/> Coastal Plan Policies  | <input type="checkbox"/> Annual Resource Summary Report   |
| <input type="checkbox"/> Framework for Planning (Coastal/Inland)  | <input type="checkbox"/> Circulation Study  |
| <input checked="" type="checkbox"/> General Plan (Inland/Coastal), includes all maps/elements; more pertinent elements: | <u>Other documents</u>  |
| <input checked="" type="checkbox"/> Agriculture Element   | <input checked="" type="checkbox"/> Clean Air Plan/APCD Handbook                                      |
| <input checked="" type="checkbox"/> Conservation & Open Space Element   | <input checked="" type="checkbox"/> Regional Transportation Plan                                      |
| <input type="checkbox"/> Economic Element   | <input checked="" type="checkbox"/> Uniform Fire Code   |
| <input type="checkbox"/> Housing Element  | <input checked="" type="checkbox"/> Water Quality Control Plan (Central Coast Basin – Region 3)       |
| <input checked="" type="checkbox"/> Noise Element   | <input checked="" type="checkbox"/> Archaeological Resources Map                                      |
| <input type="checkbox"/> Parks & Recreation Element/Project List  | <input checked="" type="checkbox"/> Area of Critical Concerns Map                                     |
| <input checked="" type="checkbox"/> Safety Element  | <input type="checkbox"/> Special Biological Importance Map  |
| <input type="checkbox"/> Land Use Ordinance (Inland/Coastal)  | <input checked="" type="checkbox"/> CA Natural Species Diversity Database                             |
| <input type="checkbox"/> Building and Construction Ordinance  | <input checked="" type="checkbox"/> Fire Hazard Severity Map  |
| <input type="checkbox"/> Public Facilities Fee Ordinance  | <input checked="" type="checkbox"/> Flood Hazard Maps   |
| <input type="checkbox"/> Real Property Division Ordinance   | <input checked="" type="checkbox"/> Natural Resources Conservation Service Soil Survey for SLO County |
| <input type="checkbox"/> Affordable Housing Fund  | <input checked="" type="checkbox"/> GIS mapping layers (e.g., habitat, streams, contours, etc.)       |
| <input type="checkbox"/> Airport Land Use Plan  | <input type="checkbox"/> Other  |
| <input type="checkbox"/> Energy Wise Plan   |   |
| <input type="checkbox"/> Area Plan and Update EIR   |   |

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

Applied Earthworks. 2014. Archaeological Evaluation Report for CA-SLO-2745 (P-42-002745) Cypress Mountain Drive Bridge Replacement Project, San Luis Obispo County, California. April 2014.

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## Exhibit B - Mitigation Summary Table

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

### AIR QUALITY

- [AQ-1] Reduce the amount of the disturbed area where possible.
- [AQ-2] Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. An adequate water supply source must be identified. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible.
- [AQ-3] All dirt stockpile areas should be sprayed daily as needed, covered, or an APCD approved alternative method will be used.
- [AQ-4] Permanent dust control measures identified in the approved project revegetation plans should be implemented as soon as possible following completion of any soil disturbing activities.
- [AQ-5] Exposed ground areas that will be reworked at dates greater than one month after initial grading should be sown with a fast-germinating non-invasive grass seed and watered until vegetation is established.
- [AQ-6] All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD.
- [AQ-7] All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- [AQ-8] Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
- [AQ-9] 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 CVC Section 23114.
- [AQ-10] The County will submit a Notification of Demolition to the APCD 10 days prior to bridge demolition activities.

### BIOLOGICAL RESOURCES

- [BR-1] Prior to construction, the County shall obtain authorization pursuant to Section 404 of the Clean Water Act from the U.S. Army Corps of

Engineers, Section 401 Water Quality Certification from the Regional Water Quality Control Board, and a Streambed Alteration Agreement from the CDFW for project-related impacts that will occur in areas under the jurisdiction of these regulatory agencies.

- [BR-2]** Access routes, staging, and construction areas shall be limited to the minimum area necessary to achieve the project goal and minimize impacts to other waters including locating access routes and construction areas outside of jurisdictional areas to the maximum extent feasible.
- [BR-3]** To control sedimentation during and after project implementation, appropriate best management practices shall be implemented to minimize adverse effects on jurisdictional areas in the vicinity of the project.
- [BR-4]** In-stream work shall take place between May 1 and November 1 in any given year, when water levels in the creek are lowest.
- [BR-5]** During construction, litter and/or construction debris shall be picked up daily and properly disposed of at an appropriate site.
- [BR-6]** All project-generated debris, building materials, and rubbish shall be removed from Klau Creek and from areas where such materials could be washed into the creek.
- [BR-7]** Raw cement, concrete or washings thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances which could be hazardous to fish or wildlife resulting from project-related activities, shall be prevented from contaminating the soil and/or entering Klau Creek.
- [BR-8]** Upon completion of construction activities, any diversions or barriers to flow shall be removed in a manner that would allow flow to resume with the least amount of disturbance to the jurisdictional areas. Alteration of the jurisdictional areas shall be minimized to the maximum extent possible; any imported materials shall be removed from the stream bed upon completion of the project.
- [BR-9]** All refueling, maintenance, and staging of equipment and vehicles shall occur at least 60 feet from riparian habitat or bodies of water and in a location where a potential spill would not drain directly toward aquatic habitat (e.g., on a slope that drains away from the water source). If it is not possible to stage vehicles at least 60 feet from riparian habitat, then spill prevention BMPs must be in place and/or be onsite and readily accessible. The monitor shall ensure that contamination of suitable habitat does not occur during such operations. Prior to the onset of work activities, a plan must be in place for prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should an accidental spill occur.
- [BR-10]** The Habitat Mitigation and Monitoring Plan (HMMP) prepared for the project provides for a 1:1 restoration ratio for temporary impacts and a 3:1

enhancement ratio for permanent impacts. The HMMP identifies the specific mitigation areas. The HMMP will be implemented immediately following project completion. The project HMMP shall utilize native riparian plant species that currently occur in the project area. All trees with a diameter at breast height DBH of four (4) inches or greater will be replaced at a 3:1 ratio, except for trees 24-inches or greater, which will be replaced at a 10:1 ratio.

- [BR-11]** To minimize impacts to the mixed riparian habitat, removal of mixed riparian habitat shall be limited to the minimum necessary to complete the project.
- [BR-12]** The spread or introduction of invasive exotic plant species will be avoided to the maximum extent possible. When practicable, invasive exotic plants in the project site shall be removed and properly disposed.
- [BR-13]** During construction, the project will make all reasonable efforts to limit the use of imported soils for fill. Soils currently existing on-site should be used for fill material. If the use of imported fill material is necessary, the imported material must be obtained from a source that is known to be free of invasive plant species; or the material must consist of purchased clean material such as crushed aggregate, sorted rock, or similar. Imported fill material or aggregate material must come from a surface mine permitted under the Surface Mining and Reclamation Act of 1975, Pub Res Code § 2710 et seq., or from a source not subject to this act.
- [BR-14]** To avoid the spread of invasive species, the contractor shall:
- A. Stockpile topsoil and redeposit the stockpiled soil on the slopes after construction of the new bridge is complete; or
  - B. Transport the topsoil to a certified landfill for disposal.
  - C. All erosion control materials including straw wattles or mulch used on-site must be free of invasive species seed.
- [BR-15]** If detected during preconstruction surveys, the larkspur species occurrence identified in 2011 shall be designated on the project plans as an environmentally sensitive area (ESA) to avoid adverse impacts to a potentially rare plant. ESA fencing shall be placed around the perimeter of the occurrence during construction to avoid any potential impacts.
- [BR-16]** If deemed necessary, Caltrans will consult with the USFWS to address potential impacts to listed species.
- [BR-17]** Prior to the onset of project activities, a qualified biologist will conduct preconstruction surveys for California red-legged frog, southern western pond turtle, Coast Range newt, two-striped garter snake, southwestern willow flycatchers, and least Bell's vireo.
- [BR-18]** Prior to the onset of project activities, a qualified biologist will conduct a training session for all construction personnel. At a minimum, the training will include a description of the California red-legged frog, southern western pond turtle, Coast Range newt, two-striped garter snake, southwestern willow flycatchers, and least Bell's vireo and their habitat, the specific measures that are being implemented to conserve these

species for the current project, and the boundaries within which the project may be accomplished. Brochures, books, and briefings may be used in the training session, provided that a qualified person is on hand to answer any questions.

**[BR-19]** A qualified biologist will be present at the work site until all California red-legged frog, southern western pond turtle, Coast Range newt, and two-striped garter snakes have been relocated out of harm's way, workers have been instructed, and disturbance of habitat has been completed. After this time, the County will train and designate a person to monitor on-site compliance with all minimization measures.

**[BR-20]** No pets shall be allowed at the project site.

**[BR-21]** If any southwestern willow flycatchers or least Bell's vireo are found during preconstruction surveys, Caltrans shall be notified immediately for authorization to continue to work. Work shall not continue without approval from the USFWS.

**[BR-22]** If feasible, removal of trees will be scheduled to occur in the fall and winter (between September 1 and February 14), after fledging and before the initiation of the nesting season.

**[BR-23]** If construction activities are scheduled to occur during the nesting season (February 15 through August 31), a pre-construction nesting bird survey shall be conducted by a qualified biologist throughout all areas of potentially suitable and accessible habitats within 200 feet of any proposed construction activities. The pre-construction nesting bird survey will be performed no more than two weeks prior to construction to determine the presence/absence of nesting birds within the project area.

**[BR-24]** Caltrans shall be immediately notified if any nesting bird species protected under federal law [including the MBTA] are observed during surveys. Caltrans shall coordinate with USFWS regarding appropriate avoidance measures and the County shall coordinate with CDFW regarding appropriate avoidance measures. Work activities shall be avoided within 100 feet of active passerine nests and 200 feet of active raptor nests until young birds have fledged and left the nest(s). Readily visible exclusion zones shall be established in areas where nests must be avoided. Nests, eggs, or young of birds covered by the MBTA and California Fish and Game Code would not be moved or disturbed until the end of the nesting season or until young fledge, whichever is later, nor would adult birds be killed, injured, or harassed at any time.

**[BR-25]** If a work site is to be temporarily dewatered by pumping, intakes will be completely screened with wire mesh not larger than 0.2 inch to prevent California red-legged frogs from entering the pump system.

## **HAZARDOUS MATERIALS**

**[HM-1]** All work will be conducted in compliance with the CAL-OSHA and EPA regulations;

- [HM-2]** The project site will be closed to through traffic during soil disturbance activities that could result in airborne dust to prevent exposure of inorganic mercury and Valley Fever to motorists;
- [HM-3]** Soil excavated for the project site shall be stockpiled on plastic sheeting to allow for material sampling and laboratory analysis to ensure that mercury levels do not exceed 0.666 mg/kg. In the event that mercury levels exceed said threshold, soils will be disposed of in accordance with applicable regulations related to hazardous material disposal;
- [HM-4]** Excavation areas and excavated materials shall be thoroughly wetted to prevent the creation of airborne dust;
- [HM-5]** Construction personnel protective clothing shall include long-sleeved shirts, steel-toed boots, gloves, and safety glasses. Work clothes shall be changed before leaving the project site and cleaned before reuse;
- [HM-6]** The County or its contractor shall inspect the project site for animal burrows prior to construction activities. If animal burrows are discovered, the area shall be thoroughly wetted to prevent the release of Valley Fever fungal spores;
- [HM-7]** Track-out control devices (ex. Rumble-strips, tire brushes, etc.) shall be used to prevent offsite transport of contaminated soil;
- [HM-8]** Before any construction activities begin on the project, a training session for all construction personnel shall be held to inform them of the potential hazards found on the project site, potential exposure routes, personal protective equipment, Valley Fever causes and symptoms, and heat illness symptoms and prevention;
- [HM-9]** During the course of soil excavation activities at Cypress Mountain Drive, dust suppression techniques will be implemented; and
- [HM-10]** Construction personnel exposure to dust should be minimized. Exposure prevention methods shall be instituted including on-site dust level monitoring and provision of appropriate respiratory protection to workers.