IN THE BOARD OF SUPERVISORS

County of San Luis Obispo, State of California

_____day _____, 20___

PRESENT: Supervisors

ABSENT:

RESOLUTION NO. _____

RESOLUTION APPROVING THE LOPEZ DRIVE BRIDGE SEISMIC RETROFIT PROJECT, ADOPTING THE INITIAL STUDY - MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING PLAN PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

The following resolution is now offered and read:

WHEREAS, the Lopez Drive bridge was built in 1968 and is identified as a structure that should be retrofitted by the California Department of Transportation (Caltrans) to meet current seismic design standards for bridges. Therefore, it is eligible for grant funding by the Federal Highway Administration; and

WHEREAS, the Lopez Drive Seismic Retrofit Project consists of constructing a supplemental support at the northerly existing pier support and installing concrete supports and cables on the underside of the bridge. Access to the lakebed and temporary dewatering at the bridge pier is required for construction of the cast-in-drilled hole concrete columns to support the pier. Access will be accomplished by working from the existing bridge deck and adjacent road surfaces, temporary work trestles attached to the existing bridge, a temporary access road to be installed on the embankment and lakebed, and/or by lowering equipment from the bridge to the lakebed. Staging will be in upland areas adjacent to the bridge and/or between Lopez Drive and Lopez Lake approximately two miles west of the bridge. Construction is expected to take approximately five months to complete and would be targeted for the timeframe from June 1 to October 31 to take advantage of dry conditions; and

WHEREAS, an Initial Study - Mitigated Negative Declaration was prepared for the project and circulated for agency and public review and comment, all in accordance with the requirements of the California Environmental Quality Act of 1970, together with state and local guidelines implementing said Act, all as amended to date (collectively, "CEQA"); and

WHEREAS, the Board of Supervisors reviewed and considered the Initial Study - Mitigated Negative Declaration and related Mitigation Monitoring Plan for the project and intends to take actions on the project in compliance with CEQA; and

WHEREAS, the Initial Study - Mitigated Negative Declaration and related Mitigation Monitoring Plan for the project are, by this reference, incorporated into this Resolution as if fully set forth herein.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED, by the Board of Supervisors of the County of San Luis Obispo, State of California, as follows:

1. That the following findings are made:

    a) The Board of Supervisors has reviewed the Initial Study - Mitigated Negative Declaration and other information in the whole record and has considered the information contained therein; and

    b) The Initial Study - Mitigated Negative Declaration prepared for the project has been completed in compliance with CEQA; and

    c) The Initial Study - Mitigated Negative Declaration represents the independent judgment and analysis of the County as Lead Agency for the Project.

    d) Based on the Initial Study - Mitigated Negative Declaration, public comments, and the entire record of proceedings before the Board of Supervisors, there is no substantial evidence that the project as approved with mitigation will have a significant adverse impact on the environment.

2. That the Initial Study - Mitigated Negative Declaration and the related mitigation monitoring plan prepared for the project, which are attached hereto collectively as Exhibit A and are incorporated herein by reference, are hereby approved and adopted. Following adoption of this Resolution, County staff is authorized and directed to file a Notice of Determination pursuant to CEQA.; and

3. That the Lopez Drive Bridge Seismic Retrofit Project described in the Initial Study - Mitigated Negative Declaration is hereby approved and the Department of Public Works is hereby directed to complete the associated project development activities, including but not limited to: obtaining the required environmental regulatory permits and preparation of final plans and specifications, preparation of ready-to-advertise contract documents, and public advertisement and bidding of the project.

Upon motion of Supervisor _____, seconded by Supervisor _____, and on the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAINING:

the foregoing Resolution is hereby adopted on the ____ day of _____, 20___.

_____
Chairperson of the Board of Supervisors

ATTEST:

WADE HORTON
Ex-Officio Clerk of the Board of Supervisors

By: _____
Deputy Clerk

[SEAL]

APPROVED AS TO FORM AND LEGAL EFFECT:

RITA L. NEAL
County Counsel

By: _____
Chief Deputy County Counsel

Dated: December 24, 2019

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Lopez Drive Bridge Seismic Retrofit Project
ED19-159 (300452)

MITIGATED NEGATIVE DECLARATION & INITIAL STUDY

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

Initial Study – Environmental Checklist

Project Title & No. Lopez Drive Bridge Seismic Retrofit Project ED19-159 (300452)

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

☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Public Services
☐ Agriculture & Forestry Resources	☒ Hazards & Hazardous Materials	☒ Recreation
☒ Air Quality	☒ Hydrology & Water Quality	☐ Transportation
☒ Biological Resources	☐ Land Use & Planning	☐ Tribal Cultural Resources
☒ Cultural Resources	☐ Mineral Resources	☐ Utilities & Service Systems
☐ Energy	☒ Noise	☐ Wildfire
☐ Geology & Soils	☐ Population & Housing	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

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

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

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

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

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

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

Monica Stillman Environmental Specialist	Monica Stillman		9/20/2019
Prepared by (Print)	Signature		Date
Keith Miller, Environmental Division Manager			9/20/19
Reviewed by (Print)	Signature		Date

Initial Study – Environmental Checklist

Project Environmental Analysis

The County's environmental review process incorporates all of the requirements for completing the Initial Study as required by the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Initial Study includes staff's on-site inspection of the project site and surroundings and a detailed review of the information in the file for the project. In addition, available background information is reviewed for each project. Relevant information regarding soil types and characteristics, geologic information, significant vegetation and/or wildlife resources, water availability, wastewater disposal services, existing land uses and surrounding land use categories and other information relevant to the environmental review process are evaluated for each project. Exhibit A includes the references used, as well as the agencies or groups that were contacted as a part of the Initial Study. The County 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 seismically retrofit the existing Lopez Drive Bridge (49C-0354) that crosses a leg of Lopez Lake at the east end of the lake approximately seven miles northeast of the community of Arroyo Grande, in the South County Planning Area (Huasna-Lopez subarea) (Figure 1). The proposed retrofit will provide a structurally sound bridge over Lopez Lake that meets the current California Department of Transportation (Caltrans) seismic standards for bridges to remain in place. The proposed seismic retrofit is partially funded by the Federal Highway Administration (FHWA) and administered by Caltrans under the federal Highway Bridge Program. The project is located in Supervisorial District 4.

Lopez Drive Bridge is a three-span, 300-foot long bridge (Figure 2). The retrofit involves the installation of large diameter cast-in-drilled-hole (CIDH) concrete columns/shafts on the sides of the existing bridge Pier 3, installing a pier cap on top of the Pier 3 column, and installing restrainer cables and shear keys on top of Pier 2 and Pier 3. The CIDH column shafts will be socketed into the competent rock layer approximately 20 feet (estimated 100 feet below original grade).

Construction access will be accomplished by one or more of the following: working from the existing bridge deck and adjacent road surfaces; temporary work trestles to be installed adjacent to the existing bridge decking and supported by steel pipe piles; a temporary access road to be installed on the embankment and lakebed; and/or by lowering equipment from the bridge to the lakebed.

Crane booms up to 300 feet may be used for construction and will be assembled from segments set on the road or the bridge deck. The crane will operate from the temporary work trestle on either side of the bridge. Other equipment may include a pump truck or tanks, concrete trucks, and a small excavator to level the ground at the drilled shafts. Concrete will be poured to fill the drilled shafts, columns, and bent caps. Dredge spoils from the CIDH borings will be dried in an upland staging area next to the bridge and trucked off-site for disposal. If needed, a water diversion plan will be implemented that consists of installing a steel sheet-pile cofferdam, large diameter pipe, or similar structure around the base of Pier 3.

Staging will be accomplished in upland areas adjacent to the bridge and/or in an upland area on Lopez Drive approximately two miles west of the bridge (Figure 3). Limited clearing and grubbing will be required to install

the CIDH column in the lake, for construction of a temporary lakebed access road if required, and for the upland construction access and staging areas.

Construction is expected to take approximately five months to complete and would be targeted for the timeframe from June 1 to October 31, subsequent to the County obtaining necessary permits, to take advantage of accomplishing the work in dry conditions.

ASSESSOR PARCEL NUMBER(S): The bridge is located within the existing County right-of-way. The project limits also include small portions of County-owned parcels 048-061-057 and 048-021-013.

Latitude: 35º 11' 15.14" N **Longitude:** 120º 27' 30.16" W **SUPERVISORIAL DISTRICT #** 4

B. Existing Setting

Plan Area: South County **Sub:** Huasna-Lopez **Comm:** NA

Land Use Category: Recreation Rural Lands

Combining Designation: None

Parcel Size: 342.17acres

Topography: Moderately sloping to steeply sloping

Vegetation: Coastal scrub Ruderal Shrubs Wooded wetland

Existing Uses: Undeveloped Recreation

Surrounding Land Use Categories and Uses:

North: Rural Lands; Lake Lopez Recreation Area ***East:*** Rural Lands;

South: Rural Lands; ***West:*** Lopez Lake Recreation Area;

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 project can be minimized to less than significant levels.

Figure 1. Lopez Drive Bridge Vicinity Map

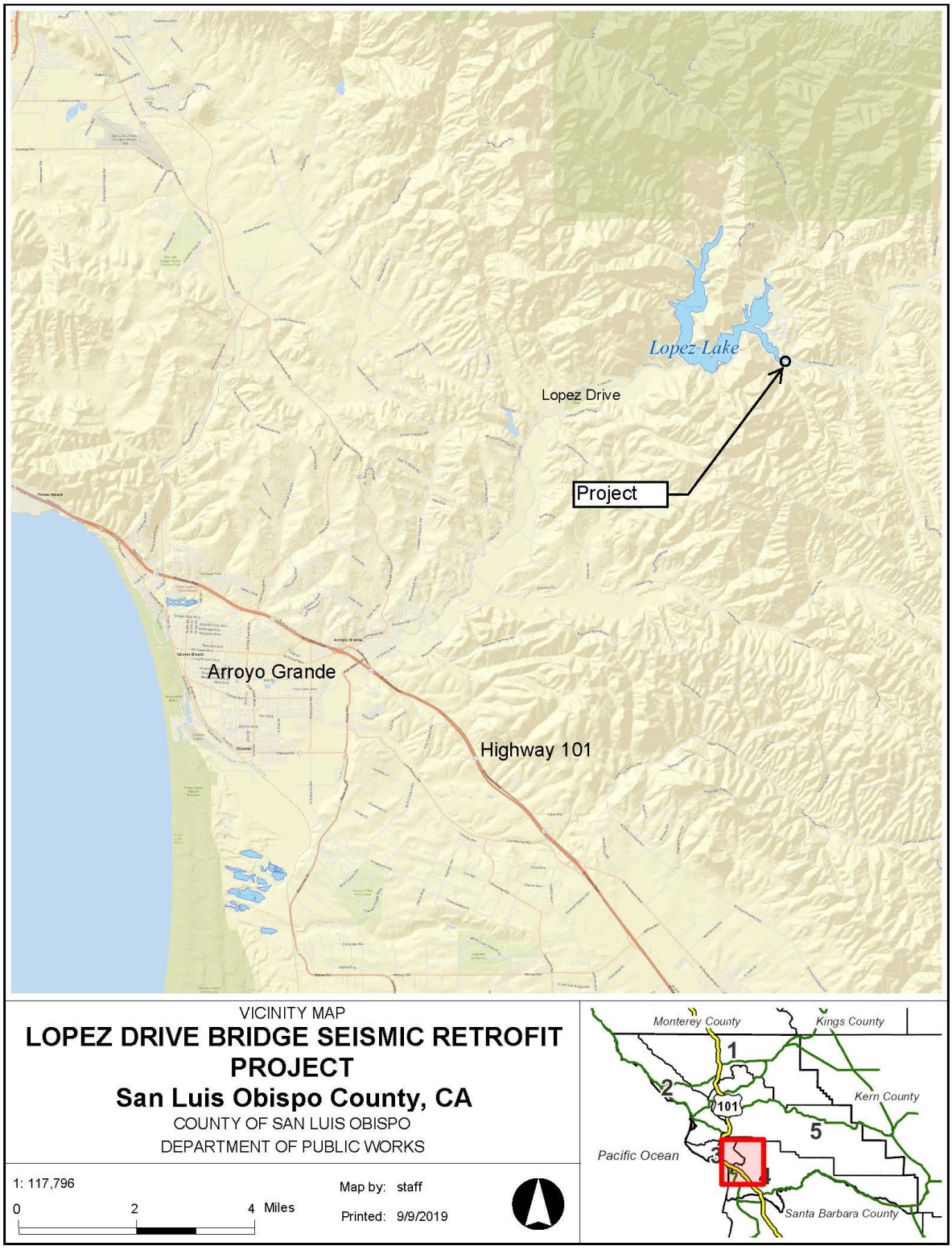
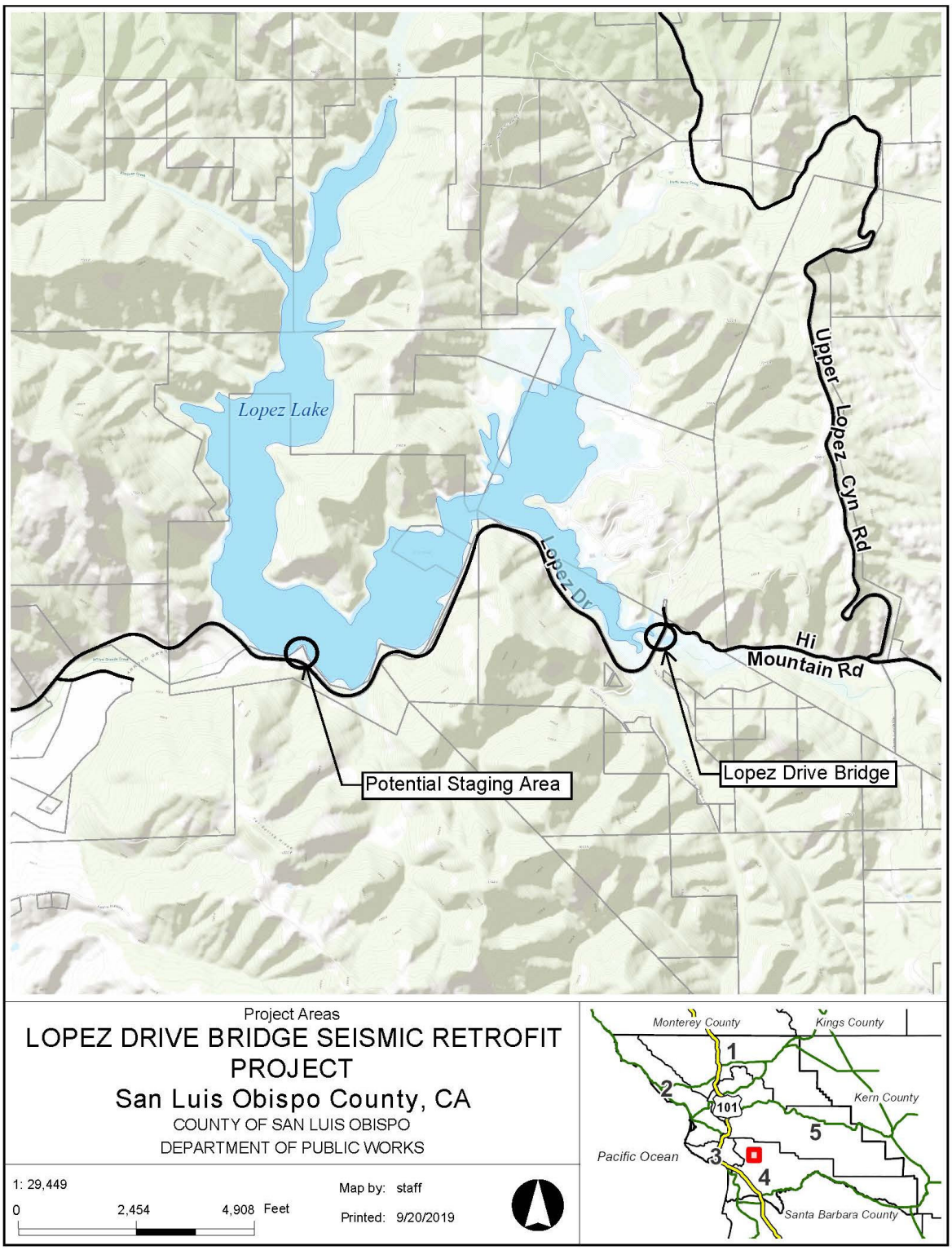


Figure 2. Lopez Drive Bridge

Figure 3. Lopez Drive Bridge Project Areas



Initial Study – Environmental Checklist

I. AESTHETICS

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

Setting

The Lopez Drive bridge is in a highly scenic area with views of Lopez Canyon and Lopez Lake. The bridge is located within recreational and rural lands and is visible from the immediately surrounding areas including the waterfront of Lopez Lake, from Lopez Drive, and from Hi Mountain Road. The area is heavily used by locals and tourists throughout the year, and especially during the summer season. The project site will be visible to residents, visitors, and Lopez Lake staff during the approximately 5-month construction period. The retrofit of the existing bridge structure will occur completely within the existing County right-of-way and adjacent County-owned land.

Discussion

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

The project will not introduce a new structure or a new use within a scenic view open to the public. The retrofitting involves installing new support structures on the underside of the existing bridge structure. This will result in minor modifications to the existing bridge that will not appreciably change the appearance of the bridge or the existing visual character of the area (SWCA 2019a).

Construction activities will alter the views of the bridge for a temporary duration, including construction vehicles and equipment, installation of a temporary work platform attached to the bridge, use of staging areas

adjacent to Lopez Drive, flagging of construction areas, and stockpiling equipment. These temporary visual impacts are considered minor and short-term and will be mitigated by restoring the project site and the surrounding area (SWCA 2019a). Therefore, the project will not have substantial adverse effect on a scenic vista.

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

As described in (a), the project will not result in the development of any new structures or features. Construction activities may require vegetation clearing, possibly limited tree removal, and grading activities. The project will not impact any unique geological or physical features. Impact areas, including construction access and staging areas, have been previously disturbed. No trees will be removed at the staging area located east of Lopez Dam. Several cottonwood trees will potentially be removed at the staging area adjacent to the south side of the bridge. An oak tree in the right-of-way on the east side of the bridge approach will potentially be removed for construction access. These changes are considered insignificant changes because they would be small-scale changes, would not appreciably change the character of the views of the bridge, and would not change views of Lopez Canyon and Lopez Lake as seen from Lopez Drive. The project is not located in a designated state scenic highway.

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

See discussion in (a) above regarding impacts of the project on public views.

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

The project will not create any new sources of light or glare at the bridge.

Conclusion/Mitigation

No significant impacts to aesthetics are anticipated to occur and no mitigation measures are necessary.

Sources

SWCA Environmental Consultants, 2019a. Lopez Drive Bridge Seismic Retrofit Project Visual Impact Assessment, Technical Memorandum to Caltrans District 5 dated March 20, 2019.

Also see Exhibit A.

II. AGRICULTURE AND FORESTRY RESOURCES

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

Setting

The project is located on recreational lands with no agricultural activities occurring in the immediate vicinity. Lopez Lake and the surrounding lands, including the project site and staging area, are located in the Arroyo Grande Agricultural Preserve Area; there are properties currently under Williamson Act contracts bordering Lopez Drive south and west of Lopez Lake. The northwest corner of the Husana Agricultural Preserve Area is

located in wooded hills to the south of the project site; this area includes properties currently under Williamson Act contract. However, the mapped land uses in the vicinity of the project site include recreational and rural lands. There are no lands in agricultural use at or near the project site.

Project areas are bordered generally by scattered coastal oak woodlands with less than 10% to 33% tree cover.

Discussion

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

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

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

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

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

In regard to (a) through (e), the proposed bridge retrofitting and associated temporary construction impacts will occur in limited areas within the County right-of-way and adjacent County-owned lands that have been previously disturbed. There will be no conversion of farmland, forest land or timberland. No forest land or timberland meeting the definitions in (c) occurs at or near, or will be affected by, the project.

Conclusion/Mitigation

Due to the scope of the proposed project, the location in existing County right-of-way and previously disturbed areas, and the lack of agricultural and forest resources within the project site and vicinity, no significant impacts to agricultural and forest resources are anticipated and no mitigation measures are necessary.

III. AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
(a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
(c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
(d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

Setting

San Luis Obispo County is in non-attainment status for ozone and particulate matter 10 micrometers in size and smaller (PM_{10}) under the California standards.

The Air Pollution Control District (APCD) has developed and updated their CEQA Air Quality Handbook (2012) to evaluate project-specific impacts and help determine if air quality mitigation measures are needed, or if potentially significant impacts could result. Construction emissions are analyzed with regard to daily and quarterly significance thresholds, including reactive organic gases and oxides of nitrogen (ozone precursors), diesel particulate matter, fugitive dust (contributor to PM_{10}), and greenhouse gas emissions (see Greenhouse Gas Emissions section, below). Best available control technologies and standard mitigation measures may be employed to address threshold exceedances; otherwise off-site mitigation may be required.

The Handbook specifies standard idling restrictions for on-road and off-road construction vehicles and equipment, control measures for any grading activities that would disturb naturally occurring asbestos, and control measures for disturbance of hydrocarbon-contaminated soils and demolition of asbestos-containing buildings and structures.

In accordance with the APCD Handbook, operational emissions are evaluated under the APCD's Clean Air Plan from the perspective of long-term emissions, cumulative effects, and countywide programs to reach acceptable air quality levels. Control measures for stationary and mobile sources discussed in the Plan pertain to processes for improved fuel combustion, electrification to displace use of fossil fuels, reduced vehicle use, and required use of best available control technologies for new sources.

Air emissions associated with the project are limited to short-term emissions from construction equipment and vehicles. No long-term air emissions will result from the project. A referral was submitted to the APCD and the County received a response on May 8, 2019. APCD's recommendations are incorporated below.

Discussion

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

The source control measures in the Clean Air Plan are not directly applicable to the project. The project will retrofit an existing bridge and will not affect vehicle use such as by generating new traffic or increasing vehicle miles. Accordingly, the project does not conflict with the Clean Air Plan.

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

Construction activities could generate temporary increases in local air pollution and have the potential to increase ozone and PM_{10} emissions. The project will result in short-term construction equipment exhaust and fugitive dust emissions as well as emissions from construction commutes.

The recommendations in the CEQA Air Quality Handbook were reviewed to determine the potential for construction emissions to exceed the APCD's significance thresholds for diesel particulate matter, reactive organic gases and oxides of nitrogen, and fugitive particulate matter, PM_{10}. As proposed, the project areas encompass approximately 4.8 acres in the vicinity of the bridge (which includes the existing bridge and Lopez Drive) and 0.9 acre at the staging area east of Lopez Dam. However, only limited and intermittent earth disturbance activities would be occurring within these areas throughout the construction period, resulting in low daily, and low cumulative quarterly, emissions estimates based on the quantities of earth disturbance. The APCD referral response confirms that construction emissions are likely to be less than the APCD's significance thresholds and the APCD will not require any construction-phase mitigation measures beyond dust control mitigation measures to prevent fugitive dust from being a nuisance to residents and businesses in close proximity to the construction site.

Portable equipment, 50 horsepower (hp) or greater, if used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board, CARB) or an APCD permit.

(c) Expose sensitive receptors to substantial pollutant concentrations?

Sensitive receptors in the vicinity of the project include nearby residences and workers and visitors in the Lake Lopez Recreational Area who may be within 1,000 feet of the project site and therefore potentially exposed to construction-related dust if it drifts from the project site. This impact is potentially significant.

Diesel engine idling is regulated by State law, including Section 2485 of Title 13 of the California Code of Regulations (for on-road vehicles) and Section 2449(d)(2) of the CARB's In-Use Off-Road Diesel regulation (for off-road equipment) to reduce potential air quality impacts from diesel idling to surrounding sensitive receptors. These regulations apply to diesel-powered construction vehicles and equipment used for the project. They are included in Exhibit B, and include, for example, restrictions on idling time and posting reminder signs for construction crews.

Naturally occurring asbestos is identified as a toxic air contaminant by the CARB. Serpentine and other ultramafic rocks are abundant throughout the state and may contain naturally occurring asbestos. An Initial Site Assessment was prepared to analyze potentially hazardous materials including naturally occurring asbestos (Wreco 2018). The review of the ultramafic rocks in California determined that ultramafic outcrops are located approximately 10 miles from the project location. Naturally occurring asbestos is not expected to be encountered at the project site.

Inspection of the bridge indicated the presence of asbestos-containing expansion joints. However, the project is not expected to require demolition of structures that contain asbestos. Lead-based paint may be present in roadway striping and will be appropriately abated as hazardous waste if removed during construction; see discussion of roadway striping abatement in the Hazards and Hazardous Materials section, below. If it is determined that demolition of structures containing asbestos or lead-based paint is necessary, an APCD permit may be required.

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

The project will not result in any odors beyond those typically associated with construction projects. Those odors will be short-term and limited to the immediate construction area. This potential impact is less than significant.

Conclusion/Mitigation

The project could potentially result in short-term construction emissions (i.e., dust). Mitigation Measures AQ-1 through AQ-8 in Exhibit B will be included in the project in accordance with the recommendation of the APCD to address construction-generated emissions. Mitigation Measures AQ-9 and AQ-10 are required to comply with state regulations regarding diesel idling. Implementation of these mitigation measures will reduce the potentially significant temporary construction impacts to less than significant levels.

Sources

Wreco. 2018. Draft Roadway Initial Site Assessment. Prepared for Quincy Engineering.

Also see Exhibit A.

IV. BIOLOGICAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
(b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☒	☐	☐

Initial Study – Environmental Checklist

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
(d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
(e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
(f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Setting

A Natural Environment Study (NES) was completed for the project in July 2019 (SWCA 2019b) pursuant to requirements under the National Environmental Protection Act (NEPA). This document is referenced as a part of this initial study. The following are existing elements on or near the proposed project relating to potential biological concerns:

Habitats: Five terrestrial vegetation communities were identified on-site during field surveys including: central coast scrub, central coast scrub (disturbed), coast live oak woodland, mulefat scrub (disturbed) and ruderal/developed.

Mulefat Scrub (disturbed) occurs in the relative center of the project site and is directly adjacent to Arroyo Grande Creek. The dominant species within this community include mulefat (*Baccharis salicifolia)* and stinging nettle (*Uritica dioica* ssp. *holosericea*). Immediately upland from this community is Central Coast Scrub (disturbed) dominated by coyote brush (*Baccharis pilularis*) and California sagebrush (*Artemesia californica*).

Most of the upland areas on the project site and staging area are composed of central coast scrub. In addition to coyote brush and California sagebrush, small trees and tall shrubs, such as oaks (*Quercus* spp.), coffee berry (*Frangula californica*), toyon (*Heteromeles arbutifolia*), and occasionally big berry manzanita (*Arctostaphylos glauca*), are also present. Smaller shrubs and herbaceous species persist in the understory. Coast live oak woodland is on the north-facing slopes adjacent to Lopez Drive, with both coast live oak (*Q. agrifolia*) and valley oak (*Q. lobata*) present.

The areas mapped as ruderal/developed on the project site and staging area include all of the paved or otherwise disturbed areas onsite that are associated with Lopez Drive. Nonnative species are the dominant plants that occur within this community including various brome grasses (*Bromus* spp.), slender wild oats (*Avena barbata*), black mustard (*Brassica nigra*), red-stemmed filaree (*Erodium cicutarium*), telegraph weed (*Heterotheca grandiflora*), sweet fennel (*Foeniculum vulgare*), poison hemlock (*Conium maculatum*), Italian thistle (*Carduus pycnocephalus*), sour clover (*Melilotus indicus*), and several others. Ruderal habitat is present along the roadside and in the contractor staging area, and within the lake banks in areas exposed due to lack of inundation.

Name and distance from blue line creek(s): The Lopez Drive Bridge crosses the upper reach of Arroyo Grande Creek as it enters Lopez Lake. The flow in the creek is intermittent, and flowing water may or may not be present depending on the time of year. The site is also within the inundation area of Lopez Lake and standing water may periodically be present depending on lake inundation levels and control at the dam.

Jurisdictional Waters: Given the disturbed nature of the aquatic resources within the project area, a formal jurisdictional delineation was not performed. Drought conditions have altered the lake hydrology and shoreline vegetation communities (i.e., the disturbed communities described above). No riparian or marsh vegetation was present within the project area during the surveys, including those conducted when the areas designated as open water were dry. The disturbed mulefat scrub vegetation type is dominated by wetland plant species, but is entirely within the maximum lake inundation area. Therefore, the limit of U.S. Army Corps, Regional Water Quality Control Board, and California Department of Fish and Wildlife (CDFW) jurisdictional boundaries were determined to be the maximum inundation level of the lake as visible on aerial photos and during the field survey (top of bank).

Regional Species and Habitats of Concern: The California Natural Diversity Database (CNDDB) and review of U.S. Fish and Wildlife (USFWS) Species List identified 19 special-status plant taxa, no sensitive plant communities and 18 special-status wildlife species have been documented as occurring within a 5-mile radius of the project site. Because the plant and wildlife lists are regional, an analysis of the range and habitat preferences of those species was conducted to identify which sensitive plant and wildlife species have the potential to occur on or around the project site.

No state or federally listed, proposed, candidate or otherwise sensitive plant species were identified within the project site during field surveys. The project site contains suitable habitat for 2 of the 19 special-status plant species documented within a 5-mile radius of the project site, including chaparral ragwort (*Senecio aphanactis*) and mesa horkelia (*Horkelia cuneata* ssp. *puberula*). However, these species were not identified during surveys conducted during the appropriate blooming period.

SWCA determined that 5 of the 18 special-status wildlife species have the greatest potential to occur within or directly adjacent to the project area, including California red-legged frog (*Rana draytonii*), Coast Range newt (*Taricha torosa*), coast horned lizard (*Phrynosoma coronatum blainvillii*), western pond turtle (*Emys marmorata*) and bald eagle (*Haliaeetus leucocephalus*), as well as migratory birds and roosting bats. No special-status wildlife species were identified during the field surveys, with the exception of bird species that are protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code Sections 3503 and 3503.5.

Lopez Lake is an important recreational resource for sport fishing (e.g., rainbow trout, largemouth bass, catfish, sunfish, bluegill), which is managed by the CDFW.

The NES considered the possibility of impacts in an area encompassing 4.8 acres at and around the bridge, and in 0.9 acres at the staging area located east of Lopez Dam. Actual project impacts in these areas will be determined based on the detailed plans for access and construction staging. Approximately 0.01 acre of permanent impacts may result from the installation of large-diameter columns/shafts on either side of the existing piers, which would be within the banks of the lake (open water habitat). All other disturbance areas will be restored upon completion of construction.

Discussion

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

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

No special-status wildlife species were identified during the field surveys; however, the project provides potential habitat for California red-legged frog, western pond turtle, Coast Range newt, coast horned lizard, bald eagle, migratory bird species, and roosting bat species. Impacts to these species may occur during construction activities, including clearing and grubbing activities, dewatering activities, heavy equipment operation, bridge retrofit construction, and other project-related activities. Permanent impacts will be limited to the CIDH columns that will adjoin the existing bridge piers.

Direct impacts to California red-legged frogs, western pond turtles, Coast Range newts, and coast horned lizard could include injury or mortality in the lake, adjacent riparian areas, and uplands from construction equipment, construction debris and worker foot traffic. However, these impacts will be mitigated with the presence of qualified biologists surveying for and moving these species outside of the project area to suitable habitat.

Indirect effects of construction activities, including noise and vibration, may cause protected species to abandon habitat adjacent to work areas. This disturbance may increase the potential for predation if these species abandon shelter sites. The indirect effects of erosion and sedimentation could impact California red-legged frogs, southern western pond turtles, Coast Range newts and coast horned lizard. However, this will be mitigated using appropriate sedimentation and erosion controls.

In the event a temporary work trestle is used for construction activities, the support piles would be installed during dry conditions if feasible. If it is necessary to install the piles when there is water in the lake, the CDFW standard condition regarding peak noise levels from pile-driving activities would apply to prevent the potential for a "take" of sport fish in the lake. In order to achieve the thresholds, mitigation measures may include but are not limited to the use of alternative pile materials (e.g., concrete or wood), alternative pile-driving approaches (e.g., vibratory hammer, push or press-in, or oscillating installation), and use of sound attenuating devices (Caltrans 2015).

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

The project site does not contain any habitat identified as a natural community of concern by the CDFW.

Impacts to the lake and riparian habitat areas are described in (a) and will be mitigated through restoration

of all areas disturbed by construction. Construction activities that are required in the lakebed will be conducted during dry conditions if possible. If water is present, appropriate management of site dewatering and pile-driving activities (if required) will minimize potential adverse impacts to wildlife species that may be present in the lake.

Various bird and bat species may be disturbed and may abandon nests or roosts if present on the bridge or in nearby trees during construction activities. Preconstruction surveys will be conducted for these species to ensure that construction-related impacts are avoided.

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

Because of the dramatic water fluctuations and vegetative response to periodically dry conditions, no persistent wetlands were identified in the vicinity of the project site during field surveys conducted for the project (SWCA 2019b). For purposes of the applicable permit evaluations, the jurisdictional boundary to be used is top of bank. Impacts to the lakebed from access to and grading around the existing bridge pier to install the CIDH columns and for dewatering structures if needed, will be temporary. These areas will be restored to pre-construction conditions upon completion of construction. Permanent aquatic impacts are limited to approximately 0.01 acre of fill for the CIDH columns, which will be contiguous with the existing filled area of the bridge pier. This small permanent fill area extending from the existing bridge pier will not have a substantial adverse impact on federally protected wetlands and other aquatic habitats.

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

While not mapped as an Essential Connectivity Area, Lopez Lake and its surrounding natural areas provide habitat for many species. The lake and its riparian corridors in the project area may be used by wildlife as movement corridors (SWCA 2019b). There are no known fish passage issues at the project site; the nearest fish passage issue is downstream of Lopez Dam.

The project will not change the character of the bridge, its supports, or the surrounding areas in any way that would affect wildlife passage or use of nursery areas. Impacts of the project on these natural functions will be limited to temporary construction disturbance. Construction activities in jurisdictional areas will be timed to take advantage of the dry season (June 1 to October 31) to minimize construction disturbance effects on aquatic and riparian species. As described in (b), pre-construction nesting bird and roosting bat surveys will be conducted to avoid disturbance to these species.

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

The project will not conflict with any local policies or ordinances protecting biological resources.

The South County Inland Area Plan designates private lands within the viewshed and immediate watershed of Lopez Lake as a Sensitive Resource Area for aesthetics, water quality, primitive values, and wildlife habitat. While not applicable to work proposed by the County within existing County rights-of-way, the project does not conflict with the designation of the Lopez Lake Sensitive Resource Area in the South County Inland Area Plan.

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

The project site is not subject to any adopted or approved habitat conservation plans and the project will not conflict with the provisions of any such plans.

Conclusion/Mitigation

Impacts of the project on biological resources are generally limited to temporary construction impacts. Permanent impacts are limited to no more than 0.01 acre of permanent fill in the lake adjoining the existing bridge pier, which is not expected to have any material effects on biological resources. Construction activities could result in direct or indirect impacts to special-status species, nesting birds, roosting bats, and/or jurisdictional waters that are potentially significant. Mitigation measures intended to avoid direct and indirect harm to protected species and sensitive wildlife, and to prevent water quality and habitat impacts from construction-generated pollutants, including erosion, will ensure construction-related impacts are less than significant.

In the event pile-driving is required, it will be conducted during dry conditions if feasible. If water is present, pile driving will be managed to adhere to the noise thresholds recommended by CDFW to avoid significant impacts on sport fish in Lopez Lake. These thresholds could be met through the application of pile-driving equipment and techniques to minimize pile-driving noise, including, but not limited to use of alternative pile installation techniques or sound barrier technologies (BR-19, Exhibit B).

The mitigation measures described generally above and listed in Exhibit B (BR-1 through BR-19) will help avoid and minimize impacts on biological resources and will reduce potential project impacts to a less than significant level.

Sources

California Department of Transportation (Caltrans), 2015. Technical Guidance for Assessment and Mitigation of the Hydroacoustic Effects of Pile Driving on Fish. November.

SWCA Environmental Consultants, 2019b. Natural Environment Study, Lopez Drive Bridge Seismic Retrofit Project, Lopez Drive, Arroyo Grande, San Luis Obispo County, May.

Also see Exhibit A.

V. CULTURAL RESOURCES

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

Setting

The project is located in an area historically occupied by the Obispeño Chumash. The Chumash occupied the coast between San Luis Obispo and northwestern Los Angeles County, inland to the San Joaquin Valley. They were divided into two broad groups, of which the Obispeño were the northern group.

Archaeological evidence has revealed that the ancestors of the Obispeño settled in SLO County over 10,000 years ago. Following an annual cycle of hunting, fishing, fowling, and harvesting, the Chumash peoples adapted to changing environmental and social conditions and grew into a large complex society which persists today. Recorded sites vary from large permanent villages to very small seasonal camp sites.

The Salinan where northern neighbors of the Chumash, and although the presence of a firm boundary between the Chumash and the Salinan is uncertain, ethnographic accounts have placed Salinan territories in the northern portion of the County.

The following inventories were examined for cultural resources: National Register of Historic Places, California Register of Historical Resources, California Historical Landmarks, California Points of Historical Interest, and California Office of Historic Preservation. A records search of the Central Coast Information Center (CCIC) was conducted on July 7,2017. The records search covered a one-half mile radius around the project area and included archaeological and historical resources, locations and citations for previous cultural resources studies. Two previously conducted cultural resource surveys were identified with a 1/2-mile buffer of the project area; one report included coverage of approximately 10% of the southern project area. Historic topographic maps and aerial photographs were also reviewed to assess the potential for historic structural resources and historical archaeological resources. No historic or archaeological resources were identified within the project area as a result of searching the inventories.

An additional review of the County archives determined that several archaeological reports have been completed for past projects at or in the vicinity of the project area. These include a study encompassing the entirety of Lopez Lake and the surrounding shoreline and drainage valleys, which determined that the area is archaeologically sensitive. Several past studies directly along Lopez Drive in the vicinity of the bridge have not resulted in significant finds.

A qualified archaeologist prepared an Archaeological Survey Report (SWCA 2018) for the project. No archaeological resources were identified within the project boundary.

Discussion

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

Because no historical resources or historic-era materials were identified in or near the project site, the project will not cause a substantial adverse change in the significance of a historical resource.

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

Based on a site-specific archaeological survey (SWCA 2018), no archaeological resources were identified within the project boundary and the project is not expected to cause a substantial adverse change in the significance of an archaeological resource. Additional surveys will be required if the project changes to include areas not previously surveyed. Mitigation measures, including monitoring during initial earth disturbance, will address the potential for any inadvertent finds during construction.

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

Based on consultation with the Chairperson of the *yak titÿu titÿu yak tiłhini* – Northern Chumash of San Luis Obispo County and Region, the potential exists for significant Native American resources to be present in the region. Construction activities that involve ground disturbance within areas determined to be archaeologically sensitive will be monitored by a qualified archaeologist and a tribal monitor. If cultural materials, including human remains, are encountered during construction, work in that area will be stopped until a qualified archaeologist can evaluate the nature and significance of the find. In the event of accidental discovery, the appropriate responses and notifications in the state Health and Safety Code will be followed.

Conclusion/Mitigation

The project will require limited ground disturbance in areas that have been previously disturbed by construction of the existing dam, bridge piers, and roads. However, based on past use of the region and information obtained through tribal consultation regarding the potential for significant Native American resources to exist in the region, the construction monitoring conditions listed in Exhibit B will be implemented to ensure no significant impacts to cultural resources if inadvertently encountered during construction. These include, for example, holding a pre-construction briefing, monitoring of initial earth disturbance activities, and implementing appropriate responses in the event of any inadvertent finds. Implementation of these measures will ensure that the appropriate responses and evaluations are taken for any archaeological resources, that may be discovered. These mitigation measures will result in less than significant impacts on cultural resources.

Sources

SWCA Environmental Consultants (SWCA), 2018. Historic Property Survey Report for Federal Project BRLS-5949 (135), with Attachment C, Lopez Drive Bridge Seismic Retrofit Project Archaeological Survey Report.

Also see Exhibit A.

VI. ENERGY

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

Setting

Energy considerations under CEQA are intended to evaluate projects with respect to the goals of decreasing energy consumption and reliance on fossil fuels, and increasing reliance on renewable energy sources (CEQA Guidelines Appendix F). Relevant factors for consideration can include energy consumption required for the project, compliance with energy standards, and effects of the project on local and regional energy supplies, electricity demand, and transportation energy requirements.

Discussion

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

Project energy requirements and energy use efficiencies pertain to construction-generated vehicle and equipment emissions. Construction vehicle emissions have been evaluated for the project as described in the Air Quality section, and will be managed to avoid wasteful or unnecessary consumption of fuel that would contribute to air emissions.

From an operational perspective, the project will not result in increased vehicle miles or increased traffic, and will not have any other impacts on energy use or sources.

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

There are no applicable state or local plans for renewable energy relevant to the project.

Conclusion/Mitigation

The project consists of retrofitting an existing bridge and will not have any long-term effect on energy use. The air quality mitigation measures described in the Air Quality section above will address construction-related consumption of fossil fuels and help avoid wasteful or unnecessary fuel consumption. Therefore, the project will not have a significant effect on energy resources and no additional energy resource-related mitigation measures are required.

Sources

See Exhibit A.

VII. GEOLOGY AND SOILS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
	(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
	(ii) Strong seismic ground shaking?	☐	☐	☒	☐
	(iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
	(iv) Landslides?	☐	☐	☐	☒
(b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
(c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
(d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐

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		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
(f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

Setting

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

Topography: Very steeply sloping

Within County's Geologic Study Area?: No

Landslide Risk Potential: Negligible

Liquefaction Potential: High

Nearby potentially active faults?: Yes; Distance: 1.2 miles

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

Other notable geologic features: None

According to the Natural Resources Conservation Service Soil Survey, soils on the project site are Lopez very shaley clay loam, 30-75% slopes. The project site is not within a Geologic Study Area. A geotechnical report was prepared for the project based on borings that were conducted at the project site (Fugro 2014). The report states that soils encountered at the project site are susceptible to liquefaction or seismic settlement.

Discussion

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

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

(a-ii) Strong seismic ground shaking?

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

(a-iv) Landslides?

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

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

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

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

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

In regard to (a) through (e), according to the Natural Resources Conservation Service Soil Survey, soils on the project site are Lopez very shaley clay loam, 30-75% slopes. The project site is not within a Geologic Study Area. A geotechnical report was prepared for the project based on borings that were conducted at the project site (Fugro 2014). The report states that soils encountered at the project site are susceptible to liquefaction or seismic settlement. The geotechnical report and guidelines established by Caltrans were used to create a final retrofit strategy that will make the bridge less vulnerable to seismic activity.

In regard to (f), impacts to bedrock will be limited to socketing the CIDH columns into the competent rock layer at depth in the substrate. No impacts to paleontological resources are expected to occur.

Conclusion/Mitigation

The project is specifically designed to avoid significant impacts to, or as a result of, geology and soils. No mitigation measures are required.

Sources

Fugro Consultants, Inc. 2014. Geotechnical Report Lopez Drive Bridge No. 2 Seismic Retrofit Over Lopez Lake Bridge No. 49C-0354, San Luis Obispo County, California. Prepared for Quincy Engineering, Inc.

Also see Exhibit A.

VIII. GREENHOUSE GAS EMISSIONS

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

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

Setting

Greenhouse Gas (GHG) Emissions are broadly recognized as contributing to an increase in the earth's average surface temperature and long-term changes in climate.

The passage of AB32, the California Global Warming Solutions Act (2006), recognized the need to reduce GHG emissions and set the GHG 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 GHG 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 APCD approved thresholds for GHG emission impacts, and these thresholds have been incorporated the APCD's CEQA Air Quality Handbook (carbon dioxide, methane, nitrous oxide, hydrofluorocarbon, chlorofluorocarbon, and F6S). The 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 under the purview of CARB (or other regulatory agencies) such as new vehicle fuel economy standards, appliance emissions standards, and replacement of fossil fuel-based energy with renewable energy.

Discussion

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

The project will involve construction activity that could generate temporary increases in local air pollution. As discussed under Air Quality above, the project will result in short-term construction equipment exhaust emissions, which result in contributions of GHG emissions. Using the GHG threshold information described

in the Setting section, the project is expected to generate less than the Bright-Line Threshold of 1,150 metric tons of GHG emissions. Therefore, the project's potential direct and cumulative GHG emissions are found to be less significant and less than a cumulatively considerable contribution to GHG emissions. If it is shown that an incremental contribution to a cumulative impact, such as global climate change, is not 'cumulatively considerable', no mitigation is required. Because this project's emissions fall under the threshold, no mitigation is required.

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

The project will not increase transportation-related emissions and will not affect other sources of greenhouse gas emissions. Accordingly, the project will not conflict with any applicable plans, policies, or regulations intended to reduce greenhouse gas emissions.

Conclusion/Mitigation

The project's cumulative contribution to GHG emissions is limited to construction. The mitigation measures recommended by the APCD, described in the Air Quality section, will ensure that no significant impacts to greenhouse gas emissions occur as a result of the project. No additional mitigation measures are necessary.

Sources

See Exhibit A.

IX. HAZARDS AND HAZARDOUS MATERIALS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
(b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
(c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒

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		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
(e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
(f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
(g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Setting

The yellow paint used for roadway striping prior to 1995 may exceed hazardous waste criteria under Title 22, California Code of Regulations, and require disposal in a Class 1 disposal site, due to the potential presence of lead and heavy metals.

Inspection of the bridge indicated the presence of asbestos-containing expansion joints.

The site is not in close proximity to ultramafic rock outcrops known to contain asbestos. The closest such rock formations are approximately 10 miles west of the project location.

A review of the Envirostor database (August 26, 2019) did not identify any documented contaminated sites in the vicinity of the project or Lopez Lake in general.

The project is within a 'very high' Fire Hazard Severity Zone; however, Cal Fire's Airport Station is located approximately 11.3 miles from the project site and response time is approximately 20 minutes. The Lopez Drive Bridge is not in a dam inundation zone and is not within the Airport Review area.

An Initial Site Assessment (ISA) was conducted by WRECO for hazardous risks associated with the seismic retrofitting of Lopez Drive Bridge (Wreco 2018). The ISA includes regulatory records searches and a visual site survey.

Discussion

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

The ISA identified potential lead and heavy metals associated with pavement striping. In the event Lopez Drive pavement needs to be demolished, roadway striping will be abated as hazardous waste prior to any pavement demolition. The bridge's asbestos-containing expansion joints will not be disturbed for the project.

No hazardous materials are expected to occur in the lakebed materials to be removed for the CIDH concrete columns or water to be pumped from the cofferdams if diversion is required.

The project does not propose the use of hazardous materials, nor the generation of hazardous wastes. The project does not present a significant fire safety risk. The project is not expected to conflict with any regional emergency response or evacuation plan.

The project could introduce potentially hazardous materials into the area in the form of fuel in construction equipment. As noted above under Biological Resources, a spill and clean-up kit will be stored onsite at all times (BR-7). All fueling and maintenance of vehicles and other equipment will occur at least 60 feet from any riparian habitat or water body (BR-9). Prior to the onset of work, the County will ensure that the contractor has prepared a plan to allow a prompt and effective response to accidental spills. All workers will be informed of the importance of preventing spills and of the appropriate measure to take should a spill occur.

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

As described in (a), the project is not expected to result in adverse effects from fuel-related spills or other accidental releases to the environment.

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

The project will not use or expose acutely hazardous materials, substances, or waste; will be managed to prevent potentially hazardous emissions and releases; and is not located within close proximity to any schools.

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

The project is not located on or near a hazardous materials site.

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

The project is not located in an airport review area; the closest airport review areas is in San Luis Obispo over seven miles away.

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

A single lane of traffic will be maintained on Lopez Drive and the bridge for the duration of construction so that emergency response or evacuation, if necessary, will not be impaired.

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

As described in (f), the project will not interfere with the ability to travel through the project site and therefore will not increase exposure risks to wildland fires.

Conclusion/Mitigation

The project's potential to have adverse effects due to presence and/or handling of hazardous materials or hazardous conditions is limited to construction-related fuel leaks and spills, which will be managed in accordance with the mitigation measures described in the Biological Resources section to ensure any effects are less than significant. Additionally, in the event roadway striping needs to be removed for the project, a condition requiring that it be abated as hazardous waste will ensure no significant effect (see Exhibit B, mitigation measure HH-1).

Sources

See Exhibit A.

X. HYDROLOGY AND WATER QUALITY

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☒	☐	☐
(b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
(c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐

Initial Study – Environmental Checklist

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(i)	Result in substantial erosion or siltation on- or off-site;	☐	☒	☐	☐
(ii)	Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
(iii)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
(iv)	Impede or redirect flood flows?	☐	☐	☒	☐
(d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
(e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Setting

Arroyo Grande Creek is an intermittent creek that conveys water seasonally. The direction of flow is east to west at the Lopez Drive Bridge crossing and the bridge is within the inundation area for Lopez Lake (i.e., standing water may be present at the bridge crossing depending on the lake level at the time of construction). The Lopez Drive Bridge crosses Arroyo Grande Creek as it enters Lopez Lake.

Lopez Lake is a water supply reservoir and water quality for drinking water is managed at the Lopez Water Treatment Plant. The watershed is surveyed and assessed on a regular basis for potential water quality impacts. Lopez Lake is vulnerable to contamination from wastewater generation at the Lopez Lake Recreation Area and livestock near the reservoir. To date these activities have not adversely impacted the water treatment plant's treated water quality (County 2018). The treated drinking water is monitored for a wide range of naturally occurring and anthropogenic contaminants.

The Arroyo Grande Creek below Lopez Lake is on the 303(d) list of impaired water bodies for *Escherichia coli* and fecal coliform; proposed water quality impairment additions for the same reach include nickel, nitrate, toxicity, and benthic community effects.

The project is located upstream of the Santa Maria Valley - Arroyo Grande Groundwater Basin. Groundwater issues in the basin include hardness, nitrates, salinity (closer to the coast), sulfate, and volatile organic compounds (Groundwater Exchange, 2018).

Based on the State Water Quality Control Board's GeoTracker, the project is not in or near any sites that require groundwater remediation or permitted facilities that could impact groundwater.

Soils at the project site are well-drained and have low erodibility potential.

The project site is within the 100-year floodplain of Lopez Lake and Arroyo Grande Creek.

Discussion

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

Microbial contamination is of concern for Lopez Lake as a source of drinking water and in Arroyo Grande Creek downstream from the dam. The project will not alter or increase existing sources of microbial contamination or conditions affecting their dispersal. Construction activities will not contribute pollutants that would affect any of the other water quality parameters proposed as additions to the 303(d) listing for Arroyo Grande Creek (i.e., nickel, nitrates, toxicity and benthic community effects) or that are of concern for drinking water treatment.

Potential sources of water quality contaminants from construction activities are described in the Hazards and Hazardous Materials section and will be managed so as not to introduce contaminants into Lopez Lake.

Standard mitigation measures regarding construction sedimentation and erosion controls will be used to avoid adverse effects on water quality in Lopez Lake from sedimentation.

The project will not introduce contaminants through construction activities that have the potential to affect groundwater quality at the site or in the Arroyo Grande basin downstream from the site. The project is not located in or near a groundwater remediation site or a permitted facility that could impact groundwater.

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

The project site is not in a managed groundwater basin area. The project will not affect water levels in Lopez Lake or groundwater supply or recharge in the vicinity of the project or in the Arroyo Grande groundwater basin downstream of Lopez Dam.

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

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

The project will require dewatering activities should the lake water levels be located at or above the base of the existing piers during construction. The proposed construction activities include installing cast in drilled hole (CIDH) concrete columns adjacent to the existing pier walls of the bridge. The proposed dewatering plan consists of installing steel sheet piling or large diameter steel pipe cofferdams driven into the lakebed around each location, and pumping lake water out of the cofferdams. The cofferdam will be a sufficient height to prevent overtopping by any significant rainfall event that may cause the lake level to rise during the duration of construction. Seepage into the cofferdam from groundwater may occur and will be removed with pumping. Water pumped from the cofferdam will be pumped directly to tank trucks or storage tanks and will be used onsite for dust control or disposed of at an upland location where it will either evaporate or infiltrate. The pumped water will not be discharged at any location where it could cause erosion or enter any stormwater conveyance or any watercourse or waterbody.

Cofferdam removal will be accomplished in a manner that minimizes disturbance and potential for turbidity in the lake. Appropriate erosion and sedimentation controls will be used for all construction and staging areas for the same purpose.

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

The project will not create new impervious surfaces that would increase the rate or amount of surface runoff. Temporary construction access routes and staging areas will be restored upon completion of construction, and temporary work platforms will be removed, so as not to create permanent new impervious surfaces.

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

The project will not create new sources of stormwater runoff or alter any existing stormwater drainage features.

(c-iv) Impede or redirect flood flows?

The project site is within the 100-year floodplain. The proposed repairs will result in an incremental volume of fill in the 100-year floodplain. The flood storage capacity of the area to be filled for new concrete supports on the existing bridge column is negligible with respect to the 100-year floodplain for Lake Lopez and is not expected to have any detectable effect on flood storage or the passage of flood flows past the bridge.

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

See response in (c-iv) above regarding impacts to the 100-year floodplain. Once completed, the construction areas will be stabilized to prevent any change in existing conditions at the project site regarding the potential for erosion to be caused by extreme flood events. The project is not in a coastal area and tsunami or seiche zone risks do not apply.

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

As stated in (a), the project will not increase existing sources of contaminants or alter any conditions affecting their dispersal. With the construction controls described in the Biological Resources and Hazards and Hazardous Materials sections, the project will not introduce contaminants that could affect water quality in Lake Lopez, in Arroyo Grande Creek downstream, or in groundwater. The project will not affect groundwater levels.

Conclusion/Mitigation

The Project could result in water quality impacts through dewatering activities or the discharge of sediments during construction. Dewatering at the site, if required, would be localized and the return of pumped water to a nearby upland location will prevent any decrease in groundwater in the project vicinity. The potential for adverse water quality impacts in Lopez Lake during construction activities will be mitigated by working during the dry season, the implementation of a stormwater pollution prevention plan, and the implementation of best management practices to prevent sedimentation and erosion that could adversely impact water quality. Most of the project's impacts are temporary and disturbed areas will be restored and stabilized upon completion of construction. The volume of permanent fill in the 100-year floodplain of Lopez Lake is insignificant in terms of displacing flood storage.

With the implementation of standard mitigation measures regarding stormwater and sedimentation and erosion controls during construction described in the Biological Resources section (i.e., BR-1, BR-4, BR-6, BR-7, BR-8, BR-9, and BR-10), impacts of the project on water quality and hydrology will be less than significant. These mitigation measures are considered necessary to result in less than significant impacts on hydrology and water quality, but are not repeated for this section. No additional mitigation measures are required.

Sources

County of San Luis Obispo (County), 2018. Water Quality Report Lopez Project.

Groundwater Exchange, 2018. Santa Maria River Valley Basin Notes, an online resource of the California Water Library at https://groundwaterexchange.org/basin/santa-maria/.

Also see Exhibit A.

XI. LAND USE AND PLANNING

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

Setting

Surrounding land uses consist of rural lands sparsely developed for recreation and residential use. The project was reviewed for consistency with policy and/or regulatory documents relating to the environment and appropriate land use. Referrals were sent to outside agencies to review for policy consistencies (e.g., CalFire for Fire Code, APCD for Clean Air Plan). The project is not within or adjacent to a Habitat Conservation Plan area.

Discussion

(a) Physically divide an established community?

The project will not physically divide an established community and will not alter existing transportation routes between communities.

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

The project is compatible with the surrounding uses and will improve the safety of the existing bridge for the benefit of travelers relying on Lopez Drive in the vicinity. The project was found to be consistent with the applicable plans (listed in Exhibit A). The project does not conflict with the plans or policies of any of the referral agencies, with the incorporation of the air quality conditions recommended by the APCD and described in the Air Quality section.

Conclusion/Mitigation

The project will have no effect on land use and planning, and no mitigation is required.

Sources

See Exhibit A.

XII. MINERAL RESOURCES

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

Setting

The project site is not located near any surface mines or energy/extractive areas.

Discussion

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

The project will impact disturbed lands within the County right-of-way and is not located within or near any known mineral resources.

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

The project is not located within or near any delineated mineral resource recovery sites.

Conclusion/Mitigation

The project is not expected to impact mineral resources and no mitigation measures are necessary.

Sources

See Exhibit A.

XIII. NOISE

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

Setting

The project is not within close proximity to sensitive noise receptors (e.g., residences, schools, day care facilities). The bridge is approximately 0.2 mile from County Parks' Lopez Lake campground and recreational facilities kiosk, Valley Oak picnic area, and approximately 0.4 mile from the marina.

Discussion

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

The project will generate temporary construction noise for the approximately five-month duration of construction. Although the project is within one mile of Lopez Lake recreational facilities, it is anticipated that construction noise will be temporary in nature, confined to daylight hours, and will not appreciably disturb campgrounds or recreational activities.

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

Construction is not expected to require activities that could cause excessive groundborne vibration (e.g., jackhammer). If a temporary work trestle is installed adjacent to the bridge, support piles may be installed. It is anticipated that this activity would be accomplished in a relatively short timeframe early in the construction period, and is not expected to create excessive groundborne vibration or noise levels.

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

The project is not located in the vicinity of a private airstrip or a public airport.

Conclusion/Mitigation

Construction-generated noise will be temporary and is not anticipated to be excessive. Limiting construction activities to daytime hours (see NO-1 in Exhibit B) will reduce potential impacts on visitors to the Lopez Lake Recreation Area to less than significant. No additional mitigation is required.

Sources

See Exhibit A.

XIV. POPULATION AND HOUSING

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

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Setting

The Lopez Drive Bridge is located in a rural area of unincorporated San Luis Obispo County. There are no residences located in the immediate vicinity and surrounding land uses are primarily recreational lands and open space.

Discussion

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

The project will not have any impact on regional population growth and will not alter existing transportation networks.

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

The project will not displace any housing.

Conclusion/Mitigation

The project will have no impacts on population and housing and no mitigation measures are necessary.

Sources

See Exhibit A.

XV. PUBLIC SERVICES

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

Setting

The project is located in a "very high" Fire Hazard Severity Zone (SLO County 2007); however, Cal Fire's Airport Fire Station is located approximately 11.3 miles from the project site and response time is approximately 20 minutes.

Discussion

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

The proposed project will have no effect on police, fire, schools or other public services and will not result in the need for new services or facilities. No new structures will be built, and there will be no increase in population or traffic as a result of the project.

Response time for emergency vehicles is not anticipated to be impacted as one lane of traffic will remain open during construction activities, maintaining access for emergency vehicles. Construction will be confined to daylight hours on workdays; both lanes will be open when no construction is occurring on weekends and holidays.

Impacts to Lopez Lake Recreation Area, a County park, are discussed under Recreation, below.

Conclusion/Mitigation

The project is not expected to affect public services and no mitigation is required.

Sources

See Exhibit A.

XVI. RECREATION

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
(b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☒	☐	☐

Setting

The Lopez Lake Recreation Area is 200 acres of parkland and an associated 4,076 acres of Natural Area publicly owned and operated by the San Luis Obispo County Department of Parks and Recreation (County Parks). The recreation area is located approximately 7 miles north-east of the City of Arroyo Grande in San Luis Obispo County. Primary public access to Lopez Lake Recreation Area is via Lopez Drive and the Lopez Drive Bridge. A secondary route from Hi Mountain Road also provides access to the Recreational Area without the use of the bridge but is an unimproved and often impassable road that connects motorists to East Pozo Road approximately 15 miles to the northeast.

Lopez Lake Recreation Area provides active and passive recreational opportunities associated with the Lopez Lake Reservoir. Recreational amenities include camping, boating, water skiing, water slide, fishing, swimming, trails, and nature appreciation. There is an existing Class II bicycle path on Lopez Drive and the Lopez Drive bridge. During project development the County coordinated with County Parks as well as State Parks to ensure that impacts to recreation will be avoided and/or minimized to the extent feasible.

Because Lopez Lake Recreation Area is a publicly owned recreational facility, it is a federally designated Section 4(f) resource pursuant to the U.S. Department of Transportation Act of 1966, currently regulated under Title 23 of the Code of Federal Regulations Part 774. Federal grants were used in the development of the facility, so it is also a federally designated Section 6(f) resource pursuant to the Land and Water Conservation Fund Act. The bike lane on Lopez Drive Bridge is also a Section 4(f) resource. The County

coordinated with County Parks, the California Department of Parks and Recreation, and the National Park Service and obtained concurrence for use of 4(f) and 6(f) resources for the project (SWCA 2019c).

In accordance with agreements regarding use of Section 4(f) and Section 6(f) resources, construction activities will be confined to Mondays through Thursdays, when at least one lane will always remain open to traffic with flaggers. The bridge will be open to two-lane traffic during off hours (SWCA 2019c).

Discussion

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

The project will not increase use of the Lopez Lake Recreational Area, the County bike lane on Lopez Drive, or other recreational areas in the vicinity.

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

The project does not include construction of new recreational facilities or expansion of existing recreational facilities. The project may temporarily impact recreational use (bicycling) along Lopez Drive due to short-term delays during construction.

Conclusion/Mitigation

The proposed construction window includes primarily the period from June to the end of October to take advantage of low water conditions in Lopez Lake. This construction period occurs during potential times of heavier recreational use of the park. The construction traffic management approach was developed to minimize impacts to recreational users of the bike lane and Lopez Lake Recreation Area to the maximum extent possible. Bicycle and pedestrian traffic will be maintained at all times during construction but may experience brief delays to facilitate equipment movement or other construction activities. Access will be unrestricted by construction activities on the weekends as described in mitigation measure RC-1 in Exhibit B. This will reduce the recreational impacts of the project to less than significant.

Sources

SWCA Environmental Consultants, 2019c. Lopez Drive Bridge Seismic Retrofit Project Section 4(f) and Section 6(f) Resources. Memorandum to San Luis Obispo County Public Works, July 11, 2019.

Also see Exhibit A.

XVII. TRANSPORTATION

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

Setting

Lopez Drive and Lopez Drive bridge is a two-lane County road providing access to the Lopez Lake Recreation Area and rural residential roads.

Discussion

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

The project will temporarily impact use of the Lopez Drive for motorists, bicyclists, and pedestrians as discussed in the Recreation section. The project does not conflict with any program plans, ordinances, or policies addressing transportation facilities. The project will bring the bridge into compliance with Caltrans' current seismic standards.

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

Section 15064.3(b) of the CEQA Guidelines states that transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant impact on transportation. The proposed bridge retrofit will not change transportation routes or the capacity of the bridge and will not have any effect on vehicle miles traveled or traffic volumes. Therefore the project will be consistent with Section 15064.3(b).

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

The project will not change the existing road and bridge configuration or introduce new traffic uses. Improving the ability of the bridge to withstand seismic events will reduce the potential for earthquake-related hazards at the bridge.

(d) Result in inadequate emergency access?

One lane of access along Lopez Drive and the Lopez Drive Bridge will be maintained at all times during construction and two lanes will be maintained during off hours. Emergency access will be provided at all times during construction.

Conclusion/Mitigation

Implementation of the project will not result in significant impacts on transportation, and no mitigation measures are necessary.

Sources

See Exhibit A.

XVIII. TRIBAL CULTURAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
	(i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(ii)	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Setting

The Cultural Resources section describes the archaeological setting for the project site. A search of the Native American Heritage Commission's (NAHC) Sacred Lands File was requested on July 6, 2017, and the NAHC indicated that no Sacred Lands were located within the project area (SWCA 2018). No archaeological resources were identified within the project boundary as a result of the records search and literature review, or the intensive-level field survey.

In order to meet AB 52 consultation requirements, outreach to seven Native American tribe groups was conducted (Northern Chumash Tribal Council, Salinan Tribe of San Luis Obispo, Monterey and San Benito Counties, *yak titÿu titÿu yak tiłhini* – Northern Chumash Tribe, Xolon Salinan Tribe, Barbareno/Ventureno Band of Mission Indians (three tribal members), Santa Ynez Band of Chumash Indians, and the Coastal Band of the Chumash Nation. Responses were received from the Xolon Salinan tribe (April 28, 2019) and the Northern Chumash Tribal Council (April 25, 2019) with neither identifying sensitive cultural resources within the project area (Fred Collins, pers. comm. 2019; Karen White, pers. comm. 2019).

Mona Olivas Tucker, Chairperson of the *yak titÿu titÿu yak tiłhini* - Northern Chumash Tribe met onsite with the County's archaeological consultant and conveyed concern about sensitive archaeological resources in the general vicinity of the project. Ms. Olivas Tucker provided written comments to the County (June 24, 2019). These are summarized in the Cultural Resources section.

Discussion

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

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

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

As described in the Cultural Resources section, no listed historical or archaeological resources have been identified in the project area; however, tribal consultation resulted in information being conveyed to the County about the possibility for archaeological resources and Native American burials to be present in the region.

Conclusion/Mitigation

The mitigation measures described in the Cultural Resources section address tribal concerns related to the project. No additional mitigation measures are required.

Sources

See Exhibit A.

XIX. UTILITIES AND SERVICE SYSTEMS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒

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		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
(c)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
(d)	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
(e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Setting

There are no water lines or wastewater facilities within or near the project site. An AT&T fiber optic line is connected to the superstructure of the bridge that will not be impacted by the bridge retrofit and will remain in service during construction.

Discussion

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

The project will not require the construction of new water or wastewater treatment facilities or expansion of existing facilities. A portable chemical toilet will be available for use by construction crews.

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

Water for dust control during construction will be obtained from the dewatering plan, if implemented, or trucked to the site.

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

The project will not require wastewater treatment or affect the capacity of existing wastewater treatment services. A portable chemical toilet will be used for construction personnel during construction.

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

The project will not generate solid waste with the exception of potential generation of limited quantities of construction debris, which will be disposed of in accordance with applicable regulations.

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

See response to (d).

Conclusion/Mitigation

The project will have no significant effects on water or wastewater and no mitigation measures are necessary.

Sources

See Exhibit A.

XX. WILDFIRE

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

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Setting

As described under Hazards and Hazardous Materials, the project site is located in a "very high" fire severity zone and the response time for the area is approximately 20 minutes.

Discussion

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

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

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

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

Impacts of the project on emergency response are discussed under Hazards and Hazardous Materials, Public Services, and Transportation.

In regard to (b) through (d), the project will modify an existing structure with no material changes that would have any affect on any factor related to the occurrence of, or risks posed by, wildfires.

Conclusion/Mitigation

The project will have no significant effects on wildfire risk and no mitigation measures are necessary.

Sources

See Exhibit A.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
(b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
(c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Setting

The project setting is described in terms of surrounding land uses on pages one through three of the Initial Study and from the perspective of environmental resources in each resource section of this document, including, for example, aesthetics, biological resources, and cultural resources.

Discussion

(a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

The project has the potential to substantially degrade the quality of the environment. Incorporation of the Biological Resources (BR) and Cultural Resources (CR) mitigation measures included in Exhibit B will ensure that the project will not substantially reduce the number of fish and wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plant or animal species, and/or eliminate important examples of the major periods of California history or pre-history. Therefore, the anticipated project-related impacts are less than significant.

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

The project does not propose a new or different use than the existing use of Lopez Drive Bridge, and will be located within existing right-of-way and small portions of adjacent County-owned lands immediately bordering the right-of-way. Operational impacts are limited to minor changes to the existing bridge structures located beneath the bridge deck. Construction-related impacts will be temporary and limited by the limited duration and scope of the project. The project is not expected to have impacts that will be individually limited, but cumulatively considerable. Therefore, project impacts, when considered together with past, on-going, and future projects in the vicinity, would not be cumulatively considerable and would not compound or increase other environmental impacts. Therefore, all project-related impacts will be less than significant.

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

The project will not result in environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly. Effects on use of and access to recreational facilities will be limited to construction impacts, which will be managed so as not to prevent use of the facilities. The anticipated effects of the project will not substantially conflict with any adjacent land uses. Implementation of the projects will improve the ability of the bridge to withstand seismic events that will result in net benefits to transportation and public safety; therefore, all impacts are considered less than significant.

Conclusion/Mitigation

With the implementation of the project-specific mitigation measures, including appropriate measures listed in Exhibit B, the project will have a less than significant impact on the environment.

Sources

See Exhibit A.

Exhibit A - Initial Study References and Agency Contacts

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

Contacted	Agency	Response
☐	County Public Works Department	**Not Applicable**
☐	County Environmental Health Services	**Not Applicable**
☐	County Agricultural Commissioner's Office	**Not Applicable**
☐	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)	**Not Applicable**
☐	CA Department of Transportation	**Not Applicable**
☐	Community Services District	**Not Applicable**
☒	Other U.S. Army Corps of Engineers	**None**
☐	Other _____	**Not Applicable**

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

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

- ☒ Project File for the Subject Application

County Documents

- ☐ Coastal Plan Policies
- ☐ Framework for Planning (Coastal/Inland)
- ☐ General Plan (Inland/Coastal), includes all maps/elements; more pertinent elements:
  - ☐ Agriculture Element
  - ☐ Conservation & Open Space Element
  - ☐ Economic Element
  - ☐ Housing Element
  - ☐ Noise Element
  - ☐ Parks & Recreation Element/Project List
  - ☐ Safety Element
- ☐ Land Use Ordinance (Inland/Coastal)
- ☐ Building and Construction Ordinance
- ☐ Public Facilities Fee Ordinance
- ☐ Real Property Division Ordinance
- ☐ Affordable Housing Fund
- ☐ Airport Land Use Plan
- ☐ Energy Wise Plan
- ☒ South County Area Plan/Huasna-Lopez SA
- ☐ 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

Exhibit B - Mitigation Summary

[AQ-1] Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible.

[AQ-2] When drought conditions exist and water use is a concern, the contractor or builder should consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.

[AQ-3] All dirt stock-pile areas should be sprayed daily and covered with tarps or other dust barriers as needed.

[AQ-4] All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeding, soil binders or other dust controls are used.

[AQ-5] All fugitive dust mitigation measures shall be shown on grading and building plans.

[AQ-6] The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition (contact Tim Fuhs at 805-781-5912).

[AQ-7] APCD requirements may include one or more of the following if applicable to the project: (a) Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit; (b) demolition of structures coated with lead-based paint may require an APCD permit; (c) demolition of any asbestos-containing materials requires written notification to the APCD at least 10 business days before commencing the activities; and (d) APCD Rule 501 prohibits developmental burning of vegetative material within San Luis Obispo County.

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

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

- Internal combustion engines; and
- Unconfined abrasive blasting operations.

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

[AQ-8] In order to reduce potential air quality impacts from diesel idling during construction to the surrounding sensitive receptors, all project equipment operators and other drivers will comply with the relevant state diesel idling regulations. These regulations require implementation of the following idling control techniques:

a. On-road diesel vehicles shall comply with Section 2458 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:

   - Shall not idle the vehicle's primary diesel engine for greater than five minutes at any locations, except as noted in Subsection (d) of the regulation; and
   - Shall not operate a diesel-fueled auxiliary power system to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than five minutes at any location within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation.

b. Off-road diesel equipment shall comply with the five-minute idling restriction identified in Section 2449 (d)(2) of the CARB's In-Use Off-Road Diesel regulation.
c. Signs must be posted in the designated queuing areas and job sites to remind drivers and operators of the state's five-minute idling limit.
d. The specific requirements and exceptions in the regulations can be reviewed at the following websites: www.arb.ca.gov/msprog/truck-idling/2485.pdf and www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf.

[AQ-9] In addition to the state-required diesel idling requirements, the County will comply with these more restrictive requirements to minimize impacts to nearby sensitive receptors:

a. To the maximum extent feasible, staging and queuing areas will not be located within 1,000 feet of sensitive receptors. If staging areas must be located within less than 1,000 feet, then additional signage will be used to remind project personnel that construction activities are occurring within close proximity to sensitive receptors and that compliance with the said air quality regulations must be maintained at all times.
b. The use of alternatively fueled equipment is recommended and will be used to the maximum extent practicable.

[BR-1] Prior to construction, the County of San Luis Obispo 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 California Regional Water Quality Control Board, and a Section 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife for project-related impacts that will occur in areas under state and federal jurisdiction.

[BR-2] Prior to construction, the County of San Luis Obispo Public Works Department will retain a qualified biological monitor(s) to monitor construction and ensure compliance with the avoidance and minimization efforts outlined within all of the project environmental documents. At a minimum, monitoring will occur during initial ground disturbance activities and vegetation removal.

[BR-3] 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 special-status aquatic resources and federally designated critical habitat within the project boundary. If appropriate, the biologist may train and designate a representative of the County of San Luis Obispo Public Works Department or other designee to provide training to subcontractors or personnel that will be onsite for short durations during the project.

[BR-4] Construction activities within jurisdictional areas will be conducted during the dry season when stream flows/lake levels will be at annual lows (typically June 1 through October 31) in any given year, to the maximum extent feasible. agencies. Deviations from this work window may be necessary in some cases, and can be coordinated with input from the relevant regulatory agencies.

[BR-5] Prior to initiation of any construction activities, including vegetation clearing or grubbing, sturdy high-visibility fencing will be installed to protect the jurisdictional areas adjacent to the designated work areas. This fencing will be placed so that unnecessary adverse impacts to the adjacent habitats are avoided. No construction work (including storage of materials) will occur outside of the specified project limits. The fencing will remain in place during the entire construction period, be monitored periodically by a qualified biologist, and be maintained as needed by the contractor.

[BR-6] Prior to construction, a Storm Water Pollution Prevention Plan will be prepared for the project, if disturbance is greater than one acre. If less than one acre, a Water Pollution Prevention Plan will be prepared in accordance with County of San Luis Obispo Public Works Department requirements. Provisions of this plan will be implemented during and after construction as necessary to avoid and minimize erosion and stormwater pollution in and near the work area.

[BR-7] 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.

[BR-8] During construction, erosion control measures (e.g., silt fencing, fiber rolls, and barriers) will remain available onsite and will be utilized as necessary to prevent erosion and sedimentation in jurisdictional areas. No synthetic plastic mesh products will be used for erosion control and use of these materials onsite is prohibited. Erosion control measures and other suitable Best Management Practices used will be checked to ensure that they are intact and functioning effectively and maintained on a daily basis throughout the duration of construction. The contractor will also apply adequate dust control techniques, such as site watering, during construction to protect water quality.

[BR-9] During construction, the cleaning and refueling of equipment and vehicles will occur only within a designated staging area and at least 60 feet (20 meters) from wetlands or other aquatic areas. At a minimum, equipment and vehicles will be checked and maintained on a daily basis to ensure proper operation and avoid potential leaks or spills.

[BR-10] 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 offsite, the top 6 inches (152 millimeters) containing the seed layer in areas with weedy species will be disposed of at a permitted landfill.

[BR-11] During construction, no pets will be allowed on the construction site.

[BR-12] Prior to construction, the County of San Luis Obispo Public Works Department will prepare a conceptual Habitat Mitigation and Monitoring Plan that provides for a 1:1 restoration ratio for temporary impacts and a 3:1 enhancement ratio for permanent impacts, unless otherwise directed by regulatory agencies. To the extent feasible, mitigation activities will be implemented within or adjacent to the Biological Study Area that support exotic species, contain trash, and have erosion. These areas provide the most optimal mitigation opportunities onsite. Any revegetation will be conducted using only native plant species. The final Habitat Mitigation and Monitoring Plan will identify the specific mitigation sites and it will be implemented immediately following project completion.

[BR-13] During construction, the project will make all reasonable efforts to limit the use of imported soils for fill. Soils currently existing onsite should be used for fill material. If the use of imported fill material is necessary, the imported material must be obtained from a source that is known to be free of invasive plant species, or the material must consist of purchased clean material such as crushed aggregate, sorted rock, or similar. To avoid the spread of invasive species, the contractor shall:

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

[BR-14] The number of access routes, size of staging areas, and the total area of activity will be limited to the minimum necessary to achieve the project. Environmentally Sensitive Areas will be established to confine access routes and construction areas to the minimum area necessary to complete construction and minimize the impact to California red-legged frog, Coast Range newt, coast horned lizard, and western pond turtle habitat; this goal includes locating access routes and construction areas outside of lakebed and riparian areas to the maximum extent practicable.

[BR-15] If construction activities are proposed during the typical nesting season (February 1 to September 1), a nesting bird survey will be conducted by qualified biologists no more than two weeks prior to the start of construction to determine presence/absence of nesting birds.

[BR-16] Prior to construction, a visual survey will be conducted by a qualified biologist, at dawn and at dusk, to identify potential roosting bat activity. This survey shall be conducted between two to four weeks prior to bridge and/or tree removal activities that are proposed to occur.

[BR-17] If it is determined that a substantial impact to individual bat species or a maternity roost will occur, then the County of San Luis Obispo Public Works Department will compensate for the impact through the development and implementation of a mitigation plan in coordination with California Department of Fish and Wildlife.

[BR-18] All protective measures for sensitive and federally listed species, including the California red-legged frog, identified in the Natural Environment Study prepared for the Project (SWCA 2019b) will be implemented.

[BR-19] Precautions shall be taken to minimize noise levels resulting from pile-driving activities if not conducted during dry conditions in the lake. Peak pile-driving noise levels in water will not exceed 206 decibel (dB) peak and 187 dB accumulated Sound Exposure Levels (SEL). In order to achieve the thresholds, mitigation measures may include but are not limited to the use of alternative pile materials (e.g., concrete or wood), alternative pile-driving approaches (e.g., vibratory hammer, push or press-in, or oscillating installation), and use of sound attenuating devices (Caltrans 2015). If pile-driving activities exceed the peak noise level threshold or any fish are killed during pile-driving activities, all pile-driving activities will cease, and California Department of Fish and Wildlife will be contacted immediately for further consultation.

[CR-1] An archaeologist shall provide a pre-construction archaeological briefing to all construction crews prior to initiating ground disturbing activities. The briefing shall provide guidance on historical and archaeological resources and appropriate procedures to follow if such finds are inadvertently exposed during the project.

[CR-2] A qualified archaeologist and a representative of the *yak titÿu titÿu yak tiłhini* – Northern Chumash of San Luis Obispo County and Region shall monitor initial ground disturbance activities within the project impact area(s) considered to be archaeologically sensitive.

[CR-3] If previously unidentified cultural materials are unearthed during construction, work shall be halted in that portion of the project area until a qualified archaeologist can assess the significance of the find. Additional archaeological surveys will be needed if the project limits are extended beyond the present survey limits.

[CR-4] As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Luis Obispo County Coroner's office, and the County Environmental office by telephone. No further excavation or disturbance of the discovery or any nearby area reasonably suspected to overlie adjacent remains (as determined by an Archaeologist and/or Native American monitor) shall occur until the Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. If such a discovery occurs, a temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected (as determined by an Archaeologist and/or Native American monitor), and consultation and

treatment could occur as prescribed by law. As further defined by State law, the Coroner would determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission would make a determination as to the Most Likely Descendent (MLD. If Native American remains are discovered, the remains shall be kept in situ ("in place"), or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on-site in the presence of a Native American monitor and/or MLD.

[HH-1] If roadway striping is to be removed, then it should be treated as hazardous waste under the assumption that it contains lead in amounts that would render it hazardous waste. Any roadway striping removed for the project shall be abated prior to demolition per Caltrans 2015 Standard Special Provisions Number 14-11.12.

[NO-1] Construction hours will be limited to 7:00 a.m. to 9:00 p.m. on Mondays through Thursdays, and no construction activities will occur Friday through Sunday or on holidays.

[RC-1] At least one lane of traffic on Lopez Drive and the Lopez Drive bridge will remain open during construction periods (Mondays through Thursdays), through the use of flaggers or a temporary traffic signal. Both lanes on Lopez Drive bridge will be open Fridays through Sundays to facilitate recreational access to the Lopez Lake Recreational Area.

Mitigation Monitoring Plan

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

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

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

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

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