Air Park Drive Bridge Replacement Project
ED08-251/300430

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: ED08-251 (300430) SCH Number: _____

COUNTY DEPARTMENT OF PUBLIC WORKS
AIR PARK 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 the Air Park Drive Bridge (Bridge No. 49C-0125), an existing timber structure, over Meadow Creek Lagoon, with a modern reinforced concrete bridge, in the community of Oceano. The proposed replacement bridge will be slightly longer than the existing structure at approximately 83 feet and also slightly wider at about 40 feet. The roadway configuration includes raised sidewalks and narrow shoulders on both sides of the bridge separating pedestrian and vehicular traffic. The project is located on Air Park Drive between Pier Avenue on and Railroad Avenue. The project is in the San Luis Bay Coastal planning area, Supervisorial District #4.

This project is receiving funding from the Federal Highway Administration (FHWA) and assistance from Caltrans. Activities for the Project involve the removal of the existing timber structure and replacement with a modern reinforced concrete bridge. The project is located along Air Park Drive, within the community of Oceano, crossing over Meadow Creek Lagoon (also referred to as Oceano Lagoon), which is the downstream terminus of Meadow Creek. Project activities would also involve the diversion and dewatering of water resources from Meadow Creek Lagoon to completely isolate the Project site during construction activities. The project will result in approximately 1.08 acre of temporary impacts and 0.5 acre of permanent impacts, for a total of 1.58 acres of disturbance.

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
Kidd Immel, Project Manager
County Department of Public Works
County Government Center, Room 206
San Luis Obispo, CA 93408
(805) 781-5252

This proposed Mitigated Negative Declaration has been issued by:

10·21·2015 Ellen Carroll
Date Ellen Carroll, Environmental Coordinator
County of San Luis Obispo

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

10/20/15 Dave Flynn
Date 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 5.7) Using Form

Project Title & No. **County Public Works - Air Park Drive Bridge Replacement Project, ED08-251, 300430**

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

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

DETERMINATION: (To be completed by the Lead Agency)

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

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

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

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

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

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

Katie Drexhage — Prepared by (Print) — Signature — 10/19/15 Date

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

Project Environmental Analysis

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

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

A. PROJECT

DESCRIPTION: The County of San Luis Obispo Department of Public Works (County) is proposing to replace the Air Park Drive Bridge (Bridge No. 49C-0125), an existing timber structure, over Meadow Creek Lagoon, with a modern reinforced concrete bridge, in the community of Oceano. The proposed replacement bridge will be slightly longer than the existing structure at approximately 83 feet and also slightly wider at about 40 feet. The roadway configuration includes raised sidewalks and narrow shoulders on both sides of the bridge separating pedestrian and vehicular traffic. The project is located on Air Park Drive between Pier Avenue on and Railroad Avenue. The project is in the San Luis Bay Coastal planning area.

This project is receiving funding from the Federal Highway Administration (FHWA) and assistance from Caltrans. Activities for the Project involve the removal of the existing timber structure and replacement with a modern reinforced concrete bridge. The project is located along Air Park Drive, within the community of Oceano, crossing over Meadow Creek Lagoon (also referred to as Oceano Lagoon), which is the downstream terminus of Meadow Creek. Project activities would also involve the diversion and dewatering of water resources from Meadow Creek Lagoon to completely isolate the Project site during construction activities. The project will result in approximately 1.08 acre of temporary impacts and 0.5 acre of permanent impacts, for a total of 1.58 acres of disturbance.

The purpose of the proposed project is to remove the structurally and geometrically deficient existing timber structure and replace it with a modern reinforced concrete bridge that will provide adequate and safe pedestrian and vehicular access. The new bridge will maintain access, improve safety, and result in reduced maintenance costs. The existing timber bridge on Air Park Drive over Meadow Creek Lagoon was built around 1940.

The proposed two-lane bridge with sidewalks will be constructed along the existing roadway alignment on Air Park Drive. Air Park Drive is a short road (approximately 0.4 mile) that runs between Pier Avenue on the west and Railroad Avenue on the east. The main entrance to the Oceano County Airport is on Air Park Drive approximately 400 feet southeast of the bridge. Oceano State Campground is located to the southwest of the bridge, within a driveway located just 80 feet from the bridge. Refer to Appendix A for Plan Sheets.

Project activities would involve: removal of the existing bridge; approach and roadway construction and conforming; temporary fill embankment for construction; and road closures. The existing bridge is a four span timber bridge on timber pile bents and abutments. The bridge length is 76 feet long by 21 feet wide. The existing bridge is a narrow two-lane vehicular bridge, with attached guard railings and a timber pedestrian path cantilevered off of the northeast side of the

bridge. Removal of creosote-treated timber piles and installation of abutments will require full containment and isolation from the lagoon; therefore, dewatering operations will be necessary. Dewatering work will be contained within the approved project area of disturbance. The operational timeline for the stream diversion will be June 1 to October 31.

The proposed replacement bridge will consist of a cast-in-place concrete slab bridge. The proposed bridge will utilize pile foundations at the abutments and at the intermediate piers, and will accommodate two travel lanes, two shoulders, and sidewalks. The intermediate piers will be located inside Meadow Creek Lagoon. The proposed replacement bridge will be slightly longer than the existing structure at approximately 83 feet and also slightly wider at about 40 feet. The roadway configuration includes raised sidewalks and narrow shoulders on both sides of the bridge separating pedestrian and vehicular traffic. The new bridge will be constructed to allow the same, or more, clearance similar to existing bridge heights and creosote treated timber would be removed from the lagoon, a potential long-term benefit to the lagoon waters.

Construction activities will include: clearing and grubbing of vegetation of the new bridge location, establishment of staging areas and ingress/egress roads, isolation of the work area, dewatering, bridge demolition, excavation for the cast-in-drilled-hole pile abutments approximately five to eight feet deep, forming of foundations, followed by rebar placement and then concrete pouring, and new bridge construction. New bridge construction may include temporary fill within the streambed for falsework pad support, which would be later removed prior to removal of the water containment system. The Project will involve restoration activities on the island of giant reed (*Arundo donax*) located in the upper portion of Meadow Creek Lagoon as a part of mitigation efforts to offset Project impacts. The Project will also consist of road closure and establishment of alternative traffic routes. Construction is anticipated to take approximately nine months to complete.

ASSESSOR PARCEL NUMBER(S): 061-093-040, 061-093-048, 061-093-050, and 061-093-035

Latitude: 35 degrees 6' 18 " N Longitude: 120 degrees 37' 33" W **SUPERVISORIAL DISTRICT #** 4

B. EXISTING SETTING

PLAN AREA: San Luis Bay(Coaste **SUB**: **COMM:** Oceano

LAND USE CATEGORY: Recreation Public Facilities Commercial Retail

COMB. DESIGNATION: Coastal Original Jurisdiction Airport Review Archaeolgically Sensitive Flood Hazard

PARCEL SIZE: N/Aacres

TOPOGRAPHY: Nearly level

VEGETATION: Grasses Riparian Ornamental landscaping

EXISTING USES: Blue line creek residential airport

SURROUNDING LAND USE CATEGORIES AND USES:

North: Commercial Retail; multi-family residences	*East:* Recreation;
South: Public Facilities; residential airport	*West:* Recreation; residential

C. ENVIRONMENTAL ANALYSIS

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

COUNTY OF SAN LUIS OBISPO
INITIAL STUDY CHECKLIST

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

Aesthetics

Setting. The project is located in an area of varied uses. Surrounding uses include, residential, RV/camping and a County Park. The project will not be visible from any major public roadway or silhouette against any ridgelines as viewed from public roadways. The project is considered compatible with the surrounding uses.

Impact. Pursuant to the National Environmental Policy Act (NEPA) process, the Visual Impact Assessment Level was scored for this project. The result of the assessment was that the project would not result in adverse impacts to visual impacts and no formal visual analysis beyond the assessment was required (Immel 2014a). 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. 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. Vegetation including bulrush and Arroyo willows will be removed as a result of construction activities; however these species would be replanted at a 3:1 ratio

within/adjacent to the project area.

Mitigation/Conclusion. Vegetation removal activities would be mitigated through habitat restoration activities. 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) Convert prime agricultural land, per NRCS soil classification, to non-agricultural use?	☐	☐	☐	☒
b) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?	☐	☐	☐	☒
c) Impair agricultural use of other property or result in conversion to other uses?	☐	☐	☒	☐
d) Conflict with existing zoning for agricultural use, or Williamson Act program?	☐	☐	☐	☒
e) Other: _____	☐	☐	☐	☐

Agricultural Resources

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

Land Use Category: Recreation, Commercial, Public Facility

Historic/Existing Commercial Crops: None

State Classification: Not prime farmland

In Agricultural Preserve? No

Under Williamson Act contract? No

According to the San Luis Obispo County (Coastal Part) soil survey (NRCS, 2014), the northern portion of the BSA is underlain with Dune Land soil (sand), while southern portion is underlain with the Mocho soil series (fine sandy loam). Soils which form the basin of Meadow Creek Lagoon consist of Psamment and Fluvent orders (sediments). A soil survey map is provided in the Jurisdictional Determination Report (Padre 2014).

Impact. The project is not located on prime farmland. The project is located in a predominantly non-agricultural area with no agricultural activities occurring on the property or immediate vicinity. No significant impacts to agricultural resources are anticipated.

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

3. AIR QUALITY

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

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 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:

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

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

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

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

It should be noted that projects that generate less than the above mentioned thresholds will also participate in emission reductions because air emissions, including GHGs, are under the purview of the California Air Resources Board (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.

According to the SLOAPCD Naturally Occurring Asbestos (NOA) Map for San Luis Obispo County, the project site is not located in or near an area that has the potential to contain naturally occurring asbestos.

Impact. As proposed, the project will result in the temporary disturbance of approximately 1 acre. 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 PM10 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.

The project referral noted that the bridge was sampled for both lead and asbestos. No asbestos was identified, but the paint on the bridge tested positive for lead. Refer to Hazards and Hazardous Materials for mitigation measures that will be implemented to reduce impacts as a result of lead based paint.

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 below mitigation measures, suggested by County APCD, will further reduce impacts, but they are not necessary to reduce a significant impact.

[AQ-1] California Diesel Idling Regulations

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

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

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

b) Off-road diesel equipment shall comply with the 5 minute idling restriction identified in Section 2449(d)(2) of the California Air Resources Board's In-Use Off-Road Diesel Regulation.

c) Signs must be posted in the designated queuing areas and job sites to remind drivers and operators of the state's 5 minute idling limit.

d) The specific requirements and exceptions in the regulations can be reviewed at the following web sites: www.arb.ca.gov/msprog/truck-idling/2485.pdf and

www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf.

[AQ-2] Diesel Idling Restrictions Near Sensitive Receptors

In addition to the State required diesel idling requirements, the project applicant shall comply with these more restrictive requirements to minimize impacts to nearby sensitive receptors (residences):

a) Because staging and queuing areas will be within 1,000 feet of sensitive receptors, the following measures will be enforced to minimize sensitive receptor impacts;

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

c) Use of alternative fueled equipment is recommended; and

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

[AQ-3] Proposed truck routes should be evaluated and selected to ensure routing patterns have the least impact to residential dwellings and other sensitive receptors, such as schools, parks, day care centers, nursing homes, and hospitals. If the project has significant truck trips where hauling/truck tips are routine activity and operate in close proximity to sensitive receptors, toxic risk as a result of diesel particulate matter needs to be evaluated.

[AQ-4] Reduce the amount of the disturbed area where possible.

[AQ-5] Use water trucks, APCD approved dust suppressants (see Section 4.3 in the CEQA Air Quality Handbook), or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site or exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60 minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. Please note that since water use is a concern due to drought conditions, the contractor of builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control. For a list of suppressants, see Section 4.3 of the CEQA Air Quality Handbook.

[AQ-6] All dirt stockpile areas should be sprayed daily and covered with tarps or other dust barriers as needed.

[AQ-7] All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeding, soil binders, or other dust controls are used.

[AQ-8] All of these fugitive dust mitigation measures shall be shown on grading and building plans.

[AQ-9] The contractor of builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity. Their duties shall include holidays and weekend periods when work may not be in progress.

[AQ-10] Should hydrocarbon contaminated soil be encountered during demolition or construction activities, the APCD must be notified as soon as possible and no later than 48 hours after affected material is discovered to determine if an APCD Permit will be required. In addition, the following measures shall be implemented immediately after contaminated soil is discovered:

- Covers on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;
- Contaminated soils shall be covered with at least six inches of packed uncontaminated soil or other TPH-non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate;
- Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;
- The air quality impacts from the excavation and haul trips associated with removing the contaminated soil must be evaluated and mitigated if total emissions exceed the APCD's construction phase thresholds;
- During soil excavation, odors shall not be evident to such a degree as to cause public nuisance; and
- Clean soil must be segregated from contaminated soil.

[AQ-11] All notification and permitting determination requests shall be directed to the APCD Engineering Division at (805) 781-5912.

[AQ-12] Proper abatement of lead before demolition of the structure must be performed in order to prevent the release of lead from the site. Sandblasting or removal of paint by heating with a heat gun can result in significant emissions of lead. Depending on removal method, an APCD permit may be required. Contact the APCD Engineering Division at (805) 781-5912 for more information. Approval of a lead work plan by the APCD is required and must be submitted ten days prior to the start of the demolition. For more information, contact the APCD Enforcement Division at (805) 781-5912 or for specific information regarding lead removal, please contact Cal-OSHA at (818) 901-5403. Additional information can also be found on line at http://www.epa.gov/lead.

[AQ-13] Portable equipment, 50 horsepower or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit. The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendices, page 4-4, in the APCD's 2012 CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers;
- Portable generators and equipment with engines that are 50 horsepower or greater;
- Electrical generation plants or the use of standby generator;
- Internal combustion engines;
- Rock and pavement crushing;
- Unconfined abrasive blasting operations;
- Tub grinders;
- Trommel screens; and
- Portable plants (e.g., aggregate plant, asphalt batch plant, concrete batch plant, etc.).

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

*** Species – as defined in Section15380 of the 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. The following are existing elements on or near the proposed project relating to potential biological concerns:

On-site Vegetation: Vegetation communities and other habitat types present within the BSA include *Salix lasiolepis* Shrubland Alliance (Arroyo willow thickets), *Schoenoplectus californicus* Herbaceous Alliance (California bulrush marsh), Ruderal, *Arundo donax* stand (giant reed stand) (Padre 2015a), Ornamental, Open Water, and Developed.

Name and distance from blue line creek(s): The project crosses Meadow Creek Lagoon

Padre Associates, Inc. conducted a desktop review and field studies as a part of their preparation of a Biological Assessment and Natural Environmental Study they prepared for the project (Padre Associates, Inc. 2015a, b). A query of the CDFW California Natural Diversity Database (CNDDB) was conducted to identify reported occurrences of special-status plant and wildlife species and sensitive habitats within the regional area surrounding and including the project site. The CNDDB query included the Oceano, Pismo Beach, Arroyo Grande NE, Tar Spring Ridge, Nipomo, Guadalupe, Point Sal, and Santa Maria United States Geological Survey (USGS) 7.5-minute quadrangle (CDFW 2014). The USFWS Critical Habitat Portal (2014) was also used to determine location of critical habitat for federally listed species that may potentially occur in the region.

Following the desktop review and field surveys, and a jurisdictional determination of waters/wetlands were completed (Padre 2014). All surveys were completed within the project area in accordance to standards that satisfy federal, state, and local survey guidelines. Habitat types existing within the project area include willow thickets (riparian), bulrush marsh, and ruderal habitat within the community park, nearby campgrounds, and surrounding roads. Meadow Creek Lagoon is hydrologically connected through a set of flap gates located in an earthen levee to the Arroyo Grande Creek Lagoon, which in turn drains to the Pacific Ocean.

Special-status plant species have been documented outside the project area, within the region of the project site (within ten miles); however, no special-status plant species were observed during the botanical surveys conducted within the project area during the appropriate blooming periods.

Federally-listed south central California coast steelhead (*Oncorhynchus mykiss irideus*) and tidewater goby (*Eucyclogobius newberryi*) are presumed to occur within the project area as they have been previously documented within the vicinity. Tenera Environmental initiated one tidewater goby seining event per United States Fish and Wildlife Service (USFWS) protocol and no tidewater goby was documented. The scheduled second seining event was cancelled subsequent to correspondence with the USFWS because presence of tidewater goby in the Meadow Creek Lagoon was established near the flap gates on July 29, 2014. California red-legged frog (*Rana draytonii*), federally threatened, has been previously documented in Meadow Creek Lagoon, and was observed in the lower portion of Meadow Creek Lagoon within the project area by Padre Biologists during a nighttime field survey.

Willow flycatcher (*Empidonax triallii*) has been detected within Meadow Creek, upstream of the project site, and may occur within the riparian areas within the project area. There are three subspecies of willow flycatcher that occur in California, each are State listed and one is federally listed (southwestern willow flycatcher [*E. t. extimus*]). It is unknown which subspecies was documented near the project site; however, willow flycatcher are a migratory species that could occur outside typical nesting and wintering grounds during periods of migration. The project site also supports suitable habitat for least Bell's vireo (*Vireo bellii pusillus*) and yellow-billed cuckoo (*Coccyzus americanus*). These species, including willow flycatcher, may frequent the area during migration; however, they are not likely to nest within the project site due to lack of suitable nesting habitat and high human activity and disturbance. Additionally, no documented nesting pairs of these species have been documented in the vicinity of the project.

The project site supports suitable habitat for Blainville's (coast) horned lizard (*Phrynosoma bainvillii*), California (silvery) legless lizard (*Anniella pulchra*), and southern western pond turtle (*Actinemys pallida*). The horned lizards and legless lizards may occur in the soils and leaf litter within the project area. Southern western pond turtles were observed within the project area during 2014 spring field surveys basking on logs and rocks along the margin of the lagoon.

Project activities will be completely isolated from the Meadow Creek Lagoon with a containment system utilizing sheet piles, sandbags, and/or water filled bladder dams with pipes. The diversion will be in place from June 1 to October 31. Any temporary fill associated with diversion and dewatering activities will be removed at the end of construction, returning the lagoon to its original condition. Diversion pipes may be installed to equalize the water level on either side of the containment system, as necessary. It is likely that some surface water and groundwater will be encountered within the work area after the containment system has been installed; therefore, a dewatering system that pumps water outside of the containment system, and utilizes a baker tank or settling basin, will be available and implemented as necessary.

Impact. Project activities will be completely isolated from the Meadow Creek Lagoon with a containment system. Temporary impacts will result from staging and access required to construct the new bridge. The project has the potential to impact state and federal jurisdictional waters. Impacts to jurisdictional areas will be required to accommodate construction activities which include a temporary diversion.

Project related noise and increased human activity may indirectly disturb bird foraging patterns. If present, southwestern willow flycatcher, California black rail, western yellow-billed cuckoo, tricolored blackbird, and/or California least tern could be temporarily displaced into adjacent habitat and likely experience greater competition for food. The implementation of the avoidance and minimization measures such as appropriate timing of vegetation removal, pre-activity surveys, revegetation of willow thickets and bulrush marsh, and exclusion zones will avoid the potential for effects to these species.

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.

Based on site conditions and the life histories of the considered wildlife species, it was determined that the project could impact California red-legged frog, steelhead, and tidewater goby. These species could be impacted during use of heavy equipment if individuals are killed or injured. Project related noise and increase human activity may also indirectly impact the species. Temporary impacts to these species could be associated with dewatering/diversion of the water within the project area, use of heavy equipment operation in channel, bridge construction activities, and removal of existing wood piles. If present during project activities, individuals could be stranded in dewatered portions of the creek, caught in dewatering pumps, impede dispersal routes, restrict foraging habitat, and/or made vulnerable to predation from foraging birds and mammals. However, these impacts will be mitigated with the presence of qualified biologists surveying for and moving California red-legged frogs, steelhead, and tidewater gobies outside of the project site to suitable habitat. Indirect impacts could include increased sediment deposition within the lagoon, which could adversely impact water quality. However, this would be mitigated through the use of appropriate avoidance and minimization measures discussed below.

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.

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

[BR-1] Pre-activity surveys will be completed prior to Project staging and initial ground disturbing activities by a qualified biologist.

[BR-2] If work is scheduled to occur between February 15 and September 1, a qualified biologist experienced in bird identification and nest searches will conduct a pre-construction bird survey prior to the onset of work activities, including vegetation removal. If the species is identified in the PIA, Project activities will stop until the bird leaves the PIA and Caltrans will be notified. Caltrans will notify USFWS and the County will notify CDFW if further direction is required.

[BR-3] In the event a nest is identified, appropriate buffers shall be incorporated into the Project plans to ensure the protection of the nest. Buffers will be delineated by a qualified biologist based on coordination with Caltrans and based on an appropriate distance to minimize disturbance to the active nest.

[BR-4] If a southwestern willow flycatcher, yellow-billed cuckoo, yellow warbler, or least Bell's vireo is found nesting within the PIA, all activities that could result in take of these species will be stopped and Caltrans shall be notified. Caltrans will notify the USFWS and the County will notify CDFW regarding next steps.

[BR-5] If a California least tern or California black rail is found nesting, vegetation removal should be scheduled prior to the nesting bird season, between March 15 and September 15; however, in the event Project activities are scheduled during the nesting bird season, when there is a greater likelihood for black rail to occur, a nesting bird survey shall be completed by a qualified biologist with experience in bird identification prior to vegetation removal. If a least tern or black rail are found nesting within the Project area, all activities that could result in take of this species will be stopped and Caltrans shall be notified. The County will notify CDFW regarding next steps.

[BR-6] If tricolored blackbirds are found nesting within the PIA, all activities that could result in take of this species will be stopped and Caltrans shall be notified. The County will notify the CDFW regarding next steps.

[BR-7] All Minimization of Adverse Effects listed in the Programmatic Biological Opinion (USFWS, 2011) must be implemented for all Project activities.

[BR-8] A biologist will conduct a training session for all construction personnel before construction is initiated. The training will include a description of California red-legged frog, steelhead, tidewater goby, southern western pond turtle, coast horned lizard, silvery legless lizard, two-striped garter snake and their habitats, specific measures to be implemented at the site to protect these species, and a description of the project boundaries.

[BR-9] During project activities, trash that may attract predators will be properly contained, removed

from the work site and disposed regularly. Following construction, trash and construction debris will be removed from the project work areas.

[BR-10] All refueling, maintenance and staging of equipment and vehicles will occur at least 60 feet from riparian and wetland habitat.

[BR-11] During construction, all project-related hazardous material spills will be cleaned up immediately. Spill prevention and cleanup materials will be on-site at all times during construction.

[BR-12] Fencing will be placed along the project limits to prevent inadvertent loss or damage to adjacent riparian vegetation.

[BR-13] If authorized by the USFWS, tidewater goby found in the work area will be captured and relocated by a qualified biologist to suitable habitat.

[BR-14] If the work site is to be temporarily dewatered by pumping, intakes will be completely screened with wire mesh no larger than 0.2 inch to prevent steelhead from entering the pump system. Filters will be monitored by a biologist and checked regularly to remove debris. Upon completion of construction activities, any diversions or barriers to flow will be removed in a manner that would allow flow to resume with the least disturbance to the substrate. Alteration of the lagoon bed will be minimized to the maximum extent possible.

[BR-15] A qualified biologist experienced in handling turtles will be on-site during initial ground disturbance and available throughout the duration of the Project to relocate pond turtles to suitable habitat.

[BR-16] Best management practices to avoid erosion and sedimentation will be implemented according to an approved storm water pollution prevention plan.

[BR-17] In-lagoon diversion berms, dams, bladders, pipelines or conduits, or another agency-approved method will be installed prior to construction activities to isolate the work area. Dewatering of the work area will likely be necessary to provide a dry work area.

[BR-18] To avoid conflicts with sensitive species, in-stream construction activities will be planned for periods between June 1 and October 31, or periods when the project site at its lowest flow.

[BR-19] The diversion will be implemented such that diverted surface flow is returned to downstream waters.

[BR-20] If authorized by the USFWS, tidewater goby found in the work area will be recaptured and relocated by a qualified biologist to suitable habitat within the lagoon.

[BR-21] The diversion structure will be in place prior to beginning diversion of surface flow.

[BR-22] Non-erosive materials (e.g., clean gravel-filled bags, sheet pile, metal/rubber/plastic bladders) will be used to construct the diversion structure.

[BR-23] Disturbed areas of the lagoon will be conformed to existing lagoon grades prior to restoring flow to the original channel.

[BR-24] Silty or turbid water produced from dewatering or other activities will not be discharged into the lagoon until allowed to settle prior to discharge.

[BR-25] Use of heavy equipment in flowing water will be avoided to the maximum extent practicable.

[BR-26] The bed and banks of the project site will be restored immediately following the completion of construction work.

[BR-28] Riparian habitat removed by the project will be restored to enhance fish habitat.

[BR-29] Prior to construction, the County shall obtain all necessary permits, approvals, and authorizations from jurisdictional agencies. These may include, but may not be limited to: (1) ACOE, Section 404 Nationwide Permit 43; (2) RWQCB, Section 401 Water Quality Certification; and (3) CDFW, Section 1602 Streambed Alteration Agreement for activities within the tops of banks or outer edges of riparian canopies (whichever is furthest from the streambed) of Meadow Creek Lagoon. The County shall adhere to all conditions included within these permits, approvals, and authorizations.

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

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

The proposed Project is located within the ethnographic territory of the Chumash, who inhabited the Coast Ranges between San Simeon and Malibu. The Oceano Dunes are part of the larger Pismo-Callender-Guadalupe dune complex, the largest dune field in California. The Oceano Dunes include about 4 miles of beach backed by sand dunes between the mouth of Arroyo Grande Creek and Oso Flaco Lake and extend inland about 2 miles. The Oceano Dunes are in the southern portion of San Luis Obispo County and Chumash Obispeño dialect speakers and their ancestors have occupied this region for over 10,000 years.

Impact. A previously recorded archaeological site was identified within the project area during a cultural resources inventory conducted by Garcia and Associates (GANDA); therefore, GANDA completed an Extended Phase I Survey for the project (GANDA 2015) based on a recommendation received from Caltrans. Because the project is receiving federal funding from the U.S. Federal Highway Administration (FHWA), Caltrans is acting as the lead federal agency for Section 106 of the Historic Preservation Act. Extended Phase I survey represents an intensification of the initial archaeological survey and is undertaken only when additional information is needed to ensure adequate definition of an archaeological site. An Extended Phase I survey resolves questions concerning site boundaries, and/or the presence/absence of a subsurface cultural deposit, if these cannot be resolved from surface survey alone. No prehistoric artifacts, features, or evidence of intact cultural activities were observed during testing and the project is not anticipated to impact archaeological, historical, or paleontological resources.

It is Caltrans' policy to avoid cultural resources whenever possible. If buried cultural materials are encountered during construction, it is Caltrans' policy that work will stop in that area until a qualified archaeologist can evaluate the nature and significance of the find. Additional survey will be required if the project changes to include areas not previously surveyed.

State law under Assembly Bill 52 (Public Resources Code Section 21080.3.1) (AB 52) allows California Native American tribes 30 days to request consultation regarding possible significant effects that implementation of the proposed project may have on tribal cultural resources. The local tribes were contacted for comments via letter and email notification. The 30-day comment period for the AB-52 consultation ended on September 15, 2015. Only one comment was received; this was from the Santa Ynez Band of Chumash Indians. The Santa Ynez Tribe defers to the local tribes (Freddy Romero, pers. comm. 2015).

Mitigation/Conclusion. No impacts to archaeological, historical, or cultural resources are anticipated to occur as a result of the project, and no mitigation measures are necessary.

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

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

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

Topography: Nearly level

Within County's Geologic Study Area?: No

Landslide Risk Potential: Low

Liquefaction Potential: Moderate

Nearby potentially active faults?: No Distance? Not applicable

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

Shrink/Swell potential of soil: Negligible

Other notable geologic features? None

Geology and Soils

The project is not within a Geologic Study area designation or within a high liquefaction area. The effects of the site's geology and soils on the proposed new bridge were evaluated in a geotechnical study prepared for the project (Kleinfelder, Inc. 2014).

According to the Natural Resources Conservation Service Soil Survey, soils on the project site are described as Dune Land, Mocho Fine Sandy Loam, Oceano Sand (0 to 9 percent slopes), Psamments and Fluvents (wet), and Water. The Project footprint consists of Water, Psamments and Fluvents (wet), and Dune Land along the northern bank (Padre Associates, Inc. 2015c).

Impact. As proposed, the project will result in the temporary disturbance of approximately 1.08 acres and the permanent disturbance of approximately 0.5 acre. Although the Project area contains moderately liquefiable soils, 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 Biological Resources section relating to erosion control (BR-16, -22, -24).

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) Create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school?	☐	☐	☒	☐

7. HAZARDS & HAZARDOUS MATERIALS - *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
d) Be located on, or adjacent to, a site which is included on a list of hazardous material/waste sites compiled pursuant to Gov't Code 65962.5 ("Cortese List"), and result in an adverse public health condition?	☐	☐	☐	☒
e) Impair implementation or physically interfere with an adopted emergency response or evacuation plan?	☐	☐	☒	☐
f) If within the Airport Review designation, or near a private airstrip, result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
g) Increase fire hazard risk or expose people or structures to high wildland fire hazard conditions?	☐	☐	☐	☒
h) Be within a 'very high' fire hazard severity zone?	☐	☐	☐	☒
i) Be within an area classified as a 'state responsibility' area as defined by CalFire?	☐	☐	☐	☒
j) Other: _____	☐	☐	☐	☐

Setting. The project is not located in an area of known hazardous material contamination. The project is not on or adjacent to a site which is included on a list of hazardous material/waste sites compiled pursuant to Government Code 65962.5 ("Cortese List"), nor will the project result in an adverse public health condition. The project is not within a 'high' or 'very high' severity risk area for fire. The project is located within an Airport Review area; however, coordination with the Oceano County Airport has occurred and will continue to occur regarding proposed construction dates and appropriate flagging of construction equipment that meets their designated height limit.

The Initial Site Assessment prepared for the project (Drake Haglan & Associates 2015) identified the following potential hazards:

- Impacts associated with the presence of lead-based paint due to the age and demolition of the existing bridge.
- The presence of creosote treated timber due to the material and demolition of the existing bridge.
- The presence of aerially deposited lead due to the age of the roadway alignment.

Impact. The project does not propose the use of hazardous materials, nor the generation of hazardous wastes. 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 Initial Site

Assessment provides mitigation measures to offset potential impacts resulting from lead-based paint, aerially deposited lead, and creosote-treated timbers.

Mitigation/Conclusion. The following mitigation measures identified in the Initial Site Assessment prepared for the project will bring impacts as a result of Hazards and Hazardous Materials to a less than significant level:

[HHM-1] For this project, treated wood waste will be managed and disposed of as hazardous waste according to Alternative Management Standards even if not tested.

[HHM-2] Prior to the onset of the project, the contractor must prepare a Health and Safety Plan which will include procedures to follow if contaminated soil or groundwater are encountered; testing of unknown substances; and handling and disposal procedures for potentially hazardous materials. Any unknown substances should be tested, handled and disposed of in accordance with appropriate federal, state and local regulations.

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

Setting. The project is within the Airport Review designation for the Oceano County Airport. Noise impacts resulting from construction associated with this bridge replacement project will be of a short duration, during normal work hours, and temporary in nature. It is not expected that County noise standards will be exceeded as a result of the Project. The 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. The Project is not expected to conflict with the surrounding uses.

As a part of the NEPA process, noise levels were measured at four locations surrounding the project site. Measurements were conducted on November 14th and 27th, 2013 using a Larson-Davis LXT Type 1 Precision Integrating Sound Level Meter. Measurements were conducted for 15 minutes. The noise environment of the Project area is dominated by local vehicle traffic on Air Park Drive. Other noise sources include air traffic from the adjacent Oceano Airport, outdoor landscaping activities at nearby residences, passing railroad traffic and some wildlife (primary gulls, geese and other bird species). The U.S. Federal Highway Administration Roadway Construction Noise Model was used to estimate construction noise at residential noise receivers. Equipment assumed to be operating included a drill rig, dozer, jack hammer and excavator. No shielding was assumed for construction activities (Immel 2014b).

Impact. It was determined that no further analysis was needed for traffic related noise and construction noise levels are anticipated to be 85.0 dBA at the nearest sensitive receptor located directly adjacent to the bridge. These estimated construction noise levels are in compliance with the County of San Luis Obispo Municipal Code construction hour requirements. Additionally, no long-term traffic related noise impacts will result from this bridge replacement project (Immel 2014b).

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

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

Setting. Bridge replacement activities are not anticipated to result in substantial growth, development, or create a need for substantial housing in the community of Oceano. The project is not anticipated to displace existing housing or people or require construction of replacement housing. Additionally, the project will not result in substantial use of fuel or energy.

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 significant population and housing impacts are anticipated. No significant impacts are anticipated, and no mitigation measures are necessary.

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

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

Police: County Sheriff Location: Approximately 0.7 mile east of the project site

Fire: Community Service District Hazard Severity: Response Time: 5-10 minutes

Location: Approximately 0.7 mile east of the project site

School District: Lucia Mar Unified School District.

Impact. 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 other adjacent roadways (e.g., Lakeside Avenue, Norswing Drive, and Pier Avenue) would allow vehicle access to continue servicing this general area and there would be no increase in population or traffic. The proposed project involves replacement of a deficient bridge, and would therefore improve that safety for the public using this portion of Air Park 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 hauled to an appropriate facility. For additional information regarding fire hazard impacts, go to the 'Hazards and Hazardous Materials' section.

There are several utilities at the Project site, including overhead electrical, telephone, and cable lines, as well as underground sewer, water, and gas lines. Temporary relocation of the communication lines and relocation and/or de-energizing the overhead electrical lines will be required during construction. The underground utilities will also have to be temporarily relocated or, if practicable, shutoff until the new bridge is constructed, at which point they will be permanently relocated.

Mitigation/Conclusion. No significant public services/utilities impacts are anticipated and no mitigation measures are necessary.

11. RECREATION

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

Setting. The County's Parks and Recreation Element does not show that a potential trail goes through the proposed project. The Juan Bautista de Anza National Historic Trail is east of the project site but does not cross the project site. The project is not proposed in a location that will affect any trail, park, recreational resource, coastal access, and/or Natural Area.

Impact. The proposed project will not create a significant need for additional park, Natural Area, and/or recreational resources.

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

12. TRANSPORTATION/CIRCULATION

Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) *Increase vehicle trips to local or areawide circulation system?*	☐	☐	☒	☐
b) *Reduce existing "Level of Service" on public roadway(s)?*	☐	☐	☒	☐
c) *Create unsafe conditions on public roadways (e.g., limited access, design features, sight distance, slow vehicles)?*	☐	☐	☒	☐
d) *Provide for adequate emergency access?*	☐	☐	☒	☐
e) *Conflict with an established measure of effectiveness for the performance of the circulation system considering all modes of transportation (e.g. LOS, mass transit, etc.)?*	☐	☐	☐	☒
f) *Conflict with an applicable congestion management program?*	☐	☐	☐	☒
g) *Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?*	☐	☐	☒	☐

12. TRANSPORTATION/CIRCULATION *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
h) Result in a change in air traffic patterns that may result in substantial safety risks?	☐	☐	☒	☐
i) Other: _____	☐	☐	☐	☐

Setting/Impact. Air Park Drive will be closed during construction; however, the County campground west of the bridge and the Elks Lodge and residences north of the bridge will remain accessible. Vehicles that would typically use Air Park Drive will be routed onto adjacent roadways including Norswing Drive, Mendel Drive, and Lakeside Drive, which serve the same area for residential and recreational uses.

Vehicles accessing the work area and staging areas will travel from Highway 1, to Pier Avenue, onto the west end of Air Park Drive and/or from Pier Avenue, to Norswing Drive, to Mendel Drive, and onto the east end of Air Park Drive

Equipment and materials may be staged within the Oceano County Airport parking lot located immediately to the south east of the bridge construction area off Air Park Drive or within the County-owned vacant lot immediately to the north of the airport parking lot.

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

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

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

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

Setting.
The project is within the Cienega Valley watershed. The topography of the project is nearly level Meadow Creek Lagoon runs through the project site. As described in the NRCS Soil Survey, the soil surface is considered to have low erodibility.

Water quality within Meadow Creek Lagoon 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 60 feet from any riparian habitat or water body. Measures to control dust will be implemented as well.

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? Yes

Closest creek? Meadow Creek Distance? Meadow Creek lagoon runs through project site

SEDIMENTATION AND EROSION –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 drainage characteristics: Well drained

Soil erodibility: Low

In response to the CEQA notification (project referral form), the Regional Water Quality Control Board stated that they have no major concerns with the project at this time (Paula Richter, pers. comm. 2015).

Impact – Water Quality/Hydrology

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

- ✓ Approximately 1.58 acres of site disturbance is proposed;
- ✓ The project will be disturbing over an 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;
- ✓ 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 site is within the dam inundation area for Lopez Dam; however, the project is not exposing people to a risk of loss, injury or death resulting from flooding. 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 at the site would be localized and return of pumped water to the stream would prevent any decrease in groundwater in Meadow Creek Lagoon.

Mitigation/Conclusion. Degradation to water quality within Meadow Creek Lagoon before and during construction activities would be mitigated by the implementation of a dewatering and diversion plan, mitigation and monitoring plan, and best management practices to prevent erosion/sedimentation. The County is also required to obtain a permit from the Regional Water Quality Control Board prior to commencement of site disturbance (Mitigation Measures BR-10, -11, -16, -17, -19, -21, -22, -24, -25, and -29).

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.

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

Land Use

Setting/Impact. Surrounding uses are identified on Page 3 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, County Parks, Environmental Health, etc.) on August 13, 2015. The project was found to be consistent with these policies (refer also to Exhibit A on reference documents used).

The project is not within a Habitat Conservation Plan area. The project is adjacent to or near two proposed Habitat Conservation Plan (HCP) areas: the County Zone 3 Flood Control and Water Conservation District's Lopez Water Project HCP and California Department of Parks and Recreation's Oceano Dunes State Vehicular Recreation Area HCP. However, neither plan has been finalized nor permitted. The project will not interfere with either plan's conservation efforts. The project is consistent or compatible with the surrounding uses as summarized on page 3 of this Initial Study.

Mitigation/Conclusion. No inconsistencies were identified and therefore no additional measures above what will already be required were determined necessary.

16. MANDATORY FINDINGS OF SIGNIFICANCE *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) ***Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important***				

examples of the major periods of California history or pre-history?	☐	☐	☒	☐

b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	☐	☐	☐	☒
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

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

Exhibit A - Initial Study References and Agency Contacts

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

Contacted	Agency	Response
☐	County Public Works Department	**Not Applicable**
☒	County Environmental Health Services	**None**
☐	County Agricultural Commissioner's Office	**Not Applicable**
☒	County Airport Manager	**None**
☐	Airport Land Use Commission	**Not Applicable**
☒	Air Pollution Control District	**Attached**
☐	County Sheriff's Department	**Not Applicable**
☒	Regional Water Quality Control Board	**In File****
☒	CA Coastal Commission	**None**
☒	CA Department of Fish and Wildlife	**None**
☐	CA Department of Forestry (Cal Fire)	**Not Applicable**
☐	CA Department of Transportation	**Not Applicable**
☒	Oceano Community Services District	**None**
☒	Other County Parks	**In File****
☒	Other Oceano Advisory Council	**None**

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

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

☒ Project File for the Subject Application

County documents

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

Other documents

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

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

Drake Haglan & Associates. 2015. Air Park Drive Bridge Replacement Project Initial Site Assessment. January 2015. 14 pp + appendices.

Immel, Kidd. 2014a. San Luis Obispo County Public Works Department Memorandum: Air Park Drive at Oceano Lagoon Bridge Replacement Project Scenic Resource Evaluation and Visual Impact Assessment Memorandum. Prepared for California Department of Transportation, District 5.

Immel, Kidd. 2014b. San Luis Obispo County Public Works Department Memorandum: Air Park Drive at Oceano Lagoon Bridge Replacement Project Noise Technical Memorandum. Prepared for California Department of Transportation, District 5.

Kleinfelder, Inc. 2014. Preliminary Foundation Report, Air Park Drive at Oceano Beach Lagoon (Replacement), State Bridge No. 49C-0125, San Luis Obispo County, California. Prepared for Drake Haglan and Associates. March 7, 2014. 26 pp + appendices.

Padre Associates, Inc. 2015a. Air Park Drive at Oceano Lagoon Bridge Replacement Project Biological Assessment. 71 pp + appendices.

Padre Associates, Inc. 2015b. Air Park Drive at Oceano Lagoon Bridge Replacement Project Natural Environment Study. 110 pp + appendices.

Padre Associates, Inc. 2015c. Jurisdictional Determination Report for the Air Park Drive Bridge Replacement Project, Oceano, San Luis Obispo County, California. Prepared for San Luis Obispo County Department of Public Works. 19 pp + appendices.

Romero, Freddy. Santa Ynez Band of Mission Indians. Personal Communication. September 1, 2015.

Richter, Paula. Regional Water Quality Control Board. Personal Communication. August 25, 2015.

U.S. Fish and Wildlife Service. 2011. Programmatic Biological Opinion for Projects Funded or Approved under the Federal Highway Administration's Federal Aid Program (8-8-10-F-58). Dated: May 4, 2011.

Mitigation Monitoring Plan

The purpose of a Mitigation Monitoring Plan is to provide a program to examine, document and record compliance with the environmental plans and specifications pertinent to the proposed project, in order to comply with Section 21081.6 of the California Environmental Quality Act (CEQA). This plan provides the standards and methods necessary to ensure and document the implementation of the environmental mitigation measures which have been included in the project description as well as with the conditions of approval placed on project permits. Responsibility for ensuring successful implementation of the Mitigation Monitoring Plan lies with the County of San Luis Obispo, as the project proponent and Lead Agency for the project under CEQA.

If the recommended mitigation measures and monitoring plan are implemented successfully, the potential significant adverse effects stemming from project construction will be reduced to a level of insignificance.

Mitigation monitoring will be carried out by the Environmental Programs Division of the County's Department of Public Works. The Environmental Programs Division provides environmental services to the Department of Public Works, including mitigation compliance and monitoring, with CEQA oversight by the County's Environmental Coordinator.

Upon approval of the CEQA document, and issuance of all required permits, the Environmental Programs Division will assign internal responsibility for compliance with each mitigation measure to one or more members of the project team. Responsible parties include the Environmental Programs Division, the Project Manager (PM), the Resident Engineer (RE), and/or on-site monitors.

Mitigation measures are organized into project design, pre-construction, construction, and post construction tasks. Compliance with mitigation measures is documented in the project file through written reports, accompanied by project photos where necessary. Post construction monitoring of revegetation and other project components is documented by yearly reports, on a schedule typically determined by one or more of the project permits. Depending on the complexity of the post construction mitigation effort, tasks will be carried out by county staff or technical experts under contract to the County. Post construction monitoring is typically conducted for three to five years, depending on permit requirements and success criteria.

Where necessary, construction personnel will be required to attend a crew orientation meeting. The meeting will be conducted by the RE and will be used to acquaint the construction crews with the environmental sensitivities of the project site. The orientation meeting shall place an emphasis on the need for adherence to the mitigation measures and permit conditions as well as the need for cooperation and communication among all parties concerned (i.e., RE, Environmental Programs Division, Environmental Coordinator, construction personnel) in working together to solve problems and arrive at solutions in the field.

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] California Diesel Idling Regulations

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

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

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

b) Off-road diesel equipment shall comply with the 5 minute idling restriction identified in Section 2449(d)(2) of the California Air Resources Board's In-Use Off-Road Diesel Regulation.

c) Signs must be posted in the designated queuing areas and job sites to remind drivers and operators of the state's 5 minute idling limit.

d) The specific requirements and exceptions in the regulations can be reviewed at the following web sites: www.arb.ca.gov/msprog/truck-idling/2485.pdf and

www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf.

[AQ-2] Diesel Idling Restrictions Near Sensitive Receptors

In addition to the State required diesel idling requirements, the project applicant shall comply with these more restrictive requirements to minimize impacts to nearby sensitive receptors (residences):

a) Because staging and queuing areas will be within 1,000 feet of sensitive receptors, the following measures will be enforced to minimize sensitive receptor impacts;

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

c) Use of alternative fueled equipment is recommended; and

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

[AQ-3] Proposed truck routes should be evaluated and selected to ensure routing patterns have the least impact to residential dwellings and other sensitive receptors, such as schools, parks, day care centers, nursing homes, and hospitals. If the project has significant truck trips where hauling/truck tips are routine activity and operate in close proximity to sensitive receptors, toxic

risk as a result of diesel particulate matter needs to be evaluated.

[AQ-4] Reduce the amount of the disturbed area where possible.

[AQ-5] Use water trucks, APCD approved dust suppressants (see Section 4.3 in the CEQA Air Quality Handbook), or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site or exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60 minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. Please note that since water use is a concern due to drought conditions, the contractor of builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control. For a list of suppressants, see Section 4.3 of the CEQA Air Quality Handbook.

[AQ-6] All dirt stockpile areas should be sprayed daily and covered with tarps or other dust barriers as needed.

[AQ-7] All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeding, soil binders, or other dust controls are used.

[AQ-8] All of these fugitive dust mitigation measures shall be shown on grading and building plans.

[AQ-9] The contractor of builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity. Their duties shall include holidays and weekend periods when work may not be in progress.

[AQ-10] Should hydrocarbon contaminated soil be encountered during demolition or construction activities, the APCD must be notified as soon as possible and no later than 48 hours after affected material is discovered to determine if an APCD Permit will be required. In addition, the following measures shall be implemented immediately after contaminated soil is discovered:

- Covers on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;
- Contaminated soils shall be covered with at least six inches of packed uncontaminated soil or other TPH-non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate;
- Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;
- The air quality impacts from the excavation and haul trips associated with removing the contaminated soil must be evaluated and mitigated if total emissions exceed the APCD's construction phase thresholds;
- During soil excavation, odors shall not be evident to such a degree as to cause public nuisance; and
- Clean soil must be segregated from contaminated soil.

[AQ-11] All notification and permitting determination requests shall be directed to the APCD Engineering Division at (805) 781-5912.

[AQ-12] Proper abatement of lead before demolition of the structure must be performed in order to prevent the release of lead from the site. Sandblasting or removal of paint by heating with a heat gun can result in significant emissions of lead. Depending on removal method, an APCD permit may be required. Contact the APCD Engineering Division at (805) 781-5912 for more information. Approval of a lead work plan by the APCD is required and must be submitted ten

days prior to the start of the demolition. For more information, contact the APCD Enforcement Division at (805) 781-5912 or for specific information regarding lead removal, please contact Cal-OSHA at (818) 901-5403. Additional information can also be found on line at http://www.epa.gov/lead.

[AQ-13] Portable equipment, 50 horsepower or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit. The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendices, page 4-4, in the APCD's 2012 CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers;
- Portable generators and equipment with engines that are 50 horsepower or greater;
- Electrical generation plants or the use of standby generator;
- Internal combustion engines;
- Rock and pavement crushing;
- Unconfined abrasive blasting operations;
- Tub grinders;
- Trommel screens; and
- Portable plants (e.g., aggregate plant, asphalt batch plant, concrete batch plant, etc.).

BIOLOGICAL RESOURCES

[BR-1] Pre-activity surveys will be completed prior to Project staging and initial ground disturbing activities by a qualified biologist;

[BR-2] If work is scheduled to occur between February 15 and September 1, a qualified biologist experienced in bird identification and nest searches will conduct a pre-construction bird survey prior to the onset of work activities, including vegetation removal. If the species is identified in the PIA, Project activities will stop until the bird leaves the PIA and Caltrans will be notified. Caltrans will notify USFWS and the County will notify CDFW if further direction is required;

[BR-3] In the event a nest is identified, appropriate buffers shall be incorporated into the Project plans to ensure the protection of the nest. Buffers will be delineated by a qualified biologist based on coordination with Caltrans and based on an appropriate distance to minimize disturbance to the active nest.

[BR-4] If a southwestern willow flycatcher, yellow-billed cuckoo, yellow warbler, or least Bell's vireo is found nesting within the PIA, all activities that could result in take of this species will be stopped and Caltrans shall be notified. Caltrans will notify the USFWS and the County will notify CDFW regarding next steps.

[BR-5] If a California least tern or California black rail is found nesting, vegetation removal should be scheduled prior to the nesting bird season, between March 15 and September 15; however, in the event Project activities are scheduled during the nesting bird season, when there is a greater likelihood for black rail to occur, a nesting bird survey shall be completed by a qualified biologist with experience in bird identification prior to vegetation removal. If a least tern or black rail are found nesting within the Project area, all activities that could result in take of this species will be stopped and Caltrans shall be notified. The County will notify CDFW regarding next steps.

[BR-6] If tricolored blackbirds are found nesting within the PIA, all activities that could result in take of this species will be stopped and Caltrans shall be notified. The County will notify the CDFW regarding next steps.

[BR-7] All Minimization of Adverse Effects listed in the Programmatic Biological Opinion (USFWS, 2011) must be implemented for all Project activities.

[BR-8] A biologist will conduct a training session for all construction personnel before construction is initiated. The training will include a description of California red-legged frog, steelhead, tidewater goby, southern western pond turtle, coast horned lizard, silvery legless lizard, two-striped garter snake and their habitats, specific measures to be implemented at the site to protect these species, and a description of the project boundaries;

[BR-9] During project activities, trash that may attract predators will be properly contained, removed from the work site and disposed regularly. Following construction, trash and construction debris will be removed from the project work areas;

[BR-10] All refueling, maintenance and staging of equipment and vehicles will occur at least 60 feet from riparian and wetland habitat;

[BR-11] During construction, all project-related hazardous material spills will be cleaned up immediately. Spill prevention and cleanup materials will be on-site at all times during construction;

[BR-12] Fencing will be placed along the project limits to prevent inadvertent loss or damage to adjacent riparian vegetation.

[BR-13] If authorized by the USFWS, tidewater goby found in the work area will be captured and relocated by a qualified biologist to suitable habitat;

[BR-14] If the work site is to be temporarily dewatered by pumping, intakes will be completely screened with wire mesh no larger than 0.2 inch to prevent steelhead from entering the pump system. Filters will be monitored by a biologist and checked regularly to remove debris. Upon completion of construction activities, any diversions or barriers to flow will be removed in a manner that would allow flow to resume with the least disturbance to the substrate. Alteration of the lagoon bed will be minimized to the maximum extent possible;

[BR-15] A qualified biologist experienced in handling turtles will be on-site during initial ground disturbance and available throughout the duration of the Project to relocate pond turtles to suitable habitat;

[BR-16] Best management practices to avoid erosion and sedimentation will be implemented according to an approved storm water pollution prevention plan;

[BR-17] In-lagoon diversion berms, dams, bladders, pipelines or conduits, or another agency-approved method will be installed prior to construction activities to isolate the work area. Dewatering of the work area will likely be necessary to provide a dry work area;

[BR-18] To avoid conflicts with sensitive species, in-stream construction activities will be planned for periods between June 1 and October 31, or periods when the project site at its lowest flow;

[BR-19] The diversion will be implemented such that diverted surface flow is returned to downstream

waters;

[BR-20] If authorized by the USFWS, tidewater goby found in the work area will be recaptured and relocated by a qualified biologist to suitable habitat within the lagoon;

[BR-21] The diversion structure will be in place prior to beginning diversion of surface flow;

[BR-22] Non-erosive materials (e.g., clean gravel-filled bags, sheet pile, metal/rubber/plastic bladders) will be used to construct the diversion structure;

[BR-23] Disturbed areas of the lagoon will be conformed to existing lagoon grades prior to restoring flow to the original channel;

[BR-24] Silty or turbid water produced from dewatering or other activities will not be discharged into the lagoon until allowed to settle prior to discharge;

[BR-25] Use of heavy equipment in flowing water will be avoided to the maximum extent practicable;

[BR-26] The bed and banks of the project site will be restored immediately following the completion of construction work;

[BR-28] Riparian habitat removed by the project will be restored to enhance fish habitat; and,

[BR-29] Prior to construction, the County shall obtain all necessary permits, approvals, and authorizations from jurisdictional agencies. These may include, but may not be limited to: (1) ACOE, Section 404 Nationwide Permit 43; (2) RWQCB, Section 401 Water Quality Certification; and (3) CDFW, Section 1602 Streambed Alteration Agreement for activities within the tops of banks or outer edges of riparian canopies (whichever is furthest from the streambed) of Meadow Creek Lagoon. The County shall adhere to all conditions included within these permits, approvals, and authorizations.

HAZARDS AND HAZARDOUS MATERIALS

[HHM-1] For this project, treated wood waste will be managed and disposed of as hazardous waste according to Alternative Management Standards even if not tested.

[HHM-2] Prior to the onset of the project, the contractor must prepare a Health and Safety Plan which will include procedures to follow if contaminated soil or groundwater are encountered; testing of unknown substances; and handling and disposal procedures for potentially hazardous materials. Any unknown substances should be tested, handled and disposed of in accordance with appropriate federal, state and local regulations.

Appendix A: Plan Sheets

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No	TOTAL SHEETS
05	SLO	CR			X

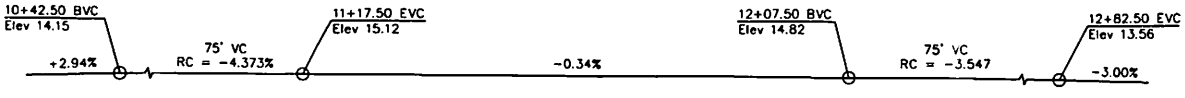
REGISTERED CIVIL ENGINEER X DATE

PLANS APPROVAL DATE

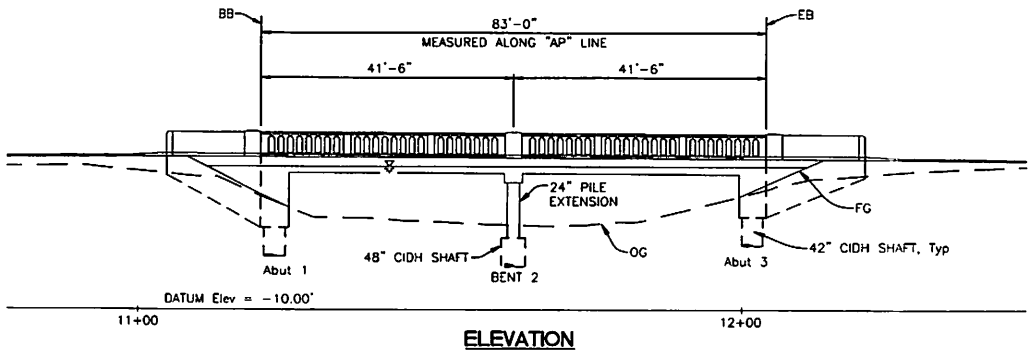
DRAKE HAGLAN AND ASSOCIATES OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET

REGISTERED PROFESSIONAL ENGINEER X Rev X Exp X CIVIL STATE OF CALIFORNIA

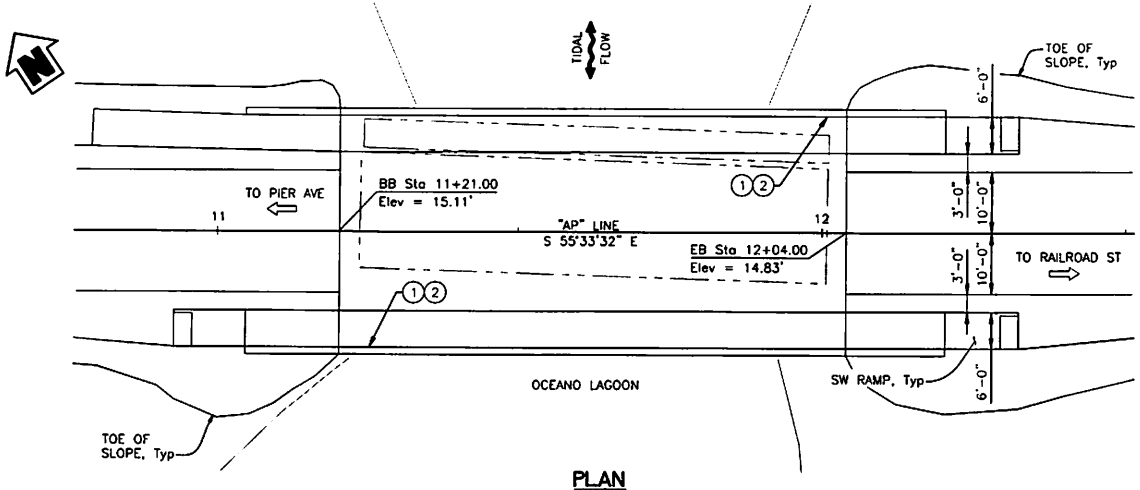
drake haglan AND ASSOCIATES
11060 White Rock Road, Suite 200
Rancho Cordova, CA 95670



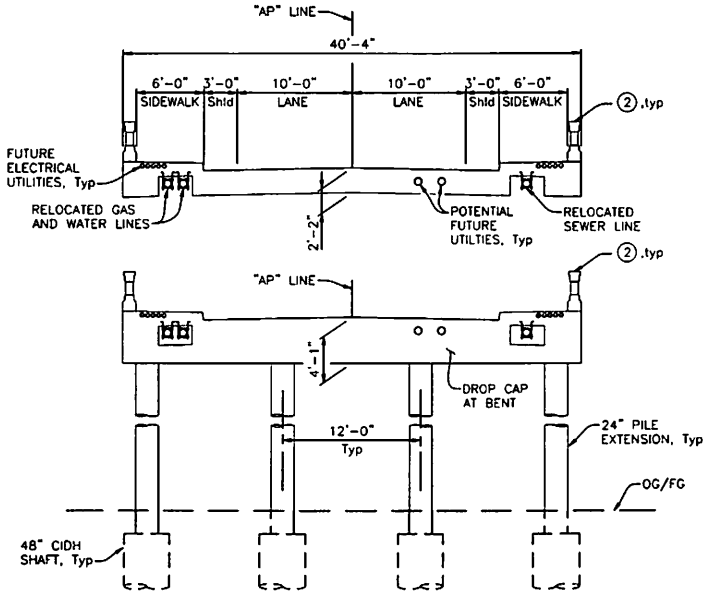
PROFILE GRADE
NO SCALE



ELEVATION
1" = 10'



PLAN
1" = 10'



TYPICAL SECTION
3/16" = 1'-0"

LEGEND:

- Indicates Direction of Water Flow (Tidal)
- Indicates Direction of Traffic
- Indicates Existing Bridge to be removed
- Indicates New Structure
- Indicates 100 Year Water Surface Elevation ≈ 13.5'

NOTES:

1. Paint Bridge Number, year completed and "Air Park Drive over Oceano Beach Lagoon"
2. Aesthetic Concrete Barrier

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL.

PRELIMINARY - 35% SUBMITTAL - NOT FOR CONSTRUCTION

DESIGN OVERSIGHT	DESIGN	BY M. BURGARD	CHECKED X	LOAD & RESISTANCE FACTOR DESIGN	LIVE LOADING: HL93 W/"LOW-BOY" AND PERMIT DESIGN VEHICLE
	DETAILS	BY K. DRESSBACH	CHECKED X	LAYOUT BY X	CHECKED X
SIGN OFF DATE	QUANTITIES	BY X	CHECKED X	SPECIFICATIONS BY X	PLANS AND SPECS COMPARED X

STRUCTURES DESIGN GENERAL PLAN SHEET (ENGLISH) (REV. 10/23/05)

ORIGINAL SCALE IN INCHES FOR REDUCED PLANS 0 1 2 3

PREPARED FOR THE
SAN LUIS OBISPO COUNTY
PUBLIC WORKS DEPARTMENT

PROJECT ENGINEER
CU
EA

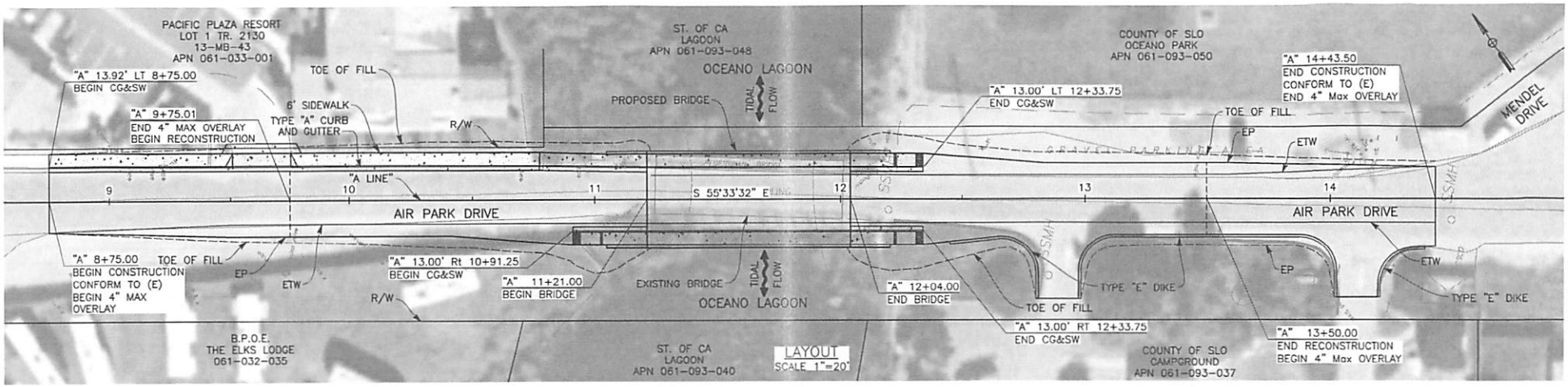
BRIDGE NO.	AIR PARK DRIVE
49C-0125	
POST MILE X	GENERAL PLAN

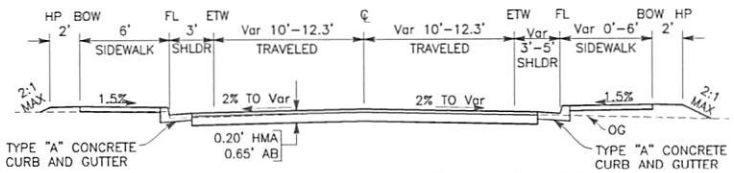
DISREGARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES | SHEET | OF

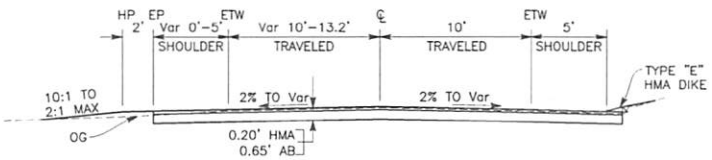
FILE => U:\13019 - Air Park Drive Bridge Replacement - SLO\400 Project Design Files\430 Bridges & Structures\Submittal 35%\Plans\AP-GP.dwg

STRUCTURES DESIGN GENERAL PLAN SHEET (ENGLISH) (REV 07-24-08)

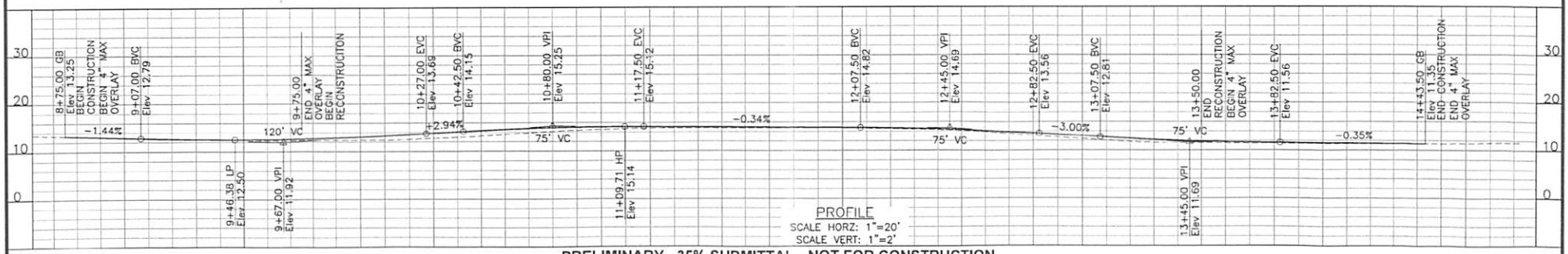




TYPICAL SECTION
STA 8+75.00 TO STA 11+21.00
STA 12+04.00 TO STA 12+33.75



TYPICAL SECTION
STA 12+33.75 TO STA 14+43.50



PROFILE
SCALE HORZ: 1"=20'
SCALE VERT: 1"=2'

PRELIMINARY - 35% SUBMITTAL - NOT FOR CONSTRUCTION

REVISION	DESCRIPTION	DATE

SAN LUIS OBISPO COUNTY
DEPARTMENT OF PUBLIC WORKS
1035 PALM STREET, SAN LUIS OBISPO, CALIFORNIA 93408
TEL (805) 781-5252
FAX (805) 781-1229

DESIGNED: L. LI
DRAWN: A. CASTLE-KEANE
CHECKED: D. MELIS
APPROVED: C. DRAKE

REGISTERED PROFESSIONAL ENGINEER
No. Exp. CIVIL STATE OF CALIFORNIA

drake haglan AND ASSOCIATES
11060 White Rock Road, Suite 200
Rancho Cordova, CA 95670

SPEC. NO.
PROJ. NO.

AIR PARK DRIVE BRIDGE REPLACEMENT

LAYOUT & TYPICAL SECTIONS

L-1

ORIGINAL SCALE: AS SHOWN

APPENDIX B: Comments on CEQA Referral Notice

100% Post Consumer Recycled Paper

SLO COUNTY apcd | Air Pollution Control District
San Luis Obispo County

August 28, 2015

Katie Drexhage
San Luis Obispo County Department of Public Works
County Government Center, Room 206
San Luis Obispo, CA 93408

SUBJECT: APCD Comments Regarding the Air Park Drive Bridge Replacement, Project 300430

Dear Ms. Drexhage,

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the proposed project located in Oceano, CA. The proposed project consists of the replacement of the Air Park Drive Bridge (Bridge #49C-0125) over Meadow Creek Lagoon.

The project will include:

- Dewatering existing lagoon;
- Removal of the existing bridge;
- Approach and roadway construction; and,
- Construction of a new bridge.

The following are APCD comments that are pertinent to this project.

As a commenting agency in the California Environmental Quality Act (CEQA) review process for a project, the APCD assesses air pollution impacts from both the construction and operational phases of a project, with separate significant thresholds for each. **Please address the action items contained in this letter that are highlighted by bold and underlined text**.

CONSTRUCTION PHASE

Construction Phase Idling Limitations

This project is in close proximity to nearby sensitive receptors (residences). Projects that will have diesel powered construction activity in close proximity to any sensitive receptor shall implement the following mitigation measures to ensure that public health benefits are realized by reducing toxic risk from diesel emissions:

To help reduce sensitive receptor emissions impact of diesel vehicles and equipment used to construct the project, the applicant shall implement the following idling control techniques:

1. California Diesel Idling Regulations
   a. ***On-road diesel vehicles*** shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:
      1. Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and,
      2. Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation.

   b. ***Off-road diesel equipment*** shall comply with the 5 minute idling restriction identified in Section 2449(d)(2) of the California Air Resources Board's In-Use off-Road Diesel regulation.

   c. Signs must be posted in the designated queuing areas and job sites to remind drivers and operators of the state's 5 minute idling limit.

   d. The specific requirements and exceptions in the regulations can be reviewed at the following web sites: www.arb.ca.gov/msprog/truck-idling/2485.pdf and www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf.

2. Diesel Idling Restrictions Near Sensitive Receptors
   In addition to the State required diesel idling requirements, the project applicant shall comply with these more restrictive requirements to minimize impacts to nearby sensitive receptors (residences):
   a. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
   b. Diesel idling within 1,000 feet of sensitive receptors shall not be permitted;
   c. Use of alternative fueled equipment is recommended; and
   d. Signs that specify the no idling areas must be posted and enforced at the site.

Truck Routing

Proposed truck routes should be evaluated and selected to ensure routing patterns have the least impact to residential dwellings and other sensitive receptors, such as schools, parks, day care centers, nursing homes, and hospitals. If the project has significant truck trips where hauling/truck trips are routine activity and operate in close proximity to sensitive receptors, toxic risk needs to be evaluated.

Dust Control Measures

Construction activities can generate fugitive dust, which could be a nuisance to local residents and

businesses in close proximity to the proposed construction site. **APCD staff recommends the following measures be incorporated into the project to control dust:**

This project shall implement the following mitigation measures to significantly reduce fugitive dust emissions, to manage fugitive dust emissions such that they do not exceed the APCD 20% opacity limit (APCD Rule 401) and minimize nuisance impacts:

a. Reduce the amount of the disturbed area where possible;
b. Use water trucks, APCD approved dust suppressants (see Section 4.3 in the CEQA Air Quality Handbook), or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the District's limit of 20% opacity for greater than 3 minutes in any 60 minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. **Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.** For a list of suppressants, see Section 4.3 of the CEQA Air Quality Handbook;
c. All dirt stock-pile areas should be sprayed daily and covered with tarps or other dust barriers as needed;
d. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeding, soil binders or other dust controls are used;
e. All of these fugitive dust mitigation measures shall be shown on grading and building plans; and,
f. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity. Their duties shall include holidays and weekend periods when work may not be in progress.

Hydrocarbon Contaminated Soil

Should hydrocarbon contaminated soil be encountered during demolition or construction activities, the APCD must be notified as soon as possible and no later than 48 hours after affected material is discovered to determine if an APCD Permit will be required. In addition, the following measures shall be implemented immediately after contaminated soil is discovered:

- Covers on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;
- Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or other TPH –non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate;
- Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;
- The air quality impacts from the excavation and haul trips associated with removing the contaminated soil must be evaluated and mitigated if total emissions exceed the APCD's construction phase thresholds;
- During soil excavation, odors shall not be evident to such a degree as to cause a public nuisance; and,
- Clean soil must be segregated from contaminated soil.

The notification and permitting determination requirements shall be directed to the APCD Engineering Division at 781-5912.

Lead During Demolition

Demolition of structures coated with lead based paint is a concern for the APCD. Improper demolition can result in the release of lead containing particles from the site. Sandblasting or removal of paint by heating with a heat gun can result in significant emissions of lead. Therefore, proper abatement of lead before demolition of these structures must be performed in order to prevent the release of lead from the site. **Depending on removal method, an APCD permit may be required. Contact the APCD Engineering Division at (805) 781-5912 for more information. Approval of a lead work plan by the APCD is required and must be submitted ten days prior to the start of the demolition. For more information, contact the APCD Enforcement Division at (805) 781-5912 or for specific information regarding lead removal, please contact Cal-OSHA at (818) 901-5403. Additional information can also be found on line at http://www.epa.gov/lead.**

Demolition of Asbestos Containing Materials

Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during the demolition or remodeling of existing buildings, structures or the disturbance, demolition, or relocation of above or below ground utility pipes/pipelines (e.g., transite pipes or insulation on pipes). **If this project will include any of these activities, then it may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP).** These requirements include, but are not limited to: 1) written notification, within at least 10 business days of activities commencing, to the APCD, 2) asbestos survey conducted by a Certified Asbestos Consultant, and, 3) applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at (805) 781-5912 for further information.

Developmental Burning

Effective February 25, 2000, **the APCD prohibited developmental burning of vegetative material within San Luis Obispo County**. If you have any questions regarding these requirements, contact the APCD Enforcement Division at 781-5912.

Construction Permit Requirements

Based on the information provided, we are unsure of the types of equipment that may be present during the project's construction phase. Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit.

The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendices, page 4-4, in the APCD's 2012 CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers;
- Portable generators and equipment with engines that are 50 hp or greater;
- Electrical generation plants or the use of standby generator;
- Internal combustion engines;

- Rock and pavement crushing;
- Unconfined abrasive blasting operations;
- Tub grinders;
- Trommel screens; and,
- Portable plants (e.g. aggregate plant, asphalt batch plant, concrete batch plant, etc).

To minimize potential delays, prior to the start of the project, please contact the APCD Engineering Division at (805) 781-5912 for specific information regarding permitting requirements.

Again, thank you for the opportunity to comment on this proposal. If you have any questions or comments, feel free to contact me at 781-5912.

Sincerely,

Gary Arcemont
Air Quality Specialist

GJA/arr

cc: Tim Fuhs, Enforcement Division, APCD
Gary Willey, Engineering Division, APCD

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Fw: APCD Comments Regarding the Air Park Drive Bridge Replacement , Project 300430

Andrew Mutziger to: Katie Drexhage 09/28/2015 11:59 AM
Cc: Gary Arcemont, Tim Fuhs, Melissa Guise

Hi Katie,

All of the idling measures under the heading below should be part of the condition of approval. If however, it is impossible to stage the equipment 1,000' from sensitive receptors, then you can modify that language to identify how far away the area will be from sensitive receptors and note that the other measures will be enforced to minimize sensitive receptor impacts.

To help reduce sensitive receptor emissions impact of diesel vehicles and equipment used to construct the project. the applicant shall implement the following idling control techniques:

The toxic to sensitive receptors we are concerned about is diesel particulate matter.

You can note in the conditions of approval that there is no need for asbestos controls because testing did not show any, however if asbestos is found in the demolition proceed please have the measure refer that contractor to APCD for further instructions.

You can exclude developmental burning language since it is not approved by Public works.

Gary Arcemont will return around 5 Oct and can help you with any other questions you have.

Sincerely,

Andy Mutziger
Air Quality Specialist
San Luis Obispo County Air Pollution Control District
(805) 781-5956
fax: (805) 781-1002
www.slocleanair.org

----- Forwarded by Andrew Mutziger/APCD/COSLO on 09/25/2015 10:18 AM -----

From:	Tim Fuhs/APCD/COSLO
To:	Andrew Mutziger/APCD/COSLO@Wings
Cc:	Katie Drexhage/PubWorks/COSLO@Wings
Date:	09/23/2015 03:08 PM
Subject:	Fw: APCD Comments Regarding the Air Park Drive Bridge Replacement, Project 300430

Andy: Would yo ube able to help out Katie?

Tim Fuhs
San Luis Obispo County
Air Pollution Control District
3433 Roberto Court SLO, CA 93401
805-781-5912 o
805.781.1002 f
web: slocleanair.org

----- Forwarded by Tim Fuhs/APCD/COSLO on 09/23/2015 03:07 PM -----

From:	Katie Drexhage/PubWorks/COSLO
To:	Tim Fuhs/APCD/COSLO@Wings
Date:	09/23/2015 02:53 PM
Subject:	Fw: APCD Comments Regarding the Air Park Drive Bridge Replacement, Project 300430

Hi Tim,

I see that Gary is out until October 5. Unfortunately, I'm trying to finish my CEQA document by the end of this week. Is there anyone else in your office who might be able to answer my questions below? I saw your name on the original email that contained the letter so I thought I'd start with you first. I can follow up with Gary Willey if that's your recommendation.

Thank you!

~Katie

Katie Drexhage
Environmental Programs Division
Public Works Department
County of San Luis Obispo
(805) 781- 4469
----- Forwarded by Katie Drexhage/PubWorks/COSLO on 09/23/2015 02:51 PM -----

From:	Katie Drexhage/PubWorks/COSLO
To:	Gary Arcemont/APCD/COSLO@Wings
Date:	09/23/2015 02:51 PM
Subject:	Fw: APCD Comments Regarding the Air Park Drive Bridge Replacement, Project 300430

Hi Gary,

Regarding the attached letter which contains several measures, I want to be sure that I include all pertinent recommendations from your agency in our CEQA document. I'm a little unclear regarding the language that states "Please address the action items contained in this letter that are highlighted by bold and underlined text." It appears that nearly all of the content of the letter falls under bolded/underlined text as a heading, if nothing else. Should I include all of these measures in my document?

Also, regarding the measure that staging and queuing areas shall not be located within 1,000 feet of sensitive receptors, this is not possible for our project due to the restricted nature of the project site. The bridge is in the middle of several residences and an Elks Lodge which is host to RVs. The two staging areas that are being considered are both less than 1,000 from residences. Community outreach meetings have been held and additional meetings are being scheduled (Oct. 26 is the next meeting). No one has expressed concern about the project to date. Do you have any recommendations on how to proceed with this?

Regarding truck routing, what toxics should be analyzed for risks since the project is in close proximity to residences?

(If all measures in the letter need to appear as mitigation measures in the CEQA document -)Because the bridge was tested and found not to contain asbestos-containing materials, may I exclude the language regarding this item from my CEQA document?

Additionally, burning is not a method Public Works uses for any projects, including bridge replacement projects. Using the same assumption as above, may I exclude the language regarding Developmental Burning from my CEQA document?

Thank you for your time,

~Katie Drexhage
Environmental Programs Division
Public Works Department
County of San Luis Obispo
(805) 781- 4469
----- Forwarded by Katie Drexhage/PubWorks/COSLO on 09/23/2015 02:24 PM -----

From:	Alyssa Roslan/APCD/COSLO
To:	Katie Drexhage/PubWorks/COSLO@Wings
Cc:	Gary Arcemont/APCD/COSLO@Wings, Tim Fuhs/APCD/COSLO@Wings, Gary Willey/APCD/COSLO@Wings
Date:	08/28/2015 11:45 AM
Subject:	APCD Comments Regarding the Air Park Drive Bridge Replacement, Project 300430

Hi Katie,

Enclosed you will find the electronic version of the above referenced comment letter, Your hard copy will follow shortly. If you have any questions, please do not hesitate to contact our office!

3909-1 (Signed).pdf

Warm regards,

Alyssa Roslan
Administrative Assistant III
SLO Co Air Pollution Control District
E-Mail: aroslan@co.slo.ca.us
Phone: (805) 781-5759
Fax: (805) 781-1002
www.slocleanair.org

SAN LUIS OBISPO COUNTY
DEPARTMENT OF PUBLIC WORKS
Wade Horton, Director
County Government Center, Room 206 • San Luis Obispo CA 93408 • (805) 781-5252
Fax (805) 781-1229 email address: pwd@co.slo.ca.us

THIS IS A NEW PROJECT REFERRAL

DATE: August 13, 2015

TO: San Luis Obispo County General Services
County Parks Department
1087 Santa Rosa Street
San Luis Obispo, CA 93408

FROM: Katie Drexhage, Environmental Resources Specialist
kdrexhage@co.slo.ca.us; (805) 781-4469

Project Description: Air Park Drive Bridge Replacement Project, 300430. See attached.

Location: Oceano, San Luis Obispo County

Applicant: San Luis Obispo County Public Works Department

Return this letter with your comments attached no later than: 14 days from receipt of this referral.

PART 1 - IS THE ATTACHED INFORMATION ADEQUATE TO COMPLETE YOUR REVIEW?

- ❑ YES (Please go on to PART II.)
- ❑ NO (Call me ASAP to discuss what else you need. We have only 10 days in which we must obtain comments from outside agencies.)

PART II - ARE THERE SIGNIFICANT CONCERNS, PROBLEMS OR IMPACTS IN YOUR AREA OF REVIEW?

- ❑ YES (Please describe impacts, along with recommended mitigation measures to reduce the impacts to less-than-significant levels, and attach to this letter)
- ❑ NO (Please go on to PART III)

PART III - INDICATE YOUR RECOMMENDATION FOR FINAL ACTION.

Please attach any conditions of approval you recommend to be incorporated into the project's approval, or state reasons for recommending denial.

IF YOU HAVE "NO COMMENT," PLEASE SO INDICATE, OR CALL.

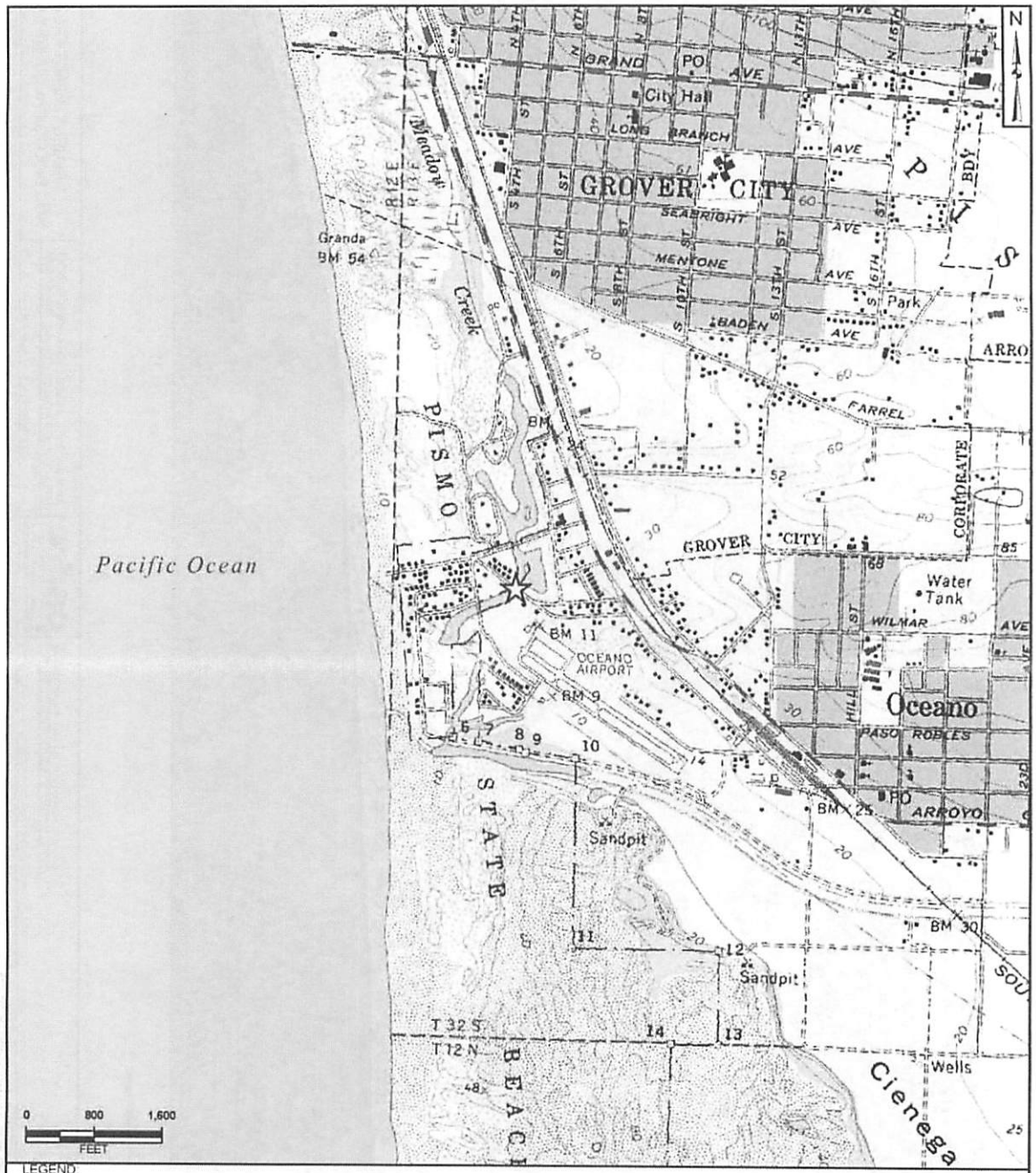
NO COMMENT OTHER THAN PLEASE CONTINUE TO KEEP US IN LOOP ON FUTURE CLOSURES OF Road.

Date	Name	Phone
9/25/15	E. KAVANAUGH	781-4089

File: 300430.02 Air Park Drive

L:\Environmental\AUG15\Project Referral Form - Co parks.docx KD:jb

APPENDIX C: VICINITY MAP



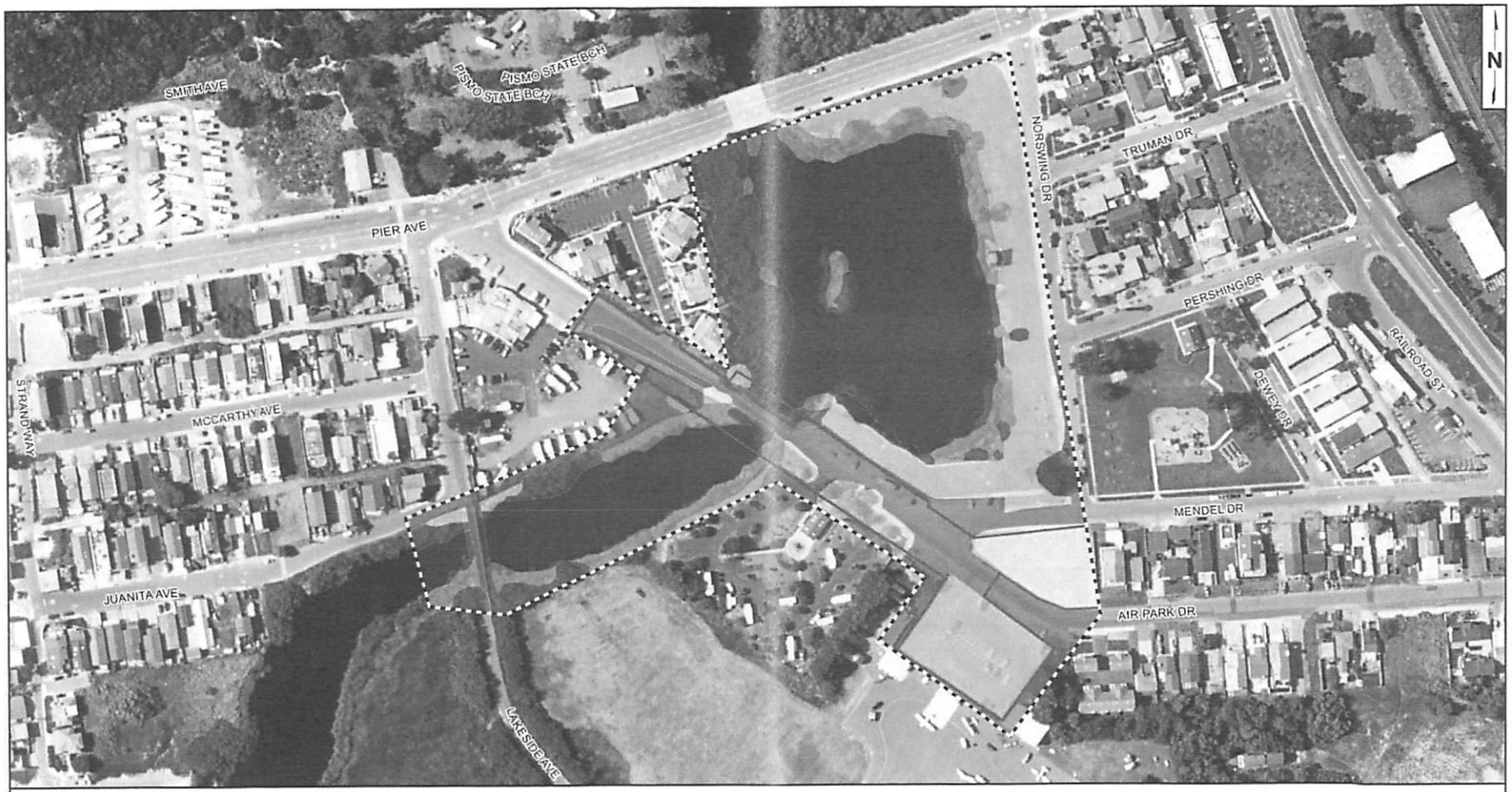
LEGEND:

☆ Project Site

Source: USGS Topo Quad: Oceano
Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
Notes: This map was created for informational and display purposes only

padre associates, inc. ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS	PROJECT NAME: AIR PARK DRIVE AT OCEANO LAGOON BRIDGE REPLACEMENT PROJECT, OCEANO, CALIFORNIA		PROJECT LOCATION	FIGURE 1
	PROJECT NUMBER: 1202-1171	DATE: October 2014		

APPENDIX D: LOCATION MAP



LEGEND:

Biological Survey Area — Proposed Staging Area Limits — Project Footprint

0 50 100 FEET

Source: Drake Haglan 2014, ESRI Online Imagery Basemap, TIGER Roads
Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
Notes: This map was created for informational and display purposes only.

padre associates, inc. ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

PROJECT NAME		
AIR PARK DRIVE AT OCEANO LAGOON BRIDGE REPLACEMENT PROJECT, OCEANO, CALIFORNIA		
PROJECT NUMBER: 1202-1171	DATE: May 2015	

PROJECT IMPACT AREA AND BIOLOGICAL SURVEY AREA

FIGURE 3