

**MEMORANDUM**

**DEPARTMENT OF PUBLIC WORKS  
County of Placer**

TO: BOARD OF SUPERVISORS DATE: March 25, 2008  
FROM: <sup>KED</sup> KEN GREHM / KEVIN ORDWAY  
SUBJECT: WISE ROAD/NORTH RAVINE BRIDGE REPLACEMENT PROJECT (State Clearing House No. 2007122080) MITIGATED NEGATIVE DECLARATION

**ACTION REQUESTED / RECOMMENDATION**

Adopt a Resolution approving a Mitigated Negative Declaration (State Clearing House No. 2007122080) with the required findings for the Wise Road/North Ravine Bridge Replacement Project PC 2627.

**BACKGROUND / SUMMARY**

The Department of Public Works is proposing to replace the existing bridge and realign the approach roadways on Wise Road at North Ravine. The project is being completed under the Federal Highway Bridge Program (HBP). The project will replace the deteriorating bridge structure and improve the approach alignments over North Ravine. The project site is located approximately one-half mile north of the intersection of Wise Road with Ophir Road, just west of Auburn (see attached location map, Exhibit B).

The proposed project will replace the existing sub-standard bridge, realigning the roadway to improve roadway approach geometrics. The overall goal of the project is to remove the existing bridge upon completion of the new structure. Construction is tentatively scheduled for spring and summer of 2009.

**ENVIRONMENTAL**

The County is currently in the process of obtaining NEPA clearance for this project. An Initial Study (IS) was prepared for this project by LSA Associates, Inc. on November 13, 2007, pursuant to the California Environmental Quality Act (CEQA). A mitigated negative declaration was prepared for this project by the Placer County Department of Public Works on December 12, 2007 pursuant to the California Environmental Quality Act (CEQA). No relevant comments on the project have been received during the public comment period, which closed January 22, 2008. Upon adoption of the Mitigated Negative Declaration, the Notice of Determination will be processed and posted.

**FISCAL IMPACT**

The total cost of the project is estimated to be \$1,576,400. Funding for the project is proposed to be through the Highway Bridge Program (88.53%) and County Road Fund (11.47%). This funding will cover design engineering, property acquisition, and construction. Funding for construction of the project will be included in the 2008-09 Fiscal Year Budget.

**Attachments:**

- Resolution
- Location Map
- Mitigated Negative Declaration
- Initial Study

# Before the Board of Supervisors County of Placer, State of California

In the matter of: A RESOLUTION APPROVING AND  
ADOPTING THE MITIGATED NEGATIVE  
DECLARATION (State Clearing House No.  
2007122080) PREPARED FOR THE WISE ROAD  
NORTH RAVINE BRIDGE REPLACEMENT PROJECT

Resol. No:.....

Ord. No:.....

First Reading:.....

The following RESOLUTION was duly passed by the Board of Supervisors  
of the County of Placer at a regular meeting held \_\_\_\_\_,  
by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Attest:  
Clerk of said Board

\_\_\_\_\_  
Chairman, Board of Supervisors

BE IT HEREBY RESOLVED by the Board of Supervisors of the County of Placer, State of California, that this Board Approves a Mitigated Negative Declaration (2007122080) for the Wise Road Bridge at North Ravine Replacement Project and make the following findings:

## Mitigated Negative Declaration Findings

Project: Wise Road/North Ravine Bridge Replacement PC 2627

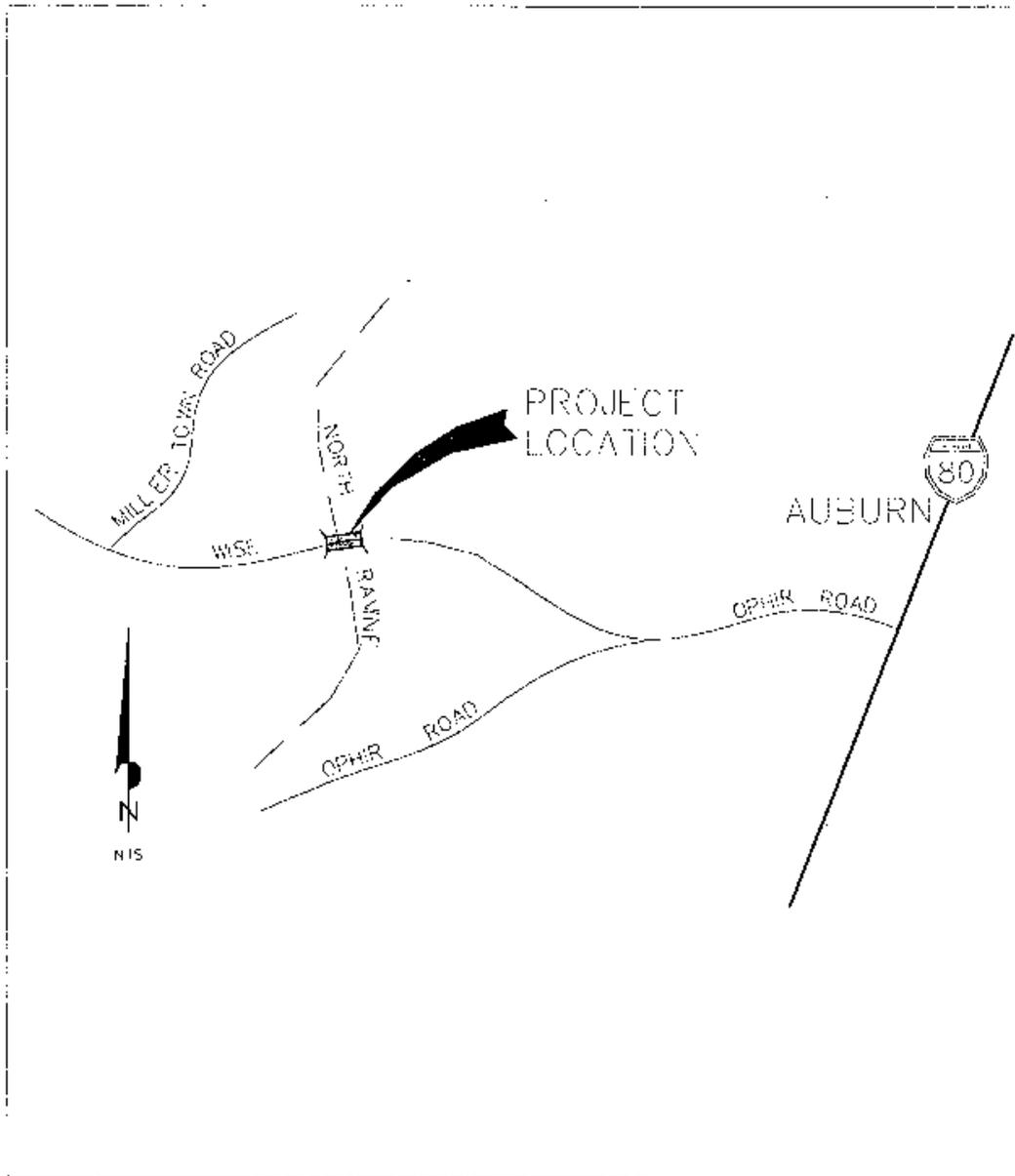
1. The mitigated negative declaration has been prepared as required by law.
2. There is no substantial evidence in the record as a whole that the Project as revised and mitigated may have a significant effect on the environment.
3. The mitigated negative declaration as adopted for the Project reflects the independent judgment and analysis of Placer County, which has exercised overall control and direction of its preparation.
4. The mitigation plan/mitigation monitoring program prepared for the Project is approved and adopted.
5. The custodian of records for the Project is the Placer County Department of Public Works Director, 3091 County Center Drive, Suite 220, Auburn, CA 95603.

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ATTACHMENT B

LOCATION MAP

WISE ROAD NORTH RAVINE BRIDGE REPLACEMENT PROJECT PC 2627





**COUNTY OF PLACER**  
**Department of Public Works**

Ken Grehm, Director

3091 County Center Drive, Suite 220 • Auburn • California 95603 • 530-745-7573 • fax 530-745-3540 • www.placer.ca.gov/DPW

**NEGATIVE DECLARATION**

In accordance with Placer County ordinances regarding implementation of the California Environmental Quality Act, Placer County has conducted an Initial Study to determine whether the following project may have a significant adverse effect on the environment, and on the basis of that study hereby finds:

- The proposed project will not have a significant adverse effect on the environment; therefore, it does not require the preparation of an Environmental Impact Report and this **Negative Declaration** has been prepared.
- Although the proposed project could have a significant adverse effect on the environment, there will not be a significant adverse effect in this case because the project has incorporated specific provisions to reduce impacts to a less than significant level and/or the mitigation measures described herein have been added to the project. A **Mitigated Negative Declaration** has thus been prepared.

The environmental documents, which constitute the Initial Study and provide the basis and reasons for this determination are attached and/or referenced herein and are hereby made a part of this document.

**PROJECT INFORMATION**

<b>Title:</b> Wise Road/North Ravine Bridge Replacement
<b>Description:</b> Replacement of existing bridge and realignment of the roadway
<b>Location:</b> Wise Road at North Ravine, approximately 0.5 miles North of Ophir Road
<b>Project Owner/Applicant:</b> Placer County Department of Public Works
<b>County Contact Person:</b> Landy Darrow

**PUBLIC NOTICE**

The comment period for this document closes on 1-24-08. A copy of the Negative Declaration is available for public review at the Community Development Resource Agency public counter and at the Auburn Library, 350 Nevada St., Auburn, CA. All parties providing written comments during this time frame will be notified of the upcoming hearing before the Board of Supervisors. Additional information may be obtained by contacting Placer County Department of Public Works, at (530) 745-7500 between the hours of 8:00 am and 5:00 pm at 3091 County Center Drive, Suite 220, Auburn, CA 95603.

If you wish to appeal the appropriateness or adequacy of this document, address your written comments to our finding that the project will not have a significant adverse effect on the environment; (1) identify the environmental effect(s), why they would occur, and why they would be significant, and (2) suggest any mitigation measures which you believe would eliminate or reduce the effect to an acceptable level. Regarding item (1) above, explain the basis for your comments and submit any supporting data or references. Refer to Section 18.32 of the Placer County Code for important information regarding the timely filing of appeals.

Recorder's Certification

POSTED 10/20/2007  
 through \_\_\_\_\_  
 JIM McCAULEY, COUNTY CLERK  
 By [Signature]  
 Deputy Clerk

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**Notice of Completion & Environmental Document Transmittal**

Appendix C

Mail to: State Clearinghouse, P. O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613  
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # \_\_\_\_\_

**Project Title:** Wise Road/North Ravine Bridge Replacement

**Lead Agency:** Placer County Department of Public Works

**Contact Person:** Kathy Henson

**Mailing Address:** 3091 County Center Drive, Suite 220

**Phone:** 530-745-7573

**City:** Auburn

**Zip:** 95603

**County:** Placer

**Project Location:**

**County:** Placer

**City/Nearest Community:** Auburn

**Cross Streets:** Wise Road & Millertown Road

**Zip Code:** 95603

**Assessor's Parcel No.:** 040 100-004 030 033, 040-111-025 048

**Section:** 17

**Twp.:** 12N

**Range:** 8E

**Base:**  MDB & M

**Within 2 Miles:** **State Hwy #:** 80, 193

**Waterways:** North Ravine, Auburn Ravine

**Airports:** \_\_\_\_\_

**Railways:** Union Pacific

**Schools:** Placer High School, Millertown, Oak Grove, Deer Park, Auburn-Melrose

**Document Type:**

- |   |  |                                    |   |
|---|--|------------------------------------|---|
| <input type="checkbox"/> CEQA: <input type="checkbox"/> NOP | <input type="checkbox"/> Draft EIR                 | NEPA: <input type="checkbox"/> NOI | Other: <input type="checkbox"/> Joint Document                          |
| <input type="checkbox"/> Early Cons                         | <input type="checkbox"/> Supplement/Subsequent EIR | <input type="checkbox"/> EA        | <input type="checkbox"/> Final Document                                 |
| <input type="checkbox"/> Neg Dec                            | (Prior SCH No.) _____                              | <input type="checkbox"/> Draft EIS | <input checked="" type="checkbox"/> Other: <u>Categorical Exemption</u> |
| <input checked="" type="checkbox"/> Mit Neg Dec             | <input type="checkbox"/> Other _____               | <input type="checkbox"/> FONSI     |   |

**Local Action Type:**

- |   |   |  |   |
|---|---|--|---|
| <input type="checkbox"/> General Plan Update    | <input type="checkbox"/> Specific Plan            | <input type="checkbox"/> Rezone                            | <input type="checkbox"/> Annexation   |
| <input type="checkbox"/> General Plan Amendment | <input type="checkbox"/> Master Plan              | <input type="checkbox"/> Prezone                           | <input type="checkbox"/> Redevelopment  |
| <input type="checkbox"/> General Plan Element   | <input type="checkbox"/> Planned Unit Development | <input type="checkbox"/> Use Permit                        | <input type="checkbox"/> Coastal Permit                                       |
| <input type="checkbox"/> Community Plan         | <input type="checkbox"/> Site Plan                | <input type="checkbox"/> Land Division (Subdivision, etc.) | <input checked="" type="checkbox"/> Other: <u>Capital Improvement Project</u> |

**Development Type:**

- |   |  |
|---|--|
| <input type="checkbox"/> Residential: Units _____ Acres _____                 | <input type="checkbox"/> Water Facilities: Type _____ MGD _____                      |
| <input type="checkbox"/> Office: Sq.ft. _____ Acres _____ Employees _____     | <input checked="" type="checkbox"/> Transportation: Type <u>Roadway &amp; Bridge</u> |
| <input type="checkbox"/> Commercial: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Mining: Mineral _____                                       |
| <input type="checkbox"/> Industrial: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Power: Type _____ MW _____                                  |
| <input type="checkbox"/> Educational _____                                    | <input type="checkbox"/> Waste Treatment: Type _____ MGD _____                       |
| <input type="checkbox"/> Recreational _____                                   | <input type="checkbox"/> Hazardous Waste: Type _____                                 |
| <b>Total Acres (approx.)</b> _____  | <input type="checkbox"/> Other: _____  |

**Project Issues Discussed in Document:**

- |  |  |   |  |
|--|--|---|--|
| <input checked="" type="checkbox"/> Aesthetic/Visual         | <input type="checkbox"/> Fiscal                                | <input checked="" type="checkbox"/> Recreation/Parks                | <input checked="" type="checkbox"/> Vegetation               |
| <input type="checkbox"/> Agricultural Land                   | <input checked="" type="checkbox"/> Flood Plain/Flooding       | <input type="checkbox"/> Schools/Universities                       | <input checked="" type="checkbox"/> Water Quality            |
| <input checked="" type="checkbox"/> Air Quality              | <input checked="" type="checkbox"/> Forest Land/Fire Hazard    | <input checked="" type="checkbox"/> Septic Systems                  | <input checked="" type="checkbox"/> Water Supply/Groundwater |
| <input checked="" type="checkbox"/> Archeological/Historical | <input checked="" type="checkbox"/> Geologic/Seismic           | <input checked="" type="checkbox"/> Sewer Capacity                  | <input checked="" type="checkbox"/> Wetland/Riparian         |
| <input checked="" type="checkbox"/> Biological Resources     | <input checked="" type="checkbox"/> Minerals                   | <input checked="" type="checkbox"/> Soil Erosion/Compaction/Grading | <input checked="" type="checkbox"/> Wildlife                 |
| <input type="checkbox"/> Coastal Zone                        | <input checked="" type="checkbox"/> Noise                      | <input type="checkbox"/> Solid Waste                                | <input type="checkbox"/> Growth Inducing                     |
| <input checked="" type="checkbox"/> Drainage/Absorption      | <input checked="" type="checkbox"/> Population/Housing Balance | <input checked="" type="checkbox"/> Toxic/Hazardous                 | <input checked="" type="checkbox"/> Land Use                 |
| <input type="checkbox"/> Economic/Jobs                       | <input checked="" type="checkbox"/> Public Services/Facilities | <input checked="" type="checkbox"/> Traffic/Circulation             | <input type="checkbox"/> Cumulative Effects                  |
|  |  |   | <input type="checkbox"/> Other _____                         |

**Present Land Use/Zoning/General Plan Designation:**

Existing bridge & road; Zoned Farm, Residential Agriculture; Public Facility

**Project Description:** *(please use a separate page if necessary)*

Replace existing bridge with new structure and minor realignment of roadway approaches.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

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**Reviewing Agencies Checklist**

*Appendix C, continued*

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".  
If you have already sent your document to the agency please denote that with an "S".

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Air Resources Board                 | <input type="checkbox"/> Office of Historic Preservation                      |
| <input type="checkbox"/> Boating & Waterways, Department of             | <input type="checkbox"/> Office of Public School Construction                 |
| <input checked="" type="checkbox"/> California Highway Patrol           | <input checked="" type="checkbox"/> Parks & Recreation                        |
| <input checked="" type="checkbox"/> Caltrans District # <u>3</u>        | <input type="checkbox"/> Pesticide Regulation, Department of                  |
| <input type="checkbox"/> Caltrans Division of Aeronautics               | <input type="checkbox"/> Public Utilities Commission                          |
| <input type="checkbox"/> Caltrans Planning (Headquarters)               | <input type="checkbox"/> Reclamation Board                                    |
| <input type="checkbox"/> Coachella Valley Mountains Conservancy         | <input checked="" type="checkbox"/> Regional WQCB # <u>5</u>                  |
| <input type="checkbox"/> Coastal Commission                             | <input checked="" type="checkbox"/> Resources Agency                          |
| <input type="checkbox"/> Colorado River Board                           | <input type="checkbox"/> S.F. Bay Conservation & Development Commission       |
| <input type="checkbox"/> Conservation, Department of                    | <input type="checkbox"/> San Gabriel & Lower L.A. Rivers and Mtns Conservancy |
| <input type="checkbox"/> Corrections, Department of                     | <input type="checkbox"/> San Joaquin River Conservancy                        |
| <input type="checkbox"/> Delta Protection Commission                    | <input type="checkbox"/> Santa Monica Mountains Conservancy                   |
| <input type="checkbox"/> Education, Department of                       | <input type="checkbox"/> State Lands Commission                               |
| <input type="checkbox"/> Energy Commission                              | <input type="checkbox"/> SWRCB: Clean Water Grants                            |
| <input checked="" type="checkbox"/> Fish & Game Region # _____          | <input checked="" type="checkbox"/> SWRCB: Water Quality                      |
| <input type="checkbox"/> Food & Agriculture, Department of              | <input type="checkbox"/> SWRCB: Water Rights                                  |
| <input checked="" type="checkbox"/> Forestry & Fire Protection          | <input type="checkbox"/> Tahoe Regional Planning Agency                       |
| <input type="checkbox"/> General Services, Department of                | <input type="checkbox"/> Toxic Substances Control, Department of              |
| <input type="checkbox"/> Health Services, Department of                 | <input checked="" type="checkbox"/> Water Resources, Department of            |
| <input type="checkbox"/> Housing & Community Development                | <input type="checkbox"/> Other _____  |
| <input type="checkbox"/> Integrated Waste Management Board              | <input type="checkbox"/> Other _____  |
| <input checked="" type="checkbox"/> Native American Heritage Commission |   |
| <input type="checkbox"/> Office of Emergency Services                   |   |

**Local Public Review Period (to be filled in by lead agency)**

Starting Date 12-24-07 Ending Date 1-24-08

**Lead Agency (Complete if applicable):**

Consulting Firm: _____	Applicant: _____
Address: _____	Address: _____
City/State/Zip: _____	City/State/Zip: _____
Contact: _____	Phone: _____
Phone: _____	

Signature of Lead Agency Representative: *Lundy Owen* Date: 12/12/07

DRAFT

## INITIAL STUDY

WISE ROAD / NORTH RAVINE BRIDGE REPLACEMENT PROJECT

PLACER COUNTY, CALIFORNIA

LSA

November 2007

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# INITIAL STUDY

WISE ROAD / NORTH RAVINE BRIDGE REPLACEMENT PROJECT

PLACER COUNTY, CALIFORNIA

Submitted to:

Placer County Public Works Department  
3091 County Center Drive  
Auburn, California 95603  
(530) 745-3111

Prepared by:

LSA Associates, Inc.  
4200 Rocklin Road, Suite 11B  
Rocklin, California 95677  
(916) 630-4600

LSA Project No. MRO333

# LSA

November 2007

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## PLACER COUNTY PLANNING DEPARTMENT

11414 B Avenue, Auburn, CA 95603 (530) 886-3000/FAX (530) 886-3080

### INITIAL STUDY

*In accordance with the policies of the Placer County Board of Supervisors regarding implementation of the California Environmental Quality Act, this document constitutes the Initial Study on the proposed project. This Initial Study provides the basis for the determination whether the project may have a significant effect on the environment. If it is determined that the project may have a significant effect on the environment, an Environmental Impact Report will be prepared which focuses on the areas of concern identified by this Initial Study.*

#### I. BACKGROUND

**TITLE OF PROJECT:** Wise Road / North Ravine Bridge Replacement Project

**Environmental Setting:**

The project is located along Wise Road across North Ravine in Placer County, California (see Figure 1). The area is rural with isolated residential uses. Current and adjacent land uses include watershed, roadway, and single family residential. Wise Road is lined with willows, Himalayan blackberry, live oak and valley oak trees.

**Project Description:**

The proposed project consists of replacing the Wise Road bridge crossing North Ravine. The existing bridge is located on a substandard alignment, has structural deterioration, and does not meet hydraulic standards (refer to Figure 2).

**Location**

The project is located along Wise Road across North Ravine between Ophir Road and Millerton Road in Placer County, California.

**Bridge and Approaches**

The existing bridge is a single span reinforced concrete flat slab structure approximately 20 feet long and 29 feet wide. The new bridge structure will be a single span bridge, approximately 45 feet long and 38 feet wide, and the roadway alignment will be moved to the south toward Auburn Ravine. Traffic will continue to utilize the existing bridge during construction of the new bridge structure. The new roadway alignment will meet a 35 miles per hour design speed, horizontally and vertically, except at the east end of the project where the roadway matches an existing horizontal curve with a design speed of 33 mph. The project will meet current design standards for hydraulics.

**Geology and Soil**

The bridge site is underlain by one to two meters of recent alluvium which is underlain by granitic rock of the Penryn Pluton. The alluvium consists mainly of thin beds of silty sand and gravel. Near the surface, the granitic bedrock is moderately fractured, and highly weathered to a near soil condition. Fill material used in the construction of the Wise Road Bridge has been placed over the granitic rock and alluvium in a loose to medium dense condition.

### Tree and Vegetation Removal

Of the 100+ trees within the project area, approximately 40 oak trees would be impacted. The vegetation in this area consists of willows, Himalayan blackberry, live oak trees, and valley oak trees. Adherence to County mitigation policy in effect at the time will be required, and includes both tree and understory mitigation.

### Drainage and Hydrology

Overall, the proposed project will have little effect on water quality or storm runoff. The new bridge will span a wider section of North Ravine, allowing the ravine to flow in a wider, more natural channel than it currently does. The proposed project is not expected to have a long term impact on channel stability in North Ravine or Auburn Ravine. Construction procedures may reduce the quality of the water temporarily, however, implementation of mitigation measures will assure these impacts are less-than-significant.

### Biological Impacts and Mitigation

Biological resources of importance in the project area consist of the potential presence of Valley elderberry longhorn beetle and Central Valley steelhead and spring-run/fall-run Chinook salmon. No federally listed or proposed plant species occur in the Biological Survey Area. Mitigation measures listed below will reduce impacts concerning threatened species to a less than significant level.

### Cultural/Archeological Impacts

The State Historic Preservation Office (SHPO) has determined no historical resources are eligible for National Registry of Historical Places. Section 106 clearance has occurred thru SHPO.

### Aesthetics

The new bridge and approaches will be approximately 9 feet wider and slightly higher than the existing bridge. The appearance of the new bridge will, therefore be somewhat different than the existing bridge. However, the new appearance should not be any less visually appealing than the old bridge and may be more appealing since it will present a newer, cleaner appearance. The removal/impact of forty (40) trees in the project area will be replaced by revegetation of the area of the existing bridge after project completion, therefore restoring and preserving the aesthetic quality of the area.

### Permits

The following environmental permits are expected to be required for the project:

- California Department of Fish and Game Section 1601 Streambed Alteration Agreement
- Regional Water Quality Control Board Section 401 Water Quality Certification Permit
- U.S. Army Corps of Engineers, Section 404 Permit

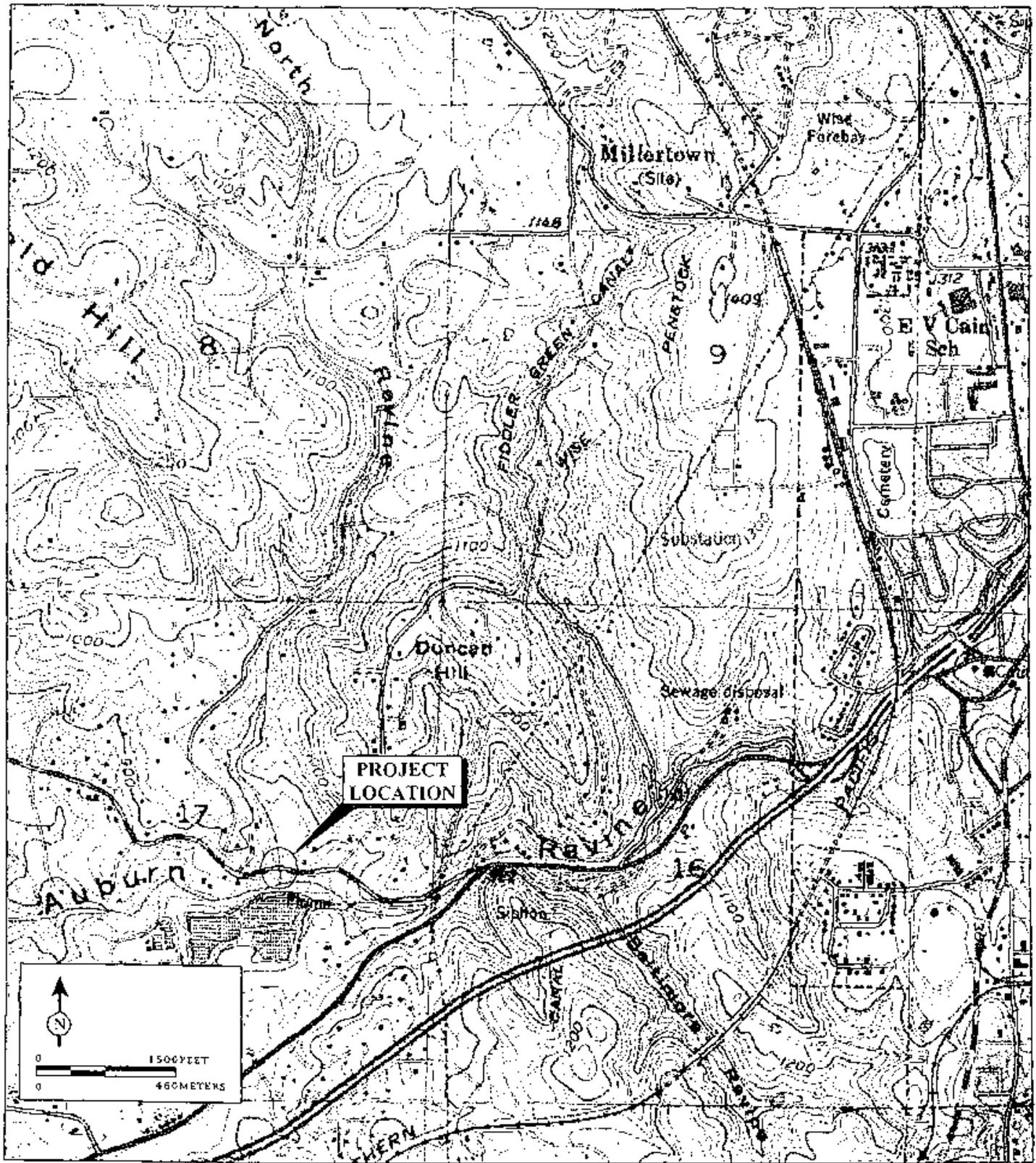


FIGURE 1

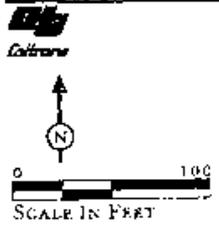
Wise Road Bridge Replacement Project  
 03-PLA-0-CR/Bridge Number 19C-035  
 Federal Project Number BRLO-5919  
 Project Location and Vicinity

SOURCE USGS 7.5' QUAD-AUBURN

P:\MRO333\Graphics\Fig1-proj\_loc.cdr (11/13/05)



FIGURE 2



- Legend**
-  Project Boundary
  -  Project Features
  -  Limits of Cut and Fill

Wise Road Bridge Replacement Project  
Proposed Bridge Plan

669  
SOURCE: MRO ENGINEERING INC. (2005); LSA ASSOCIATES, INC. (2005)  
J:\Mro333\gis\fig2\_brdg\_pln.mxd (12/7/06)

**II. EVALUATION OF ENVIRONMENTAL IMPACTS:**

- A. A brief explanation is required for all answers except "No Impact" answers.
- B. "Less than Significant Impact" applies where the project's impacts are negligible and do not require any mitigation to reduce impacts.
- C. "Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The County, as lead agency, must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from Section IV, EARLIER ANALYSES, may be cross-referenced).
- D. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- E. All answers must take account of the entire action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts [CEQA, Section 15063 (a) (1)].
- F. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration [Section 15063(c)(3)(D)]. Earlier analyses are discussed in Section IV at the end of the checklist.
- G. References to information sources for potential impacts (e.g., general plans/community plans, zoning ordinances) should be incorporated into the checklist. Reference to a previously prepared or outside document should include a reference to the pages or chapters where the statement is substantiated. A source list should be attached, and other sources used, or individuals contacted, should be cited in the discussion.

Environmental Issues		No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
<b>III. LAND USE PLANNING</b> <i>would the proposal</i>					
a.	Conflict with general plan/community plan/specific plan designation(s) or zoning, or policies contained within such plans?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Conflict with applicable environmental plans or policies adopted by responsible agencies with jurisdiction over the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Be incompatible with existing land uses in the vicinity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Affect agricultural and timber resources or operations (e.g., impacts to soils or farmlands and timber harvest plans, or impacts from incompatible land uses)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Issues		No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
e.	Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	Result in a substantial alteration of the present or planned land use of an area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

Item 1b; Placer County is planning to implement an Ecosystem Restoration Plan involving Auburn Ravine and North Ravine. Replacement of the Wise Road Bridge will occur in a small and localized area, having little to no impact on the restoration plans of Placer County. Once the bridge is replaced, a revegetation plan will be enacted to help restore surrounding impacted areas to their previous state. Revegetation is also proposed in the area where the current bridge approaches are present. The existing bridge structure and paved approaches will be removed and replaced with new vegetation. These impacts are less than significant and no mitigation is required.

Environmental Issues		No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
<b>POPULATION AND HOUSING</b> Would the proposal:					
a.	Cumulatively exceed official regional or local population projections?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Displace existing housing, especially affordable housing?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Issues		No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
<b>GEOLOGIC PROBLEMS</b> Would the proposal result in or expose people to potential impacts involving:					
a.	Unstable earth conditions or changes in geologic substructures?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Significant disruptions, displacements, compaction or overcrowding of the soil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Substantial change in topography or ground surface relief features?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Issues		No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
d.	The destruction, covering or modification of any unique geologic or physical features?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Any significant increase in wind or water erosion of soils, either on or off the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Changes in deposition or erosion or changes in siltation which may modify the channel of a river, stream, or lake?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	Exposure of people or property to geologic and geomorphological (i.e. avalanches) hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

Items 3b & 3c; Material consisting of soil and rock will be added to the abutments, and additional soil and rock will provide rock slope protection that will be placed on and around the new roadway embankment, on each side of the bridge. Material (soil and rock) may also be removed and added to adjust the approaches to the new bridge. Realignment and widening of the new bridge will cause a minor change in topography. The new bridge will be slightly higher than the existing bridge and the approaches to the new bridge will be increased in height to accommodate the new bridge height. These changes will also cause a minor change in topography.

Items 3e & 3f; Removal of the existing bridge and excavation for and installation of the abutments for the new bridge may cause a significant increase in erosion of soil and rock and deposition of these materials into North Ravine. Addition of material (soil and rock) prior to placement of the rock slope protection may result in deposition of material into North Ravine. Removal and/or addition of soil and rock to align the approaches to the new bridge may also result in an increase in erosion and deposition of materials into North Ravine.

Item 3g; Construction excavation for the bridge abutments will disturb soil potentially bearing minor amounts of Naturally Occurring Asbestos (NOA). The alluvial deposits in North Ravine may potentially contain NOA. NOA can create a health hazard to construction workers. NOA can also be present locally in the subsurface.

**Mitigation:**

Items 3e and 3f;

MM3.1- Wind erosion of soil or dust will be controlled during the construction period by periodic watering of the soil and rock exposed by the construction process. In addition, construction work within the stream environmental zone will be performed adhering to conditions included in a California Department of Fish and Game Section 1602 Streambed Alteration Agreement, a Regional Water Quality Control Board Section 401 Water Quality Certification Permit, a United States Army Corps of Engineers Section 404 Permit, and Placer County Grading Ordinance requirements. These mitigation measures will reduce the potential impacts of soil erosion and deposition into North Ravine to a less than significant impact. Following construction of the new bridge, the addition of rock slope protection and revegetation of riparian trees and bushes should result in future water quality of equal to or better than exists with the existing bridge.

Item 3g;

MM3.2- Wind erosion of soil or dust will be controlled during the construction period by periodic watering of the soil and rock exposed by the construction process.

After completion of work, it may be necessary to place at least one foot of non-asbestos containing material over graded area and possibly establish vegetative cover. The potential for encountering NOA during project construction within North Ravine will be mitigated to a less-than-significant impact. Refer to mitigation item MM5.2.

Environmental Issues		No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
<b>4.</b>	<b>WATER: Would the proposal result in:</b>				
a.	Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Exposure of people or property to water related hazards such as flooding?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Discharge into surface waters or other alterations of surface water quality (e.g., temperature, dissolved oxygen, or turbidity)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Changes in currents, or the course of direction of water movements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	Change in the quantity of groundwater, either through direct additions of withdrawals, or through interception of an aquifer by cuts or excavations, or through substantial loss of groundwater recharge capability?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g.	Altered direction or rate of flow of groundwater?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h.	Impacts to groundwater quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i.	Substantial reduction in the amount of groundwater otherwise available for public water supplies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j.	Impacts to the watershed of important surface water resources, including but not limited to, Lake Tahoe, Folsom Lake, Hell Hole Reservoir, Rock Creek Reservoir, Sugar Pine Reservoir, French Meadows Reservoir, Combie Lake, and Rollins Lake?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

Item 4a; The widening of the bridge and its approaches will result in a minor increase in impervious surface, resulting in a negligible increase in the quantity of runoff during periods of rain. Although minor increases in both North Ravine and Auburn Ravine will occur, the increase in storm runoff is negligible and considered less than significant and no mitigation is required. Refer to Figure 3.

Item 4b; According to the project hydrology engineer, the proposed project will not increase flood risk upstream in North Ravine for floods having peak flows up to the revised FEMA Base Flood. Water surface elevations of floods having peak flows in excess of the revised FEMA Base Flood peak flow will be significantly higher than the existing condition. The proposed project will produce a 0.11-foot (0.034-m) increase in the water surface elevation of the Current Effective FEMA Base Flood in Auburn Ravine as a result of project encroachment into the Auburn Ravine floodplain. Since Auburn Ravine has flood risk mapped by FEMA using detailed study methods, a Conditional Letter of Map Revision (CLOMR) may be required prior to construction of the project. However, the Placer County Floodplain Administrator has determined that a CLOMR will not be required due to the minimal 0.11 foot (1.33 inch) increase in the base flood elevation. The proposed project is not expected to have a long term impact on channel stability in North Ravine or Auburn Ravine.

Item 4c; Construction activities associated with the proposed project would cause disruption and displacement of soil, which could adversely impact water quality. Implementation of mitigation measures listed below would reduce this impact to a less-than-significant level.

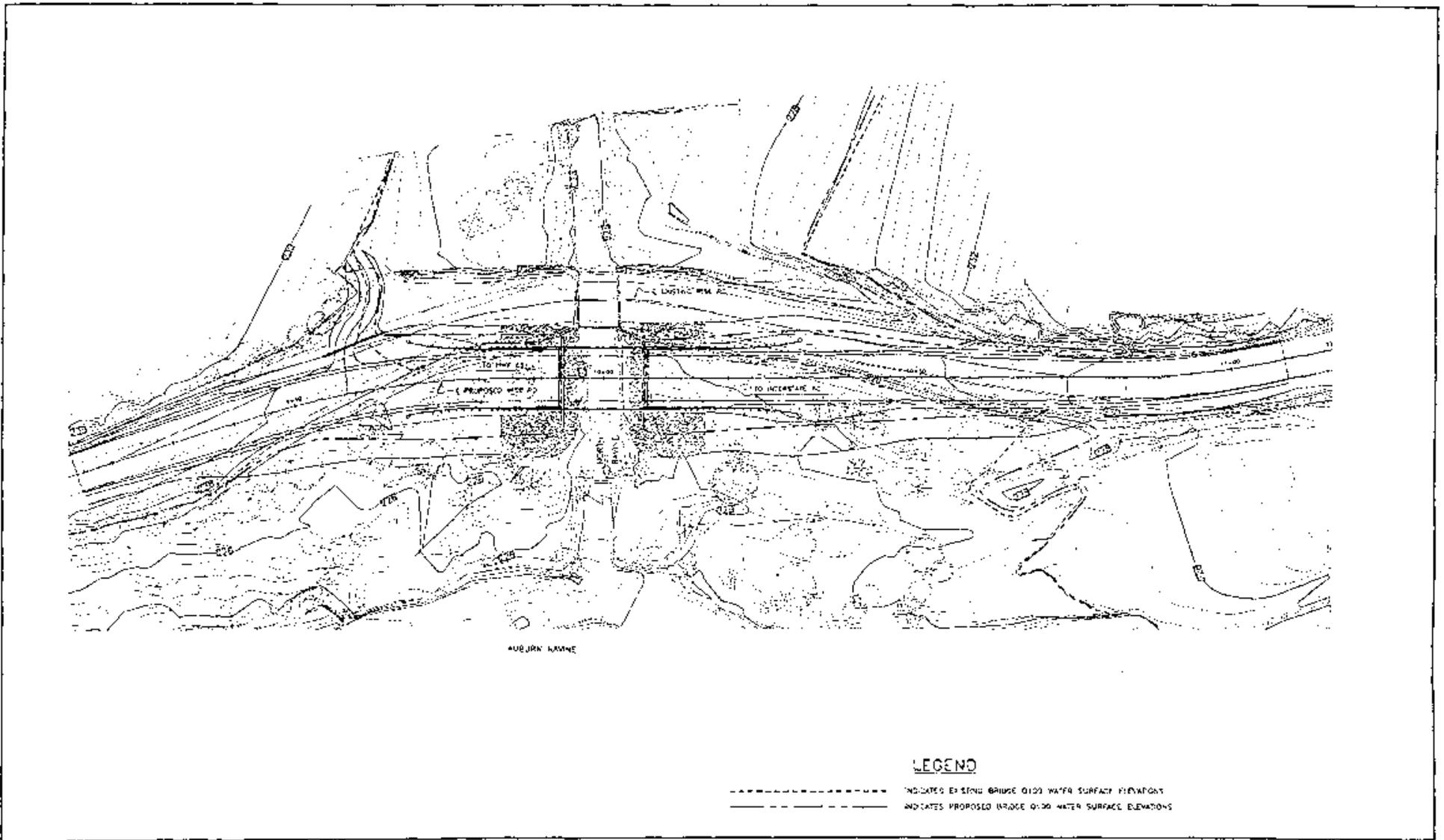
Items 4d & 4e; There will be minor changes in stream-flow, water movements and the amount of surface water due to a wider, more naturally flowing channel. The changes are less than significant (beneficial impact) and no mitigation is required.

**Mitigation:**

Item 4c;

MM4.1- In conjunction with the Section 404 Permit required from the Army Corps of Engineers, a Section 401 Water Quality Certification will likely be required through the RWQCB. The County will obtain a NPDES General Construction Activity Stormwater Permit as required to address site construction activities. Prior to construction, the County shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) designed to reduce potential impacts to surface water quality through the construction and operation of the project. The SWPPP would act as the overall program document designed to provide measures to mitigate potential water quality impacts associated with the implementation and operation of the proposed project. The SWPPP shall include:

MM4.2- Specific and detailed BMP's designed to mitigate construction-related pollutants. Specific and detailed BMP's included in the SWPPP shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, adhesives) with storm water. The SWPPP shall specify properly designed centralized storage areas that keep these materials out of the rain.



LSA

FIGURE 3

SOURCE: MRO Engineers, Inc. 2007

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Wise Road/North Ravine Bridge Replacement Project  
Existing and Proposed Q-100 Water Surface Elevations

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MM4.3- Specific BMP's, including the following:

- MM4.3a Work within the live channel of the waterway would be limited to the period between June 15 and October 15. Impacts to sensitive species should also be considered when coordinating construction schedules.
- MM4.3b Land disturbing activities and the installation of erosion and sedimentation control practices shall be coordinated to reduce on-site erosion and off-site sedimentation. These measures may include mulches (above the mean high water line only), soil binders, and erosion control blankets, silt fencing, fiber rolls, sediment desilting basins, sediment traps, and check dams.
- MM4.3c Existing vegetation shall be protected where feasible to provide an effective form of erosion and sediment control, as well as watershed protection, landscape beautification, dust and pollution control, and noise reduction.
- MM4.3d The area of construction and disturbance will be limited to as small an area as feasible.
- MM4.3e Loose bulk materials shall be applied to the soil surface as a temporary cover to protect bare soil from rainfall impact, increase infiltration, and reduce runoff and erosion.
- MM4.3f Stabilizing materials shall be applied to the soil surface to prevent the movement of dust at the project site caused by traffic, wind, and grading activities.
- MM4.3g Roughening and terracing shall be implemented, as feasible, to reduce erosion potential, decrease runoff velocities, and trap sediment aiding in the establishment of vegetative cover from seed and increasing infiltration into soil.
- MM4.3h All areas shall be restored to preconstruction contours and revegetated with native species. Hydroseeding will be implemented as a temporary measure, if feasible.
- MM4.3i Provide berms along the tops of slopes to prevent water from running uncontrolled down the slopes.
- MM4.3j Collect the water in these berms and take it down the slopes in an erosion-proof drainage system. Sediment that is collected within these berms will be allowed to "settle out" and will be removed from the site.
- MM4.3k Install permanent landscaping, as soon as practical, after the completion of grading.
- MM4.3l Construction activities and vehicles will be confined to paved areas, as feasible, to prevent erosion and sediment discharge to the river channel.
- MM4.3m All demolished or unused bridge material will be hauled off-site.
- MM4.3n All erosion control measures and stormwater control measures will be properly maintained until the site has returned to a preconstruction state. The condition and effectiveness of the measures will be monitored until they are removed. At a minimum, all measures should be inspected after every rain event and weekly throughout the rainy season.
- MM4.3o Construction roadways will be properly protected to prevent excess erosion and sedimentation.
- MM4.3p All vehicle and equipment maintenance procedures will be conducted off-site. In the event of an emergency, maintenance will occur away from the creek channel.
- MM4.3q All concrete curing activities will be conducted to minimize spray drift and prevent curing compounds from entering the waterway directly or indirectly.
- MM4.3r A spill prevention and countermeasure plan will be prepared for the project prior to commencing construction activities.
- MM4.3s All construction materials, vehicles, stockpiles, and staging areas will be situated outside of the creek channel as feasible. All stockpiles will be covered, as feasible.

MM4.4- A monitoring program will be implemented by the construction site supervisor that includes both dry and wet weather inspections.

Environmental Issues		Impact			
		No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
<b>5. AIR QUALITY: Would the proposal</b>					
a.	Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Expose sensitive receptors to pollutants?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Have the potential to increase localized carbon monoxide levels at nearby intersections in exceedance of adopted standards?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Create objectionable odors?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

Item 5a; Placer County air quality status for 2006 is summarized in Table 1. The County is currently in non-attainment status for State and Federal ozone standards and State PM<sub>10</sub> standards. Given that no additional traffic is expected on Wise Road after the bridge is replaced, the project would not further aggravate any State or Federal non-attainment status or generate additional vehicle trips. Construction related PM<sub>10</sub> emissions at the project site can be reduced by implementation of mitigation specified in mitigation item MM3.1 and MM4.1.

**Table 1: 2006 Air Quality Attainment Status for Placer County**

Pollutant	State	National
Ozone	Nonattainment	Nonattainment
Carbon Monoxide	Unclassified	Unclassified/Attainment
Particulates (PM <sub>10</sub> )	Nonattainment	Unclassified
Sulfates	Attainment	Data not available
Hydrogen Sulfide	Unclassified	Data not available

Source: Air Resources Board, 2007

Item 5b; Construction of the project may temporarily increase emissions; however, the construction activities are minor in scale and should not adversely affect the adjacent sensitive receptor (residence). Construction excavation for the bridge abutments will disturb soil potentially bearing minor amounts of Naturally Occurring Asbestos (NOA). The alluvial deposits in North Ravine may potentially contain NOA. NOA can create a health hazard to construction workers and decrease air quality.

Item 5c; Construction may temporarily increase the levels of carbon monoxide. However, since no additional traffic is expected on Wise Road after the bridge is replaced, the project would not lead to permanently increased levels of carbon monoxide.

Item 5d; Implementation of the proposed project would not result in permanent objectionable odors. During project construction, emissions from diesel-driven equipment and vehicles may result in odors on the project site and immediate vicinity. However, construction is short-term in nature and these emissions would cease to occur after construction is completed. In addition, odors from construction equipment and vehicles on the project site would be dispersed quickly. The short-term odors are less than significant and no mitigation is required.

**Mitigation:**

Items 5a;

MM5.1 - The following "Basic Control Measures" shall be implemented to reduce the PM<sub>10</sub> impact:

- MM5.1a All active construction areas shall be watered at least twice daily.
- MM5.1b All trucks hauling soil, sand, and other loose materials shall be covered or maintain at least two feet of freeboard.
- MM5.1c All unpaved access roads, parking areas, and staging areas at the construction site shall be paved, watered, or applied with non-toxic soil stabilizers.
- MM5.1d All paved roadway surfaces and staging areas at the construction site shall be swept daily with water sweepers.

Item 5b;

MM5.2 - Based on California Air Resources Control Board Final Regulation Order for Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations Section 93105 (d) and (e), Title 27, California Code of Regulations requirements for road construction and maintenance and grading operations:

- MM5.2a Unpaved areas subject to vehicle traffic must be stabilized by being kept adequately wetted, treated with a chemical dust suppressant, or covered with material that contains less than 0.25 percent asbestos;
- MM5.2b The speed of any vehicles and equipment traveling across unpaved areas must be no more than fifteen (15) miles per hour unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust that is visible crossing the project boundaries;
- MM5.2c Storage piles and disturbed areas not subject to vehicular traffic must be stabilized by being kept adequately wetted, treated with a chemical dust suppressant, or covered with material that contains less than 0.25 percent asbestos; and
- MM5.2d Activities must be conducted so that no track-out from any road construction project is visible on any paved roadway open to the public.

No person shall engage in any construction or grading operation on property where the area to be disturbed is one (1.0) acre or less unless all of the following dust mitigation measures are initiated at the start and maintained throughout the duration of the construction or grading activity:

- MM5.2e Construction vehicle speed at the work site must be limited to fifteen (15) miles per hour or less;
- MM5.2f Prior to any ground disturbance, sufficient water must be applied to the area to be disturbed to prevent visible emissions from crossing the property line;
- MM5.2g Areas to be graded or excavated must be kept adequately wetted to prevent visible emissions from extending beyond the project limits;
- MM5.2h Storage piles must be kept adequately wetted, treated with a chemical dust suppressant, or covered when material is not being added to or removed from the pile;
- MM5.2i Equipment must be washed down before moving from the property onto a paved public road; and
- MM5.2j Visible track-out on the paved public road must be cleaned using wet sweeping or a HEPA filter equipped vacuum device within twenty-four (24) hours.

Environmental Issues		No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
<b>6. TRANSPORTATION/CIRCULATION. Would the proposal result in:</b>					
a.	Increased vehicle trips or traffic congestion?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Inadequate emergency access or access to nearby uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Insufficient parking capacity on-site or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Hazards or barriers for pedestrians or bicyclists?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g.	Rail, waterborne, or air traffic impacts?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Item 6a: During construction, it is expected that traffic will be permitted at all times, although traffic controls may be needed on a temporary/interim basis.

Environmental Issues		No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
<b>7. BIOLOGICAL RESOURCES. Would the proposal result in:</b>					
a.	Endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals, and birds)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Locally occurring natural communities (e.g., oak woodlands, mixed conifer, annual grasslands, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Significant ecological resources including:				
	1) Wetland areas including vernal pools;				
	2) Stream environment zones;				
	3) Critical deer winter ranges (winter and summer), migratory routes and fawning habitat;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	4) Large areas of non-fragmented natural habitat, including but not limited to Blue Oak Woodlands, Valley Foothill Riparian, vernal pool habitat;				
d.	Identifiable wildlife movement zones, including but not limited to, non-fragmented stream environment zones, avian and mammalian routes, and known concentration areas of waterfowl within the Pacific Flyway;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Issues		No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
e.	Important spawning areas for anadromous fish?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

Item 7a, b, c, & e;

Impacts to biological resources of importance in the project area consist of the following:

*Valley Elderberry Longhorn Beetle*

The project will result in direct permanent effects to VELB, as two elderberry shrubs within the footprint of the new bridge east approach will be directly impacted by construction activities. No other shrubs are within 6.1 m (20 ft) of ground disturbing activities. The two elderberry shrubs to be removed include a total of 4 stems of adequate size to provide habitat for VELB.

*Central Valley Steelhead and Central Valley Fall-Run Chinook Salmon*

In-stream work is limited to the removal of the existing Wise Road Bridge, and will result in 55.7 m<sup>2</sup> (600 ft<sup>2</sup>) of temporary impacts to riverine habitat in North Ravine. The existing concrete abutments will be broken off at 0.91 m (3 ft) below ground level and removed. In-stream work will cause temporary disturbance to steelhead and salmon if they are present during these activities.

*Bats*

Suitable night roosting habitat available on the underside of the existing Wise Road Bridge will be temporarily lost during construction of the new bridge.

*Swallow and Other Nesting Birds*

The project will result in temporary impacts to swallows and other birds that may nest on the bridge.

*Tree Removal*

Based on the project design (April 2006), a total of 40 oak trees (totaling 608 inches dbh) will be removed during project construction.

*Jurisdictional Waters*

In-stream work is limited to the removal of the existing Wise Road Bridge, and will result in 55.7 m<sup>2</sup> (600 ft<sup>2</sup>) of temporary impacts to nonwetland waters in North Ravine. The existing concrete abutments will be broken off at 0.91 m (3 ft) below ground level and removed. The project will not result in a permanent loss of waters of the U.S.

**Mitigation:**

Item 7a, b, c, & e;

### *Valley Elderberry Longhorn Beetle*

- MM7.1- The elderberry shrubs located between 6.1 m (20 ft) and 30.5 m (100 ft) of ground disturbing activities will be protected with brightly colored fencing (i.e., snow fencing). The fencing will be installed around the perimeter of each shrub or group of shrubs with a 6.1 m (20 ft) setback, and maintained during construction activities. A qualified biologist will be present during the installation of fencing.
- MM7.2- The contractor will be briefed on the need to avoid damaging the protected elderberry shrub and the possible penalties associated with damaging the shrub.
- MM7.3- Work crews will be instructed as to the status of the beetle and the need to protect its elderberry host plant.
- MM7.4- During the construction period, the protected elderberry shrubs will be rinsed with clean water once each week to remove construction related dust unless rainfall or low dust accumulation makes this unnecessary.
- MM7.5- Signs will be posted every 15.2 m (50 ft) along the elderberry avoidance area with the following information: "This is habitat for the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines and imprisonment." The signs shall be clearly readable from a distance of 6.1 m (20 ft) and maintained for the duration of the project.
- MM7.6- During the construction period, a qualified biologist will inspect the construction areas on a regular basis to assure that the project is not affecting the elderberry shrub.

### *Central Valley Steelhead and Central Valley Fall-Run Chinook Salmon*

- MM7.7- Work in the flowing channel of North Ravine (consisting of removal of the existing bridge, placement of temporary falsework, and excavation for RSP) will be limited to the period of June 15 through October 31. If any work within the flowing channel of North Ravine is not completed by October 31, a written approval/extension must be obtained from NOAA Fisheries to allow work past October 31. Revegetation activities are excluded from this requirement with the stipulation that no heavy equipment be used in the channel.
- MM7.8- The work area for installation for RSP and removal of the existing bridge (i.e., in the flowing channel) will be dewatered prior to the start of work. The flow diversion will consist of a piped culvert and K-rail with visquine, sandbags, or an equivalent method upstream of the work area. Dewatering the work area will minimize the potential water quality impacts (e.g., siltation) and ensure that no salmonids are directly affected by project construction activities (i.e., no work will be conducted in flowing water).
- MM7.9- ESAs will be designated along the riparian corridor of North Ravine upstream and downstream of the work area, to protect these areas during construction. ESA limits will be marked using orange construction fencing or equivalent, and will be maintained until construction is complete.
- MM7.10- A Water Pollution Control Plan (WPCP) will be prepared by the contractor in accordance with typical provisions associated with a Regional General Permit for Construction Activities. The WPCP will include a Spill Response Plan with instructions and procedures for reporting spills, the use and location of spill containment equipment, and the use and location of spill collection materials. Implementation of the WPCP will minimize effects to Central Valley steelhead, its critical habitat, and Pacific salmon EFH resulting from potential spills associated with the construction activities.
- MM7.11- Measures consistent with the current Caltrans' Construction BMPs Manual shall be implemented to minimize effects to Central Valley steelhead and Central Valley fall/late-fall run chinook salmon EFH resulting from erosion, siltation, and other water quality impacts during construction.
- MM7.12- All cut/fill slopes and areas temporarily impacted during project construction (e.g., staging areas) will be restored to preconstruction contours and revegetated with native species per the Valley Oak Woodland or Valley Foothill Riparian "Grass Understory" guidelines in the Placer County Native Tree Mitigation Policy Report. The determination of which "guidelines" to use will depend on the location of the area to be revegetated. Implementation of this measure will replace vegetation temporarily impacted during construction

and minimize effects to Central Valley steelhead, its critical habitat, and Pacific salmon EFH resulting from erosion, siltation, and other water quality impacts.

- MM7.13- The County will implement the measures in the Placer County Native Tree Mitigation Policy Report to minimize the effects to Central Valley steelhead, its critical habitat, and Pacific salmon EFH from removal of approximately 0.2 ha (0.5 ac) of riparian oak woodland in the BSA.
- MM7.14- All construction will be conducted during daylight hours to allow for an extended period of inactivity (i.e., night time) for salmonids, if present, to migrate undisturbed through the BSA.

#### *Bats*

- MM7.15- All construction will be conducted during daylight hours to avoid disturbing bats potentially utilizing the bridge structure as a night roost.
- MM7.16- The bridge design (April 2006) will provide similar night roosting habitat as the existing bridge.

#### *Swallow and Other Nesting Birds*

- MM7.17- Prior to the start of the nesting swallow season (March 1 to August 31), a qualified company will be hired to install exclusion netting (or equivalent material) on the underside of the existing bridge to prevent swallows or other birds from nesting on the bridge. Exclusion structures shall be left in place and maintained until the existing bridge is removed, or August 31, whichever is earlier. Exclusion structures may also be necessary on the new bridge, prior to the start of demolition of the existing bridge, if swallows attempt to nest on the new bridge; or
- MM7.18- During the nesting season (or as long as swallows attempt to nest on the bridge, as determined by a qualified biologist) all swallow nests will be removed from the underside of the bridge on a daily basis to ensure that no nesting occurs. Nests will be removed using a high powered water hose, a long pole, or equivalent method.
- MM7.19- The new bridge design will provide similar nesting habitat for swallows as the existing bridge.
- MM7.20- If possible, all trees that will be impacted by project construction will be removed during the non-nesting season (between September 16 and February 28). If this is not possible and project construction is to begin during the nesting season (March 1 - September 15), all suitable nesting habitat within 30 m (100 ft) of the limits of work shall be surveyed by a qualified biologist prior to initiating construction-related activities. Surveys will be conducted no more than 14 days prior to the start of work. If an active nest is discovered, a 30 m (100 ft) buffer shall be established in the BSA around the nest tree and delineated using orange construction fence or equivalent. The buffer shall be maintained in place until the end of the breeding season or until the young have fledged, as determined by a qualified biologist.

In some instances, CDFG may approve decreasing the specified buffers with implementation of other avoidance and minimization measures (e.g., having a qualified biologist on-site during construction activities during the nesting season to monitor nesting activity). If no nesting is discovered, construction can begin as planned. Construction beginning during the non-nesting season and continuing into the nesting season shall not be subject to these measures.

- MM7.21- The project will implement the Placer County tree mitigation policy as described under "Tree Removal".

#### *Tree Removal*

The County will adhere to the 2004 tree mitigation policy; the pertinent sections are included below.

#### Riparian Oak Woodland and Valley Oak Woodland habitat:

- MM7.22- All trees and shrubs planted shall be purchased from a locally adapted genetic stock obtained within 80 km (50 mi) and 305 m (1,000 ft) in elevation of the project site. Planting densities shall not exceed 250 trees and shrubs

for each acre planted. The maintenance and monitoring plan shall include cages for each seedling, identify a weed control schedule, and outline a watering regime for the plantings.

MM7.23 Onsite/Offsite tree replacement standard

- One 15-gallon valley oak (*Quercus lobata*) tree for each tree removed, and
- One deepot-40 valley oak seedling for each inch removed measured at dbh, and
- 5-years annual monitoring with remedial planting if mortality exceeds 20%, and
- \$200/tree for offsite conservation/restoration activities.

AND

MM7.24 Onsite/Offsite understory replacement standard

- Shrub understory present – For each tree removed provide three 1-gallon plants including one or more of the following: California wild grape (*Vitis californica*), blue elderberry (*Sambucus mexicana*), toyon (*Heteromeles arbutifolia*), California coffeeberry (*Rhamnus californica*), and/or California blackberry (*Rubus ursinus*).
- Shrub understory not present – no shrub replacement requirement.
- Grass understory – Throughout each planting site, a grass mix shall be seeded. Mix should include blue wildrye (*Elymus glaucus*), purple needle grass (*Nassella pulchra*), and one-sided bluegrass (*Poa secunda*).

OR

MM7.25 In-lieu payment

- Tree replacement – A proponent shall pay \$100 for each tree removed and \$15 for every inch lost measured at dbh. This cost is intended to be sufficient to purchase and plant one 15-gallon tree and a deepot-40 seedling for each inch removed. A proponent may also pay an amount, provided in writing from a verifiable and knowledgeable source (i.e., native plant nursery, arborist or restoration specialist), equal to the above ratio of replacement, and
- Understory replacement – For each tree removed a proponent shall pay \$45 or an amount equal to the cost of purchasing and planting three 1-gallon shrubs. If no understory is present, no in-lieu payment is to be required, and
- Monitoring and Maintenance – For each inch removed the proponent shall pay \$10 to cover the County-incurred cost of maintenance and monitoring tree replacement activities, and
- \$200/tree for offsite conservation/restoration activities.

Note: In-lieu fee mitigation for impacts to 40 trees (totaling 608 inches dbh), is estimated at cost of \$23,320.

*Jurisdictional Waters*

MM7.26- The work area for removal of the bridge abutments will be dewatered prior to the start of work. Dewatering will consist of installation of a flow diversion upstream of the bridge to isolate the base of the pier footings from the live channel. The flow diversion will consist of using K-rail with visquine, sandbags, or an equivalent method to isolate flows upstream and downstream of the project site. Flows will be temporarily diverted into a pipe through the work area and then returned to the live channel downstream of the project site.

MM7.27- Environmentally sensitive areas (ESA's) will be designated along the North Ravine corridor upstream and downstream of the work area, to protect these areas during construction. ESA limits will be marked using orange construction fencing or equivalent, and will be maintained until construction is complete.

MM7.28- Measures consistent with the current Caltrans' Construction BMPs Manual (including the SWPPP and WPCP Manuals [[http://www.dot.ca.gov/hq/construc/Construction\\_Site\\_BMPs.pdf](http://www.dot.ca.gov/hq/construc/Construction_Site_BMPs.pdf)]) shall be implemented to minimize effects to water quality (e.g., siltation, etc.) during construction.

MM7.29- Following construction activities, the channel will be returned to preconstruction contours (if necessary).

Environmental Issues		No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
<b>8. ENERGY AND MINERAL RESOURCES. Would the proposal:</b>					
a.	Conflict with adopted energy conservation plans?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Use non-renewable resources in a wasteful and inefficient manner?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Result in the loss of availability of a known mineral resource that would be of future value to the region and state residents?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Issues		No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
<b>9. HAZARDS. Would the proposal involve:</b>					
a.	A risk of accidental explosion or release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Possible interference with an emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	The creation of any health hazard or potential health hazard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Exposure of people to existing sources of potential health hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Increased fire hazard in areas with flammable brush, grass, or trees?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

Item 9a; Hazardous materials (e.g. fuel, lubricant, concrete curing materials) may be used during construction. These materials would be used in accordance with all applicable laws and regulations and, if used properly, would not pose a hazard to people, animals, or plants. All refueling and maintenance of construction vehicles and equipment would occur within the designated staging area for the project, away from North Ravine. The use of hazardous materials would be temporary and the proposed project would not include a permanent use or source of hazardous materials. Mitigation is provided below to reduce potential impacts to a less than significant level.

Item 9d; The project area's current and adjacent land uses include watershed, roadway, and single family residential. Based on the Hazardous Waste Environmental Site Assessment prepared for the project, there are no known hazardous waste sites within or proximate to the proposed project site. However, this does not rule out the possibility of unrecorded, illegal dumping activities or impacts to the project area through contamination of groundwater from an off-site activity.

Listed below are mitigation measures to protect construction workers and general public from the potential release of hazardous materials and/or wastes. Additionally, the potential presence of NOA may create a health hazard for construction workers (see MM5.2).

**Mitigation:**

Item 9a;

MM9.1- The contractor will prepare a Spill Prevention and Countermeasure Plan (SPCP) prior to the commencement of construction activities. The SPCP will include information on the nature of all hazardous materials that will be used on-site. The SPCP will also include information regarding proper handling of hazardous materials, and clean-up procedures in the event of an accidental release. The phone number of the agency overseeing hazardous materials and toxic clean-up will be provided in the SPCP.

Item 9d;

MM9.2- As is the case for any project that proposes excavation, there is the potential for unknown hazardous contamination to be revealed during project construction. For any previously unknown hazardous waste/material encountered during construction, Caltrans Construction Hazardous Waste Contingency Plan shall be followed.

Conduct testing and removal requirements for yellow traffic striping and pavement marking materials in accordance with Caltrans Construction Program Procedure Bulletin 99-2 (CPB 99-2) if the striping should be made of thermal plastic. If the yellow traffic striping consists only of paint, no mitigation measures will be necessary.

Item 9d;

MM9.3. See MM5.2.

Environmental Issues		Impact			
		No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
<b>10 NOISE: Would the proposal result in:</b>					
a.	Increases in existing noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Exposure of people to noise levels in excess of County standards?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

Item 10a; Increases in existing noise levels will occur at the site during the construction period. The increase in noise will be caused by construction equipment including but not limited to backhoes, graders, jackhammers, and cranes. Equipment operators and other construction personnel at the site will use ear protection as proscribed by Cal OSHA. The increased noise level will occur intermittently during the construction period and will cease once construction is complete.

Item 10b; According to the Placer County noise ordinance, all construction equipment shall be fitted with factory installed muffling devices and all construction equipment shall be maintained in good working order. Additionally, construction noise emanating from construction activities is prohibited on Sundays and Federal Holidays and on other days shall occur only during the following periods:

- Monday through Friday – 6:00 A.M. to 8:00 P.M.
- Saturdays – 8:00 A.M. to 6:00 P.M.

Environmental Issues		No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
<b>11. PUBLIC SERVICES:</b>	Would the proposal have an effect upon, or result in need for new or altered government services, in any of the following areas:				
a.	Fire Protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Sheriff Protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Maintenance of public facilities, including roads?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Other governmental services?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Issues		No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
<b>12. UTILITIES AND SERVICE SYSTEMS:</b>	Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:				
a.	Power or natural gas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Communication systems?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Local or regional water treatment or distribution facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Sewer, septic systems, or wastewater treatment and disposal facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Storm water drainage?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	Solid waste materials recovery or disposal?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g.	Local or regional water supplies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Issues		No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
<b>13. AESTHETICS:</b>	Would the proposal:				
a.	Affect a scenic vista or scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Have a demonstrable negative aesthetic effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Issues		No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
c.	Create adverse light or glare effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

Item 13b; Bridge replacement will result in a wider bridge footprint and realignment of approaches. Therefore, the proposed bridge will cause the removal/impact of forty (40) trees. While a loss of trees and surrounding understory will have an effect on the visual setting, remaining dense vegetation throughout the area will continue to dominate the setting. Likewise, as a result of impacts on biological resources, revegetation of the project site may occur on site unless in-lieu fees are used for tree mitigation. If trees are replaced on-site, the aesthetic value associated with the loss of existing trees will be enhanced, as outlined in mitigation item MM7.22-24.

Environmental Issues		No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
<b>14. CULTURAL RESOURCES: Would the proposal...</b>					
a.	Disturb paleontological resources?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Disturb archaeological resources?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	Affect historical resources?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	Have the potential to cause a physical change, which would affect unique ethnic cultural values?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	Restrict existing religious or sacred uses within the potential impact area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Issues		No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
<b>15. RECREATION: Would the proposal...</b>					
a.	Increase the demand for neighborhood or regional parks or other recreational facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Affect existing recreational opportunities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### III. MANDATORY FINDINGS OF SIGNIFICANCE

- 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 rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory? NO  YES
- 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.) NO  YES
- C. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? NO  YES

### IV. EARLIER ANALYSIS

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effect has been adequately analyzed in an earlier EIR or Negative Declaration [State CEQA guidelines Section 15063(c)(3)(D)]. In this case a discussion should identify the following on attached sheets.

- A. **Earlier analyses used.** Identify earlier analyses and state where they are available for review.
- B. **Impacts adequately addressed.** Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards. Also, state whether such effects were addressed by mitigation measures based on the earlier analysis.
- C. **Mitigation measures.** For effects that are checked as "Potentially Significant Unless Mitigation Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

Authority: Public Resources Code Sections 21083 and 21087.

Reference: Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 31083.3, 21093, 21094, 21151; *Sundstrom v. County of Mendocino*, 202 Cal. App. 3d 296 (1988); *Leonoff v. Monterey Board of Supervisors*, 222 Cal. App. 3d 1337 (1990).

**V. OTHER RESPONSIBLE AND TRUSTEE AGENCIES WHOSE APPROVAL IS REQUIRED**

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> California Department of Fish and Game                  | <input type="checkbox"/> Local Agency Formation Commission (LAFCo)    |
| <input checked="" type="checkbox"/> California Department of Transportation (e.g. Caltrans) | <input type="checkbox"/> California Department of Health Services     |
| <input checked="" type="checkbox"/> California Regional Water Quality Control Board         | <input type="checkbox"/> California Integrated Waste Management Board |
| <input type="checkbox"/> California Department of Forestry                                  | <input type="checkbox"/> Tahoe Regional Planning Agency               |
| <input checked="" type="checkbox"/> U.S. Army Corp of Engineers                             | <input type="checkbox"/> California Department of Toxic Substances    |
| <input checked="" type="checkbox"/> U.S. Fish and Wildlife Service                          |   |
| <input checked="" type="checkbox"/> National Marine Fisheries Service                       |   |

**VI. DETERMINATION (to be completed by the Lead Agency)**

- A. I find that the proposed project is categorically exempt (Class \_\_\_\_ ) from the provisions of CEQA.
- B. I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- C. 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 herein have been added to the project. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- D. I find that the proposed project is within the scope of impacts addressed in an previously adopted Negative Declaration, and that only minor technical changes and/or additions are necessary to ensure its adequacy for the project. An **ADDENDUM TO THE PREVIOUSLY-ADOPTED NEGATIVE DECLARATION** will be prepared.
- E. I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required (i.e. Project, Program, or Master EIR).
- F. I find that the proposed project **MAY** have a significant effect(s) on the environment, and at least one effect has not been adequately analyzed in an earlier document pursuant to applicable legal standards. Potentially significant impacts and mitigation measures that have been adequately addressed in an earlier document are described on attached sheets (see Section IV above). An **ENVIRONMENTAL IMPACT REPORT** will be prepared to address those effect(s) that remain outstanding (i.e. focused, subsequent, or supplemental EIR).
- G. I find that the proposed project is within the scope of impacts addressed in a previously certified EIR, and that some changes and/or additions are necessary, but none of the conditions requiring a Subsequent or Supplemental EIR exist. An **ADDENDUM TO THE PREVIOUSLY-CERTIFIED EIR** will be prepared.

H. I find that the proposed project is within the scope of impacts addressed in a previously-certified Program EIR, and that no new effects will occur nor new mitigation measures are required.   
Potentially significant impacts and mitigation measures that have been adequately addressed in an earlier document are described on attached sheets, including applicable mitigation measures that are imposed upon the proposed project (see Section IV above). **NO FURTHER ENVIRONMENTAL DOCUMENT** will be prepared [see CEQA Guidelines, Section 15168(c)(2)], 15180, 15181, 15182, 15183.

I. Other

**VII. ENVIRONMENTAL REVIEW COMMITTEE (Persons/Departments Consulted)**

Department of Public Works,

Signature: Ken Grehm

Director of Public Works: Ken Grehm

12/17/07

Date

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