2018 ENVIRONMENTAL FILING FEE CASH RECEIPT

DFW 753.5a (Rev. 10/31/17) Previously DFG 753.5a

RECEIPT NUMBER:
40-08272018-169

STATE CLEARINGHOUSE NUMBER (If applicable)
2018062010

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY
CITY OF ATASCADERO

LEAD AGENCY EMAIL
rhayes@atascadero.org

DATE
08/27/2018

COUNTY/STATE AGENCY OF FILING
SAN LUIS OBISPO

PROJECT TITLE
ATASCADERO CREEK AT VIA AVENUE BRIDGE REPLACEMENT PROJECT

PROJECT APPLICANT NAME
CITY OF ATASCADERO PUBLIC WORKS

PROJECT APPLICANT EMAIL
pdunsmore@atascadero.org

PHONE NUMBER
(805) 470-3424

PROJECT APPLICANT ADDRESS
6500 PALMA AVE
CITY
ATASCADERO
STATE
CA
ZIP CODE
93422

PROJECT APPLICANT (Check appropriate box)
☒ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private Entity

CHECK APPLICABLE FEES:
☐ Environmental Impact Report (EIR) $3,168.00 $
☒ Mitigated/Negative Declaration (MND)(ND) $2,280.75 $
☐ Certified Regulatory Program document (CRP) $1,077.00 $

☐ Exempt from fee
☐ Notice of Exemption (attach)
☐ CDFW No Effect Determination (attach)

☐ Fee previously paid (attach copy of previously issued Environmental Filing Fee Cash Receipt (DFW 753.5a))

☐ Water Right Application or Petition Fee (State Water Resources Control Board only) $850.00 $
☒ County documentary handling fee $
☐ Other $

PAYMENT METHOD:
☐ Cash ☒ Credit ☐ Check ☐ Other

TOTAL RECEIVED $2,330.75

SIGNATURE

AGENCY OF FILING PRINTED NAME AND TITLE
Angela McCormick, Deputy County Clerk-Recorder

Filed in County Clerk's Office
Tommy Gong
San Luis Obispo - County Clerk-Recorder

40-08272018-169
08/27/2018
FISH
Pages: 2
Fee: $ 2330.75

By amccormick, Deputy
Notice of Determination

To:  
Office of Planning and Research  
U.S. Mail:  
P.O. Box 3044  
Sacramento, CA 95812-3044  
Shea Hayes
County Clerk  
County of: San Luis Obispo  
Address: 1055 Monterey St, D120  
San Luis Obispo, CA 93408

To:  
Office of Planning and Research  
U.S. Mail:  
P.O. Box 3044  
Sacramento, CA 95812-3044  
Shea Hayes
County Clerk  
County of: San Luis Obispo  
Address: 1055 Monterey St, D120  
San Luis Obispo, CA 93408

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2018062010

Project Title: Atascadero Creek at Via Avenue Bridge Replacement Project

Project Applicant: City of Atascadero Public Works Department

Project Location (include county): Atascadero Creek at Via Avenue, Atascadero, San Luis Obispo County

Project Description:
The City of Atascadero is proposing to replace the Atascadero Creek Bridge (Existing Bridge Number 49C-158) on Via Avenue. The existing bridge does not meet current design standards and is considered functionally obsolete. The project includes demolition and removal of the existing bridge superstructure and foundations and installation of a 74-foot-long, single-span, cast-in-place post tensioned concrete slab bridge with no approach slabs. The project would require temporary detours during the 6-8 month construction period. The new bridge structure would be widened to meet current standards but the project would not increase the number of travel lanes or capacity on the bridge.

This is to advise that the City of Atascadero Public Works Department (X Lead Agency or D Responsible Agency) has approved the above described project on 8/27/2018 and has made the following determinations regarding the above described project.

1. The project [X will  D will not] have a significant effect on the environment.
2. D An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [X were  D were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [X was  D was not] adopted for this project.
5. A statement of Overriding Considerations [D was  X was not] adopted for this project.
6. Findings [D were  X were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:
Atascadero Community Development Dept, 6500 Palma Avenue; and http://www.atascadero.org/environmental/docs

Signature (Public Agency):  
Date: 8-27-18

Prenson
Title: Community Development Director

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.  
Revised 2011
Notice of Intent to Adopt
Mitigated Negative Declaration

<table>
<thead>
<tr>
<th>PLN NO.</th>
<th>Environmental Document No.</th>
<th>2018-0010</th>
</tr>
</thead>
<tbody>
<tr>
<td>DEV18-0060</td>
<td>2018-0010</td>
<td></td>
</tr>
</tbody>
</table>

**PROJECT TITLE:** Atascadero Creek Bridge at Via Avenue Bridge Replacement Project

**APPLICANT NAME & PHONE NUMBER:**
City of Atascadero Public Works Department
(805) 470-3424
Email: rhayes@atascadero.org

**MAILING ADDRESS:**
6500 Palma Ave
Atascadero, CA 93422

**STAFF CONTACT:**
Ryan Hayes, Deputy Director of Public Works
(805) 470-3424
rhayes@atascadero.org

**PROJECT ADDRESS:**
Via Avenue Bridge at Atascadero Creek
Atascadero, CA 93422

**APN:** N/A

**PROJECT DESCRIPTION:**
The City of Atascadero Public Works Department (City) is proposing to replace the existing 2-lane bridge (Existing Bridge Number 49C-158) over Atascadero Creek on Via Avenue, Atascadero, San Luis Obispo County, California (project). The existing bridge was originally built in 1948 and is located along Via Avenue just west of the intersection of Via Avenue and Ensenada Avenue approximately 0.12 mile east of Traffic Way in the City of Atascadero, County of San Luis Obispo, California (refer to Figures 1 and 2).

The proposed project would include the following components:

- Demolition and removal of the existing bridge superstructure and foundations;
- Installation of an approximately 74-foot-long, single-span, cast-in-place, post tensioned concrete slab bridge with no approach slabs;
- Architectural bridge treatment design reflective of Atascadero’s rural settings and coordination with City staff regarding architectural design;
- Appropriate revegetation and site restoration.

The purpose of this project is to improve public safety by replacing the existing bridge, which is structurally deficient and near the end of its service life. The bridge is too narrow for the current Average Daily Traffic (ADT) and is considered Functionally Obsolete. The project is located in Section 15 of Township 28 South, Range 12 East of the Mount Diablo Baseline and Meridian within the Atascadero 7.5-minute U.S. Geological Survey (USGS) topographic quadrangle.

**LEAD AGENCY:** City of Atascadero
6500 Palma Avenue
Atascadero, CA 93422

**DOCUMENT AVAILABLE ONLINE:** http://www.atascadero.org/environmentaldocs

**STATE CLEARING HOUSE REVIEW:** Yes ☒ No ☐

**REVIEW PERIOD BEGINS:** 06/08/2018

**REVIEW PERIOD ENDS:** 07/07/2018

**PUBLIC HEARING REQUIRED:** No ☒ Yes ☐
The City of Atascadero is releasing a draft Initial Study and Mitigated Negative Declaration for the above referenced project for review and comment by all affected agencies, organizations, and interested parties. Reviewers should focus on the content and accuracy of the report and the potential impacts upon the environment. The notice for this project is in compliance with the California Environmental Quality Act (CEQA). Persons responding to this notice are urged to submit their comments in writing. Written comments should be delivered the City (lead agency) no later than 5pm on the date listed as “review period ends.” Submittal of written comments via email is also accepted and should be directed to the Staff contact at the above email address. This document may be viewed by visiting the Community Development Department at City Hall, listed under the lead agency address, or accessed via the City’s website.
CITY OF ATASCADERO
COMMUNITY DEVELOPMENT DEPARTMENT

Initial Study Summary – Environmental Checklist

PLN NO. DEV18-0060
Environmental Document No. 2018-0010
PROJECT TITLE: Atascadero Creek Bridge at Via Avenue Bridge Replacement Project

Environmental Factors Potentially Affected: The proposed project could have a “Potentially Significant Impact” for at least one of the environmental factors checked below. Please refer to the attached pages for discussion on mitigation measures or project revisions to either reduce these impacts to less than significant levels or require further analysis.

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

DETERMINATION: (To be completed by the Lead Agency)
On the basis of this initial evaluation, the Community Development Director 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.

Emily Creel, SWCA Environmental Consultants  August 14, 2018
Prepared by (Print) Signature Date

Phil Dunsmore, Community Development Director  August 14, 2018
Reviewed by (Print) Signature Date
PROJECT ENVIRONMENTAL ANALYSIS

The City of Atascadero’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 surrounding area and a detailed review of the information on file for the proposed project. In addition, available background information is reviewed for each project. Relevant information regarding soil types and characteristics, geological information, significant vegetation and/or wildlife resources, water availability, wastewater disposal service, and existing land uses and surrounding land use categories, as well as 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 this initial study. The City of Atascadero 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 Community Development Department, 6500 Palma Avenue, Atascadero, CA 93422 or call (805) 461-5000.

A. PROPOSED PROJECT

Description: The City of Atascadero Public Works Department (City) proposes to replace the existing Atascadero Creek Bridge (Bridge Number 49C-0158) on Via Avenue over Atascadero Creek (project). The project is located on Via Avenue approximately 0.12 mile east of Traffic Way in the city of Atascadero, San Luis Obispo County, California (refer to Figures 1 and 2). Via Avenue is oriented in the west-east direction at the project site and Atascadero creek flows to the north underneath the bridge. The project is located in an urban setting and is primarily surrounded by industrial, commercial, and residential development. The project is located in Section 15 of Township 28 South, Range 12 East of the Mount Diablo Baseline and Meridian within the Atascadero 7.5-minute U.S. Geological Survey (USGS) topographic quadrangle.

Given its current condition, the existing bridge does not meet current design standards and is eligible for replacement under the Caltrans Highway Bridge Program (HBP), funded by the Federal Highway Administration (FHWA). Caltrans is the National Environmental Protection Act (NEPA) lead agency for the project under its assigned Federal Highway Administration (FHWA) delegated authority.

The purpose of this project is to improve public safety by replacing the existing bridge, which is functionally obsolete and near the end of its service life. Safety would also be improved by providing a wider bridge that satisfies current width standards and increasing the load carrying capacity.

The proposed project would include the following components:

- Demolition and removal of the existing bridge superstructure and foundations;
- Installation of an approximately 74-foot-long, single-span, cast-in-place post tensioned concrete slab bridge with no approach slabs;
- Architectural bridge treatment design reflective of Atascadero’s rural settings and coordination with City staff regarding architectural design;
- Appropriate revegetation and site restoration.

The proposed project may require the placement of a temporary road down to the creek. This would allow for easier contractor access if they chose to construct by this method. This access road would aid in bridge removal, and place falsework supports to construct the replacement bridge. Construction would require clearing of vegetation below and adjacent to the bridge. If construction activities occur when there is water in the creek, stream diversion and dewatering would also be required to provide a dry work area. The diversion would consist of cofferdams upstream and downstream of the project with the water being diverted through the project site with longitudinal culverts. Cofferdams could consist of sandbags, visquene and clean crushed rock, or large plastic bladders filled with water. All diversion material would
be removed after construction and any access roads necessary to access the channel would also be removed and restored.

The project would include removal of the existing bridge superstructure and foundations. The existing concrete deck could be broken up into smaller pieces by excavators mounted with a concrete breaker “hoe-ram” attachment. The concrete debris may fall to the dry or diverted creek channel below the bridge for later removal offsite. After the deck is removed, cranes would remove sections of the existing truss. Lastly, the existing concrete abutments and piers could be broken into smaller concrete pieces for removal from the site. The existing bridge foundation would be removed to a depth of at least 3 feet below existing grade. In some locations, removal to a greater depth or removal of portions of the existing foundations and footings entirely may be necessary to avoid conflicts with new bridge construction.

Current design standards require 12-foot vehicular travel lanes and 8-foot shoulders based on the design, speed, and traffic counts along Via Avenue. Therefore, the replacement bridge would be 48.5 feet wide (which includes one 5-foot-wide sidewalk and concrete barriers), an increase of approximately 25.8 feet over the existing 22.7-foot-wide bridge. Because meeting the current standard width for the replacement bridge results in a wider structure, the roadway approaches on either side would transition from their current width to the approximately 12-foot wider section when it connects to the bridge. This added width would also provide a better crossing for pedestrians and bicycles. This increased width would allow the bridge to meet current standards; however, the project would not increase the number of lanes or vehicular traffic capacity. The project would also require the removal of vegetation including approximately five trees to accommodate the wider bridge and roadway.

Driveways for the project would meet City standards with some possible modifications for Americans with Disabilities Act (ADA) compliance. Quincy Engineering, Inc. (project engineer) and the City would coordinate on the design truck vehicle criteria required for the driveways. The Caltrans Local Program Manual requires the bridge soffit to be a minimum of 2 feet above the 50-year flood elevation, or the flood of record, and that the bridge be capable of conveying the 100-year flood (i.e., no freeboard). Based on roadway classification, the proposed bridge was designed for a 35 mile per hour design speed; however, a design exception would be required for several controlling criteria. Adjacent land use (residential) will likely result in a posted speed limit of 25 miles per hour across the bridge.

The bridge design would incorporate additional concrete cover to allow for architectural treatment form liners to be used. The actual texture and stain colors could be picked by the City at a later date. The Caltrans Highway Bridge Program typically funds aesthetic enhancements as long as they remain under 5% of the total construction cost.

The proposed bridge replacement would require relocation of existing utility lines and facilities. There are numerous existing underground utilities that are attached and carried over Atascadero Creek by the existing bridge and a couple of overhead utilities within the vicinity of the project. The existing bridge would be completely removed to allow the new bridge to be constructed in one stage; therefore, some of the utilities would need to be temporarily relocated to maintain service during construction. One overhead electrical line crosses directly over the existing bridge and would conflict with high vertical clearance required to install pile foundations. This line only services a City streetlight that would be removed during construction and replaced once construction is completed. Upon completion of the new bridge, utility lines would be relocated to their original location and onto the new bridge structure through negotiation with the utility providers. Utilities within the project limits include:

- Overhead electric (Pacific Gas and Electric Company [PG&E]);
- Underground gas (Southern California Gas Company);
- Underground water (Atascadero Mutual Water Company [AMWC]) and
- Underground telecommunications (AT&T).

Via Avenue would be closed during project construction; therefore, construction staging would occur within the existing roadway. Additional staging areas are anticipated to be necessary and have been identified on private property near the northwest corner of the project site. Road closure is feasible and preferred since there is a viable detour that is less than 2 miles in length using West Mall Street (0.75 mile). Road closure would reduce project cost, reduce the duration of construction activities, and increase safety by rerouting traffic away from construction operations. During construction, access would be
maintained to several commercial driveways west of the project area and one residential driveway east of the project area within the proposed roadway closure limits. Closure could be required for up to 8 months.

Equipment anticipated to be used during the project includes excavators, dozers, forklifts, cranes, dump trucks, concrete trucks, concrete pumps, and pile drilling equipment. Removal of the existing bridge would require excavators, hoe rams, cranes, and dump trucks. Construction is expected to last approximately 6 to 8 months and be completed within one construction season.

**Assessor parcel number(s):** Not Applicable (City right-of-way)

**Latitude:** 35° 29' 57" N

**Longitude:** 120° 39' 51" W

**Other public agencies whose approval is required:**
- California Department of Fish and Wildlife
- U.S. Army Corps of Engineers
- California Department of Transportation
- Regional Water Quality Control Board
- U.S. Fish and Wildlife Service
- San Luis Obispo Air Pollution Control District

### B. EXISTING SETTING

**Land use designations:** Industrial, Open Space, Medium Density Residential

**Zoning district:** I: Industrial, OS: Open Space, RSF: Residential Single Family

**Parcel size:** N/A; public right-of-way

**Topography:** Nearly level to steeply sloping down to creek  
**Average Slope:** 0-10%

**Vegetation:** Riparian woodland, ruderal

**Existing use:** Public roadway and bridge structure, Atascadero Creek and associated riparian habitat

**Surrounding land use:**

<table>
<thead>
<tr>
<th>North:</th>
<th>South:</th>
<th>East:</th>
<th>West:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial and commercial, open space, dense riparian corridor</td>
<td>Industrial and commercial, dense riparian corridor</td>
<td>Single family residential neighborhoods</td>
<td>Industrial and commercial, single family residential neighborhoods</td>
</tr>
</tbody>
</table>

### C. ENVIRONMENTAL ANALYSIS

During the initial study process, at least one issue was identified as having a potentially significant environmental effect (see following Initial Study). The potentially significant items associated with the proposed project can be minimized to less-than-significant levels.
CITY OF ATASCADERO
INITIAL STUDY CHECKLIST

1. AESTHETICS – Will the project:

<table>
<thead>
<tr>
<th>Potentially Significant</th>
<th>Impact Requires Mitigation</th>
<th>Insignificant Impact</th>
<th>Not Applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Have a substantial adverse effect on an adopted scenic vista?</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>c) Substantially degrade the existing visual character or quality of the site and its surroundings?</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</td>
<td>☐</td>
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</tbody>
</table>

EXISTING SETTING: The project is located in an urban developed setting predominately surrounded by scattered commercial and industrial land uses, single family residential neighborhoods, Atascadero Creek and its associated riparian vegetation. The elevation in the project area is generally flat, ranging from approximately 820 to 840 feet above mean sea level along Via Avenue. The existing bridge is at-grade and the adjacent terrain is nearly level except for the steep slopes down to Atascadero Creek. The existing roadway consists of two lanes and is approximately 22.7 feet wide. The project is not located within an adopted scenic vista or a state scenic highway corridor.

PROPOSED PROJECT: The project includes the replacement of the existing functionally obsolete bridge structure with a new bridge along a slightly modified alignment near the same location along Via Avenue over Atascadero Creek. The new bridge would be wider than the existing structure to meet current design and geometric standards and improve safety across the bridge. However, it would be constructed at grade, similar to the existing bridge, and would not substantially change the visual nature of the project area, which consists of roadway and bridge infrastructure surrounded by industrial and commercial development and residential neighborhoods.

Cranes and other heavy equipment, vehicles, and construction materials located within the project site and in nearby staging areas would be visible from the immediate surrounding areas. These construction-related visual impacts would be temporary and would be limited to the approximately 6 to 8 month construction period. The project would require removal of vegetation, including at least five mature trees, to accommodate the wider bridge structure and wider approach roadways.
Disturbed areas would be restored/revegetated upon completion of construction, avoiding permanent impacts associated with removal of mature vegetation.

The project would not change the type or density of uses at the site and is considered compatible with the existing visual character of the area. The use of aesthetic bridge treatment design options reflective of Atascadero’s rural settings would be coordinated with City staff. The project does not include lighting and would not create a new source of night-lighting or glare.

MITIGATION / CONCLUSION: The project would result in short-term construction related visual impacts associated with vegetation removal and the presence of construction equipment, vehicles, workers, and materials. These impacts would be temporary in nature and would be less than significant. The project would replace an existing deficient bridge structure with a new, wider bridge structure and would not substantially change the type or density of uses and structures at the site. Therefore, permanent visual changes would be minimal and are less than significant.

No significant impact on visual resources would occur; therefore, no mitigation measures are necessary.

2. AGRICULTURE RESOURCES – Will the project:

<table>
<thead>
<tr>
<th>Impact</th>
<th>Insignificant Impact</th>
<th>Not Applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potentially Significant</td>
<td></td>
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</tr>
</tbody>
</table>

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to nonagricultural 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, timberland or timberland zoned Timberland Production?

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?

EXISTING SETTING: Land use and zoning designations within the project area include industrial, open space, and medium density residential. No portion of the project site is zoned for agriculture use and there are no agriculture activities occurring within or immediately adjacent to the project site. No portion of the project site is under a Williamson Act contract.

The soil types and characteristics within the project area include:
160. Lockwood-Conception complex, 9-15% slopes. This complex consists of rolling soils on terraces. Elevation is 600 to 1,500 feet. This very deep, well-drained soil is formed in alluvium and has slow permeability. Soil erosion is a hazard, but can be controlled by planting vegetation across the slope. This soil has high shrink-well potential. This complex is in capability units IIle-4 irrigated, and IVe-4 non-irrigated, and has Storie index rating of 40. This soil is classified as Not Prime Farmland by the NRCS.

208. Still clay loam, 0-2% slopes. This very deep, nearly level, well-drained soil is formed in alluvium derived from sedimentary rocks and found on alluvial plains. Elevation is 600 to 1,500 feet. This soil has moderately slow permeability, moderate shrink swell, and the hazard of erosion is slight. This soil is in a capability class I irrigated, and capability unit IVc-1 non-irrigated, with a Storie index rating of 85. This soil is classified as Prime Farmland if Irrigated by the NRCS.

PROPOSED PROJECT: The project site supports soils considered Prime Farmland by the NRCS when irrigated; however, the project site is not located in an agricultural area or location that would support agricultural activities in the future due to the presence of Atascadero Creek. The project site is not within lands zoned for agricultural or forestland uses and is not within a Williamson Act contract. Bridge replacement would not result in other changes that could affect other agricultural operations in the project vicinity.

MITIGATION / CONCLUSION: No significant impacts to agricultural resources would result and no mitigation measures are necessary.

3. AIR QUALITY – Will the project:

<table>
<thead>
<tr>
<th>Potential Impact</th>
<th>Potentially Significant</th>
<th>Impact Requires Mitigation</th>
<th>Insignificant Impact</th>
<th>Not Applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Conflict with or obstruct implementation of the applicable air quality plan?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>d) Expose sensitive receptors to substantial pollutant concentrations?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>e) Create objectionable odors affecting a substantial number of people?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
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</tr>
</tbody>
</table>
EXISTING SETTING: The proposed project site consists of an existing two-lane roadway and bridge structure over Atascadero Creek and associated riparian vegetation. The San Luis Obispo Air Pollution Control District (APCD) considers some land uses more sensitive to changes in air quality than others, depending on the population groups and activities involved. The APCD has identified schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling units as sensitive receptor locations. The project is located within close proximity (500 feet or approximately 0.1 mile) to 17 single-family residences on the east side of Atascadero Creek.

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

The City of Atascadero Climate Action Plan (ACAP) is a long-range policy document geared towards reducing greenhouse gas (GHG) emissions and maintaining safe air quality as development within the City increases. The plan also outlines several community goals such as lowering energy costs, reducing air pollution, supporting local economic development and reducing vehicles miles travelled by providing local goods and services, and improving public health and quality of life.

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

PROPOSED PROJECT: The Project includes the replacement of the existing bridge structure with a new bridge along a slightly modified alignment near the same location along Via Avenue over Atascadero Creek.

The proposed use is consistent with the general level of development anticipated and projected in the APCD Clean Air Plan as well as other applicable regional and local planning documents, including the ACAP. The proposed project would improve the function of local transportation and circulation systems in the project area, therefore reducing congestion and generally benefitting air quality. Therefore, the proposed project would not conflict with or otherwise obstruct implementation of the APCD Clean Air Plan.

As proposed, the project would result in 672 cubic yards of cut and 210 cubic yards of fill material. This would result in the creation of construction dust, as well as short- and long-term vehicle emissions, including diesel particulate matter (DPM), reactive organic gases (ROG), oxides of nitrogen (NOx), particulate matter (PM), and Greenhouse Gas (GHG) emissions. Construction activities are relatively limited in scale (bridge replacement) and duration (approximately 6 to 8 months). The area of proposed disturbance (including staging and storage areas) is 2.67 acres. Specific construction equipment to be used is not known at this time. Based on screening emission rates for construction activities identified in Table 2.2 of the SLO APCD CEQA Handbook, the project is expected to generate the following emissions:
Table 1. Anticipated Project Air Pollutant Construction Emissions

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Total Estimated Emissions</th>
<th>Threshold</th>
<th>Within Threshold?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diesel Particulate Matter (DPM)</td>
<td>4.32 lbs</td>
<td>7 lbs daily</td>
<td>Yes</td>
</tr>
<tr>
<td>Reactive Organic Gases (ROG) + Oxides of Nitrogen (NOₓ)</td>
<td>100.37 lbs</td>
<td>137 lbs daily</td>
<td>Yes</td>
</tr>
<tr>
<td>Fugitive Particulate Matter (PM₁₀), Dust</td>
<td>2.00 tons</td>
<td>2.5 tons</td>
<td>Yes</td>
</tr>
</tbody>
</table>

The project would not violate SLO APCD air quality standards associated with construction emissions. However, the proposed project would require disturbance within 1,000 feet of several sensitive receptors. Therefore, the project would be subject to standard SLO APCD diesel idling restrictions and dust control measures. These requirements have been included as mitigation measures below and in Exhibit B, Mitigation Summary Table.

The project site is not within an area identified as having a potential for NOA to occur, based on the APCD’s NOA Map. Traces of asbestos were detected in samples taken from the side of the bridge structure (Haro Environmental, Inc. 2017). It was recommended that an asbestos abatement contractor remove any materials containing asbestos prior to disturbance. A mitigation measure has been included in Exhibit B – Mitigation Summary Table to reduce these potential impacts.

The project would not substantially change the type or density of use at the site and would not increase roadway capacity or generate an increase in long-term vehicle trips. Therefore, no long-term change in air quality emissions from existing conditions would occur. Based on Table 1-1 of the CEQA Air Quality Handbook (2012), the project would not exceed operational thresholds triggering mitigation. Project implementation would not generate any odors except those typically associated with construction activities, which would be short-term and less than significant. No significant operational air quality impacts would occur.

MITIGATION / CONCLUSION: Mitigation has been identified below and in Exhibit B, Mitigation Summary Table, to mitigate potentially significant short-term air quality effects associated with the generation of construction related dust and diesel emissions in close proximity to sensitive receptors. With implementation of identified mitigation measures, the project’s potential impacts on air quality would be less than significant.

AQ-1 Prior to issuance of construction permits, the following measures shall be incorporated into the construction phase of the project and shown on all applicable plans:

Construction Equipment

a. Maintain all construction equipment in proper tune according to manufacturer’s specifications;

b. Fuel all off-road and portable diesel-powered equipment with California Air Resources Board-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);

c. Use diesel construction equipment meeting the California Air Resources Board’s Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State Off-Road Regulation;
d. Use on-road heavy-duty trucks that meet the California Air Resources Board’s 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;

e. Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g., captive or oxides of nitrogen exempt area fleets) may be eligible by proving alternative compliance;

f. All on- and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5-minute idling limit;

g. Diesel idling shall be avoided to the greatest extent feasible throughout the duration of construction activities. No idling in excess of 5 minutes shall be permitted as described above;

h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors whenever possible;

i. Electrify equipment when feasible;

j. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,

k. Use alternatively fueled construction equipment onsite where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, or biodiesel.

AQ-2 Upon application for construction permits, all required PM10 measures shall be shown on applicable grading or construction plans and made applicable during grading and construction activities, as described below.

a. Reduce the amount of the disturbed area where possible;

b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the San Luis Obispo County Air Pollution Control District’s limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 miles per hour. Reclaimed (non-potable) water should be used whenever possible;

c. All dirt stock pile areas should be sprayed daily or covered with tarps or other dust barriers, as needed;

d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil-disturbing activities;

e. Exposed ground areas that are planned to be reworked at dates greater than 1 month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;

f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the San Luis Obispo County Air Pollution Control District;
g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;

h. Vehicle speed for all construction vehicles shall not exceed 15 miles per hour on any unpaved surface at the construction site;

i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least 2 feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code Section 23114;

j. Install wheel washers or other devices to control tracking of mud and dirt onto adjacent roadways where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;

k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible. Roads shall be pre-wetted prior to sweeping when feasible;

l. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below the San Luis Obispo County Air Pollution Control District’s limit of 20% opacity for greater than 3 minutes in any 60-minute period, and to prevent transport of dust off-site. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the San Luis Obispo County Air Pollution Control District Engineering & Compliance Division prior to the start of any grading, earthwork, or demolition.

AQ-3 Prior to demolition activities, the project applicant shall retain an asbestos abatement contractor registered with the Division of Occupational Health and Safety to remove and dispose of any asbestos containing materials. Removal per the recommendations of the asbestos abatement contractor shall be completed prior to any project related disturbance of the asbestos containing materials.

4. **GREENHOUSE GAS EMISSIONS – Will the project:**

<table>
<thead>
<tr>
<th>Potentially Significant</th>
<th>Impact Requires Mitigation</th>
<th>Insignificant Impact</th>
<th>Not Applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐</td>
<td>☒</td>
<td>☒</td>
<td>☐</td>
</tr>
</tbody>
</table>

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

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?
EXISTING SETTING: The proposed project site consists of an existing two-lane roadway and bridge structure over Atascadero Creek and associated riparian vegetation.

In March 2012, the San Luis Obispo County APCD approved thresholds for GHG emission impacts, and these thresholds have been incorporated into the APCD’s CEQA Air Quality Handbook. 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.

For most projects, the Bright-Line Threshold of 1,150 metric tons of carbon dioxide (CO2) equivalent per year (MT CO2e/year) is the most applicable threshold. In addition to the residential/commercial threshold options proposed, a bright-line numerical value threshold of 10,000 MT CO2e/year was adopted for stationary source (industrial) projects.

PROPOSED PROJECT: The proposed project includes the replacement of the existing bridge structure with a new bridge along a slightly modified alignment near the same location along Via Avenue over Atascadero Creek. The proposed project would not substantially change use of the project site, increase the capacity of the roadway, or generate any additional long-term vehicle trips. The proposed project would temporarily generate greenhouse gas emissions as a result of construction activities. The project is well within applicable thresholds for construction-related emissions (see Table 1) and construction-related GHG emissions would be negligible. Therefore, the project’s potential impacts would be less than significant.

MITIGATION / CONCLUSION: No significant impacts relating to greenhouse gas emissions would occur. No mitigation is necessary.

5. BIOLOGICAL RESOURCES – Will the project:

<table>
<thead>
<tr>
<th>Potentially Significant</th>
<th>Impact Requires Mitigation</th>
<th>Insignificant Impact</th>
<th>Not Applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>

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 (CDFW) or U.S. Fish and Wildlife Service (USFWS)?

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or CDFW and USFWS?

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means?
EXISTING SETTING: The following analysis is based on the Natural Environmental Study prepared for the project (SWCA 2018).

**Vegetative Communities.** Outside of the developed roadway and Via Avenue Bridge, vegetative communities present within the project site include red willow thicket, California sycamore woodland, and annual brome grassland. Most of the undeveloped project area consists of California sycamore woodland, which consists of California sycamore, valley oak, black walnut, cottonwood, and willows. A smaller portion of the project area consists of red willow thicket containing both shrub and tree forms of red willow and arroyo willow, with Northern California black walnut and western sycamore present as well. Annual brome grassland is present within the Via Avenue road shoulders and this community primarily consists of non-native and naturalized grasses and forbs.

**Sensitive Habitats.** Red willow thicket and California sycamore woodland are identified as natural communities of concern by the California Department of Fish and Wildlife (CDFW). A total of 0.30-acre of red willow thicket and 0.47 acre of California sycamore woodland were mapped within the 2.67-acre biological survey area. One federally designated critical habitat overlays the project area. Atascadero Creek is within the Central California Coast steelhead DPS Critical Habitat area. South-Central California Coast steelhead streams are known to support spawning populations of South-Central California Coast steelhead and that are within the South-Central California Coast steelhead DPS, from Monterey to San Luis Obispo County.

**Special-Status Plants.** The USFWS, CNDDB, and CNPS species lists indicate 17 special-status plant taxa (federally listed, state listed, and/or CRPR List 1B, 2, or 4) as occurring within a five-mile radius of the project site. The NES prepared for this project identified three species as having suitable habitat within the project site, as listed below:

- Mesa horkelia (*Horkelia cuneate* ssp. *puberula*);
- Round-leafed filaree (*Erodium macrophyllum*); and
- Shining navarretia (*Navarretia nigelliformis* ssp. *radians*).

**Special-Status Wildlife.** The NES identified the following 10 special-status wildlife species and 2 sensitive wildlife groups were determined to have potential to occur within the project site:
- California red-legged frog (*Rana draytonii*);
- Coast range newt (*Taricha torosa*);
- Crotch bumble bee (*Bombus crotchii*);
- Least Bell's vireo (*Vireo bellii pusillus*);
- Purple martin (*Progne subis*);
- Silvery legless lizard (*Anniella pulchra*);
- South-Central California Coast steelhead DPS (*Oncorhynchus mykiss irideus*);
- Southwestern willow flycatcher (*Empidonax traillii extimus*);
- Western pond turtle (*Emys marmorata*);
- Western spadefoot (*Spea hammondii*);
- Nesting migratory birds; and
- Roosting bats.

**PROPOSED PROJECT:** The project would involve the replacement of an existing functionally obsolete bridge structure with a new bridge along a slightly modified alignment near the same location along Via Avenue over Atascadero Creek. The new bridge would be a wider structure to satisfy the pertinent design and geometric standards and would improve safety across the bridge.

**Sensitive Habitats.** Implementation of the project is anticipated to result in approximately 0.04 acre of permanent direct impacts and 0.2 acre of temporary direct impacts to red willow thicket, and 0.12 acre of permanent and temporary direct impacts to California sycamore woodland. Indirect impacts to these communities are not anticipated because of the short duration of the project activities and relatively small disturbance footprint. The project-related impacts to this sensitive habitat type are potentially significant.

<table>
<thead>
<tr>
<th>Habitat</th>
<th>Total Acres within BSA</th>
<th>Estimated Impacts (Acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Permanent</td>
</tr>
<tr>
<td>Red Willow Thicket</td>
<td>0.30&lt;sup&gt;1&lt;/sup&gt;</td>
<td>0.04&lt;sup&gt;2&lt;/sup&gt;</td>
</tr>
<tr>
<td>Annual Brome Grassland</td>
<td>0.11</td>
<td>0.03</td>
</tr>
<tr>
<td>California Sycamore Woodland</td>
<td>0.47</td>
<td>0.12</td>
</tr>
<tr>
<td>Developed</td>
<td>1.79</td>
<td>0.45</td>
</tr>
<tr>
<td>Open Water&lt;sup&gt;3&lt;/sup&gt;</td>
<td>0.22</td>
<td>0.01</td>
</tr>
<tr>
<td>(includes Steelhead Critical Habitat)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td>2.67</td>
<td>0.63</td>
</tr>
</tbody>
</table>

<sup>1</sup> Most of the stream has an overstory of red willow thicket, which is excluded from the total vegetation.

<sup>2</sup> Impacts to red willow thicket exclude stream channel.

<sup>3</sup> Delineated by Ordinary High Water Mark (OHWM).

Implementation of the proposed project would result in approximately 0.16 acre of stream channel habitat would be impacted as a result of construction activities within the project work area, equipment access into the creek channel, and temporary water diversion activities. This includes...
less than 0.01 acre of permanent impacts associated with removal of the existing bridge supports and replacement of slope protection that would encroach within edges of the mapped OHWM. The project-related impacts to steelhead critical habitat are potentially significant. Recommended avoidance and minimization efforts for jurisdictional areas listed below and in Exhibit B – Mitigation Summary Table would serve to avoid and minimize impacts to steelhead trout. These measures would also reduce potential impacts to water quality within Atascadero Creek. Measures have also been recommended to avoid and minimize impacts to South-Central California coast steelhead.

**Jurisdictional Waters.** An assessment of jurisdictional features within the project site was conducted (Caltrans 2018). The proposed project has the potential to impact state and federal jurisdictional aquatic features. Jurisdictional areas that would be filled or otherwise replaced with a structure, or permanently altered from the current condition, were considered permanent impacts. Permanent impacts would result from installation of the approach abutments, placement of rock slope protection, and construction of the fill slopes. In general, no permanent impact would occur within the OHWM, although replacement of abutments may encroach into the OHWM and would likely include removal of concrete or other materials that have fallen into the stream. Temporarily impacted areas are expected to be returned to the pre-construction condition following project completion. Temporary impacts would occur within the areas that include the dewatering/diversion structure, slopes and areas that would be revegetated, and associated riparian vegetation removal. Project staging areas have been selected to minimize unnecessary impacts to native riparian vegetation. Mitigation measures BIO-1 through BIO-13, described in detail below and in Exhibit B, Mitigation Summary Table, have been recommended to avoid or reduce these impacts to less than significant.

<table>
<thead>
<tr>
<th>Agency</th>
<th>Jurisdictional Areas</th>
<th>Temporary Impacts</th>
<th>Permanent Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Area (ft²)</td>
<td>Area (ac)</td>
</tr>
<tr>
<td>USACE</td>
<td>Other CWA Waters of the U.S.²</td>
<td>7,050</td>
<td>0.16</td>
</tr>
<tr>
<td></td>
<td>Total USACE Impacts</td>
<td>7,050</td>
<td>0.16</td>
</tr>
<tr>
<td>CDFW/RWQCB</td>
<td>Streambed/Intermittent Stream³</td>
<td>7,050</td>
<td>0.16</td>
</tr>
<tr>
<td></td>
<td>Riparian below top of bank⁴</td>
<td>3,722</td>
<td>0.09</td>
</tr>
<tr>
<td></td>
<td>Non-Riparian Streambank⁵</td>
<td>953</td>
<td>0.02</td>
</tr>
<tr>
<td></td>
<td>Developed below top of bank</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Other Riparian⁶</td>
<td>2,845</td>
<td>0.07</td>
</tr>
<tr>
<td></td>
<td>Total CDFW/RWQCB Impacts⁷</td>
<td>14,570</td>
<td>0.34</td>
</tr>
</tbody>
</table>

¹ Linear feet are measured parallel to the streambed.
² USACE waters of the U.S. include jurisdictional features at or below the OHWM that lack one or more of the wetland parameters; there would be a minor amount of incursion into the OHWM for removal of existing concrete and placement of rock slope protection.
³ Streambed/Intermittent Stream is the same as USACE Other Waters of the U.S.
⁴ Other Riparian is the area above the OHWM with riparian vegetation.
⁵ Areas above the OHWM to the top of bank that lack riparian vegetation.
⁶ RWQCB and CDFW jurisdiction extends to the outer edge of riparian canopy, beyond top of bank.
⁷ Totals for RWQCB/CDFW impacts are inclusive of USACE impacts because Streambed = Other Waters of the U.S.
**Special-Status Plants.** Although the project site provides suitable habitat for the four special-status plant species discussed in the Setting section, the suitable habitat within the project area is limited and disturbed (i.e. along roadsides and rural developed areas), and no special-status plants were observed in the project site during botanical surveys conducted within the appropriate blooming periods of each species. No sensitive plant species were identified or expected to occur within the project site, therefore, no impacts to these species would occur.

Five mature native trees are identified for removal as part of the bridge replacement project. The removal of these trees is not avoidable. Mitigation for native tree removal is required per the Atascadero Native Tree Ordinance, and shall include replacement plantings, or contribution to an existing mitigation program, or a combination of these strategies as appropriate. These measures are described below and in Exhibit B - Mitigation Summary Table in accordance with the Atascadero Native Tree Ordinance and Caltrans requirements and would reduce the potential impact to native oak trees to less than significant.

**Special-Status Wildlife**

**South-Central California Coast Steelhead DPS.** The project has the potential to impact steelhead trout, therefore, Caltrans must consult with NOAA Fisheries to obtain a Biological Opinion for the Project. Further mitigation measures have been recommended below and included in Exhibit B – Mitigation Summary Table to reduce potential impacts to steelhead to less than significant.

**California Red-Legged Frog (CRLF).** Potentially suitable in-stream aquatic habitat for the California red-legged frog is present within the project site and there have been multiple documented occurrences of CRLF within the project vicinity. The proposed project may affect, and is likely to adversely affect, California red-legged frog. It is anticipated that the proposed project would qualify for FESA incidental take coverage under the Programmatic Biological Opinion for Projects Funded or Approved under the Federal Highway Administration’s Federal Aid Program, which includes recommended mitigation measures BIO-21 through BIO-40 described below and in Exhibit B, Mitigation Summary Table. Upon implementation of these measures, impacts to CRLF would be reduced to less than significant.

**Coast Range Newt, Western Spadefoot, Silvery Legless Lizard, and Western Pond Turtle.** Project construction could result in the injury or mortality of Coast Range newt, Western spadefoot, silvery legless lizard, and western pond turtle during diversion/dewatering and ground-disturbing construction activities. The potential need to capture and relocate these species could subject individuals to stresses that could result in adverse effects. Injury or mortality could occur from accidental crushing by worker foot-traffic or construction equipment. Erosion and sedimentation could also occur, which could directly or indirectly affect water quality. The potential for these impacts is anticipated to be moderate to high, especially for Coast Range newt, given suitable habitat conditions and recent documented occurrences of this species in the project site. Recommended mitigation measure BIO-40 requires a survey to be conducted for these three species prior to construction and the capture and relocation of any individuals found during that survey. Upon implementation of this measure, described in detail below and in Exhibit B, Mitigation Summary Table, impacts to these species would be reduced to less than significant.

**Crotch Bumble Bee.** The project site is located within an area where this species has been documented to occur and provides marginal nesting and foraging habitat for this species. However, no individuals were observed during field surveys and presence is unlikely due to the limited availability of food plants. Direct impacts to this species if present within the project area are not anticipated due to their mobility. Therefore, the project is not expected to result in significant impacts to this species.
Least Bell’s Vireo. Riparian habitat within the project site may provide suitable foraging habitat for least Bell’s vireo. The width of the corridor and proximity to a road and homes may decrease the overall value of the site to provide nesting habitat. There are no observations of least Bell’s vireo within five miles of the project site. Nesting pairs of this species are considered unlikely to occur in the project area, but cannot be ruled out due to the presence of suitable riparian habitat.

The removal of vegetation could directly impact active bird nests and any eggs or young residing in nests. Indirect impacts could also result from noise and disturbance associated with construction, which could alter perching, foraging, and/or nesting behaviors. While temporary loss of vegetation supporting potential nesting habitat would occur, this would be mitigated by habitat restoration. The implementation of the avoidance and minimization measures such as pre-activity surveys, appropriate timing of vegetation removal, and exclusion zones (if nesting birds are found) would reduce the potential for adverse effects to least Bell’s vireo. These measures are further described below and in Exhibit B, Mitigation Summary Table (BIO-41 and BIO-42). Upon implementation of these measures, impacts to Least Bell’s Vireo would be reduced to less than significant.

Southwestern Willow Flycatcher. Riparian habitat within the project site may provide suitable foraging habitat for southwestern willow flycatcher. The width of the corridor and proximity to a road and homes may decrease the overall value of the site to provide nesting habitat. There are no observations of southwestern willow flycatcher within 5 miles of the project site. There are currently no known occurrences of southwestern flycatcher in San Luis Obispo County. The nearest occurrence is from within the Santa Ynez River. Nesting pairs of these species are considered unlikely, but cannot be ruled out due to the presence of suitable riparian habitat.

The removal of vegetation could directly impact active bird nests and any eggs or young residing in nests. Indirect impacts could also result from noise and disturbance associated with construction, which could alter perching, foraging, and/or nesting behaviors. While temporary loss of vegetation supporting potential nesting habitat would occur, this would be mitigated by habitat restoration. The implementation of the avoidance and minimization measures described for least Bell’s vireo, such as appropriate timing of vegetation removal, pre-activity surveys, and exclusion zones, would reduce the potential for adverse effects to southwestern willow flycatcher. Upon implementation of these measures, impacts to the southwestern willow flycatcher would be reduced to less than significant.

Purple Martin and other Nesting Migratory Birds. The removal of vegetation could directly impact active bird nests and any eggs or young residing in nests. Indirect impacts could also result from noise and disturbance associated with construction, which could alter perching, foraging, and/or nesting behaviors. While temporary loss of vegetation supporting potential nesting habitat would occur, this would be mitigated by habitat restoration. The implementation of the avoidance and minimization measures such as appropriate timing of vegetation removal, pre-activity surveys, and exclusion zones would reduce the potential for adverse effects to nesting bird species. The measures discussed above for least Bell’s vireo apply to purple martin and all birds protected by the MBTA and CFG Code. Upon implementation of these measures, impacts to the purple martin and other nesting migratory birds would be reduced to less than significant.

Roosting Bats. No bats or evidence of bat activity were observed beneath the Atascadero Creek Bridge or within the project area during the field surveys. However, if bats utilize the bridge or surrounding trees for seasonal roosting, then direct impacts to bats could result during the proposed replacement or rehabilitation of the bridge. These direct effects could result in the injury or mortality of bats or harassment that could alter roosting behaviors. Indirect impacts could also result from noise and disturbance associated with construction, which could also alter roosting behaviors. The implementation of pre-activity surveys and exclusionary netting would reduce the
potential for adverse effects to roosting bat species. No impacts to roosting bats are anticipated with implementation of the avoidance and minimization measures included below and in Exhibit B, Mitigation Summary Table (BIO-43 and BIO 44). Upon implementation of these measures, impacts to roosting bats would be reduced to less than significant.

**MITIGATION / CONCLUSION:** Mitigation measures have been identified below and in Exhibit B, Mitigation Summary Table, to reduce potentially significant effects on biological resources. With implementation of these measures, impacts to biological resources would be reduced to less than significant.

**BIO-1** Prior to construction, the City of Atascadero 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 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.

**BIO-2** Prior to construction, the City of Atascadero 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 within the Atascadero Creek corridor. Monitoring may be reduced to part time once initial disturbance and vegetation removal activities are complete. The duration of monitoring should be at least once per week throughout the remaining construction phases, unless specified otherwise by permitting agencies.

**BIO-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 sensitive aquatic resources and federally designated critical habitat within the Biological Study Area and the boundaries within which the project may be accomplished. If appropriate, the biologist may train and designate a represented of the City or other designee to provide training to subcontractors or personnel that will be on site for short durations during the project.

**BIO-4** Construction activities within jurisdictional areas will be conducted during the dry season when stream flows will be at annual lows (June 15 through October 31) in any given year, or as otherwise directed by the regulatory agencies. Deviations from this work window can be made with permission from the relevant regulatory agencies.

**BIO-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.

**BIO-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 1-acre, a
Water Pollution Prevention Plan will be prepared in accordance with City 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.

BIO-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.

BIO-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.

BIO-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.

BIO-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.

BIO-11 During construction, no pets will be allowed on the construction site.

BIO-12 Prior to construction, the City of Atascadero Public Works Department will prepare a comprehensive 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 (see Appendix F for a Conceptual Habitat Mitigation and Monitoring Plan). To the extent feasible, mitigation activities will be implemented within the Biological Study Area and/or the Atascadero Creek riparian corridor and in areas in and adjacent to the Biological Study Area that support exotic species, contain agricultural 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.

BIO-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.

**BIO-14** Prior to construction, project plans will clearly identify the type of species, location, and methodology of removal and disposal of invasive exotic species found within the project site. Removal and disposal of invasive exotic plants and wildlife must be in accordance with state law and/or project authorizations from resource agencies (e.g., United States Fish and Wildlife Service Programmatic Biological Opinion). In particular, for those invasive exotic plant species that are particular difficult to remove, a combination of cutting and application of herbicide would likely be required, and thus require a request for an amendment to the standard conditions of the United States Fish and Wildlife Service Programmatic Biological Opinion. In addition, removal of bullfrog or crayfish must be conducted lawfully using methodologies outlined in the California Fish and Game Code.

**BIO-15** During construction, the biological monitor(s) will ensure that the spread or introduction of invasive exotic plant and wildlife species is avoided to the maximum extent possible.

**BIO-16** All erosion control materials including straw bales, straw wattles, or mulch used onsite must be free of invasive species seed. Removal of invasive species, such as black locust, would provide opportunities for planting native trees and shrubs to enhance the existing native plant communities.

**BIO-17** Prior to construction, a botanist determined to be qualified by the California Department of Transportation and California Department of Fish and Wildlife shall survey the Biological Survey Area during the appropriate blooming time to ensure special-status plant species are not present. If present, the location and number of individuals will be recorded and suitable mitigation will be incorporated into the project plans, such as seed collection and replanting of special-status species. Observations of these or other special-status species shall be documented on California Natural Diversity Database forms and submitted to the California Department of Fish and Wildlife upon project completion.

**BIO-18** Prior to initiation of stream diversion/dewatering, a qualified biologist shall conduct a worker environmental training program, including a description of steelhead, steelhead critical habitat, its legal/protected status, proximity to the project site, avoidance/minimization measures to be implemented during the project, and the implications of violating Federal Endangered Species Act and permit conditions.

**BIO-19** In-stream work will take place between June 15 and October 31 in any given year, when the surface water within Atascadero Creek is likely to be at
seasonal minimum. Deviations from this work window will only be made with permission from the relevant regulatory agencies. During in-stream work, a qualified biologist that is approved by the National Oceanic and Atmospheric Administration National Marine Fisheries Service and has experience in steelhead biology and ecology, aquatic habitats, biological monitoring (including diversion/dewatering), and capturing, handling, and relocating fish species will be retained. During in-stream work, the biological monitor(s) will continuously monitor placement and removal of any required stream diversions and will capture stranded steelhead and other native fish species and relocate them to suitable habitat, as appropriate. The approved biologist(s) will capture steelhead stranded as a result of diversion/dewatering and relocate steelhead to the nearest suitable in-stream habitat. The approved biologist(s) will note the number of steelhead observed in the affected area, the number of steelhead relocated, and the date and time of the collection and relocation.

**BIO-20** During in-stream work, if pumps are incorporated to assist in temporarily dewatering the site, intakes will be completely screened with no larger than 0.2-inch (5-millimeter) wire mesh to prevent steelhead and other sensitive aquatic species from entering the pump system. Pumps will release the diverted water so that suspended sediment will not re-enter the stream. The form and function of pumps used during the dewatering activities will be checked daily, at a minimum, by a qualified biological monitor to ensure a dry work environment and minimize adverse effects to aquatic species and habitats.

**BIO-21** Only United States Fish and Wildlife Service-approved biologists will participate in activities associated with the capture and handling of California red-legged frogs. Biologists authorized under the Programmatic Biological Opinion do no need to re-submit their qualifications for subsequent projects conducted pursuant to the Programmatic Biological Opinion, unless the United States Fish and Wildlife have revoked their approval at any time during the life of the Programmatic Biological Opinion.

**BIO-22** Ground disturbance will not begin until written approval is received from the United States Fish and Wildlife Service that the biologist(s) is qualified to conduct the work. The California Department of Transportation will request approval of the biologist(s) from the United States Fish and Wildlife Service.

**BIO-23** A United States Fish and Wildlife Service-approved biologist will survey the project area no more than 48 hours before the onset of work activities. If any life stage of the California red-legged frog is found and these individuals are likely to be killed or injured by work activities, the approved biologist will be allowed sufficient time to move them from the site before work activities begin. The United States Fish and Wildlife Service-approved biologist will relocate the California red-legged frogs the shortest distance possible to a location that contains suitable habitat and will not be affected by the activities associated with the project. The relocation site should be in the same drainage to the extent practicable. The California Department of Transportation will coordinate with the United States Fish and Wildlife Service on the relocation site prior to the capture of any California red-legged frogs.

**BIO-24** Before any activities begin on a project, a United States Fish and Wildlife Service-approved biologist will conduct a training session for all construction
personnel. At a minimum, the training will include a description of the California red-legged frog and its habitat, the specific measures that are being implemented to conserve the California red-legged frog for the current project, and the boundaries within which the project may be accomplished. Brochures, books, and briefings may be used in the training session, provided that a qualified person is on hand to answer any questions.

BIO-25 A United States Fish and Wildlife Service-approved biologist will be present at the work site until California red-legged frogs have been relocated out of harm’s way, workers have been instructed, and disturbance of the habitat has been completed. After this time, the City of Atascadero Public Works Department will designate a person to monitor onsite compliance with minimization measures. The United States Fish and Wildlife Service-approved biologist will ensure that this monitor receives the training outlined in the previous measure, as well as training in the identification of California red-legged frogs. If the monitor or the United States Fish and Wildlife Service-approved biologist recommends that work be stopped because California red-legged frogs would be affected in a manner not anticipated by the California Department of Transportation, City of Atascadero Public Works Department, and the United States Fish and Wildlife Service during the review of the proposed action, they will notify the resident engineer (the engineer that is directly overseeing and in command of construction activities) immediately. The resident engineer will either resolve the situation by eliminating the adverse effect immediately or require that actions that are causing these effects be halted. If work is stopped, the California Department of Transportation, City of Atascadero Public Works Department, and United States Fish and Wildlife Service will be notified as soon as is reasonably possible.

BIO-26 During project activities, trash that may attract predators will be properly contained, removed from the work site, and disposed of regularly. Following construction, trash and construction debris will be removed from work areas.

BIO-27 All refueling, maintenance, and staging of equipment and vehicles will occur at least 60 feet from riparian habitat or water bodies and in a location from where a spill would not drain directly toward aquatic habitat (e.g., on a slope that drains away from the water). The monitor will ensure contamination of habitat does not occur during such operations. Prior to the onset of work, the California Department of Transportation and the City of Atascadero Public Works Department will ensure that a plan is in place for prompt and effective response to any accidental spills. All workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

BIO-28 Habitat contours will be returned to their original configuration to the greatest extent that is feasible at the end of project activities. This measure will be implemented in all areas disturbed by activities associated with the project, unless the United States Fish and Wildlife, California Department of Transportation, and City of Atascadero Public Works Department determine that it is not feasible or modification of original contours would benefit the California red-legged frog.

BIO-29 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 habitat; this
goal includes locating access routes and construction areas outside of
wetlands and riparian areas to the maximum extent practicable.

**BIO-30**  The City of Atascadero Public Works Department and California Department of Transportation will attempt to schedule work for times of the year when impacts to the California red-legged frog would be minimal. For example, work that would affect large pools that may support breeding would be avoided, to the maximum degree practicable, during the breeding season (November through May). Isolated pools that are important to maintain California red-legged frogs through the driest portions of the year would be avoided, to the maximum degree practicable, during the late summer and early fall. Habitat assessments, surveys, and technical assistance between the California Department of Transportation and United States Fish and Wildlife Service during project planning will be used to assist in scheduling work activities to avoid sensitive habitats during key times of year.

**BIO-31**  To control sedimentation during and after project implementation, the California Department of Transportation and the City of Atascadero Public Works Department will implement Best Management Practices outlined in any authorizations or permits issued under the authorities of the Clean Water Act that it receives for the specific project. If Best Management Practices are ineffective, the California Department of Transportation will attempt to remedy the situation immediately, in coordination with the United States Fish and Wildlife Service.

**BIO-32**  If a work site is to be temporarily dewatered by pumping, intakes will be completely screened with wire mesh not larger than 0.2 inch to prevent California red-legged frogs from entering the pump system. Water will be released downstream at an appropriate rate to maintain downstream flows during construction. Upon completion of construction activities, any diversions or barriers to flow will be removed in a manner that would allow flow to resume with the least disturbance to the substrate. Alteration of the streambed will be minimized to the maximum extent possible; any imported material will be removed from the streambed upon completion of the project.

**BIO-33**  Unless approved by the United States Fish and Wildlife Service, water will not be impounded in a manner that may attract California red-legged frogs.

**BIO-34**  A United States Fish and Wildlife Service-approved biologist will permanently remove any individuals of exotic species, such as bullfrogs, crayfish, and centrarchid fishes from the project area, to the maximum extent. The United States Fish and Wildlife Service-approved biologist will be responsible for ensuring their activities are in compliance with the California Fish and Game Code.

**BIO-35**  If the California Department of Transportation and the City of Atascadero Public Works Department demonstrate that disturbed areas have been restored to conditions that allow them to function as habitat for the California red-legged frog, these areas will not be included in the amount of total habitat permanently disturbed.
BIO-36  To ensure that diseases are not conveyed between work sites by the United States Fish and Wildlife Service-approved biologist, the fieldwork code of practice developed by the Declining Amphibian Task Force will be followed at all times.

BIO-37  Project sites will be re-vegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area (see CHMMP in Appendix F). Locally collected plant materials will be used to the extent practicable. Invasive, exotic plants will be controlled to the maximum extent practicable. This measure will be implemented in all areas disturbed by activities with the project, unless the United States Fish and Wildlife Service, California Department of Transportation, and City of Atascadero Public Works Department have determined that it is not feasible or practical.

BIO-38  The City of Atascadero Public Works Department and the California Department of Transportation will not use herbicides as the primary method to control invasive, exotic plants. However, if the City of Atascadero Public Works Department and the California Department of Transportation determine the use of herbicides is the only feasible method for controlling invasive plants at a specific project site, it will implement the following additional measures to protect California red-legged frog:

a. The City of Atascadero Public Works Department and the California Department of Transportation will not use herbicides during the breeding season for California red-legged frog.

b. The City of Atascadero Public Works Department and the California Department of Transportation will conduct surveys for California red-legged frog immediately prior to the start of herbicide use. If found, California red-legged frog will be relocated to suitable habitat far enough from the project area that no direct contact with herbicide would occur.

c. Black locust and other invasive plants will be cut and hauled out by hand and painted with glyphosate-based products, such as Aquamaster® or Rodeo®.

d. Licensed and experienced California Department of Transportation staff or a licensed and experienced contractor will use a hand-held sprayer for foliar application of Aquamaster® or Rodeo® where large monoculture stands occur at an individual project site.

e. All precautions will be taken to ensure that no herbicide is applied to native vegetation.

f. Foliar applications of herbicide will not occur when wind speeds are in excess of 3 miles per hour.

g. No herbicides will be applied within 24 hours of forecasted rain.

h. Application of herbicides will be done by a qualified California Department of Transportation staff, City of Atascadero staff, or contractors to ensure that overspray is minimized, that application is made in accordance with the label recommendations, and that required and reasonable safety measures are implemented. A safe dye will be added to the mixture to visually denote treated sites. Application of
herbicides will be consistent with the United States Environmental Protection Agency’s Office of Pesticide Programs Endangered Species Protection Program county bulletins.

i. All herbicides, fuels, lubricants, and equipment will be stored, poured, or refilled at least 60 feet from riparian habitat or water bodies in a location where a spill would not drain directly toward aquatic habitat. The California Department of Transportation and the City of Atascadero Public Works Department will ensure that a plan is in place for a prompt and effective response to accidental spills. All workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

**BIO-39**

Upon completion of the project, the California Department of Transportation and City of Atascadero will ensure that a Project Completion Report is completed and provided to the U.S. Fish and Wildlife Service Ventura Field Office. The California Department of Transportation and City of Atascadero should include recommended modifications of the protective measures if alternative measures would facilitate compliance with the provisions of the consultation. In addition, the California Department of Transportation will reinitiate formal consultation in the event any of the following thresholds are reached as a result of the projects conducted under the provisions of the consultation associated with the Programmatic Biological Opinion:

a. Ten California red-legged frog adults or juveniles have been killed or injured in any given year (For this and all other standards, an egg mass is considered to be on California red-legged frog.);

b. Fifty California red-legged frogs have been killed or injured in total;

c. Twenty acres of critical habitat for the California red-legged frog that include the primary constituent elements of aquatic breeding and non-breeding aquatic habitat and upland and dispersal habitat have been permanently lost in any given year;

d. One hundred acres of critical habitat for the California red-legged frog that include the primary constituent elements of aquatic breeding and non-breeding aquatic habitat and upland and dispersal habitat have been permanently lost in total;

e. One hundred acres of critical habitat for the California red-legged frog that include the primary constituent elements of aquatic breeding and non-breeding aquatic habitat and upland and dispersal habitat have been temporarily disturbed in any given year; or,

f. Five hundred acres of critical habitat for the California red-legged frog that include the primary constituent elements of aquatic breeding and non-breeding aquatic habitat and upland and dispersal habitat have been temporarily disturbed in total.

**BIO-40**

Prior to construction, a biologist determined qualified by the California Department of Transportation and California Department of Fish and Wildlife shall survey the Biological Study Area and, if present, capture and relocate any Coast Range newts, western spadefoot, silvery legless lizards, and western pond turtles to adjacent suitable habitat upstream of the Biological Study Area. Observations of these or other special-status species shall be documented on California Natural Diversity Database forms and submitted to the California
Department of Fish and Wildlife upon project completion. If any of the aforementioned species or other aquatic species of special concern are observed during construction, they will likewise be relocated to suitable upstream habitat by a qualified biologist.

**BIO-41** Prior to construction, when feasible, tree removal will be scheduled to occur from September 16 through February 14, outside of the typical nesting bird season, to avoid potential impacts to nesting birds.

**BIO-42** If construction activities are proposed during the typical nesting season (February 15 to September 15), 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 within the Biological Study Area and immediate vicinity. The California Department of Transportation will be notified if federally listed nesting bird species are observed during the surveys and will facilitate coordination with the United States Fish and Wildlife Service, if necessary to determine an appropriate avoidance strategy. Likewise, coordination with California Department of Fish and Wildlife will be facilitated by the City of Atascadero Public Works Department if necessary to devise a suitable avoidance plan for state-listed nesting bird species. If raptor nests are observed within the Biological Study Area during the pre-construction nesting bird surveys, the nest(s) shall be designated an Environmental Sensitive Area and protected by a minimum 500-foot avoidance buffer until the breeding season ends or until a qualified biologist determines that all young have fledged and are no longer reliant upon the nest or parental care for survival. Similarly, if active passerine nests are observed within the Biological Study Area during the pre-construction nesting bird surveys, the nest(s) shall be designated an Environmentally Sensitive Area and protected by a minimum 250-foot avoidance buffer until the breeding season ends or until a qualified biologist determines that all young have fledged and are no longer reliant upon the nest or parental care for survival. Resource agencies may consider proposed variances from these buffers if there is a compelling biological or ecological reason to do so, such as protection of a nest via concealment due to site topography. Buffer areas may also be reduced provided there is an on-site biological monitor present during all construction activities who confirms the nesting birds and young are not being disturbed.

**BIO-43** 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. If roosting bat activity is identified during the pre-construction survey process, the City of Atascadero Public Works Department will coordinate with the California Department of Fish and Wildlife regarding the biological significance of the bat population and appropriate measures that could be used to exclude bats from roosting under the bridge. Measures may include, but are not limited to the installation of exclusionary devices by a qualified individual.

**BIO-44** If it is determined that a substantial impact to individual bat species or a maternity roost will occur, then the City of Atascadero 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.

6. CULTURAL RESOURCES – Will the project:

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<th>Insignificant Impact</th>
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<tr>
<td>a) Cause a substantial adverse change in the significance of a historical resource?</td>
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<tr>
<td>b) Cause a substantial adverse change in the significance of an archaeological resource?</td>
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<td>c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</td>
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<td>d) Disturb any human remains, including those interred outside of formal cemeteries?</td>
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EXISTING SETTING: The existing bridge was constructed in 1948 and has been determined to be functionally obsolete by the California Department of Transportation (Caltrans).

The Atascadero Creek Bridge at Via Avenue (Existing Bridge No. 49C-0158) is the only historic-period built-environmental resource within the project area. Neither the 1986 Caltrans Statewide Historic Bridge Inventory nor the 2004 Caltrans Statewide Historic Bridge Inventory Update Survey and Evaluation of Common Bridge Types identified the bridge as a significant historic structure. The most recent (October 2016) Caltrans Structure Maintenance and Investigations log of Local Agency Bridges lists the Atascadero Creek Bridge as a Category 5 bridge (i.e., a bridge that is not eligible for listing in the National Register of Historic Places [NRHP]). The current evaluation (SWCA 2017) confirms that the Atascadero Creek Bridge remains ineligible for the NRHP. Therefore, the bridge does not meet the eligibility criteria for listing in the California Register of Historical Resources and does not constitute a historical resource for the purposes of CEQA.

The project area was historically occupied by the Salinan, with the northernmost subdivision of the Chumash, the Obispeño bordering to the south. However, the precise location of the boundary between these tribes is currently the subject of debate and may have fluctuated through time. Based on the Archaeological Survey Report (ASR) prepared for the project (SWCA 2017), no archaeological resources were identified within or adjacent to the project area from the background research, Native American contact, or field surveys conducted for the project. Exposed portions of the Atascadero Creek bank within the project area did not reveal the presence of buried archaeological deposits. The project area is considered to have low sensitivity for the presence of archaeological resources (SWCA 2017).

No paleontological resources or human remains are known to occur within the project area.
PROPOSED PROJECT: No historic resources were identified within the project area. The Atascadero Creek Bridge was determined to be not eligible for listing as a historic resource. Therefore, no impact on historic resources would occur.

Archaeological sensitivity at the project site is considered low; however, the inadvertent discovery of unknown or obscured archaeological resources is always a possibility. Ground disturbance that affects unknown archaeological resources is a potentially significant impact. The California Department of Transportation has established regulations regarding the accidental discovery of previously unidentified cultural materials. These standards require that all work shall be halted in that area in which unidentified cultural materials are discovered until a qualified archeologist can assess the significance of the find.

In the event human remains are encountered during project implementation, State of California Health and Safety Code Section 7050.5 requires that no further disturbance occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The potential for presence of human remains within the project area is considered low. Compliance with existing state law and inadvertent discovery requirements would reduce potential impacts to less than significant.

No known paleontological resources exist within the project site; however, the inadvertent discovery of obscured paleontological resources is a possibility when ground disturbance occurs in previously undisturbed paleontologically sensitive geologic units, which could result in a significant adverse impact to nonrenewable fossil resources. Standard mitigation has been identified to reduce impacts in the event of inadvertent discovery of paleontological resources.

MITIGATION / CONCLUSION: No significant impacts to known cultural resources would occur; however, there is always a potential for disturbance of unknown or obscured archaeological or paleontological resources during ground disturbing activities, a potentially significant impact. Mitigation measures have been identified below and in Exhibit B, Mitigation Summary Table, to reduce potential impacts associated with inadvertent discovery and disturbance of archaeological and paleontological resources. With implementation of these measures, potential impacts to cultural resources would be less than significant and no additional measures are necessary.

CR-1 In the event archaeological resources are unearthed or discovered during any construction activities, the following standards apply:

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

b. In the event archaeological resources are found to include human remains, or in any other case when human remains are discovered during construction, the Coroner shall be notified in addition to the City of Atascadero Project Manager so proper disposition may be accomplished in accordance with California Health and Safety Code Section 7050.5.

CR-2 Should any vertebrate fossils or potentially significant finds (e.g., numerous well-preserved invertebrate or plant fossils) be encountered during work on the site, all activities in the immediate vicinity of the find shall cease until a qualified paleontologist evaluates the find for its scientific value. If deemed significant, the paleontological resource(s) shall be salvaged and deposited in an
exposed and permanent scientific institution where they will be properly curated and preserved.

7. **GEOLOGY AND SOILS – Will the project:**

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a) Result in the exposure to or production of unstable earth conditions including the following:
- Landslides;
- Earthquakes;
- Liquefaction;
- Land subsidence or other similar hazards?

b) Be within a California Geological Survey “Alquist-Priolo” Earthquake Fault Zone, or other known fault zone? (consultant Division of Mines and Geology Special Publication #42)

| ☐ | ☑ | ☐ | ☒ |

c) Result in soil erosion, topographic changes, loss of topsoil or unstable soil conditions from proposed improvements such as grading, vegetation removal, excavation or use of fill soil?

| ☑ | ☐ | ☐ | ☐ |

d) Include any structures located on known expansive soils?

| ☐ | ☐ | ☒ | ☐ |

e) Be inconsistent with the goals and policies of the City’s Safety element relating to geologic and seismic hazards?

| ☐ | ☐ | ☒ | ☐ |

f) 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?

| ☐ | ☑ | ☐ | ☒ |

**EXISTING SETTING:** The project site is within the Coast Ranges geologic and geomorphic province. The Coast Ranges province consists of north-northwest-trending sedimentary, volcanic, and igneous rocks extending from the Transverse Ranges to the south into northern California.

The NRCS has mapped soils within the site, which consist of map unit 160, Lockwood-Conception complex (9-15% slopes), and 208, Still clay loam (0-2% slopes). Soil characteristics are described in Section 2, Agricultural Resources. Surface runoff and water erosion hazards of onsite soils are moderate. According to the Soil Survey of San Luis Obispo County, California – Paso Robles Area, the Lockwood soil is suited to building sites, however, its moderate shrink-swell potential and low strength characteristics require proper design and installation procedures. The still clay
loam soil is also suitable for building sites; however, its moderate shrink-swell characteristics require proper design and installation procedures.

While no active faults are known to be present within the project site, Atascadero is located in a seismically active area. The project site is within an area of high risk of liquefaction based on review of the City’s Safety and Noise Element.

**PROPOSED PROJECT:** The project would result in the disturbance of up to 116,305 square feet (2.67 acres), though some areas within the project area may not be disturbed and/or would only be used for storage/construction staging. There are no active faults within the project site, therefore, the potential for impacts as a result of surface fault rupture are less than significant.

Development of the project would be required to meet or exceed the most current requirements of the American Association of State Highway and Transportation Officials (AASHTO), which have been developed to establish the minimum requirements necessary for bridge design to safeguard the public health, safety and general welfare through structural strength, stability, access, and other standards.

The bridge would be designed to AASHTO Load and Resistance Factor Design (LRFD) Bridge Design Specifications (AASHTO 2012). The bridge would also be designed to meet Caltrans Seismic Design Criteria (SDC).

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

The project proposes grading, vegetation removal, excavation, and placement of fill material that could result in temporary soil erosion, sedimentation, and/or stormwater runoff. Onsite soils have moderate erosion potential. No substantial changes in existing topography would occur, and all surfaces would be restored to pre-project conditions to the extent feasible upon completion of construction activities. Construction would be conducted outside of the normal rainy season, minimizing potential erosion impacts to Atascadero Creek. The project would not require excessive grading and would not result in significant geologic impacts related to erosion or loss of topsoil. Identified mitigation, including avoiding construction during the rainy season and implementation of erosion control measures and other suitable BMPs to control erosion and sedimentation would reduce potential impacts to less than significant.

The project does not propose the construction or use of an onsite septic system; no impacts would occur.

**MITIGATION / CONCLUSION:** Compliance with existing AASHTO, Caltrans, and other relevant code requirements would ensure potential impacts associated with unstable earth conditions were less than significant. Standard mitigation measures have been identified in the Biological Resources section and Exhibit B, Mitigation Summary Table, including implementation of erosion control measures and BMPs (BIO-4 through BIO-6 and BIO-8 and BIO-9). With implementation of these measures, potential adverse effects related to erosion and sedimentation in Atascadero Creek would be reduced to less than significant.
## HAZARDS AND HAZARDOUS MATERIALS – Will the project:

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<th>Insignificant Impact</th>
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<tr>
<td>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</td>
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<td>b) Create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</td>
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<tr>
<td>c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</td>
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</tr>
<tr>
<td>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?</td>
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<tr>
<td>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 for people residing or working in the project area?</td>
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<tr>
<td>f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</td>
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<tr>
<td>g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</td>
<td>☒</td>
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</tbody>
</table>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

<table>
<thead>
<tr>
<th>Potentially Significant</th>
<th>Impact Requires Mitigation</th>
<th>Insignificant Impact</th>
<th>Not Applicable</th>
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<tr>
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</table>

EXISTING SETTING: Based on a review of the State Water Resources Control Board’s (SWRCB) GeoTracker database and the California Department of Toxic Substance Control’s (DTSC) EnviroStor database, there are no pending hazardous waste cleanup sites within the project site or immediately surrounding areas. The closest hazardous waste cleanup site is located approximately 0.65 mile east of the Atascadero Creek Bridge at Matt’s X-Ray Service; the hazardous waste case is closed, indicating the hazard has been adequately remediated. There are no schools within 0.25 mile of the project site and no public airports or private airstrips within 2 miles of the project site. The project is not located within an urban/wildland fire interface area.

PROPOSED PROJECT: The project would not create a use that would generate or result in the routine transport, handling, or disposal of hazardous materials. Local roadways within and surrounding the project area are currently used for the routine transport of potentially hazardous materials. While vehicles transporting hazardous materials may utilize the new Atascadero Creek Bridge, the project would not increase, encourage, or otherwise facilitate this use above existing levels in the area. No long-term operational impacts related to hazardous materials or hazardous waste would result from the proposed project.

Haro Environmental conducted a Phase I Initial Site Assessment (ISA) for the proposed project to identify known, potential, and recognized environmental conditions resulting from historic and/or current uses of hazardous substances or petroleum products at the project area (Haro Environmental 2017). No hazardous materials or petroleum products under conditions that would indicate a release to the environment were observed within the project area.

Oils, gasoline, lubricants, fuels, and other potentially hazardous substances would be used and stored on-site during construction activities. There is the potential for leaks or spills to occur during construction activities, which could adversely affect sensitive areas in the project vicinity, such as Atascadero Creek and associated riparian vegetation. Such use would be short-term and subject to standard requirements for the handling of hazardous materials. Mitigation would be implemented to ensure potential impacts would be reduced and/or minimized to less than significant.

Results of a regulatory agency database search performed by Environmental Database Resources (EDR) indicate several properties within or near the project area are listed in the databased searched by EDR; however, based on the nature of the listings (non-release site with no violations), the majority of these listed properties would not pose an environmental concern to the project area. Two sites adjacent to the project area (Madgett Enterprises at 6405 Via Avenue and North County Auto Wrecking/Vetter Property at 6501 Via Avenue) were investigated further by reviewing files maintained by the County of San Luis Obispo Environmental Health Services (CSLOEHS). No releases or violations were noted in relation to the Madgett Enterprises facility; therefore, no significant environmental effects related to this facility would occur. The North County Auto Wrecking was the subject of an enforcement action for a release of motor oil to an
onsite septic tank. The septic tank was subsequently removed and a soil assessment was performed and groundwater monitoring wells were installed. The results of the tank removal and subsurface investigation indicated soil impacts were limited. The former septic tank is located approximately 170 feet north of the project area. Based on the distance of the former septic tank and because no groundwater impacts were detected in monitoring wells, no environmental threat is expected in the project area. Therefore, no significant impacts associated with the known presence of hazardous cleanup sites would occur.

An asbestos inspection (Patriot Environmental Laboratory Services, Inc. 2017) identified the presence of asbestos containing materials on the existing bridge structure. Disturbance of these materials would pose a health hazard, a potentially significant impact. Removal of the materials by a registered asbestos abatement contractor prior to disturbance was recommended and has been added as mitigation (refer to Mitigation Measure AQ-3). With implementation of this measure, potential impacts related to asbestos containing materials would be less than significant.

A lead chip survey report (Patriot Environmental Laboratory Services, Inc. 2017) identified the presence of lead-based paint on the existing bridge steel under span structure, metal railings, and road striping. In addition, lower concentrations of lead were detected on other components throughout the bridge structure. Disturbance of these materials would pose a health hazard, a potentially significant impact. Mitigation has been identified, including waste characterization sampling on all existing bridge components that were determined to contain lead-based paint, and compliance with applicable waste disposal requirements and state law requirements for work practices for lead-based paint and lead hazards. With implementation of these measures, potential impacts would be less than significant.

The existing bridge structure also has the potential to contain toxic materials, such as creosote, fuels, and lubricants. Demolition activities could result in the disturbance or release of these or other toxic materials located on the bridge structure or leached into underlying soils. These materials would be demolished and disposed of at an appropriate waste disposal site in accordance with existing regulations. Mitigation, including worker awareness training and protection, would reduce potential impacts to less than significant.

The project would require temporary road closures and a 0.75-mile detour to access adjacent residential areas. The detour would be short-term and adequate alternative access would be provided at the southern connection to West Mall Street. The road closures and detour could cause delays in emergency response and access in adjacent areas. Replacement of the existing deficient bridge structure is necessary to provide safe long-term access across Atascadero Creek and would improve long-term access through the project area. Mitigation, including proper notification, would reduce short-term construction related impacts to less than significant.

The project site is not located within 0.25 mile of a school or 2 miles of an airport or private airstrip; no safety-related impacts on these sensitive uses would occur. The project is within a High Fire Hazard Severity area but is not located in an urban/wildland fire interface area. The proposed bridge replacement would have no effect on the exposure of people or structures to wildland fire risks.

**MITIGATION / CONCLUSION:** With incorporation of the mitigation measures described below and in Exhibit B, Mitigation Summary Table, including preparation of a hazardous materials spill prevention plan and notification to emergency service providers, residual impacts related to hazards and hazardous materials would be less than significant.
Prior to construction, the project applicant or contractor shall prepare a Hazardous Material Spill Prevention, Control, and Countermeasure Plan to minimize the potential for, and effects of, spills of hazardous or toxic substances during construction of the project. The plan shall be submitted for review and approval by the City of Atascadero Public Works Director, and shall include, at minimum, the following:

a. A description of storage procedures and construction site maintenance and upkeep practices;

b. Identification of a person or persons responsible for monitoring implementation of the plan and spill response;

c. Identification of Best Management Practices to be implemented to ensure minimal impacts to the environment occur, including but not limited to the use of containment devices for hazardous materials, training of construction staff regarding safety practices to reduce the chance for spills or accidents, and use of non-toxic substances where feasible;

d. A description of proper procedures for containing, diverting, isolating, and cleaning up spills, hazardous substances, and/or soils, in a manner that minimizes impacts on surface and groundwater quality and sensitive biological resources;

e. A description of the actions required if a spill occurs, including which authorities to contact and proper clean-up procedures; and

f. A requirement that all construction personnel participate in an awareness training program conducted by qualified personnel approved by the City of Atascadero Public Works Director. The training must include a description of the Hazardous Materials Spill Prevention, Control, and Countermeasure Plan, the plan’s requirements for spill prevention, information regarding the importance of preventing spills, the appropriate measures to take should a spill occur, and identification of the location of all clean-up materials and equipment.

All project-related spills of hazardous materials within or adjacent to the project corridor shall be cleaned-up immediately. Spill prevention and clean-up materials shall be onsite at all times during construction.

During construction activities, the cleaning and refueling of equipment and vehicles shall occur only within a designated staging area. This staging area shall conform to all applicable Best Management Practices applicable to attaining zero discharge of stormwater runoff. At a minimum, all equipment and vehicles shall be checked and maintained on a daily basis to ensure proper operation and avoid potential leaks or spills.

Prior to demolition, waste characterization sampling shall be conducted on all existing bridge structure components that were determined to be above 5,000 parts per million (ppm) by dry weight of lead. Disposal shall be conducted in accordance with all applicable waste disposal requirements for these components. Physical removal of the components shall be conducted in accordance with Title 17, CCR, Division 1, Chapter 8: Accreditation, Certification, and Work Practices for Lead-Based Paint and Lead Hazards. Conventional demolition techniques for potential lead-laden surfaces within the
existing bridge structure shall comply with the Occupational Safety and Health Administration (OSHA) Lead in Construction Standard (1926.62) and California Occupational Safety and Health Administration (Cal/OSHA) Construction Safety Orders, Lead Section 1532.1, Title 8, California Code of Regulations (CCR), effective November 4, 1993 (revised March 7, 1997). These requirements shall be noted on all project plans.

HAZ-5 Prior to any road closures, the City of Atascadero shall provide notice to all residents, business owners, public facilities, and emergency response providers likely to be affected by the closure and detour of Via Avenue. The notice shall include the following information: dates of construction, temporary road closures and detours, and contact information including the phone and email address of the City staff person responsible for responding to and addressing public complaints regarding access. The notice shall be provided at least 2 weeks prior to any planned road closure. In addition, the notice shall be posted on the City’s website.

9. WATER QUALITY / HYDROLOGY – Will the project:

<table>
<thead>
<tr>
<th>Potentially Significant</th>
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<th>Insignificant Impact</th>
<th>Not Applicable</th>
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</thead>
</table>

a) Violate any water quality standards or waste discharge requirements? ☐ ☒ ☐ ☐

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? ☐ ☐ ☒ ☐

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? ☐ ☐ ☒ ☐

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? ☐ ☐ ☒ ☐
The following information is based on information provided in the Water Quality Assessment Memorandum prepared for the project (SWCA 2017).

The project is located in an urban developed setting predominately surrounded by scattered commercial and industrial land uses, single family residential neighborhoods, Atascadero Creek and its associated riparian vegetation. Elevation in the project area is generally flat, ranging from an elevation of approximately 820 to 840 feet above mean sea level along Via Avenue. The existing Via Avenue Bridge is located above, and drains to, Atascadero Creek, which drains to the Salinas River, which drains to the Pacific Ocean. Within the Santa Margarita Creek-Salinas River Watershed, the project site is located within the Atascadero Creek sub-watershed.

Atascadero Creek is an intermittent stream that typically conveys water seasonally. In 2017, water was present in the creek during surveys conducted in May and June, with slow flow and some areas of fairly deep ponded water within the stream channel. According to Federal Emergency Management Act (FEMA) flood maps, the project site is located within a 100-year floodplain of the Atascadero Creek. The project site is located within special flood hazard areas designated as Zone AE (Special Flood hazard areas subject to inundation by the 1% annual chance flood). As of the State Water Resources Control Board (SWRCB) Final 2012 Integrated Report, Atascadero Creek is considered a CWA Section 303 (d) listed impaired waterbody due to concentrations of *Escherichia coli* (*E. coli*), fecal coliform, and low dissolved oxygen (SWCA 2017).
No potential three-parameter CWA wetlands were delineated within the project area. 0.22 acre (6461.3 square feet) and 252.8 linear feet of potential CWA Other Waters associated with Atascadero Creek were delineated within the project area. A total of 0.32 acre of the project site is within RWQCB jurisdiction and a total of 0.59 acre is within CDFW jurisdiction (including riparian habitat outside the streambank).

The project site is not located within a groundwater basin; however, it is located approximately 0.25 mile southwest of, and drains to, the Salinas Valley Groundwater Basin, Paso Robles Area Subbasin (Basin Number 3-4.06). The Paso Robles Area Subbasin encompasses approximately 597,000 acres (932 square miles) and is bordered by the Upper Valley Aquifer Subbasin to the north, the Temblor Range to the east, the San Andreas fault zone to the northeast, and the La Panza Range to the south. Rainfall within this groundwater basin typically averages 15 inches per year. Natural recharge in the subbasin is derived from infiltration of precipitation, seepage from streams, and return flow from irrigation and other uses. Groundwater levels in the subbasin have been relatively steady since 1995 with an estimated storage capacity of 3,000,000 acre-feet and a maximum capacity of more than 30,400,000 acre-feet.

**PROPOSED PROJECT:** The proposed project would directly affect the beds, banks, and channels of Atascadero Creek due to the removal of the existing bridge structure and construction of the new bridge structure. The project would require temporary access into the creek to install the falsework and construct the cast-in-place concrete bridge. If the creek is not dry, access may be achieved by temporarily diverting water through or around the work area and constructing a temporary access route into the creek channel. Water diversion may be accomplished with a combination of cofferdams, pipes, sand bags, and temporary fill. If a temporary culvert or diversion dam is placed in the creek, it will be sized and placed appropriately to allow fish passage throughout construction. The temporary access route will traverse the creek bank, enter the channel, and extend under the proposed and existing bridge. The contractor may temporarily place clean crushed rock into the creek in order to create the temporary path and support the falsework. All temporary fill associated with the creek diversion and the access path will be removed after construction is complete.

Abutments located within the channel would be subject to creek flows, and soils are likely to erode from around the abutments over time. Ungrouted rock slope protection (RSP) would be placed around the abutments to curtail the erosion process.

Potential effects of the proposed project related to water quality are limited to construction-related impacts such as erosion, sedimentation, and the potential release of hazardous construction-related materials. Grading activities could result in sedimentation of Atascadero Creek if water is present.

Surface water is typically not present within the creek channel during the dry season of years with average or below-average rainfall, and mitigation has been identified that would limit construction activities to the dry season (see mitigation measure BIO-4). However, it is possible that limited flows exist in the dry season or that construction within the dry season is not feasible. Implementation of erosion control standards and hazardous materials spill pollution and prevention standards would be required to ensure the proposed project does not impact the water quality of Atascadero Creek or groundwater resources.

For general construction activities, the proposed project may be required to comply with a NPDES General Construction Permit to discharge stormwater associated with construction activities. The project would also be subject to the City’s post-construction stormwater management measures. Compliance with existing regulations and implementation of standard temporary BMPs would minimize impacts to water quality that could occur as a result of construction of the proposed
Atascadero Creek Bridge at Via Avenue Bridge Replacement Project | City of Atascadero

project. Long-term impacts to water quality resulting from pollutants in the form of gasoline or oil residue from vehicle traffic collecting on the bridge and draining to Atascadero Creek would not change substantially over existing conditions. Therefore, impacts to water quality would be less than significant with mitigation.

Construction activities associated with the proposed project that require ground disturbance within the channel could disturb groundwater, rendering groundwater exposed to potential contamination. Implementation of temporary BMPs would minimize potential impacts of the project from contributing to the impairment of groundwater. The project does not involve the construction or use of a well or sewage disposal and would not result in a threat of aquifer contamination or a hazard to public health. The project would not create long-term water demand and would not substantially deplete groundwater supplies. Short-term construction-related water demands would be served by the City’s non-potable municipal water supply. Therefore, impacts related to groundwater would be less than significant.

The existing bridge allows roadway drainage to flow directly into Atascadero Creek. Current environmental permit requirements usually stipulate that the stormwater on bridges be collected and transported off the bridge into a roadway drainage facility. The proposed project would have a varying cross slope to match super-elevation design standards. Roadway drainage would be collected and treated prior to discharging into the creek. The new bridge structure would be wider than the existing structure, resulting in a minor permanent increase in impervious surface, which would increase the volume and rate of stormwater flows and increase the risk of sedimentation and pollutant discharge. The project will be required to comply with all applicable requirements outlined in the City’s Stormwater Management Plan and will satisfy all necessary performance requirements (PR) of the Central Coast RWQCB’s Post-Construction Storm Water Management Requirements (Resolution R3-2013-0032). Therefore, impacts related to water diversion, drainage, flows, and surface runoff associated with Atascadero Creek would be less than significant with mitigation.

The project would not place housing or habitable structures within a 100-year flood zone and the bridge would be designed and constructed to accommodate 100-year storm flows. The project is not located in an area subject to risk from other sources of flooding or inundation (failure of dam/levee, tsunami, seiche). Therefore, impacts associated with construction within a flood zone and inundation would be less than significant.

**MITIGATION / CONCLUSION:** With incorporation of the mitigation measures described in Exhibit B, Mitigation Summary Table, including erosion control and sedimentation BMPs and hazardous materials spill prevention and treatment plans (BIO-4 through BIO-10, HAZ-1 through HAZ-3) residual impacts related to water quality and hydrology would be less than significant.

### 10. LAND USE & PLANNING – Will the project:

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<th>Potentially Significant</th>
<th>Impact Requires Mitigation</th>
<th>Insignificant Impact</th>
<th>Not Applicable</th>
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</thead>
<tbody>
<tr>
<td>a) Physically divide an established community?</td>
<td>☐</td>
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</table>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?

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<th>Potentially Significant</th>
<th>Impact Requires Mitigation</th>
<th>Insignificant Impact</th>
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</table>

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

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<tr>
<th>Potentially Significant</th>
<th>Impact Requires Mitigation</th>
<th>Insignificant Impact</th>
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</table>

EXISTING SETTING: The project is located in an urban developed setting predominately surrounded by scattered commercial and industrial land uses, single family residential neighborhoods, Atascadero Creek and its associated riparian vegetation. Land use and zoning designations within the project area include industrial, open space, and medium density residential.

PROPOSED PROJECT: The proposed project is a public safety improvement project and would not change the type or density of use at the project site. The proposed use is consistent with existing uses and allowable uses under the City’s General Plan and Zoning Code. The proposed project was reviewed for consistency with policy and/or regulatory documents relating to the environment and appropriate land use (e.g., County Land Use Ordinance, Local Coastal Plan, etc.). Referrals were sent to outside agencies to review for policy consistencies (e.g., CAL FIRE for Fire Code, APCD for Clean Air Plan, etc.). The project was found to be consistent with these documents (refer also to Exhibit A on reference documents used).

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

MITIGATION / CONCLUSION: No significant land use impacts or inconsistencies would occur; therefore, no mitigation measures are necessary.

11. MINERAL RESOURCES – Will the project:

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</table>

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?

EXISTING SETTING: There are no known mineral resources on the Project site.
PROPOSED PROJECT: The proposed project includes the replacement of the existing bridge structure with a new bridge along Via Avenue over Atascadero Creek. There are no known mineral resources in the project area, and future extraction of mineral resources is very unlikely due to the natural resources at the site (Atascadero Creek) and location within the City of Atascadero.

MITIGATION / CONCLUSION: No significant impact to mineral resources would occur, therefore, no mitigation measures are necessary.

12. NOISE – Will the project result in:

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<tr>
<th>Potentially Significant</th>
<th>Impact Requires Mitigation</th>
<th>Insignificant Impact</th>
<th>Not Applicable</th>
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<tbody>
<tr>
<td>a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
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<tr>
<td>b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
</tr>
<tr>
<td>c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
</tr>
<tr>
<td>d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
</tr>
<tr>
<td>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 expose people residing or working in the project area to excessive noise levels?</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
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<tr>
<td>f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?</td>
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</table>

EXISTING SETTING: The existing noise environment is characterized by adjacent industrial land uses, intermittent vehicle noise along Via Avenue, Traffic Way, Ensenada Avenue, Capistrano Avenue, and other surrounding surface streets, and the Union Pacific Railroad line, approximately located 0.15 miles north of the site. Noise-sensitive land uses typically include residences, schools, and parks. There are 17 single family residences within 500 feet of the project site.
Chapter 14, Noise, of the Zoning Regulations of the City of Atascadero (Title 9 of the Atascadero Municipal Code) establish exterior and interior noise level criterion for residential areas, as follows:

### Table 5. City of Atascadero Noise Element Standards

<table>
<thead>
<tr>
<th>Noise Level Standards</th>
<th>Daytime Standard (7:00 a.m.–9:00 p.m.)</th>
<th>Nighttime Standard (9:00 p.m.–7:00 a.m.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>9-14.05 Exterior Noise Level Standards</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hourly Equivalent Sound Level ($L_{eq}$, dB)</td>
<td>50 dB</td>
<td>45 dB</td>
</tr>
<tr>
<td>Maximum Level (dB)</td>
<td>70 dB</td>
<td>65 dB</td>
</tr>
<tr>
<td>9-14.06 Interior Noise Level Standards</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hourly Equivalent Sound Level ($L_{eq}$, dB)</td>
<td>40 dB</td>
<td>35 dB</td>
</tr>
<tr>
<td>Maximum Level (dB)</td>
<td>60 dB</td>
<td>55 dB</td>
</tr>
</tbody>
</table>

$L_{eq} = $ equivalent continuous sound pressure level in dB.

Source: City of Atascadero Municipal Code, Chapter 14 Noise

Noise sources associated with construction are exempt from the noise standards pursuant to Section 9-14.03, Noise source exemptions, in the City’s Municipal Code, provided such activities do not take place before 7:00 a.m. or after 9:00 p.m. Noise sources associated with work performed by private or public utilities in the maintenance or modification of its facilities are also exempt from the City’s noise standards pursuant to Section 9-14.03.

Construction noise is also regulated by Caltrans Standard Specifications Section 14-8, Sound Control Requirements, which states that noise levels generated during construction shall not exceed 86 dBA $L_{max}$ at 50 feet from the job site from 9:00 p.m. to 6:00 a.m. and that all internal combustion engines shall be fitted with the appropriate manufacturer-recommended muffler.

**PROPOSED PROJECT:** Noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Table 6 summarizes typical noise levels produced by construction equipment that is commonly used on roadway construction projects. Typical construction equipment is expected to generate noise levels ranging from approximately 70 to 90 decibels (dB) at a distance of 50 feet. Noise produced by construction equipment would be reduced over distance at a rate of about 6 dB per doubling of distance over hard sites (e.g., pavement) and 7.5 dB per doubling of distance over soft sites (e.g., grass).

### Table 6. Typical Construction Equipment Noise Levels

<table>
<thead>
<tr>
<th>Noise Source</th>
<th>Noise Level (dBA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scrapers</td>
<td>89</td>
</tr>
<tr>
<td>Bulldozers</td>
<td>85</td>
</tr>
<tr>
<td>Heavy Trucks</td>
<td>88</td>
</tr>
<tr>
<td>Backhoe</td>
<td>80</td>
</tr>
<tr>
<td>Pneumatic Tools</td>
<td>85</td>
</tr>
<tr>
<td>Concrete Pump</td>
<td>82</td>
</tr>
</tbody>
</table>

Construction noise would be short term, intermittent, and generally be consistent with typical construction activities (refer to Table 6); no pile driving or high-impact techniques are proposed that would result in excessive construction-related noise. Road closures and detours would temporarily increase traffic trips and transportation noise along the detour route; however, detours would be limited to the short-term construction period and the increased trips would consist of local private trips to adjacent residential areas, similar to existing use of proximate roadways.

Long-term use of the bridge would not change significantly from existing conditions. The project would not increase capacity of the roadway or generate an increase in trips or transportation noise in the long-term. No adverse noise impacts from project implementation are anticipated because construction would be conducted in accordance with Caltrans Standard Specifications Section 14-8 and applicable local noise standards. Therefore, potential noise impacts would be less than significant.

The Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment (FTA 2006) provides guidance for assessing vibration levels associated with construction activities. This guidance was used to assess the potential project-related noise impacts pursuant to NEPA and CEQA because the City of Atascadero or County of San Luis Obispo has not established construction vibration standards.

The FTA establishes a 25-foot distance reference point from residential structures to measure the severity of potential vibration impacts (measured by peak particle velocity or “PPV”). Based on FTA vibration standards for general construction equipment, typical equipment (e.g., a large bulldozer) would generate a vibration level of approximately 0.089 inch per second at 25 feet, which is less than the FTA’s most stringent vibration standard for older residential structural damage of 0.5 inch per second.

Since the surrounding private residences are all located more than 25 feet from the project limits and no significant vibration-inducing construction methods (such as pile driving) would be utilized during demolition and construction of the proposed bridge, no further vibration analyses are required. Implementation of the proposed project would result in a less-than-significant construction vibration impact to the surrounding sensitive receptors.

The project is not within 2 miles of a public or private airport; no impacts related to excessive airport-related noise levels would occur.

**MITIGATION / CONCLUSION:** Potential impacts related to noise and vibration would be less than significant; therefore, no mitigation is necessary.

### 13. POPULATION & HOUSING – Will the project:

<table>
<thead>
<tr>
<th>Potential Impacts</th>
<th>Mitigation Required</th>
<th>Insignificant Impact</th>
<th>Not Applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Induce substantial 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)?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
☐ ☐ ☐ ☧

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?
☐ ☐ ☐ ☧

EXISTING SETTING: The project is located in an urban developed area in northern Atascadero. There are no residences within the project site, however, there are numerous single family residences located within close proximity of the project site.

PROPOSED PROJECT: The project would replace an existing bridge structure that does not meet current design standards with a new structure. The proposed project does not include residential housing and would not introduce population growth in the area. Implementation of the proposed project would resolve existing safety issues associated with the existing deficient bridge and improve long-term local circulation infrastructure. The proposed project would not improve access to areas in a manner that could experience growth-inducing development as a result of the project. The proposed project would not displace any housing or people. Short-term construction workers would come from the local labor force and would not induce population growth or increase the demand for housing. Therefore, potential impacts would be less than significant.

MITIGATION / CONCLUSION: No significant population and housing impacts would occur; therefore, no mitigation measures are necessary.

14. PUBLIC SERVICE:

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

a) Emergency Services (Atascadero Fire)? ☐ ☧ ☐ ☐

b) Police Services (Atascadero Police)? ☐ ☐ ☧ ☐

c) Public Schools? ☐ ☐ ☧ ☐

d) Parks? ☐ ☐ ☧ ☐

e) Other public facilities? ☐ ☐ ☧ ☐
**EXISTING SETTING:** The project site is served by the Atascadero Police Department and Atascadero Fire Department. The police department is located at 5505 El Camino Real, approximately 0.75 mile south of the project site. The police department has one detective sergeant, two detectives, and two community response officers in its Investigations Division; six support services technicians and one support services supervisor to receive and dispatch emergency 911 calls; two K9 service dogs and authorized officer handlers; one full time motor officer, a traffic sergeant assigned to a patrol team, and three trained volunteers within its Traffic Unit; and a six-member Special Response Team to allow the Police Department to deploy special weapons and tactics in situations that exceed the normal ability of a patrol officer or detective to respond effectively or safely.

The Atascadero Fire Department is located at 6005 Lewis Ave, approximately 0.6 mile south of the project site. The Fire Department operates from 2 fire stations with 6 fire engines, 2 command vehicles, a ladder truck, a 4X4 ambulance and a technical rescue unit. The department includes a total of 21 full-time personnel and 12 reserve firefighters. The full-time staff includes 1 Fire Chief, 1 Fire Marshal/Code Enforcement Officer, and 1 Administrative Assistant. The proposed project site is in a moderate fire hazard severity zone based on maps in the City’s Safety and Noise Element (2010).

The project site is within the Atascadero Unified School District. The closest park/recreational facility is Colony Park, located approximately 0.35 mile south of the project site.

**PROPOSED PROJECT:** The project would not change the existing type or intensity of land use and would not increase long-term demands on police, fire, or emergency response services. Temporary detours are necessary during bridge rehabilitation, but adequate alternative routes for emergency response services and access are available within 1.0 mile of the project site. Additionally, mitigation has been identified to reduce impacts to emergency services, including notification of construction schedules and road closures. The project will not induce population growth or increase demands on local schools, roads, parks, or other public facilities.

**MITIGATION / CONCLUSION:** With incorporation of the mitigation measure HAZ-5 described in Exhibit B, Mitigation Summary Table, residual impacts related to public service would be less than significant.

**15. RECREATION:**

<table>
<thead>
<tr>
<th>Potentially Significant</th>
<th>Impact Requires Mitigation</th>
<th>Insignificant Impact</th>
<th>Not Applicable</th>
</tr>
</thead>
</table>

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?

☐ ☐ ☒ ☐
EXISTING SETTING: No parks or recreational facilities are located within the project site or within close proximity to the project site. The closest park/recreational facility is Colony Park, approximately 0.35 mile south of the project site.

PROPOSED PROJECT: The project would not directly or indirectly affect any City or regional parks or recreational facilities. Bridge replacement would not impact existing facilities and the proposed project would not create a new use that would generate population growth or increase demand on existing recreational facilities. Therefore, no deterioration of existing facilities would occur as a result of the proposed project.

MITIGATION / CONCLUSION: No significant recreation impacts would occur; therefore, no mitigation measures are necessary.

16. TRANSPORTATION / TRAFFIC – Will the project:

<table>
<thead>
<tr>
<th></th>
<th>Potentially Significant</th>
<th>Impact Requires Mitigation</th>
<th>Insignificant Impact</th>
<th>Not Applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
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</tr>
<tr>
<td>b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</td>
<td>☐</td>
<td>☐</td>
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</tr>
<tr>
<td>d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>e) Result in inadequate emergency access?</td>
<td>☐</td>
<td>☒</td>
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</tbody>
</table>
EXISTING SETTING: The Atascadero Creek Bridge is an existing 22.7-foot-wide bridge that does not meet current design standards. Via Avenue is classified as a minor arterial based on California Department of Transportation (Caltrans) California Road System (CRS) maps and as a collector per the City’s Circulation Element. Traffic volumes through the site were approximately 2,607 vehicle trips per day based on September 15, 2016 City traffic counts. A growth rate of 1% per year was assumed to obtain a future Average Daily Traffic (ADT) of 3,277 vehicles per day in the year 2039 (20 years from the anticipated construction year of 2019). There is currently a sidewalk leading up to the bridge along the northeast side of the bridge, and no sidewalks or bike lanes along the bridge structure itself. The project site is not within the vicinity of an airstrip or airport.

PROPOSED PROJECT: The proposed project would replace the existing Atascadero Creek Bridge along Via Avenue with a similar structure near the same location. Current design standards require 12-foot-wide vehicular lanes, and 8-foot-wide shoulders based on the design speed and traffic counts. The replacement bridge would be 48.5 feet wide (which includes one 5-foot wide sidewalk and concrete barriers), an increase of approximately 25.8 feet over the existing 22.7-foot-wide bridge. The added width would meet current standards and provide a better crossing for pedestrians and bicycles. In addition, site distance through the project limits would be increased because of the widened shoulders. Speeds through the project would remain slow due to the stop-controlled intersections at both Traffic Way and Capistrano Ave, narrow existing lane width south of the bridge improvements, and the horizontal curvature of the road. Additionally, the California Vehicle Code allows for a posted prima facie speed limit of 25 mph through residential districts.

The proposed project is consistent with applicable local and regional transportation plans, including the City of Atascadero Circulation Element, which identifies bridge replacement as a capital improvement project. The project is intended to improve public safety and reduce future bridge maintenance costs. The project would generate a small number of additional construction-related traffic trips for heavy equipment, material hauling, and worker trips. Short-term construction activities would likely cause increased congestion throughout the project area due to increased trips and temporary road closures at Llano Road. However, these impacts would be short-term and alternative routes and detours are being provided. Mitigation has been identified to ensure emergency access during road closures is not significantly impacted (refer to Section 8, Hazards and Hazardous Materials). The project would improve public safety and emergency access in the long term and would not create unsafe design features or conditions.

The project would not increase the capacity of the bridge or generate any increase in long-term operational traffic trips. The project would not change long-term traffic conditions within the project area; therefore, long-term operational impacts to traffic and level of service standards would be less than significant.

The project would not conflict with any congestion management program or any plans or programs regarding public transit, bicyclist, or pedestrian facilities. There are no existing...
pedestrians or bicycle facilities existing within the project area or surrounding areas; therefore, no direct impact on these facilities would occur. The project would not affect air traffic patterns.

**MITIGATION / CONCLUSION:** With implementation of identified mitigation measures, including notification of road closures and detours to emergency service providers (HAZ-5), potential impacts would be less than significant. No additional mitigation measures are necessary.

### 17. UTILITIES AND SERVICE SYSTEMS – Will the project:

<table>
<thead>
<tr>
<th>Potential Impact</th>
<th>Requires Mitigation</th>
<th>Insignificant Impact</th>
<th>Not Applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) 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?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>e) 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?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>g) Comply with federal, state, and local statutes and regulations related to solid waste?</td>
<td>☐</td>
<td>☐</td>
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</tr>
</tbody>
</table>

**EXISTING SETTING:** The proposed project area is served by City utilities and other regional providers. There is an existing overhead power line that extends along Via Avenue that services
a City Streetlight, and several underground utilities are attached and carried over Atascadero Creek by the bridge.

The City provides wastewater collection and treatment to approximately half of the City residents; the other half operates on privately owned and maintained on-site septic systems. The City’s wastewater system consists of more than 303,600 lineal feet of laterals, mains, trunks, and 44,500 feet of force mains, ranging in size from 4 to 24 inches in diameter. A series of gravity collection system mains and 12 lift stations pump directly to the City-owned water reclamation facility.

The water reclamation facility (WRF) is located east of the Chalk Mountain Golf Course. Groundwater reclaimed from below the facilities infiltration ponds is used for fairway irrigation. The facility’s design flow is 1.4 million gallons a day (MGD).

Atascadero Mutual Water Company (AMWC) provides water supply and treatment within the City. AMWC’s water system serves a population of over 30,000. It is comprised of approximately 250 miles of pipeline ranging in size from 4 inches to 24 inches, with 9 storage tanks that range in size from 120,000 gallons to 4.8 million gallons. There are 17 active wells, 8 booster stations, 5 treatment buildings, and 20 pressure-reducing stations located throughout the system. In addition, there are over 10,000 customer service connections, 1,900 valves, and 1,700 fire hydrants.

Waste Management provides solid waste collection and transport within the City. Waste Management - Atascadero Waste Alternatives Inc., a local residential, commercial and industrial trash collection and recycling service that has been serving the city since 1996. Chicago Grade Landfill provides solid waste disposal services within the City. The landfill is located just north of the City of Atascadero in Templeton, approximately 5 miles northeast of the project site. The landfill is a full-service Class III landfill for municipal solid waste, and also offers recycling, used tire management, and household hazardous waste management services. Maximum permitted capacity of the landfill is 10,548,980 cubic yards. Remaining capacity as of November 2017 was 6,022,396 cubic yards, or approximately 57%.

PROPOSED PROJECT: The proposed project does not propose use or development of any on-site wastewater disposal systems or connection to any community wastewater system. The project would not include any use that would require wastewater discharge, except for short-term construction activities that would be serviced by portable onsite restroom and hand-washing facilities and/or existing facilities. The project does not propose any new use that would create demand for new water or wastewater treatment facilities and would not require the construction or expansion of these facilities. Short-term construction activities would be serviced by the City’s municipal water supply and portable wastewater facilities. Therefore, potential impacts related to wastewater capacity and treatment requirements would be less than significant.

The proposed modifications (particularly the widened bridge deck) would increase impervious surfaces at the project site, which would increase the volume and rate of stormwater flows. The existing bridge allows roadway drainage to sheet flow directly into Atascadero Creek. Current environmental permit requirements usually stipulate that the stormwater on bridges be collected and transported off the bridge into a roadway drainage facility. The proposed project would be designed to collect stormwater and convey it into the roadway drainage system, which would eventually empty into the creek. The project would be required to comply with all applicable requirements of the City of Atascadero’s Stormwater Management Plan and to satisfy all necessary performance requirements of the Central Coast RWQCB’s Post-Construction Storm Water Management Requirements (Resolution R3-2013-0032). The proposed project would manage and treat stormwater flows in accordance with applicable regulations. No new or expanded facilities would need to be constructed to manage flows at the site that would result in
significant environmental effects. Therefore, potential impacts related to the capacity or expansion of stormwater facilities would be less than significant.

The proposed project would require water supply during construction activities for uses such as dust suppression and vehicle washing. The existing water supply for the project is the City’s existing municipal water system. This water source is expected to be capable of meeting the water demands for construction of the proposed project. No long-term increase in water supply demand would result from the project. Therefore, potential impacts related to water supplies and infrastructure would be less than significant.

Construction activities would result in the generation of solid waste materials, including cut volumes and demolition and disposal of existing bridge infrastructure. The proposed project would be served by the Chicago Grade Landfill, which has adequate permitted capacity to serve the project. Upon completion, operation and use of the project would not generate any solid waste. Therefore, impacts related to solid waste facilities would be less than significant.

Utilities may be temporarily relocated to maintain service during construction. Upon completion of construction of the new bridge, utility lines would be relocated to their original location and onto the new bridge structure through negotiation with the utility providers. No long-term interruption or impact on other utilities and infrastructure would occur.

**MITIGATION / CONCLUSION:** No significant impacts related to utilities and service systems would result from the proposed project. No mitigation measures are necessary.

**18. TRIBAL CULTURAL RESOURCES – Will the project:**

<table>
<thead>
<tr>
<th>Potentially Significant</th>
<th>Impact Requires Mitigation</th>
<th>Insignificant Impact</th>
<th>Not Applicable</th>
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<tbody>
<tr>
<td>☐</td>
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</tr>
</tbody>
</table>

a) 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, sacred place, or object with cultural value to a California Native American tribe?

b) Impact a listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as define in Public Resources Code Section 5020.1(k)?
c) Impact 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?

☐ ☒ ☐ ☐

EXISTING SETTING: The existing cultural setting is described in Section 6, Cultural Resources, above. No archeological resources were identified within or adjacent to the project site during surveys conducted for the project. The project site is considered to have low sensitivity for the presence of archeological resources.

PROPOSED PROJECT: The City complied with Assembly Bill 52 (AB 52) by providing notice to tribes traditionally and culturally affiliated with the geographic area of the project and an opportunity to consult with the City regarding the project via certified mail. The required 30-day consultation period ended on March 31, 2018. The City received a response from Patti Dunton, Tribal Coordinator for the Salinan Tribe of Monterey and San Luis Obispo Counties, who requested an update on the project and whether resources were encountered. The City responded via email the same day and informed Ms. Dunton that background research and the field survey were completed and that no resources were identified within or adjacent to the APE. Ms. Dunton had no further comments on the project. Additionally, a response to consultation was received from the Xolon Salinan Tribe after the required 30-day notice period; the tribe requested to be notified if significant cultural resources are unearthed during construction but did not request any further mitigation requirements.

No significant impacts to tribal cultural resources are expected due to the low sensitivity of the project area and negative survey results. However, the discovery of unidentified cultural materials and/or human remains is always a possibility during ground disturbance. The unanticipated discovery and disturbance of obscured significant cultural resources would be considered a potentially significant effect on tribal cultural resources. Compliance with State of California Health and Safety Code Section 7050.5 related to the discovery of human remains and implementation of the standard mitigation identified in Section 6, Cultural Resources, would reduce potential impacts related to inadvertent discovery to less than significant.

MITIGATION / CONCLUSION: With implementation of identified mitigation measures (CUL-1 and CUL-2), including requirements to stop work in the event of an unanticipated discovery of cultural resources, potential impacts would be less than significant. No additional mitigation is required.
19. **MANDATORY FINDINGS OF SIGNIFICANCE:**

<table>
<thead>
<tr>
<th>Potential</th>
<th>Impact Requires Mitigation</th>
<th>Insignificant Impact</th>
<th>Not Applicable</th>
</tr>
</thead>
</table>

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

☐ ☒ ☐ ☐

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?

☐ ☒ ☐ ☐

**EXISTING SETTING:** The existing setting is described in each of the environmental issue area topic sections above.

**PROPOSED PROJECT:** The proposed project is a public safety improvement project designed to improve public safety and operations within the local roadway system. Implementation of the recommended mitigation measures would ensure that the project would not substantially degrade the quality of the environment, reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels or threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. The proposed project would not contribute significantly to GHG emissions or significantly increase energy consumption and would not eliminate important examples of California history or prehistory.

The proposed project does not propose a new or significantly different use within the project site; therefore, the project would not result in a substantial change from existing conditions and impacts would be generally minimized through application of standard control measures. The project does not have impacts that would be individually limited but cumulatively considerable with implementation of identified mitigation. There are no proposed or planned projects in the area that would create similar impacts, which, when considered together with the project-related impacts, would be considerable, or which compound or increase other long-term environmental impacts.
The proposed project would not create environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. The project would improve existing infrastructure, providing beneficial impacts on existing traffic and circulation systems. Adverse project effects would generally be limited to the construction phase of the project and minimized through identified mitigation measures.

**MITIGATION / CONCLUSION:** Incorporation of the mitigation measures provided in this IS/MND would be sufficient to reduce the potential impacts associated with the proposed project. No additional mitigation measures are required.

For further information on CEQA or the City’s environmental review process, please visit the City’s website at [www.atascadero.org](http://www.atascadero.org) under the Community Development Department or the California Environmental Resources Evaluation System at: [http://resources.ca.gov/ceqa/](http://resources.ca.gov/ceqa/) for additional information on CEQA.
EXHIBIT A – INITIAL STUDY REFERENCES & OUTSIDE AGENCY CONTACTS

The Community Development Department of the City of Atascadero has contacted various agencies for their comments on the proposed project. With respect to the proposed project, the following outside agencies have been contacted (marked with an ✒) with a notice of intent to adopt a proposed negative / mitigated negative declaration.

☒ Atascadero Mutual Water Company
☒ Atascadero Unified School District
☒ Atascadero Waste Alternatives
☒ AB 52 – Salinan Tribe
☒ AB 52 – Northern Chumash Tribe
☒ AB 52 – Xolon Salinan Tribe
☒ AB 52 – Other
☒ California Highway Patrol
☒ California Department of Fish and Wildlife (Region 4)
☒ California Department of Transportation (District 5)
☒ Pacific Gas & Electric
☒ San Luis Obispo County Planning & Building
☒ San Luis Obispo County Environmental Health Department
☒ Upper Salians – Las Tablas RCD
☒ Central Coast Information Center (CA. Historical Resources Information System)
☒ CA Department of Food & Agriculture
☒ CA Department of Conservation
☒ CA Air Resources Board
☒ Address Management Service
☒ Native American Heritage Commission
☒ San Luis Obispo Council of Governments
☒ San Luis Obispo Air Pollution Control District
☒ San Luis Obispo Integrated Waste Management Board
☒ Regional Water Quality Control Board District 3
☒ HEAL SLO – Healthy Communities Workgroup
☐ US Postal Service
☒ Pacific Gas & Electric (PG&E)
☒ Southern California Gas Co. (SoCal Gas)
☒ San Luis Obispo County Assessor
☐ LAFCO
☐ Office of Historic Preservation
☐ Charter Communications
☐ CA Housing & Community Development
☐ CA Department of Toxic Substances Control
☒ US Army Corp of Engineers
☐ Other:
☐ Other:
☐ Other:
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 Community Development Department and requested copies of information may be viewed by requesting an appointment with the project planner at (805) 461-5000.

- Project File / Application / Exhibits / Studies
- Atascadero General Plan 2025 / Final EIR
- Atascadero Municipal Code
- Atascadero Appearance Review Manual
- Atascadero Urban Stormwater Management Plan
- Atascadero Hillside Grading Guidelines
- Atascadero Native Tree Ordinance & Guidelines
- Atascadero Climate Action Plan (CAP)
- Atascadero Downtown Revitalization Plan
- Atascadero Bicycle Transportation Plan
- Atascadero GIS mapping layers
- Adopted Atascadero Capital Facilities Fee Ordinance
- Atascadero Inclusionary Housing Policy
- SLO APCD Handbook and Clarification Memorandum
- Regional Transportation Plan
- Flood Hazard Maps
- CDFW / USFW Mapping
- CA Natural Species Diversity Data Base
- Archeological Resources Map
- Atascadero Mutual Water Company Urban Water Management Plan
- CalEnvironScreen
- Other ________________
- Other ________________
EXHIBIT B – MITIGATION SUMMARY TABLE
Atascadero Creek Bridge at Via Avenue
Bridge Replacement Project
PLN DEV18-0060

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

<table>
<thead>
<tr>
<th>MITIGATION MEASURE</th>
<th>TIMING</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Air Quality</strong></td>
<td></td>
</tr>
<tr>
<td><strong>AQ-1</strong></td>
<td></td>
</tr>
<tr>
<td>Prior to issuance of construction permits, the following measures shall be incorporated into the construction phase of the project and shown on all applicable plans:</td>
<td>During construction phase</td>
</tr>
<tr>
<td>Construction Equipment</td>
<td></td>
</tr>
<tr>
<td>a. Maintain all construction equipment in proper tune according to manufacturer’s specifications;</td>
<td></td>
</tr>
<tr>
<td>b. Fuel all off-road and portable diesel-powered equipment with California Air Resources Board-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);</td>
<td></td>
</tr>
<tr>
<td>c. Use diesel construction equipment meeting the California Air Resources Board's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State Off-Road Regulation;</td>
<td></td>
</tr>
<tr>
<td>d. Use on-road heavy-duty trucks that meet the California Air Resources Board’s 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;</td>
<td></td>
</tr>
<tr>
<td>e. Construction or trucking companies with fleets that that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g., captive or oxides of nitrogen exempt area fleets) may be eligible by proving alternative compliance;</td>
<td></td>
</tr>
<tr>
<td>f. All on- and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5-minute idling limit;</td>
<td></td>
</tr>
<tr>
<td>g. Diesel idling shall be avoided to the greatest extent feasible throughout the duration of construction activities. No idling in excess of 5 minutes shall be permitted as described above;</td>
<td></td>
</tr>
<tr>
<td>h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors whenever possible;</td>
<td></td>
</tr>
<tr>
<td>i. Electrify equipment when feasible;</td>
<td></td>
</tr>
<tr>
<td>j. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,</td>
<td></td>
</tr>
<tr>
<td>k. Use alternatively fueled construction equipment onsite where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, or biodiesel.</td>
<td></td>
</tr>
</tbody>
</table>

**AQ-2** Upon application for construction permits, all required PM10 measures shall be shown on applicable grading or construction plans and made applicable during grading and construction activities, as described below.
| a. Reduce the amount of the disturbed area where possible; | During construction phase |
**MITIGATION MEASURE**

b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the San Luis Obispo County Air Pollution Control District’s limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 miles per hour. Reclaimed (non-potable) water should be used whenever possible;

c. All dirt stock pile areas should be sprayed daily or covered with tarps or other dust barriers, as needed;

d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil-disturbing activities;

e. Exposed ground areas that are planned to be reworked at dates greater than 1 month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;

f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the San Luis Obispo County Air Pollution Control District;

g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;

h. Vehicle speed for all construction vehicles shall not exceed 15 miles per hour on any unpaved surface at the construction site;

i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least 2 feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code Section 23114;

j. Install wheel washers or other devices to control tracking of mud and dirt onto adjacent roadways where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;

k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible. Roads shall be pre-wetted prior to sweeping when feasible;

l. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below the San Luis Obispo County Air Pollution Control District’s limit of 20% opacity for greater than 3 minutes in any 60-minute period, and to prevent transport of dust off-site. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the San Luis Obispo County Air Pollution Control District Engineering & Compliance Division prior to the start of any grading, earthwork, or demolition.

**TIMING**

Prior to demolition activities, the project applicant shall retain an asbestos abatement contractor registered with the Division of Occupational Health and Safety to remove and dispose of any asbestos containing materials. Removal per the recommendations of the asbestos abatement contractor shall be completed prior to any project related disturbance of the asbestos containing materials.

Prior to any disturbance of asbestos containing materials.
MITIGATION MEASURE | TIMING
---|---
**Biological Resources**
**BIO-1** Prior to construction, the City of Atascadero 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 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. | Prior to construction

**BIO-2** Prior to construction, the City of Atascadero 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 within the Atascadero Creek corridor. Monitoring may be reduced to part time once initial disturbance and vegetation removal activities are complete. The duration of monitoring should be at least once per week throughout the remaining construction phases, unless specified otherwise by permitting agencies. | Prior to construction

**BIO-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 sensitive aquatic resources and federally designated critical habitat within the Biological Study Area and the boundaries within which the project may be accomplished. If appropriate, the biologist may train and designate a represented of the City or other designee to provide training to subcontractors or personnel that will be on site for short durations during the project. | Prior to construction

**BIO-4** Construction activities within jurisdictional areas will be conducted during the dry season when stream flows will be at annual lows (June 15 through October 31) in any given year, or as otherwise directed by the regulatory agencies. Deviations from this work window can be made with permission from the relevant regulatory agencies. | Prior to construction

**BIO-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. | Prior to construction

**BIO-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 1-acre, a Water pollution Prevention Plan will be prepared in accordance with City 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. | Prior to construction

**BIO-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. | Prior to construction

**BIO-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
## MITIGATION MEASURE

control techniques, such as site watering, during construction to protect water quality.

### BIO-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.

**TIMING**

During construction

### BIO-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.

**TIMING**

During construction

### BIO-11

During construction, no pets will be allowed on the construction site.

**TIMING**

During construction

### BIO-12

Prior to construction, the City of Atascadero Public Works Department will prepare a comprehensive Habitat Mitigation and Monitoring Plan consistent with the City of Atascadero Native Tree Ordinance and ratios that are consistent with regulatory agency permitting requirements (see Appendix F for a Conceptual Habitat Mitigation and Monitoring Plan). To the extent feasible, mitigation activities will be implemented within the Biological Study Area and/or the Atascadero Creek riparian corridor and in areas in and adjacent to the Biological Study Area that support exotic species, contain agricultural 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.

**TIMING**

Prior to and after construction

### BIO-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:

- 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
- Transport the topsoil to a permitted landfill for disposal.

**TIMING**

During construction

### BIO-14

Prior to construction, project plans will clearly identify the type of species, location, and methodology of removal and disposal of invasive exotic species found within the project site. Removal and disposal of invasive exotic plants and wildlife must be in accordance with state law and/or project authorizations from resource agencies (e.g., United States Fish and Wildlife Service Programmatic Biological Opinion). In particular, for those invasive exotic plant species that are particular difficult to remove, a combination of cutting and application of herbicide would likely be required, and thus require a request for an amendment to the standard conditions of the United States Fish and Wildlife Service Programmatic Biological Opinion. In addition, removal of bullfrog or crayfish must be conducted lawfully using methodologies outlined in the California Fish and Game Code.

**TIMING**

Prior to construction
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<th>MITIGATION MEASURE</th>
<th>TIMING</th>
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<tbody>
<tr>
<td><strong>BIO-15</strong> During construction, the biological monitor(s) will ensure that the spread or introduction of invasive exotic plant and wildlife species is avoided to the maximum extent possible.</td>
<td>During construction</td>
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<tr>
<td><strong>BIO-16</strong> All erosion control materials including straw bales, straw wattles, or mulch used onsite must be free of invasive species seed. Removal of invasive species, such as black locust, would provide opportunities for planting native trees and shrubs to enhance the existing native plant communities.</td>
<td>During construction</td>
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<tr>
<td><strong>BIO-17</strong> Prior to construction, a botanist determined to be qualified by the California Department of Transportation and California Department of Fish and Wildlife shall survey the Biological Survey Area during the appropriate blooming time to ensure special-status plant species are not present. If present, the location and number of individuals will be recorded and suitable mitigation will be incorporated into the project plans, such as seed collection and replanting of special-status species. Observations of these or other special-status species shall be documented on California Natural Diversity Database forms and submitted to the California Department of Fish and Wildlife upon project completion.</td>
<td>Prior to construction</td>
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<tr>
<td><strong>BIO-18</strong> Prior to initiation of stream diversion/dewatering, a qualified biologist shall conduct a worker environmental training program, including a description of steelhead, steelhead critical habitat, its legal/protected status, proximity to the project site, avoidance/minimization measures to be implemented during the project, and the implications of violating Federal Endangered Species Act and permit conditions.</td>
<td>Prior to construction</td>
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<tr>
<td><strong>BIO-19</strong> In-stream work will take place between June 15 and October 31 in any given year, when the surface water within Atascadero Creek is likely to be at seasonal minimum. Deviations from this work window will only be made with permission from the relevant regulatory agencies. During in-stream work, a qualified biologist who is approved by the National Oceanic and Atmospheric Administration National Marine Fisheries Service and has experience in steelhead biology and ecology, aquatic habitats, biological monitoring (including diversion/dewatering), and capturing, handling, and relocating fish species will be retained. During in-stream work, the biological monitor(s) will continuously monitor placement and removal of any required stream diversions and will capture stranded steelhead and other native fish species and relocate them to suitable habitat, as appropriate. The approved biologist(s) will capture steelhead stranded as a result of diversion/dewatering and relocate steelhead to the nearest suitable in-stream habitat. The approved biologist(s) will note the number of steelhead observed in the affected area, the number of steelhead relocated, and the date and time of the collection and relocation.</td>
<td>During construction</td>
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<tr>
<td><strong>BIO-20</strong> During in-stream work, if pumps are incorporated to assist in temporarily dewatering the site, intakes will be completely screened with no larger than 0.2-inch (5-millimeter) wire mesh to prevent steelhead and other sensitive aquatic species from entering the pump system. Pumps will release the diverted water so that suspended sediment will not re-enter the stream. The form and function of pumps used during the dewatering activities will be checked daily, at a minimum, by a qualified biological monitor to ensure a dry work environment and minimize adverse effects to aquatic species and habitats.</td>
<td>Prior, during, and/or after construction</td>
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<td><strong>BIO-21</strong> Only United States Fish and Wildlife Service-approved biologists will participate in activities associated with the capture and handling of California red-legged frogs. Biologists authorized under the Programmatic Biological Opinion do not need to re-submit their qualifications for subsequent projects conducted pursuant to the Programmatic Biological Opinion, unless the United States Fish and Wildlife have revoked their approval at any time during the life of the Programmatic Biological Opinion.</td>
<td>Prior to construction</td>
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**MITIGATION MEASURE**

**BIO-22** Ground disturbance will not begin until written approval is received from the United States Fish and Wildlife Service that the biologist(s) is qualified to conduct the work. The California Department of Transportation will request approval of the biologist(s) from the United States Fish and Wildlife Service. **Timing** Prior to construction

**BIO-23** A United States Fish and Wildlife Service-approved biologist will survey the project area no more than 48 hours before the onset of work activities. If any life stage of the California red-legged frog is found and these individuals are likely to be killed or injured by work activities, the approved biologist will be allowed sufficient time to move them from the site before work activities begin. The United States Fish and Wildlife Service-approved biologist will relocate the California red-legged frogs the shortest distance possible to a location that contains suitable habitat and will not be affected by the activities associated with the project. The relocation site should be in the same drainage to the extent practicable. The California Department of Transportation will coordinate with the United States Fish and Wildlife Service on the relocation site prior to the capture of any California red-legged frogs. **Timing** Prior to construction

**BIO-24** Before any activities begin on a project, a United States Fish and Wildlife Service-approved biologist will conduct a training session for all construction personnel. At a minimum, the training will include a description of the California red-legged frog and its habitat, the specific measures that are being implemented to conserve the California red-legged frog for the current project, and the boundaries within which the project may be accomplished. Brochures, books, and briefings may be used in the training session, provided that a qualified person is on hand to answer any questions. **Timing** During construction

**BIO-25** A United States Fish and Wildlife Service-approved biologist will be present at the work site until California red-legged frogs have been relocated out of harm’s way, workers have been instructed, and disturbance of the habitat has been completed. After this time, the City of Atascadero Public Works Department will designate a person to monitor onsite compliance with minimization measures. The United States Fish and Wildlife Service-approved biologist will ensure that this monitor receives the training outlined in the previous measure, as well as training in the identification of California red-legged frogs. If the monitor or the United States Fish and Wildlife Service-approved biologist recommends that work be stopped because California red-legged frogs would be affected in a manner not anticipated by the California Department of Transportation, City of Atascadero Public Works Department, and the United States Fish and Wildlife Service during the review of the proposed action, they will notify the resident engineer (the engineer that is directly overseeing and in command of construction activities) immediately. The resident engineer will either resolve the situation by eliminating the adverse effect immediately or require that actions that are causing these effects be halted. If work is stopped, the California Department of Transportation, City of Atascadero Public Works Department, and United States Fish and Wildlife Service will be notified as soon as is reasonably possible. **Timing** During construction

**BIO-26** During project activities, trash that may attract predators will be properly contained, removed from the work site, and disposed of regularly. Following construction, trash and construction debris will be removed from work areas. **Timing** During construction

**BIO-27** All refueling, maintenance, and staging of equipment and vehicles will occur at least 60 feet from riparian habitat or water bodies and in a location from where a spill would not drain directly toward aquatic habitat (e.g., on a slope that drains away from the water). The monitor will ensure contamination of habitat does not occur during such operations. Prior to the onset of work, the California Department of Transportation and the City of Atascadero Public Works Department will ensure that a plan is in place for prompt and effective response to any accidental spills. All workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur. **Timing** During construction
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<th>MITIGATION MEASURE</th>
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<td><strong>BIO-28</strong> Habitat contours will be returned to their original configuration to the greatest extent that is feasible at the end of project activities. This measure will be implemented in all areas disturbed by activities associated with the project, unless the United States Fish and Wildlife, California Department of Transportation, and City of Atascadero Public Works Department determine that it is not feasible or modification or original contours would benefit the California red-legged frog.</td>
<td>During construction</td>
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<td><strong>BIO-29</strong> 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 habitat; this goal includes locating access routes and construction areas outside of wetlands and riparian areas to the maximum extent practicable.</td>
<td>Prior to construction</td>
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<td><strong>BIO-30</strong> The City of Atascadero Public Works Department and California Department of Transportation will attempt to schedule work for times of the year when impacts to the California red-legged frog would be minimal. For example, work that would affect large pools that may support breeding would be avoided, to the maximum degree practicable, during the breeding season (November through May). Isolated pools that are important to maintain California red-legged frogs through the driest portions of the year would be avoided, to the maximum degree practicable, during the late summer and early fall. Habitat assessments, surveys, and technical assistance between the California Department of Transportation and United States Fish and Wildlife Service during project planning will be used to assist in scheduling work activities to avoid sensitive habitats during key times of year.</td>
<td>Prior to scheduling construction</td>
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<td><strong>BIO-31</strong> To control sedimentation during and after project implementation, the California Department of Transportation and the City of Atascadero Public Works Department will implement Best Management Practices outlined in any authorizations or permits issued under the authorities of the Clean Water Act that it receives for the specific project. If Best Management Practices are ineffective, the California Department of Transportation will attempt to remedy the situation immediately, in coordination with the United States Fish and Wildlife Service.</td>
<td>During and after construction</td>
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<td><strong>BIO-32</strong> If a work site is to be temporarily dewatered by pumping, intakes will be completely screened with wire mesh not larger than 0.2 inch to prevent California red-legged frogs from entering the pump system. Water will be released downstream at an appropriate rate to maintain downstream flows during construction. Upon completion of construction activities, any diversions or barriers to flow will be removed in a manner that would allow flow to resume with the least disturbance to the substrate. Alteration of the streambed will be minimized to the maximum extent possible; any imported material will be removed from the streambed upon completion of the project.</td>
<td>Prior to construction</td>
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<td><strong>BIO-33</strong> Unless approved by the United States Fish and Wildlife Service, water will not be impounded in a manner that may attract California red-legged frogs.</td>
<td>Prior to construction</td>
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<td><strong>BIO-34</strong> A United States Fish and Wildlife Service-approved biologist will permanently remove any individuals of exotic species, such as bullfrogs, crayfish, and centrarchid fishes from the project area, to the maximum extent. The United States Fish and Wildlife Service-approved biologist will be responsible for ensuring their activities are in compliance with the California Fish and Game Code.</td>
<td>Prior to construction</td>
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<td><strong>BIO-35</strong> If the California Department of Transportation and the City of Atascadero Public Works Department demonstrate that disturbed areas have been restored to conditions that allow them to function as habitat for the California red-legged frog, these areas will not be included in the amount of total habitat permanently disturbed.</td>
<td>After construction</td>
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<td>BIO-36 To ensure that diseases are not conveyed between work sites by the United States Fish and Wildlife Service-approved biologist, the fieldwork code of practice developed by the Declining Amphibian Task Force will be followed at all times.</td>
<td>Prior to, during, and after construction</td>
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<td>BIO-37 Project sites will be re-vegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area (see CHMMP in Appendix F). Locally collected plant materials will be used to the extent practicable. Invasive, exotic plants will be controlled to the maximum extent practicable. This measure will be implemented in all areas disturbed by activities with the project, unless the United States Fish and Wildlife Service, California Department of Transportation, and City of Atascadero Public Works Department have determined that it is not feasible or practical.</td>
<td>After construction</td>
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<tr>
<td>BIO-38 The City of Atascadero Public Works Department and the California Department of Transportation will not use herbicides as the primary method to control invasive, exotic plants. However, if the City of Atascadero Public Works Department and the California Department of Transportation determine the use of herbicides is the only feasible method for controlling invasive plants at a specific project site, it will implement the following additional measures to protect California red-legged frog:</td>
<td>Prior to, during, and after construction</td>
</tr>
<tr>
<td>a. The City of Atascadero Public Works Department and the California Department of Transportation will not use herbicides during the breeding season for California red-legged frog.</td>
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<tr>
<td>b. The City of Atascadero Public Works Department and the California Department of Transportation will conduct surveys for California red-legged frog immediately prior to the start of herbicide use. If found, California red-legged frog will be relocated to suitable habitat far enough from the project area that no direct contact with herbicide would occur.</td>
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<tr>
<td>c. Black locust and other invasive plants will be cut and hauled out by hand and painted with glyphosate-based products, such as Aquamaster® or Rodeo®.</td>
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<td>d. Licensed and experienced City of Atascadero staff or a licensed and experienced contractor will use a hand-held sprayer for foliar application of Aquamaster® or Rodeo® where large monoculture stands occur at an individual project site.</td>
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<td>e. All precautions will be taken to ensure that no herbicide is applied to native vegetation.</td>
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<td>f. Foliar applications of herbicide will not occur when wind speeds are in excess of 3 miles per hour.</td>
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<td>g. No herbicides will be applied within 24 hours of forecasted rain.</td>
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<tr>
<td>h. Application of herbicides will be done by a qualified California Department of Transportation staff, City of Atascadero staff, or contractors to ensure that overspray is minimized, that application is made in accordance with the label recommendations, and that required and reasonable safety measures are implemented. A safe dye will be added to the mixture to visually denote treated sites. Application of herbicides will be consistent with the United States Environmental Protection Agency’s Office of Pesticide Programs Endangered Species Protection Program county bulletins.</td>
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<tr>
<td>i. All herbicides, fuels, lubricants, and equipment will be stored, poured, or refilled at least 60 feet from riparian habitat or water bodies in a location where a spill would not drain directly toward aquatic habitat. The California Department of Transportation and the City of Atascadero Public Works Department will ensure that a plan is in place for a prompt and effective response to accidental spills. All workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.</td>
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MITIGATION MEASURE | TIMING
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**BIO-39** Upon completion of the project, the California Department of Transportation and City of Atascadero will ensure that a Project Completion Report is completed and provided to the U.S. Fish and Wildlife Service Ventura Field Office. The California Department of Transportation and City of Atascadero should include recommended modifications of the protective measures if alternative measures would facilitate compliance with the provisions of the consultation. In addition, the California Department of Transportation will reinitiate formal consultation in the event any of the following thresholds are reached as a result of the projects conducted under the provisions of the consultation associated with the Programmatic Biological Opinion:

a. Ten California red-legged frog adults or juveniles have been killed or injured in any given year (For this and all other standards, an egg mass is considered to be on California red-legged frog);

b. Fifty California red-legged frogs have been killed or injured in total;

c. Twenty acres of critical habitat for the California red-legged frog that include the primary constituent elements of aquatic breeding and non-breeding aquatic habitat and upland and dispersal habitat have been permanently lost in any given year;

d. One hundred acres of critical habitat for the California red-legged frog that include the primary constituent elements of aquatic breeding and non-breeding aquatic habitat and upland and dispersal habitat have been permanently lost in total;

e. One hundred acres of critical habitat for the California red-legged frog that include the primary constituent elements of aquatic breeding and non-breeding aquatic habitat and upland and dispersal habitat have been temporarily disturbed in any given year; or,

f. Five hundred acres of critical habitat for the California red-legged frog that include the primary constituent elements of aquatic breeding and non-breeding aquatic habitat and upland and dispersal habitat have been temporarily disturbed in total.

**BIO-40** Prior to construction, a biologist determined qualified by the California Department of Transportation and California Department of Fish and Wildlife shall survey the Biological Study Area and, if present, capture and relocate any Coast Range newts, western spadefoot, silvery legless lizards, and western pond turtles to adjacent suitable habitat upstream of the Biological Study Area. Observations of these or other special-status species shall be documented on California Natural Diversity Database forms and submitted to the California Department of Fish and Wildlife upon project completion. If any of the aforementioned species or other aquatic species of special concern are observed during construction, they will likewise be relocated to suitable upstream habitat by a qualified biologist.

**BIO-41** Prior to construction, when feasible, tree removal will be scheduled to occur from September 16 through February 14, outside of the typical nesting bird season, to avoid potential impacts to nesting birds.

**BIO-42** If construction activities are proposed during the typical nesting season (February 15 to September 15), 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 within the Biological Study Area and immediate vicinity. The California Department of Transportation will be notified if federally listed nesting bird species are observed during the surveys and will facilitate coordination with the United States Fish and Wildlife Service, if necessary to determine an appropriate avoidance strategy. Likewise, coordination with California Department of Fish and Wildlife will be facilitated by the City of Atascadero Public Works Department if necessary to devise a suitable avoidance plan for state-listed nesting bird species. If raptor nests are observed within the Biological Study Area during the pre-construction nesting bird surveys, the nest(s) shall be designated an Environmental Sensitive Area and protected by a minimum 500-foot
MITIGATION MEASURE

avoidance buffer until the breeding season ends or until a qualified biologist determines that all young have fledged and are no longer reliant upon the nest or parental care for survival. Similarly, if active passerine nests are observed within the Biological Study Area during the pre-construction nesting bird surveys, the nest(s) shall be designated an Environmentally Sensitive Area and protected by a minimum 250-foot avoidance buffer until the breeding season ends or until a qualified biologist determines that all young have fledged and are no longer reliant upon the nest or parental care for survival. Resource agencies may consider proposed variances from these buffers if there is a compelling biological or ecological reason to do so, such as protection of a nest via concealment due to site topography. Buffer areas may also be reduced provided there is an on-site biological monitor present during all construction activities who confirms the nesting birds and young are not being disturbed.

BIO-43 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. If roosting bat activity is identified during the pre-construction survey process, the City of Atascadero Public Works Department will coordinate with the California Department of Fish and Wildlife regarding the biological significance of the bat population and appropriate measures that could be used to exclude bats from roosting under the bridge. Measures may include, but are not limited to the installation of exclusionary devices by a qualified individual.

BIO-44 If it is determined that a substantial impact to individual bat species or a maternity roost will occur, then the City of Atascadero 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.

Cultural Resources

CR-1 In the event archaeological resources are unearthed or discovered during any construction activities, the following standards apply:
   a. Construction activities shall cease, and the City of Atascadero Project Manager shall be notified so that the extent and location of discovered materials may be recorded by a qualified archaeologist, and disposition of artifacts may be accomplished in accordance with state and federal law.
   b. In the event archaeological resources are found to include human remains, or in any other case when human remains are discovered during construction, the Coroner shall be notified in addition to the City of Atascadero Project Manager so proper disposition may be accomplished in accordance with California Health and Safety Code Section 7050.5.

CR-2 Should any vertebrate fossils or potentially significant finds (e.g., numerous well-preserved invertebrate or plant fossils) be encountered during work on the site, all activities in the immediate vicinity of the find shall cease until a qualified paleontologist evaluates the find for its scientific value. If deemed significant, the paleontological resource(s) shall be salvaged and deposited in an accredited and permanent scientific institution where they will be properly curated and preserved.

Hazards and Hazardous Materials

HAZ-1 Prior to construction, the project applicant or contractor shall prepare a Hazardous Material Spill Prevention, Control, and Countermeasure Plan to minimize the potential for, and effects of, spills of hazardous or toxic substances during construction of the project. The plan shall be submitted

TIMING

Prior to construction

Prior to and during construction

During construction

Prior to construction
MITIGATION MEASURE

for review and approval by the City of Atascadero Public Works Director, and shall include, at minimum, the following:

a. A description of storage procedures and construction site maintenance and upkeep practices;

b. Identification of a person or persons responsible for monitoring implementation of the plan and spill response;

c. Identification of Best Management Practices to be implemented to ensure minimal impacts to the environment occur, including but not limited to the use of containment devices for hazardous materials, training of construction staff regarding safety practices to reduce the chance for spills or accidents, and use of non-toxic substances where feasible;

d. A description of proper procedures for containing, diverting, isolating, and cleaning up spills, hazardous substances, and/or soils, in a manner that minimizes impacts on surface and groundwater quality and sensitive biological resources;

e. A description of the actions required if a spill occurs, including which authorities to contact and proper clean-up procedures; and

f. A requirement that all construction personnel participate in an awareness training program conducted by qualified personnel approved by the City of Atascadero Public Works Director. The training must include a description of the Hazardous Materials Spill Prevention, Control, and Countermeasure Plan, the plan’s requirements for spill prevention, information regarding the importance of preventing spills, the appropriate measures to take should a spill occur, and identification of the location of all clean-up materials and equipment.

HAZ-2 All project-related spills of hazardous materials within or adjacent to the project corridor shall be cleaned-up immediately. Spill prevention and clean-up materials shall be onsite at all times during construction. During construction

HAZ-3 During construction activities, the cleaning and refueling of equipment and vehicles shall occur only within a designated staging area. This staging area shall conform to all applicable Best Management Practices applicable to attaining zero discharge of stormwater runoff. At a minimum, all equipment and vehicles shall be checked and maintained on a daily basis to ensure proper operation and avoid potential leaks or spills. During construction

HAZ-4 Prior to demolition, waste characterization sampling shall be conducted on all existing bridge structure components that were determined to be above 5,000 parts per million (ppm) by dry weight of lead. Disposal shall be conducted in accordance with all applicable waste disposal requirements for these components. Physical removal of the components shall be conducted in accordance with Title 17, CCR, Division 1, Chapter 8: Accreditation, Certification, and Work Practices for Lead-Based Paint and Lead Hazards. Conventional demolition techniques for potential lead-laden surfaces within the existing bridge structure shall comply with the Occupational Safety and Health Administration (OSHA) Lead in Construction Standard (1926.62) and California Occupational Safety and Health Administration (Cal/OSHA) Construction Safety Orders, Lead Section 1532.1, Title 8, California Code of Regulations (CCR), effective November 4, 1993 (revised March 7, 1997). These requirements shall be noted on all project plans. Prior to demolition activities

HAZ-5 Prior to any road closures, the City of Atascadero shall provide notice to all residents, business owners, public facilities, and emergency response providers likely to be affected by the closure and detour of Via Avenue. The notice shall include the following information: dates of construction, temporary road closures and detours, and contact information including the phone and email address of the City staff person responsible for responding to and addressing public complaints regarding access. The notice shall be Prior to proposed road closures
MITIGATION MEASURE | TIMING
---|---
provided at least 2 weeks prior to any planned road closure. In addition, the notice shall be posted on the City’s website.

**Water / Hydrology**
See Biological Resources mitigation measures BIO-4 through BIO-10 and Hazards and Hazardous Materials mitigation measures HAZ-1 through HAZ-3.

**Public Services**
See Hazards and Hazardous Materials mitigation measure HAZ-5.

**Transportation & Traffic**
See Hazards and Hazardous Materials mitigation measure HAZ-5.

**Tribal Cultural Resources**
See Cultural Resources mitigation measure CR-1.
The applicant agrees to incorporate the above measures into the project. These measures become a part of the project description and therefore become a part of the record of action upon which the environmental determination is based. All development activity must occur in strict compliance with the above mitigation measures. The measures shall be perpetual and run with the land. These measures are binding on all successors in interest of the subject property.

The applicant understands that any changes made to the project description subsequent to this environmental determination must be reviewed by the Community Development Director or their designee and may require a new environmental analysis for the project. By signing this agreement, the owner(s) agrees to and accepts the incorporation of the above mitigation measures into the proposed project description.

Signature of Owner(s)    Name (Print)    Date

Signature of Owner(s)    Name (Print)    Date
EXHIBIT C – PROJECT FIGURES & SUPPLEMENTS

Figure 1 – Project Vicinity Map / Figure 2 – Project Location Map
Figure 3 – Land Use Map
Figure 4 – Habitat Map
Figure 5 – Sensitive Receptors Map
Figure 6 – Noise Contour Map

Noise Contours from SLO County General Plan.
Base map: County of San Luis Obispo, 2014.
The City of Atascadero received comment letters from one public agency and no comments from the general public during the advertised comment period. The City has provided the following table to document all comments received and responses to those comments below.

<table>
<thead>
<tr>
<th>Comment Source</th>
<th>Comment</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>SLOAPCD email from Mark Elliott dated 6-12-18</td>
<td>That demolition is subject to the federal asbestos NESHAP regulation at 40CFR61, Subpart M. That regulation requires the owner to thoroughly inspect for the presence of asbestos prior to any demolition activities. The inspection must be conducted by a Cal OSHA Certified asbestos Consultant. There is also a Notification of Demolition and fees required at least 10-working days prior to starting any demolition.</td>
<td>This issue has been adequately addressed in the IS/MND and mitigation measure AQ-3. Project specifications will further address these requirements.</td>
</tr>
<tr>
<td>SLOAPCD Melissa Guise letter dated 6-19-18</td>
<td>The APCD evaluated the construction impacts of this project to assess potential air quality impacts. The construction phase impacts will likely be less than the APCD’s significance threshold values identified in Table 2-1 of the CEQA Air Quality Handbook (available at the APCD web site: slocleanair.org). Therefore, with the exception of the requirements below the APCD is not requiring other construction phase mitigation measures for this project.</td>
<td>The City has confirmed with SLOAPCD that standard dust control mitigation listed in the IS/MND is applicable and accurate (AQ-2). Therefore, no additional changes to the IS/MND are necessary.</td>
</tr>
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<td>Proper abatement of lead before demolition of these structures must be performed to prevent the release of lead from the site. Depending on removal method, an APCD permit may be required. Contact the APCD Engineering &amp; Compliance Division at (805) 781-5912 for more information. For additional information regarding lead abatement, contact the San Luis Obispo County Environmental Health Department at (805) 781-5544 or Cal-OSHA at (818) 901-5403. Additional information can also be found online at <a href="http://www.epa.gov/lead">www.epa.gov/lead</a>.</td>
<td>This issue is adequately addressed in the IS/MND and mitigation measure HAZ-4. The contractor will also be required to prepare and submit a lead compliance plan.</td>
<td></td>
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<td>Asbestos containing materials (ACM) could be encountered during the demolition or remodeling of existing structures or the disturbance, demolition or relocation of above or below ground utility pipes/pipelines. If this project will include any of those activities, then it may be subject to various regulatory jurisdictions, including requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M – asbestos NESHAP).</td>
<td>This issue is adequately addressed in the IS/MND and mitigation measure AQ-3. Project specifications will further address these requirements.</td>
<td></td>
</tr>
</tbody>
</table>

SLOAPCD
Melissa Guise letter dated 6-19-18
<table>
<thead>
<tr>
<th>Comment Source</th>
<th>Comment</th>
<th>Response</th>
</tr>
</thead>
</table>
| APCD           | APCD is unsure of the types of equipment that may be present during the project’s construction phase. The following list is provided as a guide to equipment and operations that may have permitting requirements but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendices, page 4-4, in the APCD’s 2012 CEQA Handbook.  
- Power screens, conveyors, diesel engines, and/or crushers;  
- Portable generators and equipment with engines that are 50 hp or greater;  
- Electrical generation plants or the use of stand by generators;  
- Internal combustion engines;  
- Rock and pavement crushing;  
- Unconfined abrasive blasting operations;  
- Tub grinders;  
- Trommel screens; and,  
- Portable plants (e.g. aggregate plant, asphalt batch plant, concrete batch plant, etc.)  
To minimize potential delays, prior to the start of the project, please contact the APCD Engineering and Compliance Division for specific information regarding permitting requirements. | The City assumes the necessary permits will be obtained when types of construction equipment are known. No changes to the IS/MND are necessary. |
| SLOAPCD        | The project is in close proximity to sensitive receptors. To help reduce sensitive receptor emissions impact of diesel vehicles and equipment used to construct project, the applicant shall implement the following idling control techniques… | The City confirmed with the SLOAPCD that the diesel idling control measures in the IS/MND are applicable and accurate (AQ-1). No changes to the IS/MND are necessary. |
| Melissa Guise letter dated 6-19-18 | | |
Ryan,

I have received the Notice of Intent to Adopt a Mitigated Negative Declaration for the Demolition of Atascadero Creek Bridge (49C-158).

That demolition is subject to the federal asbestos NESHAP regulation at 40CFR61, Subpart M. That regulation requires the owner to thoroughly inspect for the presence of asbestos prior to any demolition activities. The inspection must be conducted by a Cal OSHA Certified asbestos Consultant. There is also a Notification of Demolition and fees required at least 10-working days prior to starting any demolition.

To prevent any project delays, for more information and forms please have someone contact me or visit our web site at: http://www.slocleanair.org/rules-regulations/asbestos.php

Mark Elliott
San Luis Obispo County
Air Pollution Control District
www.slocleanair.org
805-781-5912 main
805-781-4655 desk
805-235-2831 cell
June 19, 2018

Ryan Hayes
City of Atascadero Department of Public Works
6500 Palma Avenue
Atascadero, CA 93422

SUBJECT: APCD Comments Regarding the Atascadero Creek Bridge Replacement Project

Dear Mr. Hayes:

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. The City of Atascadero Public Works Department is proposing to replace the existing 2-lane bridge over Atascadero Creek on Via Avenue. The existing bridge was originally built in 1948 and is located along Via Avenue just west of the intersection of Via Avenue and Ensenada Avenue approximately 0.12 miles east of Traffic Way in the City of Atascadero, County of San Luis Obispo. The proposed project would include the following components: Demolition and removal of the existing bridge superstructure and foundations; installation of an approximately 74-foot-long, single span, cast in place, post tensioned concrete slab bridge with no approach slabs; architectural bridge treatment design reflective of Atascadero's rural settings and coordination with city staff regarding architectural design; appropriate revegetation and site restoration.

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

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

CONSTRUCTION PHASE IMPACTS
The APCD evaluated the construction impacts of this project to assess potential air quality impacts. The construction phase impacts will likely be less than the APCD's significance threshold values identified in Table 2-1 of the CEQA Air Quality Handbook (available at the APCD web site: slocleanair.org). Therefore, with the exception of the requirements below, the APCD is not requiring other construction phase mitigation measures for this project.

Lead During Demolition
Demolition of structures coated with lead-based paint is a concern for the APCD. Improper demolition can result in the release of lead-containing particles from the site. Sandblasting or removal of paint by heating with a heat gun can result in significant emissions of lead.
Therefore, proper abatement of lead before demolition of these structures must be performed to prevent the release of lead from the site. Depending on removal method, an APCD permit may be required. Contact the APCD Engineering & Compliance Division at (805) 781-5912 for more information. For additional information regarding lead abatement, contact the San Luis Obispo County Environmental Health Department at (805) 781-5544 or Cal-OSHA at (818) 901-5403. Additional information can also be found online at www.epa.gov/lead.

Demolition/Asbestos

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

Construction Permit Requirements

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

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

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

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

Construction Phase Idling Limitations

This project is in close proximity to nearby sensitive receptors. Projects that will have diesel powered construction activity in close proximity to any sensitive receptor shall implement the following mitigation measures to ensure that public health benefits are realized by reducing toxic risk from diesel emissions:
To help reduce sensitive receptor emissions impact of diesel vehicles and equipment used to construct the project, the applicant shall implement the following idling control techniques:

1. **California Diesel Idling Regulations**
   a. **On-road diesel vehicles** shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:
      1. Shall not idle the vehicle's primary diesel engine for greater than 5-minutes at any location, except as noted in Subsection (d) of the regulation; and,
      2. Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation.
   a. Off-road diesel equipment shall comply with the 5-minute idling restriction identified in Section 2449(d)(2) of the California Air Resources Board's In-Use Off-Road Diesel regulation.
   b. Signs must be posted in the designated queuing areas and job sites to remind drivers and operators of the state's 5-minute idling limit.
   c. The specific requirements and exceptions in the regulations can be reviewed at the following web sites: [www.arb.ca.gov/msprog/truck-idling/factsheet.pdf](http://www.arb.ca.gov/msprog/truck-idling/factsheet.pdf) and [www.arb.ca.gov/repair/2007/ordiesl07/frooal.pdf](http://www.arb.ca.gov/repair/2007/ordiesl07/frooal.pdf).

2. **Diesel Idling Restrictions Near Sensitive Receptors**
   (List sensitive receptors here based on the following list: schools, residential dwellings, parks, day care centers, nursing homes, and hospitals – if none, then eliminate “b”)
   In addition to the state required diesel idling requirements, the project applicant shall comply with these more restrictive requirements to minimize impacts to nearby sensitive receptors:
   a. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
   b. Diesel idling within 1,000 feet of sensitive receptors shall not be permitted;
   c. Use of alternative fueled equipment is recommended; and
   d. Signs that specify the no idling areas must be posted and enforced at the site.

Again, thank you for the opportunity to comment on this proposal. If you have any questions or comments, feel free to contact me at (805) 781-4667.

Sincerely,

Melissa Guise, Air Quality Specialist

MAG/arr

cc: Tim Fuhs, Engineering & Compliance Division, APCD
    Dora Drexler, Engineering & Compliance Supervisor, APCD