El Camino Real Bridge Replacement Project
ED17-181/300439

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: ED17-181 (300439) SCH Number: _____

COUNTY DEPARTMENT OF PUBLIC WORKS
EL CAMINO REAL BRIDGE REPLACEMENT PROJECT
COUNTY OF SAN LUIS OBISPO
MITIGATED NEGATIVE DECLARATION & INITIAL STUDY

Abstract

The San Luis Obispo County Public Works Department (County) proposes to replace the existing deteriorating and hydraulically inadequate bridge on El Camino Real over Santa Margarita Creek in the community of Santa Margarita, in the Salinas River Sub-Area of the North County Planning Area, in central San Luis Obispo County (Appendix A – Vicinity Map). The proposed replacement bridge will be a cast-in-place, pre-stressed, concrete slab bridge, that is approximately 140 feet long with three unequal spans and a structural depth of two feet to clear the hydraulic opening of the creek. Four sets of columns and cast-in-drilled-hole piles under each column extension are required to support the new structure and rock-slope-protection will be placed to stabilize the abutments. The creek will be diverted and dewatered and temporary fills installed to facilitate access down into the channel during construction. Project implementation is expected to span over two construction seasons and extensive utility coordination and possible relocations are anticipated. The main staging areas for the project will be located on two adjacent parcels on the east side of the bridge and a relatively small amount of temporary and permanent impacts state and federal jurisdictional waters and riparian habitat will occur, and several oak trees will be removed to accommodate the project. Comments regarding this document may be sent to Kristie Scarazzo, County Public Works Department, County Government Center Room 206, San Luis Obispo, California 93408.

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

Kristie Scarazzo, 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:

5.22.2018 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:

6/7/18 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 5.10) Using Form

Project Title & No. County Public Works - El Camino Real Bridge Replacement Project ED17-181 (300439)

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.

Public Works:
Kristie Scarazzo — Prepared by (Print)
Signature — 5/21/2018 Date

Steve McMasters — Reviewed by (Print)
Signature for Ellen Carroll, Environmental Coordinator — 5/21/2018 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 San Luis Obispo County Department of Public Works (County) proposes to replace the existing Santa Margarita Creek Bridge on El Camino Real Road (project). The project includes: a new 140-foot-long concrete slab type bridge, improved bridge deck width of 60.5 feet to accommodate vehicle lanes and 8-foot shoulders, installation of 8 new support piles, and disturbance for access to the creek and construction staging areas. The project also includes reconstruction of the roadway approaches to provide the appropriate standard roadway transitions and will incorporate left turn channelization at Asuncion and Santa Margarita roads, which will increase public safety along this entire portion of the roadway. The proposed project will closely maintain the existing horizontal alignment of the route and will install the new bridge at the same location as the existing. Implementation of the project requires a total of 1,225 cubic yards of cut and 965 cubic yards of fill and will result in the site disturbance of approximately 11.6 acres (505,291 square feet). The project is located adjacent areas that support Residential Suburban and Agricultural land use categories. The project is located at the intersection of El Camino Real and Santa Margarita Creek, approximately 190 feet south of Santa Margarita Road, approximately two miles southeast of the City of Atascadero and 2.6 miles north of the community of Santa Margarita (Figures 1 and 2) within the Salinas River Sub Area of the North County Planning Area.

Project Components

The project objectives include: 1) replace the deteriorating, hydraulically inadequate bridge; 2) accommodate a consistent 55-mile-per-hour (mph) posted speed corridor; 3) maintain traffic during construction; and 4) add a new center turn-lane for improved safety.

The proposed replacement bridge will be a cast-in-place (CIP) pre-stressed (PS) concrete slab type bridge, that is approximately 140 feet long with three unequal spans (42 feet, 58.5 feet, and 39.5 feet), and a structure depth of two feet to clear the hydraulic opening of the creek. The new bridge will have an improved deck width of 60.5 feet between the railings to accommodate vehicle lanes, plus eight-foot shoulders and additional width for staging. Due to the extensive history of scour on-site, the new bridge design includes cast-in-drilled-hole (CIDH) piles under each column extension. Given the exposed sandstone at the site, driven piles cannot be used. Installation of the CIDH piles will require contractor equipment access within the creek channel to drill these foundations. Installation of the CIP/PS concrete slab will require installation of temporary falsework within the creek channel.

Four sets of columns and piles are required to support the new structure. Two sets will be located at the existing location of the abutments on the creek banks and another two sets will be located within the creek channel. The sets in the creek channel will consist of seven two-foot-diameter columns spaced approximately eight to 10 feet apart. Each column will be supported on a four-foot CIDH pile. The abutments will be supported on two-foot CIDH piles.

The primary temporary construction access down to the creek will be located on the north bank. Access from the southern bank will be limited to maintain the natural rock formations located on the south bank. The temporary access-way will traverse the creek bank, enter the channel, and extend under the proposed and existing bridges. The contractor may place clean crushed rock into the creek to create the temporary path and construct the CIDH piles, as well as provide level surfaces to place pads for construction of temporary falsework. Temporary fill associated with the creek diversion and the access path will be removed after construction is complete. This project is anticipated to span over two construction seasons and the contractor will be required to remove the diversion system, as well as temporary fill within the creek channel at the completion of the first construction season. These materials would be re-installed at the beginning of the second season.

Incidental removal of native habitat types will be mitigated on-site to the extent feasible as described within the Habitat Mitigation and Monitoring Plan (HMMP) prepared for the project (SWCA 2018). Mitigation for removal of upland oak trees is also addressed in the HMMP. This conceptual HMMP will be reviewed by the various regulatory agencies during the permitting process and the mitigation requirements for the project will be finalized when acquiring the necessary permits.

Implementation of the proposed project will require extensive utility coordination and will likely entail some utility relocations. Utilities within the project area include several communications, electric, and different water supply pipelines. Due to the size and impacts the bridge replacement project and because it falls within the limits of the State General Permit National Pollutant Discharge Elimination System limits, post-construction stormwater measures would be required. To accommodate these requirements several stormwater treatment areas are anticipated with the possibility of one hydrodynamic separator also being needed to meet all the requirements of National Pollutant Discharge Elimination System. The treatment areas are planned along the toe of the west side of the south approach fills and the hydrodynamic separator, if required, would be placed on the north side of the creek. These post-construction stormwater components of the project will be located within the County right of way.

Project History

The existing five-span steel girder bridge at Santa Margarita Creek was built in 1930. According to Caltrans maintenance reports, it was widened or otherwise modified in 1937. The bridge was originally a state bridge and became a County bridge in 1957. No as-built plans exist for the bridge. The total structure length is approximately 81 feet including abutments. The bridge has a total deck width of 38 feet and accommodates one lane of traffic in each direction. The bridge rails consist of metal beam guard rails with steel posts. The bridge is constructed of reinforced concrete deck overlaid with asphalt. The deck is supported by rolled steel stringers, which are supported by rolled steel girders at the four bents, and reinforced concrete abutments.

In 2012, the bridge was inspected by Caltrans and determined to be scour critical; Caltrans further determined the bridge to be structurally deficient with a sufficiency rating of 48.6. The County conducted a scour remediation project in 2012 to alleviate the scour damage on the bridge footings. These efforts arrested the scour temporarily; but did not provide a long-term sustainable solution to the persistent scour issues inherent to the site and existing bridge. Due to the structural deficient classification and a sufficiency rating of less than 50, the bridge remains eligible for replacement under the Federal Highway Bridge Program (HBP).

Figure 1. Project Vicinity Map

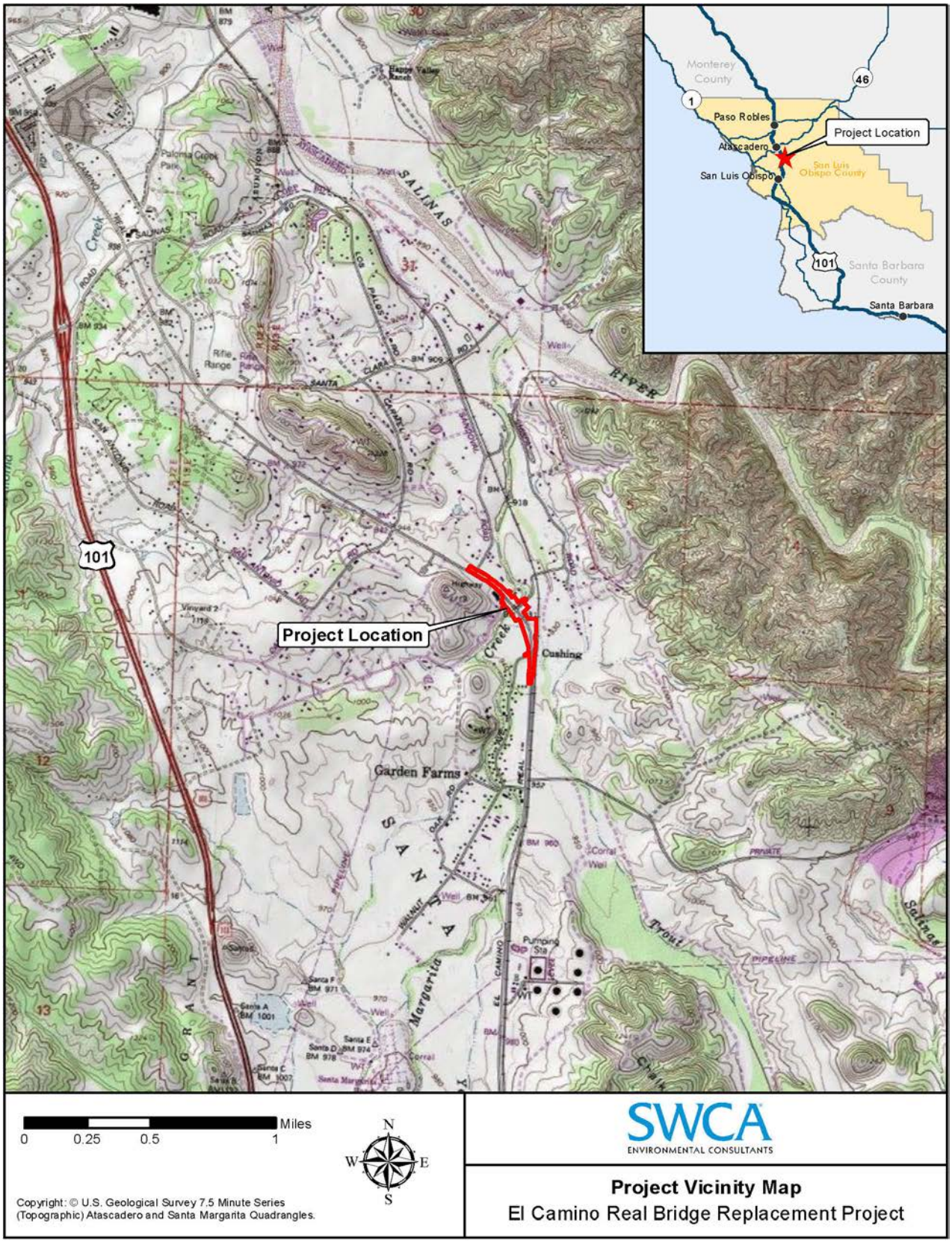
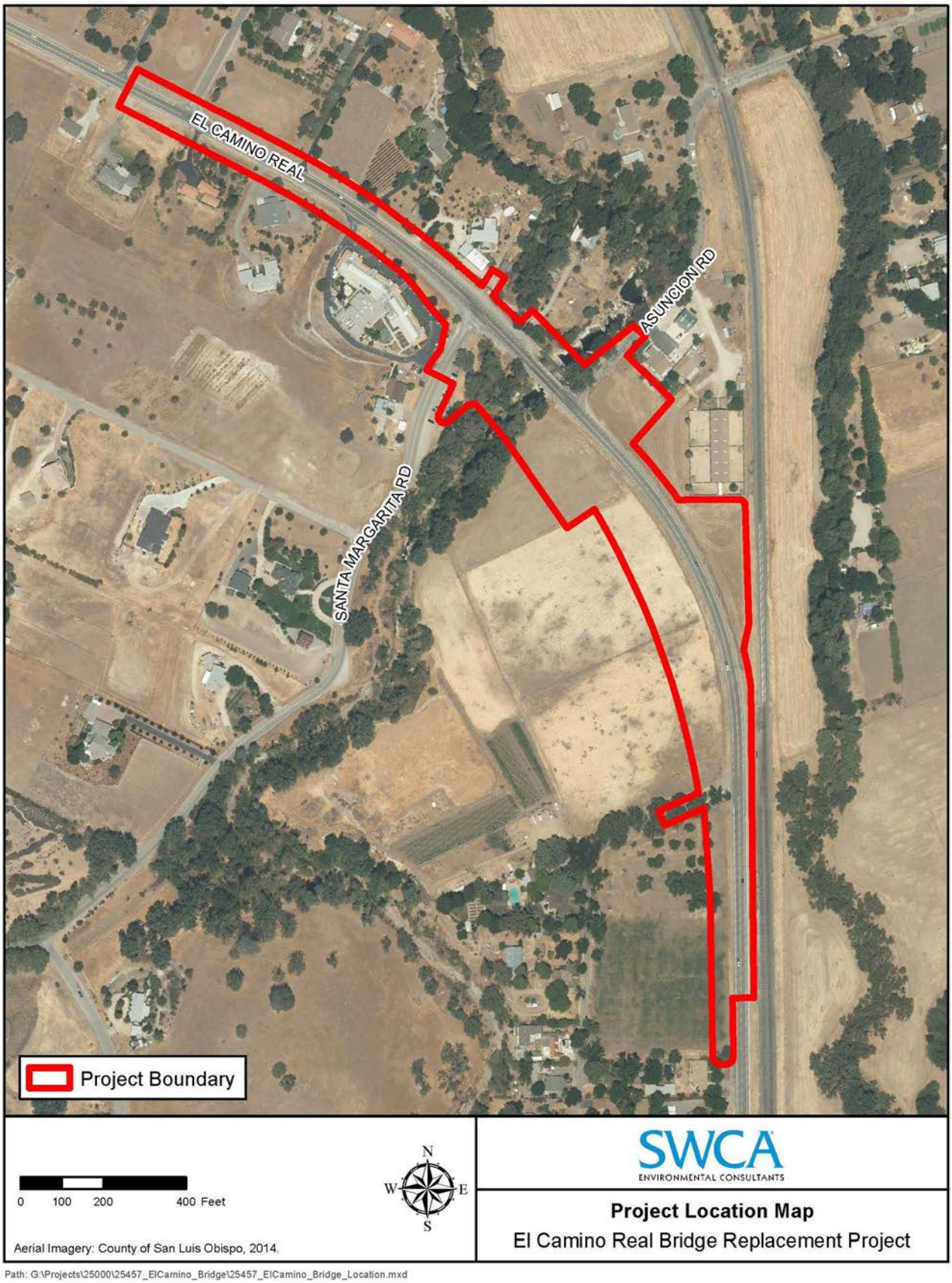


Figure 2. Project Location



ASSESSOR PARCEL NUMBER(S): The road and bridge are located within the existing County right-of-way. The project limits also include small portions of 059-491-005, 059-491-001 and 059-501-007.

Latitude: 35° 25' 43" N Longitude: 120° 36' 21" W **SUPERVISORIAL DISTRICT** # 5

B. EXISTING SETTING

PLAN AREA: North County **SUB**: Salinas River **COMM:** Rural

LAND USE CATEGORY: Residential Suburban, Agriculture

COMB. DESIGNATION: Flood Hazard, Streams Riparian Vegetation

PARCEL SIZE: Not applicable

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

VEGETATION: Ruderal, Riparian, Agriculture

EXISTING USES: Blue line creek, local roadway and bridge

SURROUNDING LAND USE CATEGORIES AND USES:

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

C. ENVIRONMENTAL ANALYSIS

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

COUNTY OF SAN LUIS OBISPO
INITIAL STUDY CHECKLIST

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

Aesthetics

Setting. The proposed project is in a semi-rural, area of northern San Luis Obispo County. The general visual setting consists of Santa Margarita Creek and associated riparian vegetation, scattered rural residences, undeveloped agricultural lots, and a small-scale convalescent home. The topography is nearly level to gently sloping. Vegetative communities on-site include: oak woodland, grassland, agricultural land, ruderal vegetation, and riparian. The existing bridge is at-grade and does not silhouette against any ridgelines as viewed from public roadways. The project is not within a designated visual Sensitive Resource Area or state scenic highway corridor.

Impact. The proposed project includes the replacement of the existing bridge with a new bridge along a slightly modified alignment at the same location along El Camino Real over Santa Margarita Creek. The new bridge would be slightly longer and wider than the existing structure to satisfy applicable design and geometric standards and improve the safety of passage across the bridge. The replacement bridge would be approximately two feet above the current roadway profile to accommodate hydraulic requirements. The replacement bridge would be visually similar to the existing bridge and the aesthetic character of the bridge and surrounding area would remain unchanged. The project does not include lighting and would not create a new source of night-lighting or glare. The project would not significantly impact any unique geological or physical features in the project area.

Cranes and other heavy equipment, vehicles, and construction materials located within the project site and in staging areas would be visible from the immediate surrounding areas during project construction. These construction-related visual impacts would be temporary and limited to the two anticipated construction seasons that the project is expected to be completed within. The proposed project has the potential to result in permanent and temporary impacts to natural communities including thicket, forest, and woodland vegetative communities that currently contribute to the visual character of the area. All

disturbed areas would be revegetated at the end of construction activities, and the impacts to native habitat types would be mitigated on-site to the extent feasible as described within the HMMP.

Mitigation/Conclusion. Viewer groups in the vicinity of the proposed project would experience temporary construction related visual impacts. After construction, the proposed project would not significantly alter the existing visual character of the area. Potential visual impacts related to vegetation removal would be short-term and minimized through habitat restoration within and adjacent to Santa Margarita Creek as described in the HMMP prepared for the project. All anticipated impacts to visual resources from the project are considered less than significant and no additional mitigation measures are necessary.

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: Residential Suburban

Historic/Existing Commercial Crops: Wine grapes, broccoli, strawberries, wheat

State Classification: Farmland of Local Importance, Other Land, Urban and Built-Up Land

In Agricultural Preserve? No

Under Williamson Act contract? No

Based on the California Department of Conservation Natural Resource Agency, Farmland Mapping and Monitoring Program (FMMP), and San Luis Obispo County Important Farmland Map (FMMP 2012), the project site contains of Farmland of Local Importance, Other Land, and Urban and Built-Up Land. The soil types and characteristics within the project area include the following:

Hanford and Greenfield fine sandy loams, 2 to 9 percent slopes (Mapping Unit 148) is mapped on the terrace to the northwest of the creek. This map unit is an undifferentiated unit that can include soils from the Hanford or Greenfield soil series. Soils in the Hanford series tend to be gently sloping, deep, well drained, and formed on stream bottoms, floodplains, and alluvial fans. This soil unit has a California

Revised Storie Rating of Grade 1 – Excellent, and each component has a value of 90. This soil type is considered Class II irrigated and Class IV non-irrigated, and is subject to erosion unless close-growing plant cover is maintained. This soil unit is classified as Farmland of Statewide Importance by the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) and Other Land by the FMMP.

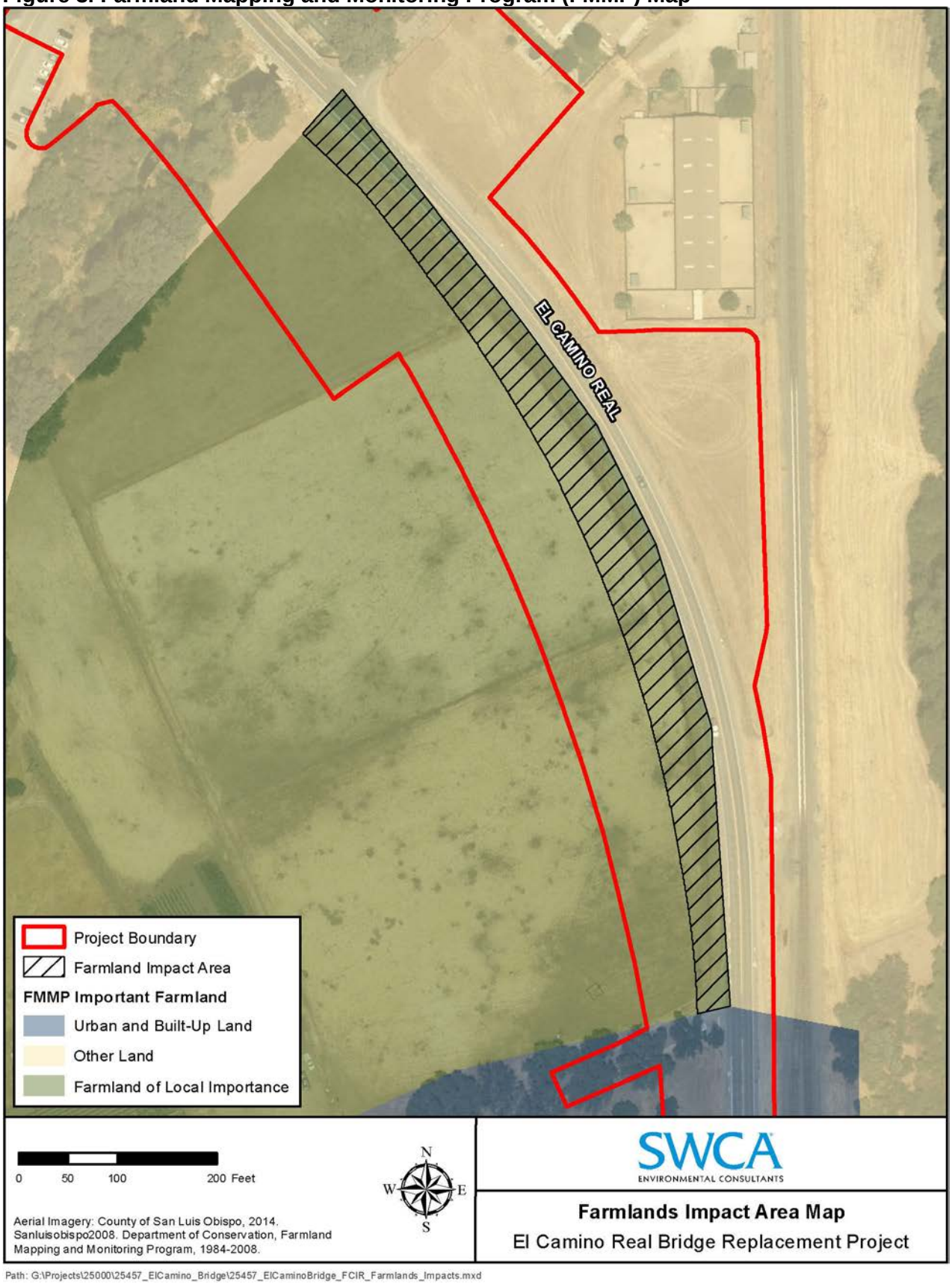
San Andreas-Arujo complex, 9 to 15 percent slopes (Mapping Unit 193) is mapped along El Camino Real in the northern-most portion of the project limits. The San Andreas-Arujo complex consists of well drained, moderately deep soils that formed from weathered, soft sandstone and igneous and metamorphic rock. San Andreas and Arujo soils are found on uplands, hills, and mountainous uplands and have slopes of nine to 75 percent. The San Andreas component of this soil unit has a California Revised Storie Rating of Grade 3 – Fair, with a value of 49 and the Arujo component has a California Revised Storie Rating of Grade 2 – Good, with a value of 70. This soil type is rated Class III irrigated and class IV non-irrigated. This soil is classified as Farmland of Statewide Importance by the NRCS and Other Land by the FMMP.

Still clay loam, 0 to 2 percent slopes (Mapping Unit 208) is mapped on the terrace southeast of Santa Margarita Creek. Still clay loam is a deep, nearly level soil that is well drained. Still clay loam is formed in alluvium derived from sedimentary rocks. The soil has moderate erodibility and moderate shrink-swell characteristics. The California Revised Storie Rating of this soil unit is Grade 1 – Excellent, and it has a value of 90. This soil unit is classified as Prime farmland if irrigated by the NRCS and Farmland of Local Importance by the FMMP.

The project is located within the existing County road right-of-way and portions of parcels 059-491-005 and 059-501-007. Short-term construction activities would take place within Santa Margarita Creek. The project site does not contain any parcels currently under a Williamson Act contract. A portion of the project site is within a parcel that has been previously used for production of wheat. This area of the project site is designated as Farmland of Local Importance. In San Luis Obispo County, the Farmland of Local Importance designation identifies areas with soils that meet all the characteristics of prime, unique, or farmland of statewide importance, except for lands that receive irrigation. The project site does not include any prime or unique farmlands but does include approximately 1.18 acres of area classified as of a Farmland of Local Importance (Figure 3).

Impact. Implementation of the proposed project will permanently convert approximately 1.18 acres of a Farmland of Local Importance to a non-agricultural land use (see Figure 3). Project staging will also occur within an area mapped as a Farmland of Local Importance. However, these impacts are considered insignificant because the conversion is a narrow strip (approximately 1000 feet long and 50 feet wide) on the edge of the roadway corridor and it will not significantly affect the current agricultural regimes on the remaining portions of that parcel. The proposed project was reviewed by the San Luis Obispo County Agriculture Department (Ag Department) through a project referral in October 2017. The Ag Department recommended that if staging areas were to be located on agricultural lands, mitigation measures should be included to restore those areas after construction. In April 2018, the County requested additional review from the Ag Department regarding the proposed conversion, and they indicated that they did not consider it to be significant. Therefore, the associated permanent conversion of 1.18 acres of a Farmland of Local Importance is considered insignificant. The project is compatible with adjacent uses and would not result in indirect impacts or render any adjacent land unsuitable for agricultural uses; other than those portions that would be directly converted into road right-of-way to accommodate the proposed alignment of the bridge and approach roads, totaling approximately 1.18 acres.

Figure 3. Farmland Mapping and Monitoring Program (FMMP) Map



Mitigation/Conclusion. The proposed project is consistent with surrounding land uses and will not adversely affect surrounding agricultural areas. A mitigation measure has been included to ensure that the restoration of agricultural land temporarily impacted during construction will be restored after construction. This measure will reduce potential impacts to a less than significant level. No additional measures are required.

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

Air Quality

Setting. The San Luis Obispo County Air Pollution Control District (APCD) developed and updated their CEQA Air Quality Handbook (APCD 2012) to evaluate project specific impacts and help determine if air quality mitigation measures are needed, or if potentially significant impacts could result from a proposed project. To evaluate long-term emissions, cumulative effects, and establish countywide programs to reach acceptable air quality levels, a Clean Air Plan (APCD 2001) was adopted by APCD.

Naturally Occurring Asbestos (NOA)

NOA is identified as a toxic air contaminant by the California Air Resources Board (CARB). Serpentine and other ultramafic rocks are abundant throughout the state and may contain NOA. If these areas are disturbed during construction, NOA-containing particles can be released into the air and have an impact on local air quality. The project site is not within an area identified as having a potential for NOA to occur, based on the APCD's NOA Map. Serpentine outcrops and/or substrates were not observed within the project limits.

Asbestos Containing Materials (ACM)

The project vicinity has a history of agricultural land use. Therefore, potential exists for buried asbestos containing cementitious pipe ("transite") to be present within the project site. Transite pipe(s) were commonly used for water transportation as part of historical agricultural practices. In addition, it is possible that ACM may be present in components of the existing bridge structure.

Sensitive Receptors

There are at least 15 residences within approximately 1000 feet of the project area. Persons living in residences may be considered "sensitive receptors" for purposes of assessing potential air quality impacts. A convalescent home exists within the project area; however, it closed in late 2017.

Greenhouse Gas (GHG) Emissions

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

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

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

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

For most projects, the Bright-Line Threshold of 1,150 Metric Tons 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.

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.

Impact.

Naturally Occurring Asbestos (NOA)

The project is not located within an area identified as having the potential to contain NOA, based on the APCD's NOA map. Similarly, no serpentine rock outcrops and/or substrates were observed within the project limits. Therefore, potential impacts associated with NOA are not expected.

Asbestos Containing Materials (ACM)

The potential exists for buried asbestos-containing cementitious pipe ("transite") to be present within the project area, which were commonly used for water transportation as part of historical agricultural practices. In addition, it is possible that ACMs may be present in components of the existing bridge structure. Proposed demolition activities are subject to the various regulatory jurisdictions regarding ACM, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40 CFR 61, Subpart M – asbestos NESHAP). Detailed mitigation and compliance measures are included in Exhibit B, Mitigation Summary Table. With implementation of these measures, this impact will be reduced to less than significant levels. Other potential impacts from ACMs, (if encountered) are discussed further below.

It is possible that lead-based paint was used during construction of the original bridge. Demolition of structures coated with lead-based paint may result in potentially significant impacts to air quality if not performed properly. Improper demolition could result in the release of lead-containing particles from the site. Sandblasting or removal of paint by heating with a heat gun can also result in significant emissions of lead. Proper abatement of lead before demolition of these structures must be performed to prevent the release of lead from the site. Depending on removal method, an APCD permit may be required. A project referral was submitted to APCD and the County received a response on November 2, 2017.

Sensitive Receptors

The project site is located within proximity to several sensitive receptors. Potentially significant impacts to air quality that may affect these sensitive receptors could result from emissions discharged from equipment used on site and fugitive dust during construction activities, as well as from releases of ACMs and other harmful particles during demolition activities. Therefore, the project is required to comply with existing APCD diesel idling restrictions, fugitive dust controls, and other containment and abatement methods to limit sensitive receptor exposure.

Greenhouse Gas (GHG) Emissions

As proposed, the project would result in the disturbance of approximately 11.6 acres (505,291 square feet) and would require 1,225 cubic yards of cut and 965 cubic yards of fill material. This would result in the creation of construction dust, as well as short- and long-term vehicle emissions, including diesel

particulate matter (DPM), reactive organic gases (ROG), oxides of nitrogen (NO_x), particulate matter (PM), and GHGs. Construction activities are relatively limited in scale (bridge replacement) and duration (estimated to last approximately 20 months). Based on screening emission rates for construction activities set out in Table 2.2 of the CEQA Handbook, the project would generate the following emissions presented in Table 1.

Table 1. Projected Project Pollutant Emissions

Pollutant	Estimated Emissions	Applicable APCD Threshold	Within Threshold?
Diesel Particulate Matter (DPM)	10.73 lbs	0.13 tons (260 lbs)	Yes
Reactive Organic Gasses (ROG)	44.46 lbs	2.5 tons combined (5,000 lbs)	Yes
Oxides of Nitrogen (No_x)	204.77 lbs		

The project is within applicable thresholds for DPM, ROG, and NO_x. The area of proposed disturbance is greater than four acres total, which APCD has identified as the amount of disturbance that can exceed the 2.5-ton PM_{10} (particulate matter less than 10 microns in diameter) threshold. However, the project is in proximity to several sensitive receptors. For this reason, standard diesel idling restrictions, mitigation measures for construction equipment operations, and fugitive dust controls will apply to reduce any potentially significant impacts related to exposure to harmful construction vehicle emissions and/or fugitive dust to insignificant levels.

From an operational standpoint, the project would not change air quality from existing conditions. No increase in traffic trips or growth would be generated by the proposed bridge rehabilitation. Based on Table 1-1 of the CEQA Air Quality Handbook (2012), the project will not exceed operational thresholds triggering mitigation. The proposed project would not generate any odors except those typically associated with construction activities, which will be short term and are considered a less than significant impact. The project is consistent with the general level of development anticipated and projected in the Clean Air Plan.

This project is a bridge rehabilitation project and would not create a new use in the area or increase vehicle trips. No GHG emissions above existing levels will be generated by the project, except during short-term construction activities. The project will not exceed any applicable GHG threshold. Therefore, the project's potential direct and cumulative GHG emissions constitute a less than significant impact and a less than cumulatively considerable contribution to GHG emissions. Section 15064(h)(2) of the CEQA Guidelines provide guidance on how to evaluate cumulative impacts. The proposed project is anticipated to have only an incremental contribution to a cumulative impact, global climate change, and is not 'cumulatively considerable' due to the limited duration and nature of the project.

Mitigation/Conclusion. The proposed project is likely to result in temporary construction-related air quality impacts. Therefore, the project is subject to APCD standard diesel idling restrictions and other mitigations for construction equipment and fugitive dust control, and suitable containment and abatement methods will be used for demolition activities, as described in Exhibit B, Mitigation Summary Table. Implementation of these measures will reduce the potential air quality impacts to less than significant levels. Because no impacts would result, no mitigation for GHG emissions are required.

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.**

Biological Resources

The following analysis is based on the Natural Environmental Study (NES) prepared for the project (SWCA 2018), which is a technical study required by the California Department of Transportation (Caltrans) for compliance with their implementation of National Environmental Policy Act (NEPA), and is also suitable for the purposes of CEQA review. Several biological field surveys and focused assessments, including seasonally-timed botanical surveys, were conducted to classify the baseline site conditions and to assess the potential for presence of special status plant and wildlife species and their habitats. The analysis included an evaluation of federal and state listed species known to occur in the region that was based on a review of occurrences documented within the California Natural Diversity Database (CNDDB) and an official species list obtained from the United States Fish and Wildlife Service (USFWS) for the project. The species described below are limited to those that were determined to have potential to occur within the project limits during construction activities.

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

Vegetative Communities

The dominant vegetation communities present within the project site include: ruderal/developed, Fremont cottonwood (*Populus fremontii*) forest, arroyo willow (*Salix lasiolepis*) thicket, valley oak (*Quercus lobata*) woodland, coast live oak woodland, and annual brome grassland. Each of these habitat types are described in greater detail below.

Ruderal/developed habitat is present within the existing County Right of Way (ROW). This habitat type includes previously developed areas, such as the portions of paved roads and driveways on-site, the bridge itself, and the maintained road shoulders within the County ROW. It also includes any other peripheral areas within the ROW where the vegetation is trimmed, disturbed, or maintained by private landowners or the County. Plant species in this habitat type generally include weedy, non-native grasses and forbs. Approximately 3.18 acres of ruderal/developed habitat was mapped within the project site.

The Fremont cottonwood forest habitat within the project area is associated with the Santa Margarita Creek and primarily composes its riparian corridor. Moderately closed broad-leafed riparian species dominate this habitat type; including Fremont cottonwood, with lesser amounts of coast live oaks. The understory consists of dense thickets of willows, mulefat and stinging nettle. Approximately 0.34 acre of Fremont cottonwood forest was mapped within the project limits.

Arroyo willow thicket is a scrubby streamside thicket, varying in canopy cover, from relatively open to impenetrable, and is dominated by several willow species (including arroyo willow). Within the project site, arroyo willow thicket is restricted to open areas within the Santa Margarita Creek riparian corridor and evidence of frequent disturbance from seasonal flooding was observed within the project limits during the field surveys conducted. Approximately 0.07 acre of arroyo willow thicket were mapped within the project limits.

Relatively small stands of valley oak and coast live oak trees are present along the southern banks of Santa Margarita Creek and along the southern portion of the project site, along El Camino Real. These areas were mapped as valley oak and coast live oak woodland habitat types. Oak tree canopies totaling approximately 0.75 acre were mapped within the project limits.

Annual brome grassland is the most dominant habitat type observed within the project site. This vegetation community provides limited resources for wildlife and is utilized primarily by species tolerant of human activities. Plant species within this habitat are primarily non-native and naturalized grasses of Mediterranean origins. Approximately 3.62 acres of annual brome grassland were mapped within the project limits.

Critical Habitat

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

Special Status Plant Species

The CNDDB contains 19 previously documented occurrences of special status plant species within an approximately five-mile radius of the project site. The habitat types observed within the project limits were determined to be suitable for seven special status plant species. However, none were observed during seasonally timed surveys conducted in 2011, 2015, and 2017.

Special Status Wildlife

The CNDDB contains 17 previously documented occurrences of special status wildlife species within an approximately five-mile radius of the project site. The habitat types observed within the project limits were determined to be suitable for nine special status wildlife species; as well as nesting birds. Steelhead were observed within Santa Margarita Creek in 2011. No other special status wildlife species were observed during the biological field survey efforts conducted in 2011, 2014, 2015, and 2017. Descriptions of the special status wildlife species determined to have potential to occur within the project limits are included below.

California Red-Legged Frog

California red-legged frog (CRLF; *Rana draytonii*), a primarily diurnal frog, is federally listed as threatened and a California Department of Fish and Wildlife (CDFW) Species of Special Concern (SSC). This species occurs in a variety of lowland and foothill habitat types that include (or are in proximity to) aquatic features, such as ponds or streams with dense or shrubby emergent riparian vegetation, that are required for breeding. The typical CRLF breeding season extends from November through April. The portion of Santa Margarita Creek within the project area is considered marginally suitable aquatic breeding and non-breeding habitat for this species and the other adjacent habitat types, such as Fremont cottonwood forest are considered suitable upland habitat and dispersal habitat for CRLF. No CRLF were observed within the project limits during the field surveys. Protocol-level survey efforts were conducted for the project in 2011 and no CRLF were detected. A subsequent habitat assessment was performed in 2014. CRLF is considered to have potential to occur on-site during migration and may reside in the deeper inundated pools during the dry season. CRLF is not considered likely to breed on-site because of a lack of emergent vegetation and the presence of predators.

South-Central California Coast Steelhead Distinct Population Segment

The South-Central California Coast steelhead DPS is the anadromous (ocean-rearing) form of rainbow trout and were historically the only naturally occurring, abundant salmonid within the coast ranges of southern California. Adults migrate up to hundreds of miles from the marine environment into the freshwater streams and rivers of their birth to spawn. Unlike other Pacific salmonids, they can spawn more than once. This species requires cool, clear, coastal streams and rivers with abundant shade and structure and loose, gravel substrates to spawn. Steelhead typically spawn from late winter through early spring depending on local weather and hydrological conditions. This species is listed as federally threatened and is a CDFW-SSC. The portion of Santa Margarita Creek within the project area is considered suitable freshwater spawning, rearing, and migration habitat. Steelhead were observed within the project site during field surveys conducted in 2011.

Western Spadefoot Toad, Coast Range Newt, Foothill Yellow-legged Frog, Southwestern Pond Turtle

Coast Range newt (*Taricha torosa torosa*), foothill yellow-legged frog (*Rana boylii*), southwestern pond turtle (*Emys marmorata*), and western spadefoot toad (*Spea hammondii*) are all CDFW-SSC. None of these species were observed within the project limits during the field surveys conducted. However, the project area may provide suitable aquatic habitat for these species and the adjacent habitat types on-site are considered suitable upland/dispersal habitat for southwestern pond turtle, western spadefoot, and coast range newt; foothill yellow-legged frog is a predominantly aquatic species that is not found far from permanently inundated aquatic sites.

Nesting Birds

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

Special Status Bat Species

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

Jurisdictional Waters

A Wetland and Waters Assessment was prepared for the project to identify potential wetlands and waters of the United States, as defined by the U.S. Army Corps of Engineers (USACE), and potential waters of state, as defined by the CDFW and the Central Coast Regional Water Quality Control Board (RWQCB; SWCA 2017). A portion of Santa Margarita Creek, which is a tributary to the Salinas River occurs within the project limits. Santa Margarita Creek is considered jurisdictional waters of the United States and a waters of the state under the Federal Clean Water Act. The existing bridge over Santa Margarita Creek is approximately 1.2 miles upstream of the confluence with the Salinas River. Within the project site, Santa Margarita Creek exhibits perennial hydrology, with two persistently inundated, deep-water pools (up to 12-feet-deep) adjacent to the existing bridge.

Based on the conditions observed in the field, Santa Margarita Creek is subject to USACE, CDFW, and RWQCB jurisdiction due to the presence of a clearly identifiable ordinary high-water mark (OHWM), evidence of a clearly defined bed and bank, connectivity to traditionally navigable waters (Salinas River), presence of riparian vegetation, and evidence of wetland hydrology.

Impact.

Vegetative Communities

The proposed bridge replacement will result in approximately 11.6 acres of total disturbance and the anticipated impacts to sensitive habitat types are quantified below in Table 2. For the purposes of the impact analysis arroyo willow thicket and Fremont cottonwood forest are generally considered riparian forest and stands of coast live oak and valley oak trees are upland oak woodland.

Table 2. Estimated Impacts to Sensitive Habitat Types

Community/Habitat	Estimated Impacts	
	Permanent	Temporary
Arroyo Willow Thicket	1,306 ft^2 (0.03 acre)	1,742 ft^2 (0.04 acre)
Fremont Cottonwood Forest	237 ft^2 (0.01 acre)	4,500 ft^2 (0.10 acre)
Coast Live Oak Woodland[1]	60 ft^2 (0.0001 acre)	5,663 ft^2 (0.13 acre)
Valley Oak Woodland[1,2]	5,792 ft^2 (0.13 acre)	15,453 ft^2 (0.35 acre)
Waters of the State	-206 ft^2 (-0.005 acre)	7,302 ft^2 (0.17 acre)
Other Waters	-206 ft^2 (-0.005 acre)	7,302 ft^2 (0.17 acre)
CDFW 1600 Jurisdiction	7,586 ft^2 (0.17 acre)	19,622 ft^2 (0.45 acre)
Steelhead Critical Habitat	-206 ft^2 (-0.005 acre)	7,302 ft^2 (0.17 acre)

[1] Impacts to oak woodland were quantified based on canopy cover.
[2] Two coast live oak trees with larger than 6-inch diameter at breast height (DBH) are slated for removal.
[3] Negative numbers represent a beneficial impact resulting from concrete removal in the creek.

Project implementation is anticipated to result in both temporary and permanent impacts to sensitive habitat types. Temporary impacts to native habitat types will be mitigated in-kind on-site, to the extent feasible as described within the HMMP. Permanent impacts to state jurisdictional riparian habitats and waters and jurisdictional waters of the United States will likely be mitigated for at a 3:1 ratio. However, the final mitigation ratios for state and federal jurisdictional areas and riparian habitat will be determined during the permitting phase of the project. Mitigation for the removal of upland oak trees will occur at a 4:1 ratio and is also included in the HMMP. The HMMP will be provided to the various regulatory permitting agencies for review during the permitting process and will be finalized prior to acquisition of the necessary permits for the project. With use of these restoration ratios and compliance with all of the various regulatory permit terms and conditions, the potential impacts to sensitive habitat types; including jurisdictional waters of the United States and waters of the state and riparian habitat areas, will be reduced to less than significant levels.

Critical Habitat

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

Special Status Plant Species

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

Special Status Wildlife Species

California Red-Legged Frog

CRLF have not been previously documented within a one-mile radius of the existing bridge and this species is not likely to breed within the project limits because the creek does not support emergent vegetation and does not provide other structural habitat components; such as floating vegetative mats, downed logs, or undercut banks. CRLF may use the portion of Santa Margarita Creek on-site as a migration corridor and it may reside in the deeper plunge pools during the dry season. This species may use the adjacent habitat types as upland dispersal habitat. Therefore, CRLF may be present within the project limits during construction, which could result in take via injury or death during dewatering and other ground disturbing-activities. Indirect impacts to CRLF may also occur, including adverse effects to water quality from sedimentation, erosion, and other habitat modifications.

South-Central California Coast Steelhead

Steelhead are well-documented within Santa Margarita Creek and its nearby tributary, Trout Creek. Steelhead were observed on-site during field surveys conducted in 2011 for the project. Therefore, steelhead may be present within the project site during project implementation and project activities may result in take of this species via injury or death during dewatering. Potential indirect effects to steelhead from the project also have potential to occur, including adverse effects to water quality downstream of the project area from sediment deposition, erosion, and habitat modifications.

Western Spadefoot Toad, Coast Range Newt, Foothill Yellow-legged Frog, Southwestern Pond Turtle

Suitable habitat for all of these species occurs within the project limits and they have all been previously documented within a five-mile radius of the project site. Santa Margarita Creek is considered suitable aquatic habitat and the adjacent areas on-site are considered suitable upland/dispersal habitat for southwestern pond turtle, western spadefoot, and coast range newt; foothill yellow-legged frog is a predominantly aquatic species that is not found far from permanently inundated aquatic sites. If these species are present during construction, there is potential for direct impacts during dewatering and other ground-disturbing activities. Indirect impacts may also occur via adverse effects to water quality from sedimentation, erosion, and other habitat modifications.

Nesting Birds

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

Special Status Bat Species

Suitable habitat for special status bat species occurs within the project limits and there are several occurrences of these species within a five-mile radius of the project site. Bats may roost on the existing bridge structure, in the tall trees and snags on-site, and they may forage throughout the other habitat types within the project limits. If special status bat species are present during construction, direct impacts may occur via injury or death. Indirect impacts to special status bats may result from construction noise and other general disturbance.

Jurisdictional Waters

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

Use of the restoration ratios provided above in the vegetation communities impact section, and compliance with all of the various regulatory permit terms and conditions, will reduce the potential impacts to jurisdictional waters of the United States and waters of the state (including riparian habitat areas), to less than significant levels.

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

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

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

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

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?	☐	☐	☒	☐

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

Cultural Resources

Setting.

Archaeological Resources

The project site is located in an area historically occupied by one or both of two Native American groups – the Obispeño Chumash and Salinan. The areas surrounding the project site are well-studied and known to be culturally sensitive. An archaeological survey report was prepared by the County for the project (2018), and no archaeological sites were discovered within the project limits during the field surveys conducted. Similarly, no archaeological sites have been previously recorded within the project limits, and none are anticipated to be encountered during project implementation

Outreach to seven Native American tribal groups was conducted for this project in accordance with Assembly Bill 52. The groups include: the Santa Ynez Band of Mission Indians, the Barbareño/Ventureño Band of Mission Indians, the Salinan Tribe of Monterey, the Xolon-Salinan Tribe, the Coastal Band of the Chumash Nation, the Yak Tityu Tityu – Northern Chumash Tribe, and the Northern Chumash Tribal Council. A response was received from the Salinan Tribe of Monterey (May 9, 2015) and the Xolon Salinan Tribe (April 11, 2016).

Historical Resources

The existing bridge was constructed in 1937. Per Caltrans Structure Maintenance and Investigations Division, the existing bridge, (Bridge #49C0310) is not considered historic and is not eligible for the National Register of Historic Places. There are no other historic structures within the project area.

Paleontological Resources

The following is based on a Paleontological Resources Report prepared for the project (SWCA 2015). The project area is underlain by geologic units that are known to contain paleontological resources, including the Santa Margarita Formation and the Paso Robles Formation. Museum collection records maintained by the Natural History Museum of Los Angeles County indicate that at least two fossil localities yielding scientifically significant vertebrate specimens have been documented as close as eight miles from the project area within the Paso Robles Formation and the Santa Margarita Formation. Fossilized shells are visible on the surface of the exposed bedrock near the bridge.

Impact.

Archaeological Resources

Ground-disturbing activities necessary for the project are predominately be limited to previously disturbed areas on-site. Comments were received from the Xolon Salinan Tribe stating that the project site falls within the Xolon Salinan Tribe's geographic area of traditional and cultural affiliation boundaries, and requested that they be notified if any cultural material discoveries are unearthed during project implementation. A similar response was submitted by the Salinan Tribe of Monterey. Standard

mitigation measures are included for the project to ensure that potential impacts to any unknown archaeological resources that may be encountered during project development will be avoided and minimized. Therefore, potential impacts associated with archeological resources would be less than significant with mitigation.

Paleontological Resources

The combined results of the literature review and museum records search conducted for the project indicate that the project area is, in part, underlain by geologic units determined to have a high paleontological resource potential (sensitivity). Further, the project will disturb bedrock to significant depths in some locations. Therefore, project-related ground disturbances in previously undisturbed paleontologically sensitive geologic units may impact paleontological resources.

Mitigation/Conclusion. No significant impacts to existing archaeological or historic resources will occur because none are known to exist within the project limits. Mitigation measures are included to address the potential for unexpected discoveries, should they be encountered during construction.

To address potential impacts to paleontological resources, a Paleontological Resources Monitoring Plan will be prepared and implemented prior to and during construction. The plan will identify areas where monitoring should be performed, based on the depth of excavation and underlying geology, for example. The plan will outline the level of monitoring required initially, and then allow for future monitoring efforts to be at the discretion of a qualified paleontological specialist, based on the initial monitoring observations (see Exhibit B). With implementation of this measure (project-specific Paleontological Resources Monitoring Plan), the potential project-related impacts to paleontological resources will be reduced to less than significant and no additional 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?*	☐	☐	☐	☒

6. GEOLOGY AND SOILS *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
f) Preclude the future extraction of valuable mineral resources?	☐	☐	☐	☒
g) Other: _____	☐	☐	☐	☒

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

Geology and Soils

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

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

Within County's Geologic Study Area?: No

Landslide Risk Potential: Low to high

Liquefaction Potential: Low to moderate

Nearby potentially active faults?: No Distance? 7 miles

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

Shrink/Swell potential of soil: Low to moderate

Other notable geologic features? None

The project is not within the County Geologic Study Area Designation. Therefore, a geologic report to evaluate geologic stability of the area is not required.

Impact. As proposed, the project will result in the disturbance of approximately 11.6 acres (505,291 square feet). Areas within the creek have a high liquefaction potential. Soils units identified west of the bridge have low to moderate shrink-swell potential; however, no new buildings or major underground utilities are proposed as part of the project.

Development of the project is required to meet or exceed the most current requirements of the American Association of State Highway and Transportation Officials (AASHTO), which have been developed to establish the minimum requirements necessary for bridge design to safeguard the public health, safety and general welfare through structural strength, stability, access, and other standards. The bridge will be designed to AASHTO Load and Resistance Factor Design (LRFD) Bridge Design Specifications and the abutments will be designed in accordance with the Caltrans Load Factor Design (LFD) Bridge Design Specifications. The bridge will also be designed to meet Caltrans Seismic Design Criteria (SDC).

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

Grading, vegetation removal, excavation, and placement of fill materials required for the project could result in temporary soil erosion, sedimentation, and/or stormwater runoff. No substantial changes in the existing site topography will occur and all disturbed contours will be restored to pre-project conditions to the extent feasible upon completion of construction activities. When construction is completed, the project site would be restored and revegetated. Construction in jurisdictional areas will be conducted outside of the normal rainy season, thus minimizing potential erosion and adverse water quality impacts

to Santa Margarita Creek. The project will not require excessive grading and is not going to result in significant geologic impacts related to erosion or displacement/loss of topsoil.

Mitigation/Conclusion. The project site is not subject to any substantial geologic constraints. Compliance with AASHTO, Caltrans, and the other pertinent County bridge and transportation design standards will reduce potential geologic hazards to less than significant levels. No mitigation beyond adherence to these specified standards is necessary.

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

7. HAZARDS & HAZARDOUS MATERIALS - *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
i) Be within an area classified as a 'state responsibility' area as defined by CalFire?	☐	☐	☒	☐
j) Other: _____	☐	☐	☐	☒

Hazards and Hazardous Materials

The following analysis is based on the Initial Site Assessment study prepared for this project (Kleinfelder 2014).

Setting. No cleanup sites are identified within the project area in the State Water Resources Control Board's GeoTracker database, California Department of Toxic Substances Control's EnviroStor database, or California Environmental Protection Agency's Cortese List (which is a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5). The project is within a 'high' severity risk area for fire and fire protection and response duties fall under the jurisdiction of the California Department of Forestry and Fire Protection (Cal Fire). Based on the County's fire response time map, it would take approximately five to 15 minutes to respond to a call for fire or life safety at the project site. Implementation of the project will improve public safety by rehabilitating the structurally deficient bridge and existing roadway approaches and the project is not expected to conflict with any regional emergency response or evacuation plans. The project is not within an Airport Review area and is not within a quarter-mile of any existing or proposed school.

The project vicinity has a history of land use for agricultural purposes and there is potential for buried asbestos containing cementitious pipe ("transite") to be present within the project limits. Transite pipe(s) were commonly used for water transportation as part of historical agricultural practices. In addition, it is possible that ACM and lead-based paints may be present in components of the existing bridge structure or in the paints along the portion of El Camino Real within the project limits.

Impact. The project is not located in an area of known hazardous material contamination. The project does not propose generation of or routine use, handling, or transport of hazardous materials or wastes. The project is within a 'high' severity fire area but would not increase or present a significant fire safety risk because it would not change the existing use (a bridge). Based on the County's fire response time map, it would take approximately five to 15 minutes to respond to a call regarding fire or life safety. The project would improve public safety by rehabilitating the existing structurally deficient bridge roadway approaches, and it is not expected to conflict with any regional emergency response or evacuation plans. The project is not located within an area identified as having the potential to contain NOA, based on the APCD's NOA map. Therefore, potential impacts associated with NOA would be less than significant.

Oils, gasoline, lubricants, fuels, and other potentially hazardous substances would be used and stored on-site during construction activities. Should a spill or leak of these materials occur during construction activities, sensitive resources within the project vicinity could be adversely affected (e.g., riparian habitat, agricultural areas, Santa Margarita Creek). Such uses will be short-term and subject to standard requirements for the handling of hazardous materials. Mitigation measures will be implemented to ensure that all potential impacts are reduced to less than significant levels.

El Camino Real currently has white paint that may contain lead. Elevated concentrations of lead (from use of leaded gasoline) and other metals are sometimes associated with older roadways. Based on historical aerial photographs, El Camino Real was present since at least 1937 and may have the

potential to have concentrations of lead or asbestos in the soil and/or existing bridge structure. Yellow traffic markings (thermoplastic and paint) located on El Camino Real and within the project limits, could potentially contain hazardous levels of lead chromate (Kleinfelder 2014). Old non-yellow paints (e.g., white, blue, black, etc.) have the potential for lead concentrations, but typically not high enough for removed paint to be classified as a hazardous waste. Residue from the removal of these paints is often classified as a non-hazardous waste (Kleinfelder 2014). In addition, other components of the existing bridge may contain lead-based paints.

The potential exists for buried asbestos-containing cementitious pipe ("transite") to be present within the project limits. Proposed demolition activities are subject to the various regulatory jurisdictions regarding ACM, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40 CFR 61, Subpart M – asbestos NESHAP).

Mitigation/Conclusion. Mitigation measures are included to avoid or minimize potential impacts relating to lead and other potentially asbestos contaminants that may be present in the soil, roadway, and/or existing bridge structure onsite. These are presented in Exhibit B. With implementation of these measures, potential impacts from hazards and hazardous materials will be reduced to less than significant levels.

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

Noise

Setting. The existing ambient noise environment is characterized by intermittent vehicle noise from El Camino Real and U.S. Highway 101 traffic, the Amtrak railroad that partially runs adjacent to El Camino Real, and various agricultural activities surrounding the project site. According to the San Luis Obispo County Noise Contour Map (County of San Luis Obispo 1992), community equivalent noise levels at the project site range between approximately 60 and 70+ A-weighted decibels (dBA). There are approximately 12 residences within proximity to the project corridor, with approximately five of those

and one commercial building (convalescent home; no longer operational) in proximity to the bridge and primary construction area.

Impact. The following analysis is based on the Noise Impact Technical Memorandum that was prepared for this project (SWCA 2015). Based on the findings of the report, noise impacts resulting from construction will be of limited duration, during normal work hours, and temporary in nature. Construction would be conducted in accordance with Caltrans Standard Specifications Section 14-8.02 and applicable local noise standards. The County Land Use Ordinance (LUO) dictates that noise sources associated with construction shall not occur before 7:00 a.m. or after 9:00 p.m. on any day except Saturday or Sunday, or before 8:00 a.m. or after 5:00 p.m. on Saturday or Sunday. Due to its limited duration and thorough compliance with construction time limits set out in the LUO, project construction will not conflict with surrounding uses or adversely affect nearby sensitive receptors.

After completion of construction, the project will not generate loud noises or conflict with surrounding uses. The project will not change the existing land use or increase traffic trips; therefore, project area noise levels will not differ from the current existing conditions. Implementation of the project will not generate severe noise or vibration and is not located in proximity to any airports.

Mitigation/Conclusion. Noise generated during project construction will be short term and limited to appropriate daytime hours. No long-term change in noise levels will occur. However, in order to comply with the County LUO, a mitigation measure has been included in Exhibit B Mitigation Summary Table that is to be adhered to during construction.

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

Population/Housing

Setting. The project is located in a rural residential area within a rural agricultural community. No residences occur within the project site; but approximately 15 single family residences are located within 1,000 feet of the project site.

Impact. The proposed project includes the removal and replacement of the existing bridge. The project will not induce population growth or result in a need for new housing. The project would not displace existing housing or require the construction of replacement housing.

Mitigation/Conclusion. No significant impacts on population and housing will occur as a result of project implementation. 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: _____	☐	☐	☐	☒

Public Services

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

Police: County Sheriff — Location: Community of Templeton, approximately 11.4 miles north

Fire: Cal Fire — Hazard Severity: High — Response Time: 5 – 15 minutes

Location: Community of Creston, approximately 11 miles northeast

School District: Atascadero Unified School District.

Impact. No significant project-specific impacts to public services or utilities are anticipated. Implementation of the project will not change the existing type or intensity of land use (a bridge) and will not increase long-term demands on sheriff, fire, and emergency response services. Temporary detours are necessary during construction, but adequate alternative routes for emergency response services and access are available. The project will not induce population growth or increase demands on local schools, roads, parks, or other public facilities.

The proposed project will require extensive utility coordination, as well as some utility relocation work. After the new bridge is completed, the utilities can be moved from the temporary relocation sites onto the new bridge corridor or to other suitable locations. No long-term interruption of these utility service lines is expected to occur.

Mitigation/Conclusion. No significant impacts to public services or utilities are expected to occur because of the project. 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 _____	☐	☐	☐	☒

Recreation

Setting. There are no official/designated parks or trails within the project limits. The area under the bridge has long been used as a public swimming area due to the deep pools that form in the creek and several foot trails leading down to the water on-site. The project site is located within the proposed Juan Buatista de Anza National Historic Trail corridor.

Impact. Implementation of the project will not affect any trail, park, recreational resource, coastal access, and/or other special natural area. After construction, access across Santa Margarita Creek will be maintained and the project will not affect access or use of any proposed trails, parks, or recreational activities in the project area or vicinity. The new bridge will include larger road shoulders that can accommodate bicycle travel in both directions. The new structure will not preclude future development of the Juan Buatista de Anza National Historic Trail. Implementation of the proposed project will not create a significant need for additional parks, natural areas, and/or recreational resources. The current informal recreation activities (public swimming hole) will be temporarily inhibited during the construction phase of the project; however, upon completion of the project these uses will not be significantly impacted.

Mitigation/Conclusion. No significant impacts to recreational facilities will occur. 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?	☐	☐	☒	☐

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

Transportation

Setting. The County has established the acceptable Level of Service (LOS) on roads for this rural area as "C" or better. The existing road network in the area, including El Camino Real, is operating at acceptable levels. Based on existing road speeds and configuration (vertical and horizontal road curves), sight distance is also considered acceptable.

Impact. Implementation of the proposed project will replace the existing bridge in the same location. The project will not increase the capacity of the bridge or generate any increase in operational traffic trips. The project will generate a small number of additional construction-related traffic trips for heavy equipment, material hauling, and worker trips, but these will be of short term duration and the existing roadways have adequate capacity to accommodate these trips. The project would not result in any road closures and at least one lane of traffic will remain open during all phases of construction.

The project will not result in unsafe conditions, and the proposed bridge improvements will improve local public safety and emergency access. The project does not conflict with any congestion management program or any plans or programs regarding public transit, bicyclist, or pedestrian facilities. Although the existing pedestrian walkway attached to the bridge will be removed, pedestrians will have adequate space within the new, wider road shoulders to continue to cross on the bridge and this is consistent with the conditions along the roadway approaches. The project will have no effect on air traffic patterns.

Mitigation/Conclusion. No significant traffic impacts will occur, and no mitigation measures 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: _____	☐	☐	☐	☒

Wastewater

Setting. There are no existing wastewater systems or facilities within the project area.

Impact. Implementation of the project will not generate wastewater or adversely affect any wastewater facilities. No development or use of any permanent wastewater disposal systems or infrastructure is proposed for the project. Portable facilities will be available for use during construction activities.

Mitigation/Conclusion. No significant impacts related to wastewater will occur, 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?	☐	☐	☒	☐

14. WATER & HYDROLOGY

Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
g) Involve activities within the 100-year flood zone?	☐	☒	☐	☐
QUANTITY				
h) Change the quantity or movement of available surface or ground water?	☐	☐	☒	☐
i) Adversely affect community water service provider?	☐	☐	☒	☐
j) Expose people to a risk of loss, injury or death involving flooding (e.g., dam failure,etc.), or inundation by seiche, tsunami or mudflow?	☐	☐	☒	☐
k) Other: _____	☐	☐	☐	☒

Water

Setting. The existing bridge spans Santa Margarita Creek between the intersections of El Camino Real with Santa Margarita Road to the north and Asuncion Road to the south. Santa Margarita Creek is classified as an intermittent feature and runs from south to north up to its confluence with the Salinas River approximately 1.3 miles north of the project site. The creek is flanked by agricultural fields to the southwest and southeast, rural residential property to the northeast, and county roads to the northwest and southeast.

The topography of the project area is nearly level, except for the creek and associated channel that bisect the project site at the relative center. According to the NRCS Soil Survey, the soil surface on-site has moderate erodibility.

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

Within the 100-year Flood Hazard designation? Yes

Closest creek? Santa Margarita Creek Distance? On-Site

Soil drainage characteristics: Well drained

A Storm Water Pollution Prevention Plan (SWPPP) is required for projects expected to disturb more than one acre to minimize and manage sedimentation and erosion on-site. The RWQCB is the regulatory agency responsible for implementation of this program and it monitors compliance.

SEDIMENTATION AND EROSION – Soil type, area of disturbance, and slopes are key aspects to analyzing and addressing potential sedimentation and erosion issues. The soil types present within the project limits are described in the Agriculture Section above. As described in the NRCS Soil Survey, the project's soil erodibility is as follows:

Soil erodibility: Moderate

Impact.

Water Quality/Hydrology

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

- Approximately 11.6 acres (505,291 square feet) of site disturbance and the movement of approximately 1,225 cubic yards of cut and 965 cubic yards of fill material is proposed;
- The project is located on moderately erodible soils, and moderate to steep slopes occur adjacent to the river bed; and
- The project is within a 100-year Flood Hazard designation.

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

Potential stormwater pollutants in the project area include sediments, oils, grease, and other heavy metals on the roads deposited by vehicle use, pesticides from nearby agricultural areas, and lead-based paint on the existing bridge or aerially-deposited lead and contaminants in surrounding soils. The County will ensure the project complies with Section 13-4.03B Spill Prevention and Control of the Caltrans 2015 Standard Specifications to avoid and/or minimize accidental release of hazardous materials that could affect water quality. In addition, a SWPPP will also be prepared for the project prior to construction to address, avoid, and minimize potential sedimentation and erosion issues associated with water quality.

The project site is located within the state Municipal Separate Storm Sewer Systems (MS4) coverage area; therefore, a Phase II Small Storm Water General Permit must be acquired for the project to comply with the National Pollutant Discharge Elimination Permit Program and permanent post-construction storm water treatment measures are required. To accommodate these requirements, several storm water treatment areas are included in the project. The final designs and locations of these project components will be completed during the permitting phase of the project.

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

Groundwater was encountered at depths of approximately 30 feet during geotechnical investigations conducted for the project (Kleinfelder 2014). Minimal to moderate amounts of groundwater are expected to be encountered during drilling activities associated with excavations for the CIDH piles. All drilling activities will be conducted in accordance with the applicable Caltrans specifications. If conditions are more saturated, slurry will be used and adherence to the Caltrans wet specifications will be required. If sidewall stability in the substrate is adequate and groundwater seepage is minimal; adherence to the wet specifications will be waived and the drilling activities will comply with the standard specifications. Regardless, no mitigation is required because potential project related impacts to groundwater are

insignificant. Compliance with the pertinent Caltrans specifications (standard or wet) during construction is sufficient to avoid and minimize potential groundwater impacts.

Water Quantity

The project site consists of roads, private driveways, the existing ROW, and the bridge across Santa Margarita Creek. It is not served by any on-site wells, shared wells, community systems, or public water systems. Minimal amounts of water are anticipated to be needed during construction activities and the proposed bridge replacement will not result in any long-term increase in water usage or demand. Therefore, potential water quantity impacts are less than significant.

Mitigation/Conclusion. Use of the mitigation measures included in the Biological Resources and Hazards Sections will avoid and reduce the potential project-related impacts to water resources and hydrology to less than significant levels. Similarly, compliance with AASHTO, Caltrans, and the other applicable standards and specifications will provide assurances that surface and groundwater resources are protected during construction. Preparation and compliance with the SWPPP, which is required for project will also ensure that potential water quality impacts from sedimentation and erosion are avoided and minimized. These mitigation measures are described in detail in Exhibit B.

15. LAND USE

Will the project:

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

Land Use

Setting/Impact. Land use in the immediate vicinity of the project site includes mixed rural residential, agricultural, and one commercial enterprise (a convalescent home that is no longer operational). The proposed project was reviewed for consistency with policy and/or other regulatory documents that relate to the environment and appropriate land use (such as the County General Plan). Project referrals were sent to several outside agencies to review for policy consistencies and to provide these agencies with an opportunity to provide comments about the project early in the project design and development stages. The project was found to be consistent with the pertinent plans and policy documents reviewed (refer to Exhibit A).

New land uses are not proposed for the project and project implementation will not modify any existing land uses wtihin the project limits and vicinity. Current land use on-site; bridge over Santa Margarita Creek, will not be substantially modified or altered. The project is not within or adjacent to any Habitat Conservation Plan or Natural Community Conservation Plan areas. Therefore, the project is considered consistent and compatible with the existing Residential Suburban and Agricultural land uses on-site and in the immediate surrounding areas.

Mitigation/Conclusion. No significant land use impacts or inconsistencies will occur from project implementation and no mitigation measures are necessary.

16. MANDATORY FINDINGS OF SIGNIFICANCE

Will the project:

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

a) The proposed project does not have the potential to substantially degrade the quality of the environment. Compliance with all the mitigation measures identified in Exhibit B will ensure that project implementation will not 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, or reduce the number or restrict the range of a rare or endangered plant or animal. Nor will the project contribute significantly to greenhouse gas emissions or increase energy consumption. Implementation of the project will not eliminate important examples of the major periods of California history or pre-history. Therefore, the anticipated project-related impacts are less than significant with incorporation of the mitigation measures included in Exhibit B.

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

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

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 Department of Public Works 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 included the application file:

Contacted	Agency	Response
☐	County Public Works Department	**Not Applicable**
☐	County Environmental Health Services	**Not Applicable**
☒	County Agricultural Commissioner's Office	**In File****
☐	County Airport Manager	**Not Applicable**
☐	Airport Land Use Commission	**Not Applicable**
☒	Air Pollution Control District	**In File****
☐	County Sheriff's Department	**Not Applicable**
☒	Regional Water Quality Control Board	**None**
☐	CA Coastal Commission	**Not Applicable**
☒	CA Department of Fish and Wildlife	**None**
☒	CA Department of Forestry (Cal Fire)	**In File****
☒	CA Department of Transportation	**In File**
☒	Santa Margarita Community Services Area 23	**None**
☒	Other Santa Marg Area Advisory Council	**None**
☒	Other Army Corps of Engineers	**In File**

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

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

☒ Project File for the Subject Application

County documents

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

Other documents

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

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

1. California Department of Conservation (DOC). 2015. *San Luis Obispo County Important Farmland 2012*. Division of Land Resource Protection, Farmland Mapping and Monitoring Program. Map published May 2015.
2. California Department of Transportation (Caltrans). 2017. *Historical Significance – State Agency Bridges.* October 2017.
3. San Luis Obispo County Air Pollution Control District (APCD). 2001. *Clean Air Plan – San Luis Obispo County*. December 2001.
4. San Luis Obispo County Air Pollution Control District (APCD). 2012. CEQA Air Quality Handbook – A Guide for Assessing the Air Quality Impacts for Projects Subject to CEQA Review. April 2012.
5. California Department of Transportation (Caltrans). 2016. *Biological Assessment: El Camino Real at Santa Margarita Creek Bridge Replacement Project, San Luis Obispo County, California.* June 2016.
6. County of San Luis Obispo Department of Public Works. 2014. *California Red-Legged Frog Habitat Assessment for the El Camino Real Bridge at Santa Margarita Creek Project, Atascadero, San Luis Obispo County, California.* April 204.
7. SWCA Environmental Consultants (SWCA). 2017. *Farmlands Assessment Memorandum*. November 2017.
8. SWCA Environmental Consultants (SWCA). 2016*. Conceptual Habitat Mitigation and Monitoring Plan for the El Camino Real Bridge Replacement.* August 2016.
9. SWCA Environmental Consultants (SWCA). 2017. *El Camino Real at Santa Margarita Creek Bridge Replacement Project Wetlands and Waters Assessment*. November 2017.
10. SWCA Environmental Consultants (SWCA). *Natural Environment Study El Camino Real at Santa Margarita Creek Bridge Replacement, San Luis Obispo County, California.* February 2016.
11. SWCA Environmental Consultants (SWCA). 2014. *Least Bell's Vireo Habitat Assessment for the El Camino Real over Santa Margarita Creek Bridge Replacement Project, Atascadero, San Luis Obispo County, California*. April 2014.
12. SWCA Environmental Consultants (SWCA). *El Camino Real Bridge Replacement Project Noise Technical Memorandum*. September 2015.
13. California Department of Transportation (Caltrans). 2015. *Paleontological Evaluation Report, El Camino Real at Santa Margarita Creek Bridge Replacement, San Luis Obispo County, California*. December 2015.
14. Kleinfelder, Incorporated. 2014. *Initial Site Assessment El Camino Real Bridge Replacement Project, Atascadero, California*. September 2014.
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Exhibit B - Mitigation Summary Table

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

Agriculture

AG/mm-1 Project staging areas located within Farmland of Local Importance shall be restored upon completion of the project in accordance with the Habitat Mitigation and Monitoring Plan.

Air Quality

AQ/mm-1 On-road diesel vehicles shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:

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

b) Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation.

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

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

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

AQ/mm-2 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:

a) Staging and queuing areas shall be located at least 1,000 feet of sensitive receptors, to the extent feasible.

b) Diesel idling within 1,000 feet of sensitive receptors shall be minimized to the extent feasible.

c) Use of alternative fueled equipment is recommended.

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

e) Environmental awareness trainings given to construction personnel shall include a discussion of this measure.

AQ/mm-3 Depending on removal of lead-based paint method, an Air Pollution Control District (APCD) permit may be required. The APCD Engineering & Compliance Division should be contacted at (805) 781-5912 for more information. For additional information regarding lead abatement, contact the San Luis Obispo County Environmental Health (805) 781-5544 or Cal-OSHA at (818) 901-5403. Additional information can also be found online at www.epa.gov/lead.

AQ/mm-4 Proposed demolition activities are subject to the various regulatory jurisdictions regarding asbestos containing materials (ACM), including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40 CFR 61, Subpart M – asbestos NESHAP). These requirements include, but are not limited to the following: 1) written notification, within at least 10 business days of activities commencing, to the APCD, 2) asbestos survey conducted by a Certified Asbestos Consultant, and, 3) applicable removal and disposal requirements of identified ACM.

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

Biological Resources

BIO/mm-1 Prior to construction, the San Luis Obispo County Public Works Department will obtain a Section 404 Permit from the United States Army Corps of Engineers, a Section 401 Water Quality Certification from the Central Coast Regional Water Quality Control Board, and a Section 1600 Streambed Alteration Agreement from the California Department of Fish and Wildlife for project related effects that will occur in areas under state and/or federal jurisdiction.

BIO/mm-2 Prior to construction, all personnel will participate in an environmental awareness training program conducted by a qualified biologist. The program shall include a description of the biological resources within the project area, the boundaries of construction and other pertinent measures to be implemented prior to, during, and after construction.

BIO/mm-3 Prior to construction, the San Luis Obispo County Public Works Department will retain a qualified biological monitor(s) to conduct pre-construction surveys for specials-status species, monitor initial ground-disturbance and vegetation removal during construction, and ensure compliance with the avoidance and minimization efforts outlined within all the project environmental documents. Surveys will also be conducted directly before and following any dewatering activities. If Coast Range newt, foothill yellow-legged frog, southwestern pond turtle, or western spadefoot are found, the qualified biologist will halt project activities, allow the animal(s) to leave the work area on its own volition, and if necessary, will move the species out of harm's way to the nearest suitable habitat outside the project construction area.

BIO/mm-4 Construction activities within jurisdictional areas will be conducted during the dry season when stream flows will be at annual lows (typically June 1 and October 31) in any given year, or as otherwise directed by the regulatory agencies. Deviations from this work window can be made with permission from the relevant regulatory agencies.

BIO/mm-5 Prior to initiation of any construction activities, including vegetation clearing or grubbing, sturdy high-visibility orange construction fencing will be installed to protect the jurisdictional areas adjacent to the designated work areas and to delineate the

project limits where activities are allowed to occur. This fencing will be placed so that unnecessary adverse effects to the adjacent habitats are avoided. No construction work (including storage of materials) will occur outside of the specified project limits. The fencing will remain in place during the entire construction period, be monitored periodically by a qualified biologist, and maintained as needed by the contractor.

BIO/mm-6 All trees to remain that are within 50 feet of construction or grading activities will be marked for protection with protective fencing and their root zone fenced prior to any grading. The fencing will be checked periodically to ensure that it remains intact and is functioning effectively and maintained as needed throughout the duration of construction. Avoidance areas shall be shown in the project plans as an Environmental Sensitive Area. The root zone will be defined at 1.5 times the diameter of the canopy dripline. All activities within the root zone shall be avoided to the extent feasible.

BIO/mm-7 Prior to construction, a Storm Water Pollution Prevention Plan will be prepared for the project. Provisions of this plan will be implemented during and after construction as necessary to avoid and minimize erosion and storm water pollution in and near the work area.

BIO/mm-8 Prior to construction, the contractor will prepare a Hazardous Materials Response Plan to allow for a prompt and effective response to any accidental spills. Workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

BIO/mm-9 During construction, erosion control measures (e.g., silt fencing, fiber rolls, and barriers) will remain available on-site and will be utilized as necessary to prevent erosion and sedimentation in jurisdictional areas. No synthetic plastic mesh products will be used for erosion control and use of these materials on-site is prohibited. Erosion control measures and other suitable Best Management Practices used will be checked to ensure that they are intact and functioning effectively and maintained daily throughout construction. The contractor will also apply adequate dust control techniques, such as site watering, during construction to protect water quality.

BIO/mm-10 During construction, the cleaning and refueling of equipment and vehicles will occur only within a designated staging area and at least 100 feet (30 meters) from wetlands or other aquatic areas. At a minimum, equipment and vehicles will be checked and maintained daily to ensure proper operation and avoid potential leaks or spills.

BIO/mm-11 During construction, trash will be contained, removed from the work site, and disposed of regularly. Following construction, trash and construction debris will be removed from the work areas. Vegetation removed from the construction site will be taken to a certified landfill to prevent the spread of invasive species. If soil from weedy areas (such as areas with poison hemlock or other invasive exotic plant species) must be removed off-site, the top six inches (152 millimeters) containing the seed layer in areas with weedy species will be disposed of at a certified landfill.

BIO/mm-12 During construction, no pets will be allowed on the construction site.

BIO/mm-13 Prior to construction, the applicant will prepare a comprehensive Habitat Mitigation and Monitoring Plan (HMMP) that provides for a 1:1 restoration ratio for temporary effects and a 3:1 enhancement ratio for permanent effects, unless otherwise directed by regulatory agencies. To the extent feasible, mitigation activities will be implemented within the Santa Margarita Creek riparian corridor. The HMMP shall specify a 4:1 replanting ratio for native oak trees removed for construction.

BIO/mm-14 In-stream work will take place between June 1 and October 31 in any given year, when the surface water within Santa Margarita Creek is likely to be at seasonal minimum. Deviations from this work window will only be made with permission from the relevant regulatory agencies. During instream work, a qualified biologist will be retained with experience in steelhead biology and ecology, aquatic habitats, biological monitoring (including diversion/dewatering), and capturing, handling, and relocating fish species. During in-stream work, the biological monitor(s) will continuously monitor placement and removal of any required stream diversions and will capture stranded steelhead and other native fish species and relocate them to suitable habitat, as appropriate. The biologist(s) will capture steelhead stranded as a result of diversion/dewatering and relocate steelhead to the nearest suitable instream habitat. The biologist(s) will note the number of steelhead observed in the affected area, the number of steelhead relocated, and the date and time of the collection and relocation.

BIO/mm-15 During in-stream work, if pumps are incorporated to assist in temporarily dewatering the site, intakes will be completely screened with no larger than 0.2-inch (five-millimeter) wire mesh to prevent steelhead and other sensitive aquatic species from entering the pump system. Pumps will release the diverted water so that suspended sediment will not re-enter the stream. The form and function of pumps used during the dewatering activities will be checked regularly by a qualified biological monitor to ensure a dry work environment and minimize adverse effects to aquatic species and habitats.

BIO/mm-16 The San Luis Obispo County Public Works Department will include gravel augmentation practices in the proposed project. When removing material from the channel, the contractors will utilize a hopper or screen to separate the coarser materials from the fine sediments. The fine sediments will be permanently removed from the channel and the course materials will be salvaged and returned back into the channel. If additional material is needed to create the desired channel topography, the additional material will consist of a variety of sized gravels to enhance the steelhead spawning substrates. The material must be clean and may not include any pollutants.

BIO/mm-17 Through the California Department of Transportation (CalTrans) local assistance process, conduct consultation with the United States Fish and Wildlife Service (USFWS) to develop avoidance and minimization measures for the California red-legged frog (CRLF). These measures may include, for example, the measures described in the 2011 CRLF Programmatic Biological Opinion between the USFWS and CalTrans.

BIO/mm-18 To protect special status avian species and those species protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code Section 3503, vegetation clearing and earth disturbance should be avoided during the typical nesting season (February 1 to September 1). If avoiding construction during this season is not feasible, a qualified biologist shall survey the area within one week prior to activity beginning on site. If nesting birds are located on or near the proposed project site, they shall be avoided until they have successfully fledged. A buffer zone of 50 feet will be placed around all non-sensitive, passerine bird species, and a 250-foot buffer will be implemented for raptor species, and all activity will remain outside of that buffer until the qualified biologist, has determined that the young have fledged. Buffer reductions and/or work within non-disturbance buffer areas can be completed only with approval from relevant resource agencies.

Cultural Resources

CR/mm-1 A qualified paleontologist shall design and implement a paleontological mitigation plan for any project-related ground-disturbing activities. The plan shall consider the depth of excavation, type of disturbance and underlying formations to determine the appropriate monitoring level required. The plan shall include measures for stabilizing and preserving resources, if discovered

CR/mm-2 In the event that archeological resources are unearthed or discovered during any construction activities, the following standards apply:

a) Construction activities shall cease, and the County of San Luis Obispo Project Manager shall be notified so that the extent and location of discovered materials may be recorded by a qualified archaeologist, and disposition of artifacts may be accomplished in accordance with state and federal law.

b) In the event archeological resources are found to include human remains, or in any other case when human remains are discovered during construction, the Coroner shall be notified in addition to the County of San Luis Obispo Project Manager so proper disposition may be accomplished.

Hazards and Hazardous Materials

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

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

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

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

HAZ/mm-5 Sampling and analysis for aerially-deposited lead (ADL) shall be conducted in unpaved areas along the roadways where soil will be disturbed as part of the proposed project. Additionally, residual concentrations of hydrocarbons from vehicle accident/leaks may have also collected in the runoff. If signs of potential impact (odors, discolored soil, etc.) are noted or observed during construction activity, sampling and analysis shall be conducted.

HAZ/mm-6 Prior to bridge demolition activities, suspect Asbestos Containing Materials (ACMs) shall be tested in accordance with United States Environmental Protection Agency (US EPA), National Emission Standards for Hazardous Air Pollutants (NESHAP) and San Luis Obispo Air Pollution Control District (SLOAPCD) regulations. In addition, painted surfaces shall be tested for the presence of Lead Based Paint in accordance with California Department of Public Health (CDPH) and California Division of Occupational Safety and Health (Cal/OSHA) regulations.

HAZ/mm-7 Appropriate contaminant testing shall be performed to assess the lead content of the white paint present on El Camino Real. If non-hazardous, then Caltrans SSP 15-2.02C(2) shall be followed.

Noise

NOI/mm-1 The following measures shall be shown on applicable plans and implemented during construction: construction activities involving heavy equipment or heavy-duty truck traffic shall be limited from 7:00 a.m. to 9:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays and Sundays. No construction shall occur on state holidays (e.g., Thanksgiving, Labor Day). Construction equipment maintenance shall be limited to the same hours. Construction activities that do not generate substantial noise levels are not subject to these restrictions.

Water and Hydrology

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