

3. EVALUATION OF ENVIRONMENTAL IMPACTS

3.1 EVALUATION OF ENVIRONMENTAL IMPACTS

This section provides an evaluation of the potential environmental impacts of the project. There are 18 Environmental Issues evaluated in Section 3.0, including CEQA Mandatory Findings of Significance.

The **Checklist Discussion/Analysis** provides a detailed discussion of each of the environmental issue checklist questions. The level of significance for each topic is determined by considering the predicted magnitude of the impact. Four levels of impact significance are described in this initial study:

No Impact: No project-related impact to the environment would occur with project development

Less Than Significant: The impact would not result in a substantial and adverse change in the environment; this impact level does not require mitigation measures

Less Than Significant with Mitigation: An impact that is “potentially significant” as described below; the incorporation of mitigation measure(s) would reduce the project related impact to a less than significant level

Potentially Significant: An impact that may have a “substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected”

3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below could be potentially affected by this project; however, with the incorporation of mitigation measures, potentially significant impacts are reduced to less than significant level by the project” (CEQA Guidelines Section 15382).

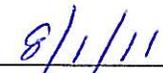
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|--|---|
| <input type="checkbox"/> AESTHETICS | <input type="checkbox"/> LAND USE/PLANNING |
| <input type="checkbox"/> AGRICULTURAL/FORESTRY RESOURCES | <input type="checkbox"/> MINERAL RESOURCES |
| <input checked="" type="checkbox"/> AIR QUALITY | <input type="checkbox"/> NOISE |
| <input checked="" type="checkbox"/> BIOLOGICAL RESOURCES | <input type="checkbox"/> POPULATION & HOUSING |
| <input checked="" type="checkbox"/> CULTURAL RESOURCES | <input type="checkbox"/> PUBLIC SERVICES |
| <input type="checkbox"/> GEOLOGY/SOILS | <input type="checkbox"/> RECREATION |
| <input type="checkbox"/> GREENHOUSE GAS EMISSIONS | <input type="checkbox"/> TRANSPORTATION/TRAFFIC |
| <input type="checkbox"/> HAZARDS/HAZARDOUS MATERIALS | <input type="checkbox"/> UTILITIES/SERVICE SYSTEMS |
| <input type="checkbox"/> HYDROLOGY/WATER QUALITY | <input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE |

3.3 DETERMINATION

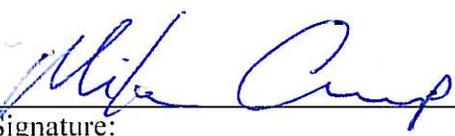
- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that 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.
- I find that 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.



 Prepared By:
 Gallaway Consulting



 Date:



 Signature:
 Mike Crump, Director of Public Works
 County of Butte



 Date:

4. ENVIRONMENTAL IMPACTS

4.1 AESTHETICS

Would the project:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site/surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X

Setting

The proposed improvements would be constructed along an existing roadway alignment in a rural-residential area of Butte County. The project site is located in an unincorporated portion of the City of Oroville’s existing Sphere of Influence. The existing bridge is located just south of the Foothill Boulevard/Oroville-Bangor Highway and Fairhill Drive Intersection. The majority of the parcels within the action area are residential in nature, with sizes ranging from one-quarter to one-half acre.

Discussion

a) and c) Less than Significant: There are no resources within a state scenic highway in the project area. The project site is currently improved with signage, striping and overhead power lines. The proposed project would result in a change to the appearance of the existing roadway alignments. It would not eliminate access to scenic views or alter the landscapes surrounding the project site.

The project would not create structures, dwellings or other facilities with a substantial vertical presence. Visual impacts may occur during the construction periods, when heavy equipment and construction materials will be present within the project area. Neither the function nor the general appearance of the site would be substantially modified by the proposed project.

Therefore, relative to these aesthetic factors, the proposed project would result in potential impacts at levels considered less than significant.

Mitigation: None Required

b) and d) No Impact: There are no resources within a state scenic highway in the project area. The project site is currently improved with signage, striping and overhead power lines. The proposed project would result in a change to the appearance of the existing roadway alignments. It would not eliminate access to scenic views or alter the landscapes surrounding the project site. The project site is not within, or near, a state scenic highway.

The improvements associated with this project do not include the installation of lighting or reflective surfaces that could contribute to substantial sources of light or glare.

Relative to these aesthetic factors, the proposed project would result in *no impact*.

Mitigation: None Required

4.2 AGRICULTURAL AND FORESTRY RESOURCES

Would the project:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
a) Convert Farmland (Prime, Unique or of Statewide Importance) pursuant to the Farmland Mapping and Monitoring Program of the CA Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the lost of forest land or conversion of forest land to non-forest use?				X
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?				X

Setting

The project site is located in a rural residential area of County jurisdiction, southeast of the City Oroville. The Farmland Mapping and Monitoring Program (FMMP) *Important Farmland* map identifies the project site as “Urban and Built-Up.”

Using the Foothill Boulevard/Oroville-Bangor Highway Intersection as the center point, the land use designations and zoning districts that surround the project site are as follows:

Table 1: Zoning and Land Use Designations

Quadrant	Land Use Designation	Zoning
Northwest	Low Density Residential	Agricultural Residential
Northeast	Low Density Residential	Agricultural Residential
Southwest	Commercial	Light Commercial
Southeast	Low Density Residential	Agricultural Residential

There are no Williamson Act contracts within or adjacent to the project site. The nearest lands under a Williamson Act contract are approximately one-half mile southeast of the action area.

Discussion

a) - e) No Impact: There are no Prime Farmland, Farmland of Statewide Importance, Unique Farmland or Farmland of Local Importance designations within the project area. The project site is designated as *Urban and Built-Up* and the surrounding lands are a combination of *Urban and Built-Up* and *Other*. Relative to lands protected per the FMMP, there would be no impact.

The project site coincides with the existing right of way and none of the adjacent land is designated with agricultural land uses in the Butte County General Plan. Similarly, none of the adjacent parcels are within agricultural zoning districts. There are no Williamson Act contracts on lands within, or adjacent to, the project site. Relative to land use designations and Williamson Act contracts, there would be no impact.

The project would not result in land use or zoning changes. Therefore, the project would not cause the rezoning of forest land or timberland. As stated previously, the project site is designated as *Urban and Built-Up* and the surrounding lands are a combination of *Urban and Built-Up* and *Other*. The project would not result in the loss of forest land to a non-forest use.

The project would not result in land use or zoning changes, nor would it conflict with existing agricultural land uses. Relative to potential conversions of agricultural lands to non-agricultural uses, the proposed project would result in no impact.

Mitigation: None Required

4.3 AIR QUALITY

Would the project:	Potentially Significant	Less Than Significant with Mitigation	Less Than Significant	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
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 emissions that exceed quantitative thresholds for ozone precursors)?				X
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

Setting

Attainment status is based on the measured levels of criteria pollutants within each county compared to the applicable state and federal standards. Sources of criteria pollutants are often categorized as either *direct* or *indirect*. For example, a large industrial facility may be a direct source of pollutant emissions. In contrast, a new retail center would not directly emit large quantities of criteria pollutants. However, the retail center would generate vehicle trips, which would result in increased vehicle emissions within the project area. Thus, to the extent that they may increase vehicular emissions, new developments are potential indirect sources of criteria pollutant emissions.

Ozone is most commonly the product of a photochemical reaction between reactive organic gasses (ROG) and nitrogen oxides. These ozone precursors (ROG and nitrogen oxides) are primarily generated by vehicle exhaust.

Butte County is designated a non-attainment area for ozone, particulate matter less than 10 microns (PM₁₀) and particulate matter less than 2.5 microns (PM_{2.5}) based on state and/or federal standards. The following table identifies Butte County’s attainment designations for criteria pollutants, based on applicable air quality standards:

Table 2: Attainment Status for Criteria Pollutants

Pollutant	State Designation	Federal Designation
Carbon monoxide	Attainment	Attainment
Sulfates	Attainment	Attainment
Nitrogen dioxide	Attainment	Attainment
Sulfur dioxide	Attainment	Attainment
1-Hour Ozone	Non-Attainment	--
8-Hour Ozone	Non-Attainment	Non-Attainment
Particulate Matter 10	Non-Attainment	Attainment
Particulate Matter 2.5	Non-Attainment	Non-Attainment

The BCAQMD, in coordination with the other districts within the Northern Sacramento Valley Planning Area (NSVPA), have adopted an Air Quality Attainment Plan (2006). Projects that conflict with or obstruct implementation of the Attainment Plan may result potentially significant air quality impacts.

Fugitive dust and diesel exhaust emissions are pollutants that can be generated in relatively large quantities by construction activities. These potential impacts would be considered temporary, as they would be expected to occur only during construction activities.

Permanent impacts are normally the product of land-use changes (development) within a project site. For example, a residential development would be expected to increase the project site’s indirect sources over pre-project conditions. A large manufacturing facility may be a substantial new direct source of criteria pollutants over pre-project conditions. As a bridge replacement project, the proposed action would not result in new emissions sources.

Discussion

b) Less Than Significant with Mitigation Incorporated: The proposed project would not result in long-term increases in the emissions of criteria pollutants. However, the proposed construction activities would result in the generation of short-term, construction-related emissions. Exhaust emissions from construction equipment would contain ozone precursors, PM₁₀ and PM_{2.5}. Additional particulate matter emissions, in the form of fugitive dust, could be generated during grading, earth moving and other similar activities. These construction-related exhaust and particulate matter emissions would occur in a designated non-attainment area. Furthermore, these emissions would occur in close proximity to residences adjacent to the action area.

The Butte County General Plan and County Code (Chapter 13: Grading and Minerals) identify the need to reduce fugitive dust and other air quality impacts generated by construction activities. The County requires the inclusion of dust suppression measures in all grading plans and appropriate measures intended to reduce construction-related exhaust emissions. Section 13-10 of the County Code (Erosion and Sediment Control) identifies erosion and sediment control

measures that would be implemented as part of the proposed project as a condition of project approval. Pursuant to §13-10, erosion and sediment control plans "...shall contain a description of temporary and permanent measures for...dust control."

The proposed project would result in temporary increases in emissions during construction activities. Therefore, the following mitigation measures shall be implemented:

MM 4.3.1 To comply with Chapter 13 of the County Code and BCAQMD Rules 200 and 205 (*Air Quality Nuisances* and *Fugitive Dust*), the Public Works Department shall require implementation of all applicable Best Available Mitigation Measures (BAMM) in project plans and specifications. As part of this requirement, the contractor shall submit a Pollution Control Plan to the Department of Public Works for approval. The approved plan shall include all applicable dust mitigation measures, including but not limited to the following:

- Water all active construction areas at least twice daily. The frequency should be based on the type of operation, soil conditions and wind exposure.
- Apply chemical soil stabilizers to inactive construction areas (disturbed areas that are unused for at least four consecutive days, unless wind conditions dictate application in less than four days) to control dust emissions. Dust emissions should be controlled at the site for both active and inactive construction areas throughout the entire construction period (including holidays).
- Limit vehicle speeds to 15 mph on unpaved roads.
- Suspend land clearing, grading, earth moving, or excavation activities when wind speeds exceed 20 mph.
- If applicable, apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operation and hydro-seed the area.
- Cover inactive storage piles.
- Provide paved (or dust palliative treated) apron onto the project site.
- Following daily construction activities sweep or wash paved streets adjacent to the site where visible silt or mud deposits have accumulated due to construction activities.
- Upon completion of construction activities all exposed ground surfaces shall be treated sufficiently to minimize fugitive dust emissions (dust clouds caused by wind, traffic, or other disturbances to exposed ground surfaces).

Timing & Implementation: *Contractor shall prepare Pollution Control Plan. Public Works shall approve Plan prior to the commencement of construction. Plan shall be implemented during and post construction, as applicable.*

Enforcement & Monitoring: *Butte County Department of Public Works and contractor through ongoing site inspections.*

MM 4.3.2 To reduce exhaust emissions from construction equipment, the contractor shall implement all applicable measures, including:

- Restrict unnecessary vehicle idling to 5 minutes
- Use reformulated and emulsified fuels
- Incorporate catalyst and filtration technologies
- Modernize the equipment fleet with cleaner repower and newer engines

In addition, the contractor shall prepare an NO_x reduction plan to be submitted to the Public Works Department for approval. Acceptable NO_x reduction options may include:

- Late model engines
- Low-emission diesel products
- Alternative fuels
- Engine retrofit technology
- After-treatment products

Timing & Implementation: Contractor shall prepare Reduction Plan. Public Works shall approve Plan prior to commencement of construction. Control measures and Reduction Plan shall be implemented during and post construction, as applicable.

Enforcement & Monitoring: Butte County Department of Public Works and contractor through ongoing site inspections.

Implementation of all applicable standard mitigation and best management practices (BMPs), as identified in the BCAQMD Rule Book, County Code and CBC, shall be ensured through implementation of *MM4.3.1* and *MM4.3.2*. As a result, temporary construction-generated exhaust and fugitive dust emissions would be reduced to the maximum extent practicable. Therefore, the proposed construction activities would result in criteria pollutant emissions at levels that are considered less than significant with mitigation incorporated.

a), d) and e) Less Than Significant: The proposed project would not conflict with or obstruct implementation of the Air Quality Attainment Plan for Butte County. As identified in the project description, the project would construct pedestrian facilities within the project site that are currently lacking. As such, the proposed project is expected to improve non-vehicular transportation conditions within the project area. The project is not expected to result in a long-term increase of criteria pollutants over pre-project conditions. Relative to the Attainment Plan, the proposed project would result in less than significant potential impacts.

Pre-existing health and respiratory problems, proximity to emissions sources, and the duration of exposure can influence the sensitivity of air pollutant receptors. The BCAQMD describes sensitive receptors as locations “where human populations, especially children, seniors, or sick persons are found...These typically include residences, hospitals, and schools.”

There are no schools within one mile of the project site. The nearest hospital is over two miles from the project site. Criteria pollutant emissions during construction activities could temporarily affect adjacent residents if not adequately mitigated. Particulate and exhaust emissions would be reduced to the maximum extent practicable through implementation of MM4.3.1, as outlined in this section of the Initial Study. Relative to sensitive receptors, the proposed project would result in less than significant potential impacts.

Other than temporary construction activities (i.e. diesel odors may be noticeable near the construction site), no odor producing activities are proposed. Construction-related odors would be short-term and maintained at a less than significant level with the incorporation of MM4.3.1 and applicable BMPs. Therefore, relative to objectionable odors, the proposed project would result in potential impacts that are considered less than significant.

Mitigation: None Required

c) **No Impact:** The proposed project would not result in long-term emissions increases. Relative to net increases in pollutant emissions, there would be no impact.

Mitigation: None Required

4.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
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 Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?		X		
c) Have a substantial adverse effect on protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		X		
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Setting

The project site is not subject to the provisions of any adopted habitat conservation plans or natural community conservation plans.

Gallaway Consulting (Gallaway) prepared a Draft Delineation of Waters of the US¹ and conducted a biological survey within the project site in June of 2009. The Wetland Delineation and biological field survey were conducted in order to identify wetland resources and special-status biological resources within the action area. Prior to conducting the field survey, Gallaway staff generated lists of potentially occurring special-status resources from United States Fish and Wildlife Service (USFWS), California Department of Fish and Game (DFG) and California Native Plant Society (CNPS) data. The agency consultations and field survey results are documented in a Biological Resources Assessment (BRA), which was prepared for the proposed project (Attachment B). The following special-status biological resources are identified in the BRA as occurring within, or having the potential to occur within, the biological survey area:

Table 3: Potentially Occurring Special-Status Biological Resources

Resource	Associated Habitats	Potential
Great Valley Valley Oak Riparian	Deep alluvial soils of higher floodplain terraces in association with river systems. Can be found in other upland communities.	Known
Northwestern Pond Turtle	Associated with permanent ponds, lakes, streams, irrigation ditches or permanent pools along intermittent streams.	Moderate
Yellow Warbler	Very partial to riparian woodlands of the lowlands and foothill canyons.	Moderate
Migratory Birds and/or Raptors	Nest and forage in a variety of habitats including hardwood woodlands, coniferous forests, meadows, grasslands and riparian.	Known

Based on CNDDDB and CNPS data, three special-status plant species (brown fox sedge, Sanford’s arrowhead, and wooly rose-mallow) were considered to have a potential to occur within the action area. However, no special-status plant species were identified within the project site during subsequent protocol-level botanical surveys.

Discussion

a) - d) Less Than Significant With Mitigation Incorporated: Two special-status species have the potential to occur within the proposed construction footprint, northwestern pond turtle and yellow warbler. Both of these species are designated Species of Special Concern by the DFG.

The northwestern pond turtle has the potential to occur within portions of the project site. The species occurs within slow-moving aquatic habitats, including rivers, streams, and natural and artificial ponds and lakes in California west of the Sierra Nevada. During warmer periods, they may be found basking along shorelines or within the vegetation along the edges of these environments. Basking sites and moderately deep water are required for micro-invertebrate foraging and suitable terrestrial habitat for laying eggs and wintering. As a condition of USACE and DFG approval, the proposed project will be required to avoid impacts to Waters of the US and riparian vegetation to the maximum extent practicable. Any impacts to these resources

¹ The findings in the draft Delineation are preliminary, pending verification by the US Army Corps of Engineers.

would require adherence to the performance standards of the USACE and the DFG, per the Clean Water Act and §1600 of the Fish and Game Code, respectively. Potential direct impacts generated by construction activities would be minimized to the maximum extent practicable through adherence to the regulatory agencies' performance standards, which include construction timing and resource avoidance requirements. Therefore, potential impacts to the northwestern pond turtle would be less than significant.

The yellow warbler could occur within the project area, as there is potential foraging habitat for this species along riparian corridor. Pursuant to §1600 of the CA Fish and Game Code, a project must notify the DFG if it would "modify a river, stream, or lake." The proposed project would be required to obtain project approval from the DFG due to the proposed drainage improvements. Project approval from the DFG is indicative of compliance with the Streambed Alteration standards established by the DFG. Any potential impacts to the riparian vegetation, which is potential foraging habitat for the yellow warbler, would be temporary and limited to the narrow strip that is perpendicular to the Foothill Boulevard alignment. Permanent impacts to potential foraging habitat would not be generated through adherence to the §1600 performance standards. As such, the proposed project would generate potential impacts to potential yellow warbler habitat that would be temporary and less than significant.

The Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703-712) prohibits the take, sale and harassment of migratory birds. Migratory birds, protected under the MBTA are known to occur within the project site. Furthermore, birds in the orders *Falconiformes* and *Strigiformes*² are protected from take by §3503.5 of the California Fish and Game Code. Raptors have a high potential for occurrence within the project site.

The biological survey area provides suitable nesting habitat for a variety of special status migratory birds and/or raptors. Nesting birds could be disturbed by project activities if they were to occur in close proximity to the construction site. The potential to disturb nesting migratory birds, raptors and/or yellow warblers can result in potentially significant impacts. Therefore, the following mitigation measure shall be implemented:

MM4.4.1 If grading, construction or vegetation removal are proposed between March 1 and September 15, a protocol-level, preconstruction field survey shall be conducted by a qualified biologist or ornithologist to identify whether special status birds are nesting in or adjacent to, the project site. The survey shall take place in April-May, or 30 days prior to construction activities, to determine the presence and location of nesting raptors/migratory birds in the project area.

If nesting special-status birds are identified during pre-construction surveys appropriate avoidance measures, established through consultation with DFG, shall be identified and implemented.

If nesting special-status birds are not identified during the protocol-level field survey(s), no further action will be required relative to this mitigation measure.

²This includes most hawks and owls (henceforth referred to as *raptors*).

Project activities proposed between September 16 and February 29 do not require pre-construction surveys.

Timing & Implementation: *Prior to construction activities, Public Works shall ensure all necessary field surveys are conducted.*

Enforcement & Monitoring: *Public Works staff and a qualified biologist or ornithologist and DFG, if necessary, shall monitor construction activities to ensure implementation of the above measures.*

Through implementation of MM 4.4.1, the proposed project would ensure less than significant potential impacts to special-status birds nesting in the project area.

No other potential impacts to special-status species would be generated by the proposed project. The proposed project would be required to adhere to the applicable standards and regulations of the regulatory agencies, as identified in this study. Therefore, relative to special-status species, the proposed project would result in less than significant impacts with mitigation incorporated.

The Draft Wetland Delineation prepared for the proposed project identifies approximately 527 linear feet of pre-jurisdictional Waters of the US in the project site, which encompass approximately 0.15 acres. The following table represents the pre-jurisdictional features identified within the action area:

Table 4: Pre-Jurisdictional Waters of the US

Type	Avg. Width (ft.)	Length (ft.)	Acres
Intermittent	30	214.574	0.147
Ephemeral	1	54.991	0.001
Ephemeral	1	208.150	0.005
Ephemeral	1	49.644	0.001
Total		527	0.154

The USACE regulates the discharge of dredged or fill material into waters of the United States under the Clean Water Act. Waters of the US includes a range of wet environments such as lakes, rivers, streams (including intermittent), mudflats, sandflats, wetlands (including vernal pools and swales), sloughs and wet meadows. The proposed project would be required to obtain approval from the USACE per §404 of the Clean Water Act. Project approval from the USACE is indicative of adherence to that agency’s “no net loss” policy for Waters of the US.

The Clean Water Act (§401) mandates acquisition of water quality certification and authorization for placement of dredged or fill material in Waters of the United States. In accordance with §401, criteria for allowable discharges into surface waters have been developed by the State Water Resources Control Board, Division of Water Quality. The project would be required to obtain §401 water quality certification from the Central Valley Regional Water Quality Control Board (RWQCB) as a condition of §404 permit acquisition.

Pursuant to §1600 of the CA Fish and Game Code, the project must comply with the Streambed Alteration requirements established by the DFG. The performance standards of the DFG's Streambed Alteration Program ensure less than significant potential riparian impacts relative to the CA Fish and Game Code. In addition, as described in this study, the performance standards of the USACE ensure the retention of native vegetation to the maximum extent and adequate mitigation for any unavoidable impacts to riparian vegetation.

The proposed project could affect Waters of the US, Waters of the State and riparian habitat within the project site. Therefore, the following mitigation measure shall be implemented:

MM4.4.2 All jurisdictional waters, which may be impacted by the project, shall be avoided during construction activities to the extent practicable. To ensure the adequate mitigation of all unavoidable impacts, the following shall be required:

- The proponent shall enter into consultation with the USACE. If necessary, a §404 permit will be obtained before any filling, dredging or modification of jurisdictional waters can occur. The permit will be conditional and will contain minimization and mitigation measures developed through consultation with the USACE.
- Per §1600 of the state Fish and Game Code, the applicant shall enter into consultation with the DFG. If necessary, a Streambed Alteration Agreement will be obtained before in-stream construction activities commence. If required, the agreement would contain site-specific minimization and mitigation measures identified through consultation with the DFG.

Timing & Implementation: Consultation and agreements/permitting to occur prior to commencement of construction. Avoidance shall occur during project construction. All necessary mitigation shall be conducted prior to project completion.

Enforcement & Monitoring: Public Works, DFG, USACE and RWQCB.

The issuance of a §404 permit is contingent on a project's demonstration of adherence to the maximum extent practicable to the following principals: 1) avoidance of impacts, 2) minimization of potential impacts, and 3) compensation for any remaining unavoidable impacts. Thus, acquisition of a §404 permit is indicative of adherence to the USACE "no net loss" policy for area and function of Waters of the US. Furthermore, the proposed project would be required to obtain water quality certification per §401 of the Clean Water Act as a condition of 404 permit acquisition. The RWQCB issues water quality certifications within the scope of the following mandates: §401 of the Clean Water Act, California Porter-Cologne Water Quality Control Act, and State and Federal No Net Loss Policies. Acquisition of water quality certification is indicative of compliance with the state's water quality standards, including beneficial uses, water quality objectives, and an anti-degradation policy.

The DFG grants approval per the Streambed Alteration Agreement Program under one of the following two scenarios, as described in §1602 of the Fish and Game Code:

The activity will not substantially adversely affect an existing fish or wildlife resource, and that the entity may commence the activity without an agreement

The department determines that the activity may substantially adversely affect an existing fish or wildlife resource and issues a final agreement to the entity that includes reasonable measures necessary to protect the resource, and the entity conducts the activity in accordance with the agreement.

The proposed project would be required to adhere to the applicable performance standards of the USACE, the RWQCB and the DFG. Project approval from the listed agencies having jurisdiction is indicative of adherence to their applicable performance standards. As such, relative to wetland and riparian resources, the proposed project would generate less than significant impacts with mitigation incorporated.

As described previously, MM 4.4.1 would ensure pre-construction surveys, which would identify nesting birds in the project area. Relative to wetland and riparian resources, the project will be required to adhere to the applicable performance standards of the regulatory agencies, as required by MM 4.4.2. No other potential impacts to wildlife nurseries or migration corridors would be generated by the proposed project. As such, potential impacts to migratory wildlife, migratory corridors and/or nursery sites would be less than significant with mitigation incorporated.

e) - f) No Impact: The proposed improvements would not conflict with any policies or ordinances adopted by Butte County to protect biological resources. The proposed project would not conflict with any local plans or policies that protect biological resources. The project would be required to adhere to the mitigation measures and standard/permitting requirements of regulatory agencies, as set forth in this study. With regard to local plans, policies and ordinances, the proposed project would result in no impact.

Mitigation: None Required

4.5 CULTURAL RESOURCES

Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CA Code of Regulations, §15064.5?		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	

Setting

The project site is in an area of County jurisdiction, south of the City of Oroville. The Butte County General Plan identifies the archaeological sensitivity of the project area as “Low to Moderate (Including Unknown).”

At the time of initial contact, this area of the County was occupied by the *Konkow*, commonly referred to as a band of the Maidu. The latter has been described as a linguistic branch of the *Penutian* Family. Pre-contact and/or Native American resources identified in the region typically include the following: lithic scatters and *débitage* (sometimes associated with middens), milling stations (typically around bedrock outcrops), pitted, cupped or otherwise modified rocks associated with ceremonial uses, rock formations used as blinds and overhangs used for shelter, and various isolated artifacts and flakes.

Historic resources in the project area include evidence of early exploration and settlement activities by Spanish, Mexican and American citizens. These cultural resources may include artifacts associated with early settlement activities, the Gold Rush or the development of transportation facilities during the State’s explosive growth in the wake of the Gold Rush.

Genesis Society prepared an Archaeological Survey Report (ASR) in October of 2009 for the proposed project. In support of the ASR, Genesis Society staff conducted an archival record search, consultations and an archaeological field survey in order to identify the cultural resources occurring, or potentially occurring, in the project area. The record search included a review of the data housed at the Northeast Information Center at CSU, Chico and a Sacred Lands search with the Native American Heritage Commission (NAHC). The consultation involved potentially interested local Native American groups, as identified by the NAHC. As identified in the ASR, the record search, consultations and field survey produced the following results:

Record Search: Portions of the project site, and much of the surrounding area, have been previously surveyed by professional archaeologists. No prehistoric resources have been recorded within, or within ¼-mile of, the project site. No historic resources have been recorded within, or within ¼-mile of, the project site.

Consultation with Interested Parties: The NAHC identified no sacred lands within the project area. The NAHC provided contact information for local Native American parties that may have an interest in the project site for additional consultation. None of the interested parties raised concerns regarding the project’s potential to affect known cultural resources.

Field Survey: The field survey, conducted per CEQA and NHPA standards, identified no potentially significant cultural resources (prehistoric or historic) within the APE.

Discussion

a), c), d) Less Than Significant: As identified in the Archaeological Survey Report, there are no known significant cultural resources within the project site. Furthermore, no evidence of prehistoric, archaeological, paleontological or proto-historic resources has been identified within or immediately adjacent to the project site. These findings are based on a records search, consultation with interested parties and a field survey, conducted by a professional archaeologist.

While unlikely, there is the chance that currently unidentified remains could be uncovered during excavation. Per Health and Safety Code §7050.5, all work must cease and the County Coroner must be notified when previously unidentified human remains are discovered. No further disturbances may occur until the Coroner has made findings as to the origins and disposition per Public Resource Code §5097.98. Adherence to the applicable local, state and federal regulations ensures less than significant potential impacts to newly discovered human remains.

Mitigation: None Required

b) Less than Significant with Mitigation Incorporated: The proposed project would not generate potentially significant impacts to any known cultural resources. However, there is the potential for unknown/undocumented cultural resources, including human remains, to be uncovered during work activities. Pursuant to Health and Safety Code (§7050.5), the Coroner must be contacted if human remains are uncovered during construction activities. Previously unidentified human remains are subject to regulations set forth at the state and federal levels, including the CA Public Resources Code and the Native American Graves Protection and Repatriation Act (NAGPRA).

The project site may contain currently unidentified cultural resources. As the proposed project may result in disturbances to cultural resources, the following mitigation shall be implemented:

MM4.5.1 A note with the following statement (or its functional equivalent) shall be included on the final construction plans:

The supervising contractor will stop all work within 100-feet of any newly discovered cultural resources (i.e. unusual amounts of shell, animal bone, bottle glass, ceramics, structure/building remains) and report any such findings to the Public Works Department, which shall retain a professional archaeologist who shall determine the significance of the newly discovered resource(s) and, if necessary, develop appropriate mitigation.

All mitigation measures determined by the Public Works Department to be appropriate for the project shall be implemented pursuant to the terms of the archaeologist's report.

Timing & Implementation: *Prior to final plan approval and during construction*

Enforcement & Monitoring: *Department of Public Works and supervising contractor*

Implementation of *MM 4.5.1* would ensure less than significant potential impacts to previously unidentified cultural resources with mitigation incorporated.

4.6 GEOLOGY AND SOILS

Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i.) Rupture of a known earthquake fault, as delineated on the Alquist-Priolo Earthquake Fault Zoning Map for the area or based on other substantial evidence of a known fault?				X
ii.) Strong seismic ground shaking?			X	
iii.) Seismic-related ground failure/liquefaction?			X	
iv.) Landslides?			X	
b) Substantial soil erosion or the loss of topsoil?			X	
c) Located on a geologic unit or soil that is unstable, or would become unstable as a result of the project, and potentially result in landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

Setting

The Cleveland Hills Fault Zone is the only designated Alquist-Priolo Earthquake Fault Zone in Butte County. The fault zone is located near the unincorporated community of Wyandotte, approximately 3 miles east of the project site.

The Hazards and Safety Element of the County’s General Plan identifies the erosion potential as “High” in the lands east of the project site. The erosion potential becomes “Moderate” in the lands west of the project site. The General Plan identifies the expansive nature of the soils in the project area as “Low” in the east, giving way to “High” downstream of the project site. The project area is within an area of “Low” landslide potential. The liquefaction potential in the project area is “Generally Low.”

The proposed project would not result in land use changes or modifications to the nature of developments currently existing in the project area. Therefore, the distribution of people in the project area would not be altered by the proposed improvements. Pursuant to §15382 of the CEQA Guidelines, a “Significant Effect on the Environment” is described as *a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project.*

In addition to the replacement of a sub-standard bridge structure, the proposed project would improve the curb, gutter, sidewalk and drainage conditions along the existing Foothill Boulevard roadway. The proposed project would not construct dwellings, buildings or other occupied structures.

The proposed project would not neither construct wastewater treatment or disposal facilities nor result in altered wastewater treatment or disposal conditions.

Discussion

a) - d) Less than Significant: The foothills of eastern Butte County are traversed by multiple inferred faults. However, the nearest known Alquist-Priolo fault zone, the Cleveland Hills Earthquake Fault Zone, is approximately 3 miles east of the project site. Furthermore, the 1994 *Fault Activity Map* (Bryant, 2005) classifies the fault as “inactive.” As such, potential impacts from known faults would not include rupture at the project site.

The project site is subject to potential ground shaking, generated by earthquakes both within and outside of Butte County. In addition to the Cleveland Hills Fault, the Caltrans *Seismic Hazard Map* (1996) identifies three fault zones in eastern Butte County: Big Bend (BBD), Cleveland Hill/E-Payne’s Peak-Swaine Ravine (CPR) and Prairie Creek-Spenceville-Dentman (PSD). None of these faults possess an estimated Moment Magnitude potential in excess of the Cleveland Hills fault (6.5).

The risks associated with seismic phenomena include potential effects on infrastructure. The project will be required to adhere to the design standards of the California Building Code (CBC), as adopted by the County Code (Chapter 26, Buildings). Furthermore, the proposed project would be subject to the applicable standards set forth in the Caltrans *Highway Design Manual* and the applicable standards and design criteria of the FHWA and AASHTO. The design criteria specifically address appropriate standards for facilities that may be subjected to seismic events.

According to the County General Plan, the project site is mostly within an area of “generally low” liquefaction potential. The portion of the project site occurring south of the existing bridge structure is within an area of “generally moderate” liquefaction potential. The project site is within an area of “low to moderate” landslide potential. Furthermore, the proposed project would neither generate new risks nor increase existing risks due to landslide potentials within the action area.

As described in the preceding paragraphs, the project would be required to adhere to all applicable County, CBC, Caltrans and FHWA design standards. As such, relative to seismic shaking, ground failure and liquefaction, there would be less than significant potential impacts.

According to the County General Plan, the project site is in an area of transition from “moderate” to “high” erosion potential. As the project would result in ground disturbances and potential erosion impacts, the contractor will be required to prepare a Pollution Control Plan, as described in the Air Quality section of this study. As a condition of contract approval, the Plan must include all applicable storm water pollution and erosion control BMPs that will be implemented during construction. Furthermore, relative to post-construction conditions within the project site, the Public Works Department will prepare final erosion control plans and specifications to be implemented by the construction contractor.

Additionally, the project would be required to obtain water quality certification from the RWQCB per §401 of the Clean Water Act (as identified in the Biological Resources section of this study). Project approval from the RWQCB is indicative of compliance with the applicable water quality standards and anti-degradation policies. Furthermore, as described in the Air Quality section of this document, the project would be required to prepare an approved pollution control plan, which would include fugitive dust control measures.

The proposed project would be required to implement the applicable BMPs and mitigation measures, and adhere to the pertinent regulations and design standards of the CBC (as adopted by the County Code), Caltrans, FHWA and the RWQCB. Therefore, relative to these geology and soils environmental factors, the proposed project would result in less than significant potential impacts.

Mitigation: None Required

e) No Impact: The proposed bridge replacement project would not construct wastewater disposal infrastructure. There would be no impact.

Mitigation: None Required

4.7 GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Generate greenhouse gas emissions, directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Setting

The state has implemented an emissions reduction program for greenhouse gasses in order to achieve a Year 2020 emissions target. Energy production and fossil fuel consumption emissions are to be reduced through a series of stricter manufacturer standards, incentives and penalties. The costs of many of these emissions reducing programs will ultimately be transmitted to the end users – primarily energy consumers and drivers.

As a bridge replacement project, the proposed action would not result in land use changes within the action area. The BCAQMD recommends a consideration of vehicle trips generated when evaluating project-level conflicts with greenhouse gas emissions reduction goals. According to the BCAQMD *CEQA Handbook*, approximately 40% of the state’s greenhouse gas emissions are generated by vehicle exhaust. The exhaust from construction activities would be the single source of greenhouse gasses generated by the proposed project over pre-project conditions. Conversely, the improved pedestrian, bicycle and traffic flow conditions within the project site could result in decreased operational emissions of greenhouse gasses compared to pre-project conditions.

Discussion

a), b) Less than Significant: The proposed construction activities would result in temporary exhaust emissions within the project site. However, as identified in the Air Quality section of this study, construction activities would be subject to the applicable BMPs and Standard Mitigation Measures of the County Code and the BCAQMD. Therefore, exhaust emissions would be minimized and equipment efficiency would be maximized during project construction. The nature of the proposed bridge replacement is not indicative of potential long-term emissions increases. The proposed project would not conflict with any identified plans adopted for the reduction of greenhouse gas emissions. Furthermore, the proposed project would be consistent with the Caltrans *Climate Action Program* (2006), which calls for emissions reductions through increased efficiency of the state’s transportation systems. Therefore, relative to greenhouse gas emissions, the proposed project would result in less than significant impacts.

Mitigation: None Required

4.8 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
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?				X
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?				X
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?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
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?			X	

Setting

A series of state response, federal superfund and evaluation sites are identified west of the project site, near southern Oroville. These sites are concentrated in a corridor west of Lincoln Boulevard along the alignment of State Route 70. The Lincoln Boulevard alignment is over two miles west of the project site. A remediated³, leaking underground fuel tank site is located south of the project site at 3296 Foothill Boulevard. This site is not within the proposed action area and, as mentioned previously, the effects of the leaking tank have been remediated.

The project site is not located within any airport land use plans. The Oroville Municipal Airport, the airport nearest to the project site, is approximately 5.5 miles west of the action area.

The Butte County *Multi-Jurisdictional All Hazard Pre-Disaster Mitigation Plan* was adopted by the Board of Supervisors in 2007. Chapter 8 of the County Code establishes a system of coordination between the County Office of Emergency Management and Operational Area Constituents, such as cities and special districts.

Discussion

a), b), g), h) Less Than Significant: There would be no increased likelihood of the “routine” transport of toxic materials or substances once the project is completed. The proposed project would not be a facility that generates or emits hazardous materials.

As a proposed bridge replacement along the existing Foothill Boulevard right of way, the proposed project would not result in new land uses when compared to existing conditions. The project would not construct dwellings, occupied structures or land uses that could generate or emit hazardous materials. Likewise, the proposed project would not result in concentrations of people that would be considered spatially discrete from pre-project conditions. As such, the spatial relationships between the area’s human population and potential hazards would not be impacted or influenced by the proposed project.

There would be no significant increase in wildfire hazards, as the proposed project would construct an improved bridge and associated roadway, pedestrian and storm drainage facilities along the existing right of way.

Construction activities associated with the project would include refueling and minor onsite maintenance of construction equipment, which could lead to minor fuel and oil spills. The release of hazardous materials into the environment is regulated through existing federal, state and county laws. These regulations require emergency response from local agencies to contain hazardous materials. The Butte County Interagency Hazardous Materials Team responds to hazardous materials emergencies in the project area. The use and handling of hazardous materials during construction activities would occur in accordance with applicable federal, state, and local laws including California Occupational Health and Safety Administration (CalOSHA) requirements.

³ RWQCB Case #040235, Closed 02/28/2003

The proposed project will not block or restrict a designated evacuation route or access to an emergency facility. Once completed, the project would provide improved pedestrian conditions and a more efficient flow of traffic. The proposed project is expected to reduce pedestrian-vehicle conflicts and related disruptions on the project site. The County Code and CBC address emergency vehicle access to, and passage through, construction sites. Potential emergency response impacts during construction activities would not be significant. The proposed project would result in less than significant potential impacts related to emergency response.

The project site is an existing roadway and shoulder. The proposed project does not include the construction of dwelling units or occupied structures. There would not be an increase in human populations, either transient or resident, within the project site upon project completion. In contrast, the proposed roadway improvements would be expected to improve access for emergency response vehicles.

Mitigation: None Required

c) - f) No Impact: There are no schools identified within one-quarter mile of the proposed bridge replacement project. The nearest identified school is Ophir Elementary, which is located over one-mile northeast of the project site. The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List). The nearest site, as listed by the Department of Toxic Substances Control (DTSC), is approximately one mile west of the project site.

The project is not located near a public airport or public use airport or within any airport land-use plans. Likewise, the project site is not located near a private airstrip.

Relative to these potential hazards, the proposed project would result in no impact.

Mitigation: None Required

4.9 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Violate any water quality standards or waste discharge requirements?			X	
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 pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	

Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
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?			X	
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?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X	
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j) Inundation by seiche, tsunami, or mudflow?				X

Setting

The project site is within the Sacramento River Hydrologic Basin, the Yuba River Hydrologic Unit and the South Honcut Creek Hydrologic Area⁴.

From the project site, Wyman Ravine trends steadily southwest for approximately 4 miles towards the lower elevations of the valley floor. The ravine takes a marked southward turn just east of State Route 70 (SR70). Thence, the ravine flows southward for approximately 9 miles, generally paralleling the SR70 alignment. Wyman Ravine reaches its confluence with Honcut Creek near the Butte County/Yuba County boundary. Honcut Creek then flows southwest for approximately 2.5 miles, where it meets the Feather River near the point where Butte County, Sutter County, and Yuba County converge.

The project site is located on Flood Insurance Rate Map (FIRM) 06007C0985D. The lands adjacent to Wyman Ravine have been largely identified as flood zones by the Federal Emergency Management Agency (FEMA). Accordingly, the majority of the project site occurring south of Oro-Bangor Highway is within a FEMA-designated flood zone.

⁴Wyman Ravine is not given a Hydrologic Sub-Area designation.

Discussion

a) – f), h) and i) Less Than Significant: As identified in §4.4 of this document (Biological Resources), the project will be required to implement *MM4.4.2*, which would ensure certification from the RWQCB per §401 of the Clean Water Act prior to construction activities. Additionally, the project would be required to implement all applicable storm water pollution and erosion control BMPs as a condition of RWQCB approval. The following table identifies commonly implemented Stormwater Pollution Prevention BMPs:

Table 5: Stormwater Pollution Prevention Best Management Practices

Erosion Control		
- Scheduling	- Wood Mulching	- Velocity Dissipation Devices
- Preservation of Vegetation	- Earth Dikes/Drainage	- Slope Drains
- Hydraulic Mulch	- Soil Binders	- Streambank Stabilization
- Hydroseeding	- Straw Mulch	- Swales
Sediment Control		
- Silt Fence	- Street Sweeping/Vacuuming	- Straw Bale Barrier
- Sediment Basin	- Sandbag Barrier	- Drain Inlet Protection
- Sediment Trap	- Fiber Rolls	- Chemical Treatment
Tracking Control		
- Stabilized Site Entrance/Exit	- Entrance/Outlet Tire Wash	
Non-Stormwater Management		
- Dewatering Operations	- Vehicle/Equip. Maintenance	- Concrete Curing
- Paving/Grinding Operations	- Pile Driving Operations	- Concrete Finishing
- Temporary Stream Crossing	- Material/Equipment Use	- Temporary Batch Plants
- Illicit Connection/Discharge	- Vehicle/Equipment Cleaning	- Clear Water Diversion
- Potable Water/Irrigation	- Water Conservation Practices	- Vehicle/Equip. Fueling
Waste and Materials Management		
- Material Delivery	- Waste Management	- Stockpile Management
- Material Use/Storage	- Contaminated Soil Management	- Spill Prevention

The proposed bridge replacement would not be subject to waste discharge requirements. As described in the Biological Resources Section of this document (§4.4), the project will be required to adhere to the requirements of §404 and §401 of the Clean Water Act and §1600 of the CA Fish and Game Code. A §404 permit is contingent on sufficient evidence that a project would not pose a threat to water quality or quantity leaving the proposed project’s site.

Additionally, CBC compliance is a condition of approval set forth in the County Code. Therefore, adherence to the building and grading standards of the County Code is indicative of adherence to the standards of the CBC. Adherence to these permitting requirements and building/grading standards would include incorporation of appropriate, site-specific BMPs.

As the proposed project involves the replacement of an existing, structurally deficient bridge, it would not require connection to any existing or new water facilities. The project would not result in the construction of new dwellings or structures, water extraction facilities or a substantial increase in impervious surfaces.

The proposed project would include roadway improvements, curb, gutter and sidewalk installation and related infrastructure improvements. The increased impermeable surface

resulting from the additional paved areas could cause a negligible increase in the peak flows leaving the project site. This increase is not substantial when compared to the size of the total watershed. Furthermore, the improvements are proposed in the area of an existing roadway, shoulders and residential driveways.

Metals, oils, greases, and other contaminants from construction activities may run off-site into surface waters. To limit any sediments and pollutants from impacting drainages in the area, project-specific BMPs pursuant to CBC, Butte County and RWQCB standards and specifications will be implemented.

Long-term soil stability and erosion control will be obtained through mechanical and/or re-vegetation methods.

Construction activities will be performed in accordance with Appendix 33 (Excavation and Grading) of the CBC, as required by Chapter 26 of the County Code, to ensure that development incorporates appropriate design provisions to protect waterways and reduce erosion. In addition, the required Pollution Control Plan would further ensure the avoidance of potential drainage impacts during construction activities.

Pursuant to Chapter 13 of the County Code (Grading and Mining), all projects that propose earth moving activities, which would significantly alter drainage patterns, are required to obtain a grading permit and/or submit a grading and drainage plan. Furthermore, *MM4.3.1* and *MM4.4.2* would ensure the applicable design, grading, and wetland mitigation practices are implemented. These mitigation measures would ensure compliance with applicable fugitive dust and sediment transport control measures and adherence to the performance standards of the Clean Water Act §401 and §402.

A portion of the project site is within an area delineated with an “A” prefix on the corresponding FIRM. No occupied structures or dwellings are proposed as part of the project. The proposed project includes the replacement of an existing, structurally deficient bridge and associated roadway, sidewalk and drainage improvements. Per the Flood Hazard Prevention section of the County Code (26, Article IV) projects within flood zones are required to provide certification from a registered engineer that the proposed facilities would not affect floodwaters, increase flood levels or divert floodwaters. Furthermore, projects subject to the Flood Hazard Prevention requirements must provide certification that proposed facilities could withstand credible hydrostatic and hydrodynamic flows.

The proposed project would not expose people or structures to a significant risk of loss of property, injury or death from flooding, including levee or dam failures.

Relative to these hydrology and water quality factors, the proposed project would generate potential impacts considered less than significant.

Mitigation: None Required

g), j) No Impact: The proposed project would not result in significant increases in the surface area of impervious materials within the project area. Furthermore, there would be no increase in groundwater extraction due to the proposed project.

According to the Safety Element of the Butte County General Plan, the project site is not within any dam inundation areas. Similarly, the Safety Element of the Oroville General Plan does not identify dam inundation as a hazard in the project area.

The physical characteristics of the project site preclude significant risks associated with *seiche*, *tsunami* and mudflow hazards. The proposed project would not place any housing within a 100-year floodplain.

Therefore, relative to these hydrology and water quality factors, there would be no impact.

Mitigation: None Required

4.10 LAND USE AND PLANNING

Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Setting

The project site corresponds with the Foothill Boulevard alignment in an area of county jurisdiction. The surrounding lands are primarily developed with existing residences. The proposed bridge replacement and associated improvements would address deficiencies of the existing roadway and drainage infrastructure. As such, the spatial distribution of transportation infrastructure within the project area would not be significantly altered by the proposed project.

Discussion

a) - c) No Impact: The proposed project would not physically divide an established community. Indeed, it is likely to increase connectivity while improving the safety conditions within the project area.

The proposed improvements involve the replacement of an existing, structurally deficient bridge along an existing roadway alignment. The roadway grade would be nearly identical to existing conditions upon project completion. The vertical extent of roadway excavations would be limited to what is necessary to accommodate the construction of the proposed structure.

The proposed project would not conflict with an applicable land use plan, policy, or regulation of any agencies with jurisdiction adopted for the purpose of avoiding or mitigating an environmental effect. The proposed project is consistent with the County General Plan and County Code, with regard to avoiding or mitigating potential environmental impacts.

The proposed project would not conflict with any adopted habitat conservation or natural community conservation plans.

Relative to these land use and planning factors, the proposed project would result in no impact.

Mitigation: None Required

4.11 MINERAL RESOURCES

Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
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?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site on a local general plan, specific plan or other land use plan?				X

Setting

The project site is comprised of existing roadway alignments, the Wyman Ravine corridor and adjacent residential land uses. The proposed project would not construct new alignments or extend roadways into an area devoid of such infrastructure. Rather, the proposed project would consist of the replacement of an existing, structurally deficient bridge and associated roadway and drainage improvements.

Discussion

a) - b) No Impact: The California Geological Survey’s (Department of Conservation) map “Fifty-Year Aggregate Demand Compared to Permitted Aggregate Resources” (2006) does not identify extraction facilities near the project site. The General Plans of Butte County and the City of Oroville do not identify any important mineral resource sites in the project area. Relative to mineral resources, there would be no impact.

Mitigation: None Required

4.12 NOISE

Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
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?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	

Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
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?				X
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?				X

Setting

The project site is adjacent to eleven parcels ranging from approximately 0.23 to 12 acres. The adjacent parcels are developed with existing rural residential land uses. The ambient noise in the project area is generated primarily by traffic on the adjacent roadways.

The magnitude of sound, whether wanted or unwanted, is usually described by sound pressure (a dynamic variation in atmospheric pressure). The human auditory system is sensitive to fluctuations in air pressure above and below the barometric static pressure. These fluctuations are defined as sound when the human ear is able to detect pressure changes within the audible frequency range.

To better accommodate and assess the time varying noise levels typically associated with traffic patterns, a time-averaged, single-number descriptor known as the “Level equivalent” (Leq) is frequently employed. The Leq, expressed in decibels (dB), represents the average energy content of sounds over a specified time. The A weighting filter (dBA) is commonly used to create a scale more compatible with human perceptions of sound. It includes both steady background sounds and transient, short-term sounds. It represents the level of a steady sound which, when averaged over the sampling period, is equivalent in energy to the time-varying (fluctuating) sound level over the same period.

The *Traffic Noise Analysis Protocol* (Caltrans, 2006) provides guidance regarding the analysis of potential noise impacts generated by new highway construction, reconstruction and retrofit barrier projects, referred to as Type 1 projects. Per the protocol, a noise analysis is required for projects that would result in one of the following: 1) create a completely new noise source, 2) Increase the volume or speed of traffic, or 3) move traffic closer to a receiver. Caltrans and the Federal Highway Administration consider the following actions to be Type I projects:

- Addition of an interchange, ramp, auxiliary lane, or climbing lane to an existing highway
- Widening an existing ramp by a full lane width for its entire length
- Addition of high-occupancy vehicle lanes or truck-climbing lanes to highways
- Addition of an auxiliary lane long enough to function as a through-traffic lane
- Addition of an auxiliary lane that increases capacity

The following table, which is based on Federal Transit Administration data (1995), summarizes typical noise levels produced by construction equipment commonly used on roadway construction projects. As indicated, equipment involved in construction is expected to generate

noise levels ranging from 70 to 90dBA at a distance of 15 meters. Noise produced by construction equipment would be reduced at an average rate of 6dBA per doubling of distance.

Table 6: Maximum Decibels at 15 Meters

Equipment	Maximum dBA
Scrapers	89 dBA
Bulldozers	85 dBA
Heavy Trucks	88 dBA
Backhoes	80 dBA
Pneumatic tools	85 dBA
Concrete pump	82 dBA

The project site is not within any airport land use plans. The Oroville Municipal Airport is located over five miles west of the project site. The nearest private airstrip⁵ is located approximately 4.5 miles southwest of the project site.

Discussion

a) - d) Less Than Significant: During the construction phases of the project, noise from construction activities will intermittently dominate the noise environment in the immediate area. Construction noise is regulated by state and county regulations, which include CBC standards for construction-generated noise attenuation. Noise levels generated during construction must comply with applicable local, state, and federal regulations. Adherence to existing noise attenuation standards would ensure construction-generated noise impacts that are less than significant.

The proposed project would not result in new land uses or infrastructure extensions. The proposed project would promote non-vehicular use of Foothill Boulevard while improving traffic flow and safety conditions. Therefore, substantial permanent increases in ambient noise levels in the project vicinity would not be expected.

Temporary or periodic noise levels may be increased in the area during project construction. Construction activities would be required to adhere to all applicable noise standards, such as proper equipment maintenance and limiting the hours of noise-generating activities.

Relative to these noise-related factors, the proposed project would result in less than significant potential impacts.

Mitigation: None Required

e) and f) No Impact: The site is not located within 5 miles of any identified airports. Similarly, the site is not located within 4.5 miles of any identified private airstrips. People within the project site would not be exposed to excessive noise levels generated by airports or airstrips. The proposed project would result in no impact.

Mitigation: None Required

⁵ Siller Bros, Inc.

4.13 POPULATION AND HOUSING

Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
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)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Setting

The project proposes a bridge replacement and related improvements to a roadway in a rural-residential area of the county. The proposed project would not increase development capacity of, or access to, undeveloped lands. Therefore, there would be no permanently displaced housing due to the proposed project. Similarly, there would be no permanently displaced people due to the proposed project. Access through portions of the project corridor may be temporarily disrupted during some construction activities. However, these activities would be subject to the applicable standards, such as those standards outlined in the Highway Design Manual, Flagging Instruction Handbook and the Manual of Uniform Traffic Control Devices (MUTCD). Part Six (6) of the MUTCD, which is entitled Temporary Traffic Control, includes requirements for the preparation of a Temporary Traffic Control Plan. Finally, Chapter 10 of the County Code (Highways and Streets) identifies emergency vehicle access standards for construction sites.

Discussion

a) - c) No Impact: The project would involve bridge, roadway, sidewalk, curb and gutter improvements. There are no new homes, structures, or extensions of roadways associated with the proposed project. The proposed project would not displace any homes. Similarly, it would not displace any people or necessitate the construction of replacement housing. Relative to population and housing, the proposed project would generate no impact.

Mitigation: None Required

4.14 PUBLIC SERVICES

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

Setting

The proposed project is the construction/alteration of governmental facilities that, when completed, would be expected to improve level of service, safety, traffic and pedestrian conditions within the project area.

The proposed project would not construct dwelling units, buildings, businesses, or other similar facilities that would result in an increased human population in the project area. There would be no long-term demands on fire or police protection services generated by the proposed project. Similarly, there would be no increased demands on school services or parks.

Construction activities, including signage, traffic control and emergency access, will be conducted pursuant to Caltrans, CBC and County standards. For example, Chapter 10 of the County Code (Highways and Streets) identifies emergency vehicle access standards for construction sites.

Discussion

a) - e) No Impact: Temporary delays to roadway traffic may occur during project construction activities. However, as required by local and state regulations, emergency vehicles will be given the right of way in the event of their presence at the project site. No changes in fire protection or police protection services are proposed as part of this project. The proposed project would not add to the area’s population or increase demands on school or park services. Therefore, relative to the provision of public services, the proposed project would generate no impact.

Mitigation: None Required

4.15 RECREATION

Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
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?				X

Setting

The proposed project would replace a substandard bridge and improve pedestrian, drainage and traffic conditions along an existing roadway.

Discussion

a), b) No Impact: The project does not propose dwelling units, businesses or other structures that might increase the area’s human population. The project site does not include existing recreational facilities. Similarly, the proposed project would not construct recreational facilities.

The proposed project would not generate additional demands on parks and recreational facilities. The proposed project does not include the development of recreational facilities or other structures that would necessitate the development or modification of any recreational facilities. Relative to recreation, the proposed project would result in no impact.

Mitigation: None Required

4.16 TRAFFIC AND TRANSPORTATION

Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
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?			X	
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?			X	
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?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X

Setting

The proposed project would replace a structurally deficient bridge. Associated improvements include the addition of pedestrian facilities, a designated, left turn lane onto Oro-Bangor Highway and associated roadway striping. The proposed project is intended to address existing structural deficiencies while accommodating existing traffic volumes in the action area. Therefore, the proposed project is not expected to result in significant changes to the area's existing traffic patterns or volumes.

Air traffic actions are not associated with the proposed bridge replacement. Furthermore, there are no private airstrips or airports within four miles of the project site. The proposed project

would not construct or require parking facilities. Similarly, there are no parking facilities near the project site, which could be impacted by the proposed improvements.

Discussion

a), b) Less Than Significant: The proposed project would not conflict with an applicable plan, ordinance or policy with regard to the effectiveness of the performance of the circulation system. The proposed project would not generate additional traffic as it would not construct facilities – residential, commercial or otherwise – that would generate additional vehicular traffic. The project is not expected to result in additional vehicular trips, impacts to the area's levels of service or affect trip distributions within the project area. Congestion and safety conditions are expected to improve upon project completion.

Relative to these traffic and transportation factors, the proposed project would generate less than significant potential impacts.

Mitigation: None Required

c), d), f) No Impact: As previously described, the proposed project would be expected to have no affects on air traffic. The proposed project would replace a structurally deficient bridge while making related improvements along the existing Foothill Boulevard roadway. The proposed project was designed to bring existing roadways and infrastructure up to existing standards. There would be no increased hazards related to design features or land uses. Finally, the proposed improvements would not conflict with any identified alternative transportation plans or policies.

Therefore, relative to these traffic and circulation factors, there would be no impact.

Mitigation: None Required

e) Less Than Significant: Emergency vehicles could experience delays in the project area during the construction phase. However, emergency vehicle access to, and passage through, the project site would be ensured through adherence to applicable standards. As described in Section 4.14 of this document (Public Services), the project will be required to adhere to pertinent construction site standards, including those of the County Code, Caltrans and the CBC. For example, Chapter 10 of the County Code (Highways and Streets) identifies emergency vehicle access standards for construction sites and Part 6 of the MUTCD (*Temporary Traffic Control*) includes requirements for the preparation of a Temporary Traffic Control Plan. Thus, temporary traffic control activities during the construction phase of the proposed project would not prevent emergency vehicle movement throughout the area. The proposed improvements, which would bring the existing facilities in the project site up to current design standards, would provide safer passage for emergency vehicles.

Therefore, relative to emergency access, impacts would be less than significant.

Mitigation: None Required

4.17 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Exceed wastewater treatment requirements of the applicable Water Quality Control Board?				X
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?				X
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?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e) Result in a determination by the wastewater treatment provider which serves/may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

Setting

The project would not generate wastewater or solid waste products. The project would not generate structures, such as dwellings or businesses, which would create additional demand on potable water supplies.

Discussion

c) Less than Significant: The project would not require expansion of stormwater facilities outside the project site. Roadside drainages located in the project area may be temporarily disturbed during construction activities. The applicable permitting and agreement requirements of the USACE, RWQCB and the DFG are required by *MM4.4.2* of this document. Pursuant to the performance standards of the regulatory agencies, the project would not be permitted to affect the quantity or quality of the storm water leaving the project site. Improved onsite drainage is a major component of the proposed project. The proposed curb, gutter and drainage improvements would be installed where these facilities are absent under existing conditions. As identified in this study, the proposed improvements would be required to obtain all applicable agency approvals, which would be contingent on adherence to all pertinent design standards. For example, the USACE has established a no net loss policy, applicable to both area and function, for Waters of the US. Similarly, approval from the RWQCB is indicative of adherence to state anti-degradation policies and the applicable water quality requirements of the Clean Water Act. Thus, the potential project would result in less than significant potential impacts.

Mitigation: None Required

a), b), d) - g) No Impact: The proposed project would not include any uses that would require increased wastewater treatment or solid waste disposal. The proposed project would not generate impacts relative to landfill capacity, wastewater treatment or solid waste generation. Therefore, there would be no impact.

Mitigation: None Required

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5. MANDATORY FINDINGS OF SIGNIFICANCE

Mandatory Findings of Significance	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
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?			X	
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)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Setting

Section 15065 of the CEQA Guidelines identifies the circumstances under which a lead agency must prepare an EIR. The Mandatory Findings of Significance must present the proposed project within the context of §15065. The Mandatory Findings must be rooted in “substantial evidence, in light of the whole record.”

Discussion

Temporary construction activities could result in short-term emissions of criteria pollutants. However, *MM 4.3.1* would reduce fugitive dust emissions to less than significant levels. Furthermore, *MM 4.3.2* would ensure temporary construction exhaust emissions at levels that are considered less than significant.

Mitigation Measure 4.4.1 would ensure less than significant potential impacts to special-status birds, including migratory birds and raptors. *Mitigation Measure 4.4.2* would ensure less than significant potential impacts to jurisdictional waters. Furthermore, *MM 4.4.1* and *MM 4.4.2* would ensure less than significant potential impacts to migratory corridors, wildlife nursery sites and riparian habitat.

Construction activities have the potential to disturb undocumented cultural resources and/or human remains. *Mitigation Measure 4.5.1* would ensure less than significant potential impacts to currently unidentified cultural resources in the project site.

Mitigation Measure 4.3.1, as identified in the Air Quality section, would ensure implementation of applicable fugitive dust control measures. *Mitigation Measure 4.4.2*, as identified in the Biological Resources section, would ensure project approval from the USACE and RWQCB per the Clean Water Act and the DFG per the Streambed and Lakebed Alteration Program. *Mitigation Measure 4.3.1* would require preparation of an approved pollution control plan. In addition, as part of project plans and specifications, the Public Works Department is to prepare final erosion control plans and specifications for post-construction conditions to be implemented by the construction contractor. Thus, the proposed project would result in less than significant potential impacts related to erosion, stormwater pollution or siltation.

Implementation of *Mitigation Measure 4.3.1*, which addresses spill prevention, would ensure less than significant potential impacts related to accidental releases.

The mitigation measures set forth in this study would ensure adherence to §404 of the Clean Water Act, §401 of the Clean Water Act and §1600 of the state Fish and Game Code. The measures would also require an approved pollution control plan to include all applicable storm water pollution and erosion control BMPs prior to issuance of a notice to proceed to the construction contractor. Thus, the proposed project would result in less than significant potential impacts relative to these factors.

The anticipated long-term effects of the proposed improvements are expected to be primarily beneficial in nature. The anticipated benefits include compliance with current bridge design standards, improved drainage and pedestrian facilities and safer vehicular movements within the project site. The project would not contribute to population increase, or an increase in demand for public facilities and services. The proposed improvements, which would not extend facilities into an area where they are currently absent, would not significantly increase roadway capacities. The proposed improvements would be installed along existing roadways in order to bring the project site up to existing design standards. Therefore, the proposed project would result in less than significant potential cumulative impacts.

Mitigation Measure 4.3.1 requires implementation of all applicable BMM in compliance with Chapter 13 of the County Code and BCAQMD Rules 200 and 205. This measure will ensure less than significant temporary air quality nuisances and fugitive dust emissions during construction activities. Furthermore, *MM 4.3.2* requires preparation of an approved NOx reduction plan that is to ensure a level reasonable control. Therefore, temporary emissions associated with construction activities would be less than significant.

Mitigation Measure 4.3.1 and *MM 4.4.2* would ensure the development of an approved pollution control plan and acquisition of water quality certification. Relative to accidental releases during temporary construction activities, the proposed project would result in less than significant potential impacts.

Adherence to applicable Caltrans and California Building Code (CBC) standards and specifications will ensure less than significant impacts related to the potential for strong seismic ground shaking. The proposed project would be required to adhere to CBC and County construction activity standards, which describe appropriate signage and traffic control actions for

construction sites. The proposed activities would be required to adhere to the applicable design and safety standards of the CBC. The project proposes to bring the site up to applicable design standards pertaining to bridge crossings, turning radii, sidewalks, curbs, tie-ins and related facilities.

Through implementation of the required mitigation measures and adherence to the standard permitting conditions of the regulatory agencies (§404, §401, §1600, et al.), as identified in this document, the project would result in less than significant potential impacts.

Conclusion

The proposed project would be required to adhere to the relevant standards, regulations and policies of all local, regional, state and federal agencies, as described in this document. Through the standard conditions of approval, adherence to existing design and construction standards and implementation of the mitigation measures identified in this document, the proposed project would generate less than significant potential direct, indirect and cumulative impacts.

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