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COMMUNITY DEVELOPMENT DEPARTMENT
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Item 6a
9:05 AM
October 24, 2024

STAFF REPORT

TO: Planning Commission

FROM: Mireya G. Turner, Community Development Department
Michelle Irace, Principal Planner
Prepared By: Laura Hall, Senior Planner

DATE: October 24, 2024

SUBJECT: Consideration of proposed General Plan Conformity (GPC 22-11) and Initial Study/ Mitigated Negative Declaration (IS 22-28, for the Wolf Creek Bridge Replacement Project (Bridge No. 14C-0049), located in unincorporated Spring Valley, approximately 5.4 miles northeast of State Route 20; Quad: Benmore Canyon T14N, R07W, Section 11 UTM Zone 10 (39.082336, -122.604181).

ATTACHMENTS:

1. 65% Plan Set
2. Site Photos
3. Revised Mitigated Negative Declaration (IS 22-28)
4. Signed National Environmental Study
5. Traffic Technical Memorandum
6. Water Quality Technical Memorandum
7. Revised Mitigation Monitoring and Reporting Program
8. Agency Comments

EXECUTIVE SUMMARY

The County of Lake, in coordination with the California Department of Transportation (Caltrans), proposes replacing the existing Wolk Creek Bridge (Bridge No. 14C-0049) to improve public safety. The bridge was construction in 1967 and has a sufficiency rating of 60.1 (out of 100) and has been designated as functionally obsolete per the Caltrans Structure Maintenance & Investigations, Local Agency Bridge List (March 2019[1]). The functionally obsolete designation is a result of the insufficient deck width. Wolf Creek Road is a two-lane road and the clear width of the existing bridge is too narrow to support standard lane and shoulder widths for a two-lane facility. Additionally, the existing bridge fails to meet the current Caltrans design standard for freeboard requirements. Hydraulic studies indicate that the existing bridge may be overtopped during a 100-year storm event.

[1] California Department of Transportation. 2019. Structure Maintenance & Investigations. Accessed 5 August 2024 at < https://dot.ca.gov/-/media/dot-media/programs/maintenance/documents/f0009165-hs-local-a11y.pdf> .

The bridge is in unincorporated Spring Valley in Lake County, approximately 5.4 miles northeast of State Route 20; Quad: Benmore Canyon T14N, R07W, Section 11 Universal Transvers Mercator Zone 10 (39.082336, -122.604181). Temporary construction easements may be required on parcels adjacent to the bridge. Construction staging to occur within public rights-of ways along Spring Valley Road and with easements at APNs 062-101-01, 062-102-01, and 062-092-03. A temporary water crossing may be required at APN 062-101-01. Figure 1 shows an approximate location of the project site; Figure 2 provides an aerial image of the Project site

Funding for the project comes from the Federal Highway Administration (FHWA) through the Federal Highway Bridge Program. The responsibilities of the FHWA, Caltrans, and Lake County are covered in Caltrans' Local Assistance Procedures Manual in Chapter 2. As required by the Caltrans 23 USC 327 NEPA Assignment MOU between the FHWA and Caltrans, in addition to planning and permitting Caltrans is responsible for compliance with the National Environmental Policy Act (NEPA) while Lake County as the Local Public Agency (LPA) is responsible for compliance with the California Environmental Quality Act (CEQA). Caltrans has reviewed the preliminary details of the project and supports a full replacement scope. The purpose of the proposed project is to provide a replacement structure that is consistent with appropriate Caltrans structural design standards, is placed on a road alignment that meets the appropriate American Association of State Highway and Transportation Officials (AASHTO[2]) roadway geometry standards and is hydraulically capable of passing and clearing the design storm events (50-year storm plus 2 feet of freeboard and 100-year storm).

PROJECT DESCRIPTION

Project Title:	Wolf Creek Road at Wolf Creek Bridge Replacement Project (Bridge No. 14C-0049)
Permit Numbers:	GPC 22-11; IS 22-28
Lead Agency:	Lake County Community Development Department
Applicant Name & Address:	County of Lake Department of Public Works 255 N Forbes St Lakeport, CA 95453
Property Owner:	County of Lake and Private Property Owners

Project Location: Bridge No. 14C-0049 is in unincorporated Spring Valley in Lake County, approximately 5.4 miles northeast of State Route 20; Quad: Benmore Canyon T14N, R07W, Section 11 Universal Transvers Mercator Zone 10 (39.082336, -122.604181) (Figures 1 and 2).

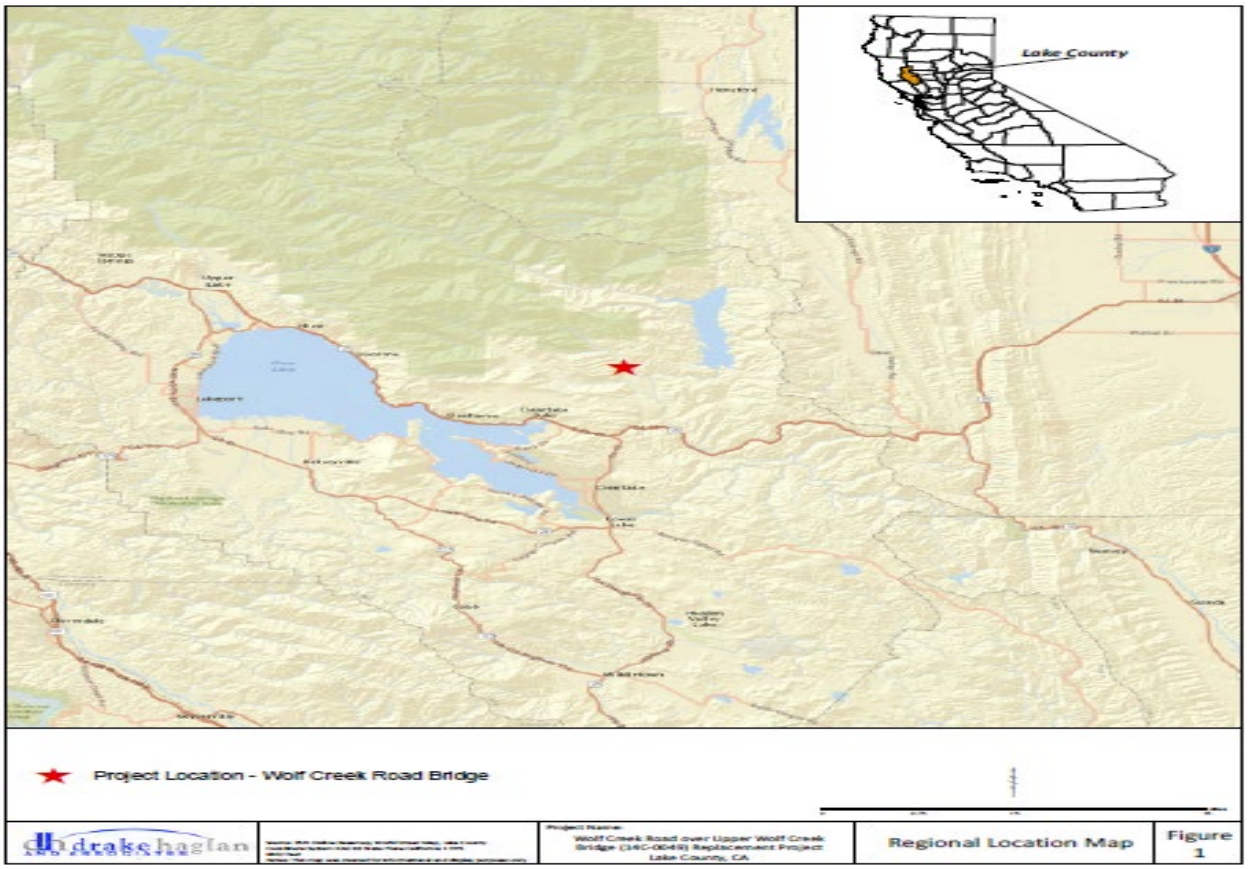
[2] American Association of State Highway and Transportation Officials

General Plan Designation: County Right-of-Way (bridge and roadways) and Public Facilities "PF" Low Density Residential "LDR" (adjacent parcels)

Zoning District(s): County Right-of-Way (bridge and roadways) and "O"-"FF"-"WW", "R1" Open Space District-Floodway Fringe-Waterway Single-family Residential (adjacent parcels)

Flood Zone: AE- Floodway, AE, X "Area inundated by the Base Flood with Base Flood Elevations determined", "Areas determined to be outside the 0.2% annual chance floodplain."

Figure 1: Vicinity Map



Source: DH Drakehagian and Associates, 2016.

Figure 2: Aerial Photograph of the Project Site

Source: Lake County GIS Parcel Viewer, 2024.

EXISTING FEATURES AND ENVIRONMENTAL SETTING

The Wolf Creek Bridge lays to the northwest of the unincorporated community of Spring Valley. Surrounding land uses from the bridge include: the bed and banks of Wolf Creek to the north and south, single-family residents to the east, and vacant land is located to the west.

The project site is located within the Upper Cache Watershed (Hydrologic Unit Code 18020116) which is approximately 1,300 square miles with an average annual precipitation of 60 inches. The Wolf Creek Bridge crosses Wolf Creek in Long Valley, a minor alluvial plain surrounded by steep mountains and containing the confluences of Long Valley Creek, Wolf Creek, and the North Fork of Cache Creek.

PROPOSED FEATURES

As proposed, the replacement bridge will be wider to comply with current AASHTO standards for local rural roads, including 9-foot travel lanes and 2-foot shoulders, plus crash-tested vehicular barriers. A 5-foot sidewalk (Lake County standard) will also be proposed on the north side of the replacement structure to accommodate school children accessing a nearby bus stop. The replacement bridge will be approximately 84 feet long

and 25 feet six inches wide. This length is appropriate for a single span bridge, which would reduce the construction duration and increase the hydraulic capacity of the channel. Attachment 1 includes the 65% Plan Set and Attachment 2 includes the Site Photos.

Demolition and Construction Staging

Demolition of the existing bridge will be performed in accordance with the Caltrans Standard Specifications modified to meet environmental permit requirements. All concrete and other debris resulting from the bridge demolition will be removed from the project site and disposed of by the contractor. The construction contractor will prepare a bridge demolition plan.

It is anticipated that construction will occur when the creek bed is dry or near dry. However, if water is present during construction, temporary cofferdams will be installed upstream and downstream of the construction site. A temporary series of culverts will be installed between the cofferdams to carry water through the work area. The work area will then be dewatered by pumping. The temporary cofferdams and culverts will be completely removed after the completion of replacement bridge construction, the placement of rock slope protection, and the removal of the existing bridge. All in-channel work will be limited to the dry season (July-October).

Because the proposed bridge is relatively short, falsework beams will be able to span from one abutment to the other without the need for falsework bents or other temporary supports in the creek channel.

Construction Activities

Construction will consist of the following activities:

Removing trees, clearing, and grubbing to accommodate the new bridge structure and road approach work (16 trees will be removed, however, BIO-1 would require that if removal of mature oaks cannot be avoided, a mitigation agreement shall be developed with CDFW for replacement of oaks at a ratio of not less than 3-to-1)

- Excavating for the new bridge foundations
- Constructing the new bridge and road approaches, including excavating for and placing asphalt concrete
- Removing the existing bridge
- Placing erosion control native grass seeds and mulch

The type of equipment likely to be used during the construction of the proposed project would include:

- Construction Equipment
- Equipment Construction Purpose
- Drill Rig Construction of drilled or driven pile foundations
- Backhoe Soil manipulation+ drainage work
- Bobcat Fill distribution

- Bulldozer/ Loader Earthwork construction+ clearing and grubbing
- Crane Placement of precast concrete girders or false work beams
- Dump Truck Fill material delivery
- Excavator Soil manipulation
- Front-End Loader Dirt or gravel manipulation
- Grader Ground grading and leveling
- Haul Truck Earthwork construction + clearing and grubbing
- Roller/ Compactor Earthwork and asphalt concrete construction
- Paver Asphalt concrete construction
- Truck with seed sprayer Erosion control landscaping
- Water Truck Earthwork construction + dust control

Construction Schedule and Timing

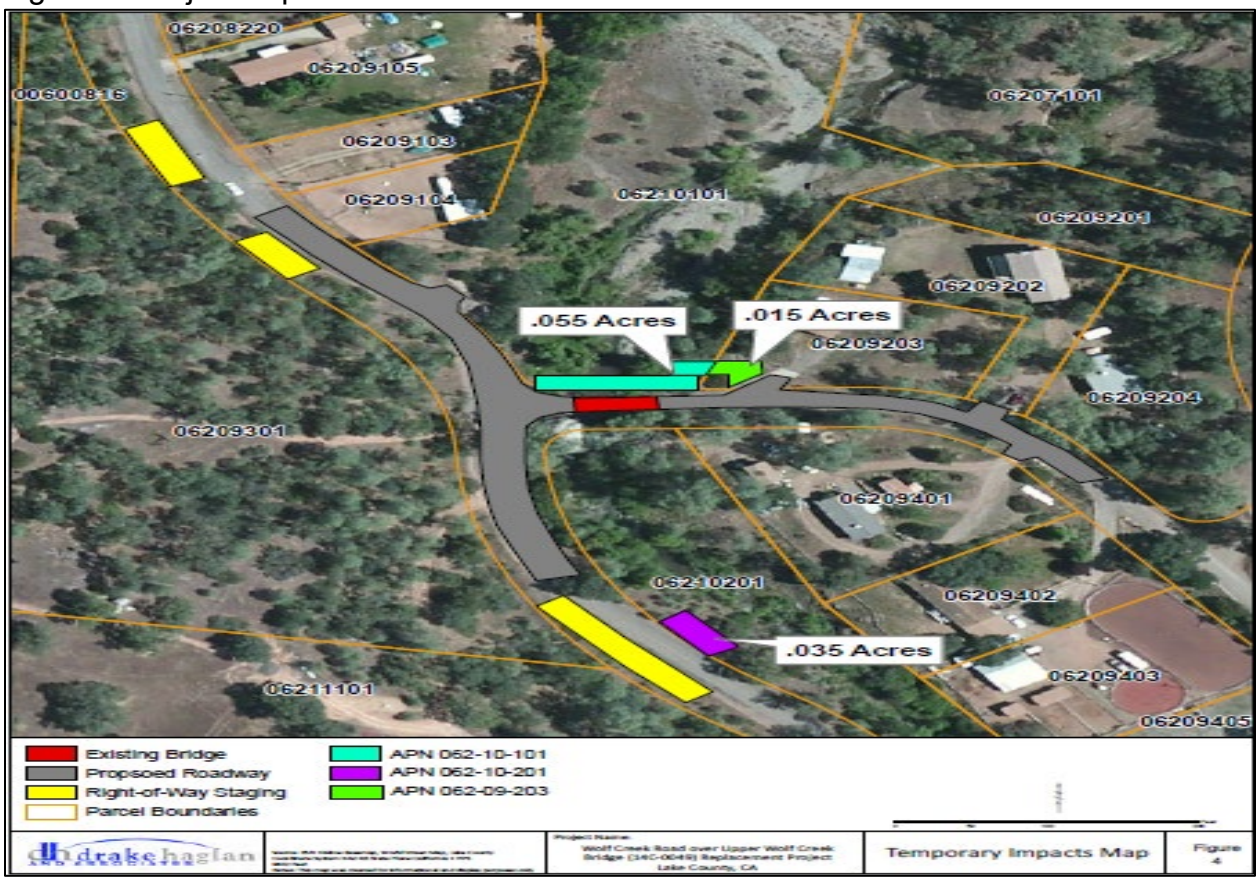
Construction of the proposed project is anticipated to take between 4 to 6 months to complete, pending the scope of the final design and construction plans. Construction is anticipated for the spring of 2019.

A site visit was completed on July 29, 2022. Attachment 2 includes photos of bridge and surrounding area including Wolf Creek looking upstream and downstream. Figure 3 includes the project impact area.

All work within the Upper Wolf Creek channel will be conducted in accordance with the regulatory agency permits. In addition to building permits, the following permits are required, and a copy of these permits will need to be sent to Caltrans Senior Environmental Planner of District 1 Local Assistance before construction begins:

- Regional Water Quality Control Board - 401 Permit
- U.S. Army Corps of Engineers - 404 Permit
- CA Department of Fish and Wildlife - 1602 Permit Stream Alteration Agreement
- National Pollutant Discharge Elimination System (NPDES) Construction General Permit – Regional Water Quality Control Board (RWQCB)

Figure 3: Project Impact Area



Source: Drake Haglan and Associates, 2016.

POINTS OF INTEREST

Detour Route

The replacement bridge will likely be constructed with a temporary detour in order to avoid staged construction. For residents the temporary detour would take about 5-7 minutes and be less than ¼ mile. If closing the road is determined by the fire district to be unacceptable, a temporary creek crossing will be constructed onsite to handle public traffic through the site. The crossing would be constructed on the north side of the existing bridge.

Right-of-Way

Temporary construction easements will be needed from the two adjacent properties north of the existing bridge to construct the temporary creek crossing if required. Temporary construction easements may also be required from all seven properties adjacent to the bridge site to construct the project.

Utilities

There are several utilities at the site, both overhead and underground. Overhead electric and communication lines run parallel to the bridge on the north side of Wolf Creek Road. These lines may need to be temporarily relocated or de-energized during the construction of the replacement bridge; to be determined as the design of the project progresses. A 6-inch waterline, owned and operated by the Special Districts Administration, runs along the south side of Wolf Creek Road, and is attached to the superstructure of the existing bridge. This waterline will need to be relocated to the new structure.

Biological Resources

As described in Section IV, Biological Resources, of the Draft Initial Study/Mitigated Negative Declaration, a Natural Environment Study (NES) (Attachment 5) was prepared in May 2018 by Northwest Biosurvey, which included a pre-survey research, an in-field floristic-level botanical survey, and a delineation of waters of the U.S. Based on the results of the Natural Environmental Study, there are no California endangered species within the Biological Study Area (BSA). However, as discussed in Section 4.3 of the BSA, there are several wildlife species with sensitive status in California potentially present that require CEQA review and mitigation under Section 15380(d) of the CEQA Guidelines: Western pond turtle, Foothill yellow-legged frog (Candidate for State Threatened listing), Bald eagle (also California Endangered), White-tailed kite, Yellow warbler, Yellow-breasted chat, North American river otter, and Pallid bat. Four species are included due to their California Species of Concern or California Fully Protected status and the presence of potential habitat within the BSA. Mitigation Measures BIO-1 through BIO-17 require pre-construction surveys and avoidance measures related to these species, as well as measures related to tree removal, impacts to riparian habitat, construction windows, water quality/erosion, et. With implementation of the proposed Mitigation Measures, all impacts would be reduced to Less than Significant. Additionally, the Project is required to obtain all necessary permits from the CA Dept. of Fish and Wildlife, the Regional Water Quality Control Board, and US Army Corps of Engineers. Lastly, impacts relating to Hydrology/Water Quality have been reduced to Less than Significant with mitigation incorporated as described by Mitigation Measure WQ-1 through WQ-9. See the Environmental Analysis Section of this Staff Report and the Initial Study/Mitigated Negative Declaration for more information.

Proposed Listing of the Northwestern Pond Turtle (*Actinemys marmorata*)

On October 3, 2023, the U.S. Fish and Wildlife Service (Service), proposed the following:

To list the northwestern pond turtle (*Actinemys marmorata*), a species from Washington, Oregon, Nevada, and northern and central California, and the southwestern pond turtle (*Actinemys pallida*), a species from central and southern California and Baja California, Mexico, as threatened species under the Endangered Species Act of 1973, as amended (Act). This determination also serves as our 12-month finding on a petition to list the

western pond turtle, which is now recognized as two separate species (northwestern pond turtle and southwestern pond turtle). After a review of the best scientific and commercial information available, we find that listing the northwestern pond turtle and southwestern pond turtle is warranted. Accordingly, we propose to list the northwestern pond turtle and southwestern pond turtle as threatened species with rules issued under section 4(d) of the Act ("4(d) rule") for each species. If we finalize this rule as proposed, it would add the northwestern pond turtle and southwestern pond turtle to the List of Endangered and Threatened Wildlife and extend the Act's protections to the two species. Due to the current lack of data sufficient to perform required analyses, we conclude that the designation of critical habitat for the northwestern pond turtle and southwestern pond turtle is not determinable at this time.

As of October 2, 2024, the following action was still pending, so was not incorporated into the mitigated negative declaration for this project. However, the U.S. Fish and Wildlife Service release the "Draft Northwestern Pond Turtle Conservation Measures for Caltrans Bridge Projects", which would be incorporated into the project by Caltrans who is acting as the lead under the National Environmental Policy Act (NEPA) and communicating with the U.S. Fish and Wildlife Service.

PROJECT SETTING

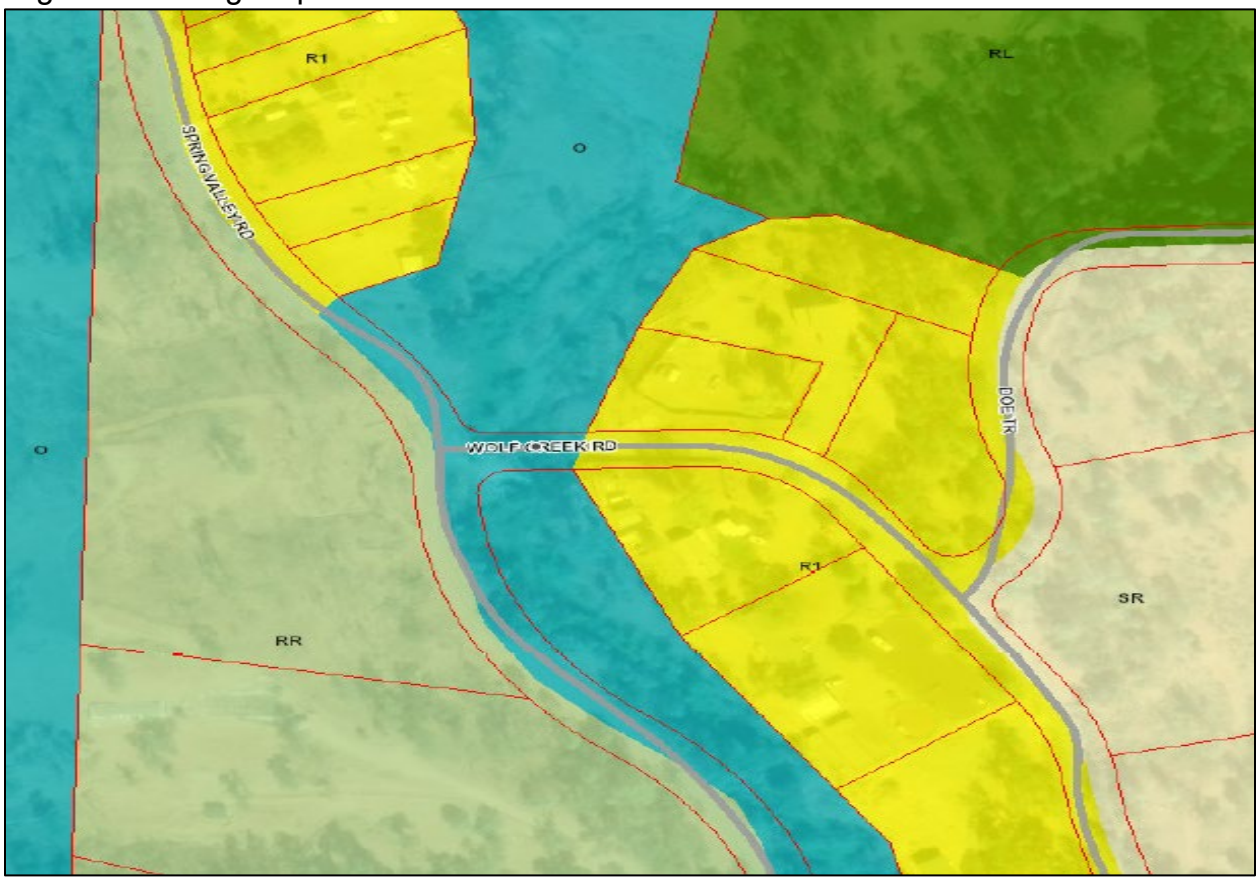
The Wolf Creek Bridge lays to the northwest of the unincorporated community of Spring Valley. Surrounding land uses from the bridge include: the bed and banks of Wolf Creek to the north and south, single-family residents to the east, and vacant land is located to the west.

Surrounding Zoning and Uses

Large parcels of over 100 acres are located west of the project site on the other side of Spring Valley Road. While there are single-family residentials to the north and south of the project site, this area of unincorporated Spring Valley would experience less traffic as it is on the edge off the community. Adjacent parcel zoning type (Figure 3) and land uses are listed below:

North: "O"-"FF"-"WW", Open Space -Floodway Fringe-Waterway
East: "R1", Single-family Residential
South: "O"-"FF"-"WW", Open Space District-Floodway Fringe-Waterway
West: "RR", Rural Residential

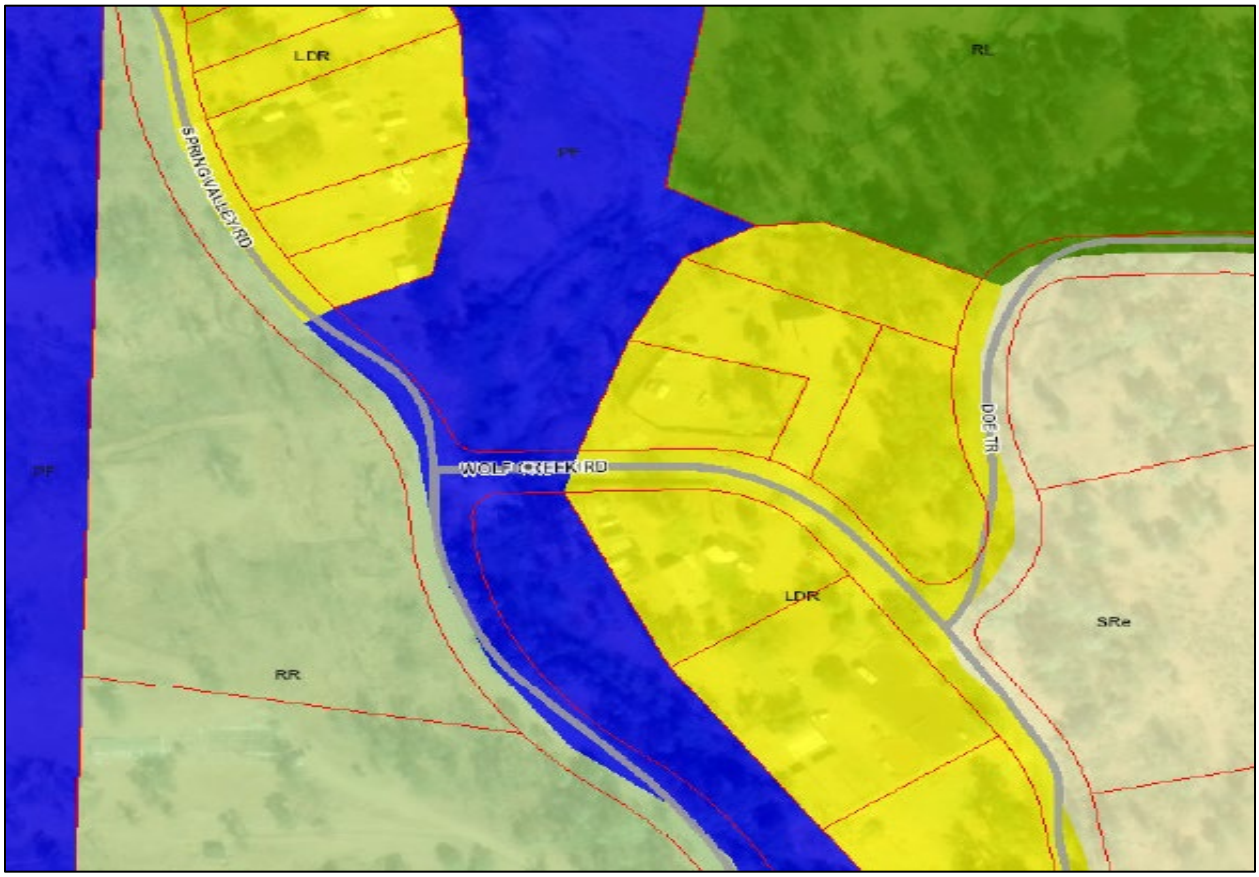
Figure 3: Zoning Map



Lake County. 2024. Lake County, CA GIS Portal.

Figure 4 includes the surrounding general plan designations. The next section includes a discussion on how the project conforms to the Lake County General Plan (2008).

Figure 4: General Plan Map



Lake County. 2024. Lake County, CA GIS Portal.

PROJECT ANALYSIS

General Plan Conformity

The proposed bridge work would occur inside of the County right-away and on other parcels which will require easements for construction work and a staging area for equipment. Therefore, the project is subject to Government Code Section 65402 (Planning and Zoning Laws) which states:

> (a) If a general plan or part thereof has been adopted, no real property shall be acquired by dedication or otherwise for street, square, park or other public purposes, and no real property shall be disposed of, no street shall be vacated or abandoned, and no public building or structure shall be constructed or authorized, if the adopted general plan or part thereof applies thereto, until the location, purpose and extent of such acquisition or disposition, such street vacation or abandonment, or such public building or structure have been submitted to and reported upon by the planning agency as to conformity with said adopted general plan or part thereof.

To determine whether the project would comply with the Lake County General Plan, as well as with other regulations that help to implement the general plan, a conformity determination is provided below.

Community Development Department's staff has identified goals and policies from the Lake County General Plan's Transportation & Circulation Chapter, and Water Resources Chapter that support conformity of the proposed project.

General Plan, Chapter 6 – Transportation & Circulation

Goal T-1: To provide and plan for a unified, coordinated, and cost-efficient countywide road and highway system that ensures safety, maintains adequate levels of service, and the efficient movement of people and goods:

- Policy T-1.2 Compliance with County Road Standards: Roads should be improved and constructed to the design standards recommended by the County Department of Public Works, as shown in Table 6-1, Lake County Road Design and Construction Standards. Road design standards shall be based on the American Association of State Highway and Transportation Officials standards and supplemented by California Department of Transportation (Caltrans) and County standards.
- Policy T-1.4 Conformance with Regional Transportation Plan: The County should continue to upgrade the road system to reduce traffic accidents, improve circulation, and maintain its physical condition, in conformance with the priorities and recommendations established in the Regional Transportation Plan.

The bridge has a sufficiency rating of 60.1 and has been designated as functionally obsolete per the Caltrans Structure Maintenance & Investigations, Local Agency Bridge List (July 2015). A Traffic Technical Memorandum was completed for the proposed project by Drake Haglan and Associates on March 28, 2017. According to the memorandum, the replacement bridge will be wider to comply with current AASHTO standards for local rural roads, including 9-foot travel lanes and 2-foot shoulders, plus crash-tested vehicular barriers. A 5-foot sidewalk (Lake County standard) will also be proposed on the north side of the replacement structure to accommodate school children accessing a nearby bus stop. The replacement bridge will be approximately 84 feet long. This length is appropriate for a single span bridge, which would reduce the construction duration and increase the hydraulic capacity of the channel.

Currently, the proposed project is listed in the Final 2022 Lake County Regional Transportation Plan/ Active Transportation Plan[3] (page 53). The project agrees with the Lake County General Plan Chapter 6, Transportation & Circulation, and Chapter 5, Public facilities & Service, as well as with the Lake County Municipal Code.

[3] Dow & Associates. 2022. Final 2022 Lake County Regional Transportation Plan/ Active Transportation Plan.

General Plan, Chapter 7 – Health & Safety

Goal PFS-8: To provide adequate fire and police protection facilities and services to ensure the safety of County residents and the protection of County property:

- Policy PFS-8.3 Emergency Fire Access: The County shall require that all road networks (public and private) are designed to provide for safe and ready access for emergency fire equipment and provide an alternate route for evacuations.

Construction of the bridge would comply with CAL FIRE's SRA[4] Fire Safe Regulations standards for roads (effective 1/1/2020). During construction activities, emergency responders would be able to use an existing well established low water crossing which is directly adjacent to the existing bridge and appears to be a regularly used route by vehicular traffic.

General Plan, Chapter 11 - Water Resources

Goal WR-2: To protect the quality of surface and groundwater resources to meet the needs of all beneficial users:

- Policy WR-2.1 Protect Surface & Ground Water Quality: All proposed land use and development plans should be evaluated as to their potential to create surface and groundwater contamination hazards from point and non-point sources. Effects include but are not limited to: soil erosion; direct discharge of potentially harmful substances; ground leaching from storage of raw materials, petroleum products, or wastes; floating debris by runoff from the site.
- Policy WR-2.4 Best Management Practices: The County shall continue to require the use of feasible and practical best management practices (BMPs) to protect surface water and groundwater from the adverse effects of construction activities and urban runoff

A Water Quality Technical Memorandum was completed by Caltrans on June 24, 2016. Recommendations for protection of both groundwater and surface water will be implemented as mitigation measures WQ-1 through WQ-9. The applicant will be required to obtain a 401 Permit from the Regional Water Quality Control Board, a 404 Permit from the U.S. Army Corps of Engineers, and a 1602 Permit Stream Alteration Agreement from the CA Department of Fish and Wildlife. In addition, the applicant will also be required to apply for a grading permit from the Lake County Community Development Department, Planning Division. All of these permits will require incorporation of BMPs into the project.

Zoning Ordinance Conformity

Article 14 Open Space or "O" District: The purpose of this zoning district is to provide a zoning district to preserve, protect, and enhance public and private lands for their resource production potential and environmentally sensitive animal and plant habitat,

[4] State Responsibility Areas

while providing access to publicly owned lands and reducing land use conflicts by limiting uses incompatible with the purposes of this district.

Response: Construction staging would occur within public rights-of-ways along Spring Valley Road and with easements at APNs 062-101-01, 062-102-01, and 062-092-03. A temporary water crossing may also be required at APN 062-101-01. Temporary construction easements will be needed from two of the adjacent properties north of the existing bridge, but no permanent right-of-way taking of land is required .

Article 36 Floodway Fringe or "FF" Combining District: The purpose of this zoning overlay is to provide land use regulations for properties and their improvements situated in the floodplain to ensure protection from hazards and damage which may result from flood waters.

Response: The bridge has been determined by Caltrans to be obsolete. Replacement of the bridge would result in addressing safety issues and improving conditions in and around the waterway. All requirements listed in Article 36 would be adhered to as well as other required local, state, and federal regulations.

Article 37 Waterway or "WW" or Combing District: The purpose of this zoning overlay is to preserve, protect and restore significant riparian systems, streams and their riparian, aquatic and woodland habitats; protect water quality; control erosion, sedimentation and runoff; and protect the public health and safety by minimizing dangers due to floods and earth slides. These purposes are to be accomplished by setting forth regulations to limit development activities in significant riparian corridors and through the establishment of an administrative procedure for the granting of exceptions from such regulations.

Response: As proposed, the project would have to comply with Article 37 as well as with other local, state, and federal requirements for sediment runoff and erosion control. Following completion of the bridge replacement, all areas would be cleared of construction materials and equipment and erosion control will be implemented with native seeds and mulch applied to the ground. There would be no expansion of the bridge into the riparian corridor.

Article 10 Single-Family Residential or "R1" District: The purpose of this zoning district is to establish areas for individual residential dwelling units at relatively low densities where the traditional neighborhood character of single-family units prevail.

Response: Construction and staging of materials and equipment would occur on some properties adjacent to the bridge, zoned R1. Temporary easements would be obtained prior to the start of construction. However, since there is no proposed development of single-family homes, Article 10 is not applicable to this project.

Article 41 Performance Standards: The purpose of this requirement is to establish performance standards to promote compatibility among various uses of land; protect and enhance the rural-resort character of the County; protect the health, safety, or welfare of

the community; and control noise, dust, odor, smoke, vibration, danger to life and property, or similar causes likely to create a public nuisance. All uses permitted in Chapter 21 of the Lake County Code shall comply with all applicable performance standards of the base zoning district, combining district, and as set forth herein, except as provided in Section 41.3.

Response: A mitigated negative declaration was completed for the project which relied on all applicable local, state, and federal regulations, as well as on the categorical exclusion and supporting technical reports prepared under the NEPA which addressed the following performance standards: air quality, erosion control, fire and explosion hazards, glare and heat, landscaping standards, liquid, solid and hazardous wastes, noise, and open and outdoor storage, sales and display.

Lake County Municipal Code (Other Ordinances)

Chapter 5 Building Regulations**:** The purpose of these regulations is to establish proper regulations to safeguard persons and property within the County of Lake by establishing minimum standards of building construction, including mechanical, plumbing, and wiring installations.

Chapter 30 Grading Ordinance: The purpose and scope of this Ordinance is enacted for the purpose of regulating grading on public and private lands within the unincorporated areas of Lake County. This Ordinance sets forth rules and regulations to control activities involving excavation, grading and earthwork construction, including fills and embankments; establishes the administrative procedure for the issuance of permits; provides for approval of plans and inspection of grading construction and provides for enforcement and penalties for violation.

Chapter 29 Storm Water Management Ordinance: The purpose and intent of this Ordinance is to insure the health, safety and general welfare of Lake County's citizens, and to protect and enhance the water quality of water courses, and water bodies within the unincorporated area of the County in a manner pursuant to and consistent with the Federal Clean Water Act (33 U.S.C. 1251 et seq.), by reducing pollutants in storm water discharges to the maximum extent practicable and by prohibiting non-storm water discharges.

Response: Construction of the bridge would have to comply with regulations for non-storm water discharge into the waterway including the Federal Clean Water Act, Chapter 29 of the Lake County Code, and Caltrans requirements.

AGENCY COMMENTS

The following local and state agencies and other stakeholders submitted comments on this project (Attachment 8):

- Lake County Agricultural Department
- Lake County Public Works Department

- Lake County Water Resources Department
- Lake County Assessor Office
- Lake County Air Quality Management District
- Lake County Community Development Department, Building Safety Division
- Lake County Environmental Health Department
- Lake County Special Districts
- California Department of Fish and Wildlife
- California Department of Forestry and Fire Protection
- California Department of Transportation
- Central Valley Regional Water Quality Control Board
- U.S. Army Corps of Engineers
- Northwest Information Center
- Pacific Gas & Electric Company

Of the agency comments submitted in response to the July 27, 2023, Request for Review (RFR), the following comments are of note:

- Comment 1 Several emails from the Lake County Public Works Department were received regarding CALFIRE's concern about the bridge width. However, Caltrans only provided funding for a 20' wide bridge. According to the Lake County Road Engineer at that time, the bridge will meet AASHTO minimum standards.

Attachment 8 includes the agency comments of which PG&E is included.

TRIBAL COMMENTS

On July 8, 2022, pursuant to Assembly Bill 52 (Public Resources Code 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 5097.94), the County of Lake provided notification of the project, and provided 30-days to request consultation to the Big Valley Rancheria, Cortina Rancheria, Elem Colony, Koi Nation, Mishewal-Wappo, Middletown Rancheria, Redwood Valley Rancheria, Robinson Rancheria, Scotts Valley Band of Pomo, Habematolel Pomo of Upper Lake, and the Yocha Dehe Wintun Nation. An additional notification was sent on July 27th, 2023, to the same parties due to changes in the project description. As of the date of this initial study, the Habematolel Pomo of Upper Lake and the Yocha Dehe Wintun Nation have both responded indicating the project is not within their aboriginal territories.

ENVIRONMENTAL REVIEW

A Categorical Exclusion was prepared under NEPA by Caltrans as required by the Memorandum between FHWA and Caltrans for federally funded bridge projects. A Mitigated Negative Declaration IS 22-28 (SCH 2023100206) was prepared for the project and circulated for public review in compliance with CEQA from 09/29/2022 to 10/28/2022 (Attachment 3). Attachment 4 includes the Mitigation Monitoring and Reporting Program. Attachment 5 includes the Signed National Environmental Study. Attachment 6 includes the Traffic Technical Memorandum, and Attachment 7 includes the Water Quality Technical memorandum.

The Initial Study found that the project could cause potentially significant impacts:

- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Noise
- Transportation
- Tribal Cultural Resources

Air Quality: Impacts relating to Air Quality have been reduced to Less than Significant with mitigation incorporated as described by Mitigation Measure AQ-1 and AQ-2:

AQ-1**:** Prior to obtaining the necessary permits and/or approvals, the applicant shall contact the Lake County Air Quality Management District and obtain an Authority to Construct.

AQ-2: All vegetation during site development shall be chipped and spread for ground cover and/or erosion control. The burning of vegetation, construction debris, including waste material is prohibited.

Biological Resources: Impacts relating to Biological Resources have been reduced to Less than Significant with mitigation incorporated as described by Mitigation Measure BIO-1 through BIO-17:

BIO-1: Limbing or removal of mature blue oaks should be avoided to the extent feasible. Parking and staging areas should not be located within the driplines of mature oak trees due to the possibility of root compaction. If removal of mature oaks cannot be avoided, a mitigation agreement shall be developed with CDFW for replacement of oaks at a ratio of not less than 3-to-1.

BIO-2: Work within the channel shall avoid disturbing downed trees, stumps and other basking sites and refuges within these aquatic habits.

BIO-3: Should any work occur within the banks or riparian habitat of the creek at times when the affected segment contains water, it should be immediately preceded by a site inspection of the channel by a qualified biologist with a valid CDFW collecting permit. Any turtles within the work area should be captured and transferred to another suitable portion of Upper Wolf Creek.

BOI-4: The flowing portion of the stream shall be diverted through culverts with cofferdams constructed of clean material such as sandbags, water bladders, etc., at the upstream and downstream ends of the proposed construction area. The Resident Engineer shall

check with Yolo County Flood Control to determine the volume of maximum construction season stream flows.

BIO-5: The culverts shall be no less than two feet in diameter and inset into the channel to a depth of half their diameter in order to allow downstream passage of fish and herptiles. These structures shall be removed at the end of the project and prior to winter stream flows.

BIO-6: The proposed diversion shall be reviewed and approved by a qualified biologist with a valid CDFW collecting permit prior to installation. That individual shall be present during its construction. During construction of this diversion, the qualified biologist shall inspect the diverted channel segment for sensitive herptiles and nests as described above and shall capture and release any herptiles or fish within the diversion area to a suitable segment of Upper Wolf Creek.

BOI-7: Prior to construction outside of the period when water is present in the channel, the qualified biologist shall inspect adjacent banks within the proposed stream crossing (PIA) for turtle nests and flag any nests for installation of construction fencing around a 5-foot radius. Any nests that cannot be avoided shall be moved and monitored by the qualified biologist. If nests are found a monitoring report containing photographs of the nest relocation effort and weekly inspections for a period of one (1) month shall be submitted to CDFW staff for review upon completion of the monitoring period.

BIO-8: The Resident Engineer shall be responsible for assuring that the terms and conditions of the CDFW stream alteration agreement for this project are consistent with this mitigation measure.

BIO-9: Work within a minimum of 250 feet of a bald eagle or white-tailed kite nest should be avoided between February 15 and August 31 in order to avoid the potential for disrupting nesting and breeding, unless the work is preceded by the survey described below and the species are determined to not be present.

BIO-10: To the extent feasible, construction-related activities within the bridge crossing area, including vegetation removal, shall occur outside of the nesting season (February 15 through August 31). If construction during the nesting season cannot be avoided, any required vegetation removal shall be the minimal amount necessary for construction and should be completed prior to the nesting season. In the event that vegetation removal is necessary during the nesting season, the work shall be preceded by a pre-construction nest survey conducted by a qualified biologist within two weeks of disturbance. If an active nest of a sensitive bird species is found, a construction buffer shall be established around it in consultation with CDFW staff and shall remain in place until fledging is completed or until it is determined that the nesting effort has failed as determined by the qualified biologist.

BIO-11: Work within 100 feet of the red willow thicket habitat along Upper Wolf Creek should be avoided from February 15 through August 31 in order to avoid the potential for

disrupting nesting and breeding for these species, unless the work is preceded by the survey described below.

BIO-12: Any work requiring construction or vegetation clearing within 100 feet of the red willow thicket community between February 15 and August 31 of any year shall be preceded by pre-construction surveys pursuant to CDFW policy. In the event that this species is determined to be nesting within 100 feet of the proposed construction activities, construction shall be delayed within 100 feet of the nest until after August 31, or until fledging is completed as determined by a qualified biologist. The construction buffer may be reduced depending on presence of screening vegetation or topography based on the recommendation of a qualified biologist.

BOI-13: Disturbance in and adjacent to the creek should be avoided between December 1 and April 30 to avoid the potential for disrupting nesting and breeding, unless survey and avoidance are implemented. If work requiring construction or vegetation clearing at the bridge site between these dates is performed, it should be preceded by pre-construction surveys by a qualified biologist for active otter den sites within the proposed active disturbance area. In the event that an active den site is present within the area of active disturbance, construction should be delayed within 50 feet of the nest until young are independent as determined by a qualified biologist.

BIO-14: Removal of the bridge or any trees containing hollows or peeling bark within the BSA shall be completed between September 15 and October 15, or between February 15 and April 1, in order to avoid disrupting the breeding season or disturbance of hibernating bats unless the surveys and avoidance measures described below are implemented.

BIO-15: If work is proposed within woodland habitat (outside of the dates listed above), all trees within a 150- foot radius of the proposed work area, that are suitable for use by bats shall be surveyed for signs of bats no earlier than fourteen days prior to tree removal or other habitat disturbance. Suitable trees include those with hollows and/or shedding bark. If pallid bats, or other bats with sensitive regulatory status, are discovered during the surveys, a buffer of 100 to 150 feet should be established depending on recommendations of the surveying biologist. Removal of these roost trees shall be restricted to between September 15 and October 15, when young of the year are capable of flying, or between February 15 and April 1 to avoid hibernating bats and prior to formation of maternity sites.

BIO-16. Exclusion netting may be installed at a time when bats are not present. The netting should exclude any openings greater than 3/8” or greater in size.

BIO-17. The following measures shall be included in the construction contract special provisions to prevent the spread of invasive species:

- All equipment and vehicles will be thoroughly cleaned to remove dirt and weed seeds prior to being transported or driven to or from the Project site.
- Any borrow site or stockpile will be inspected for the presence of noxious weeds or invasive plants.

- If noxious weeds or invasive plants are present, the contractor will remove approximately five inches of the surface of the material from the site before transporting to the project.
- Before removal, this material will be chemically or mechanically treated to kill the existing noxious weeds and invasive plants and will not be used for the project without approval.

BIO-18. The draft conservation measures in the "Draft Northwestern Pond Turtle Conservation Measures for Caltrans Bridge Projects" U.S. Fish and Wildlife Service, Arcata Field Office, Gregory Schmidt and Mathew parker, 13 February 2024, shall be incorporated into the project.

Cultural Resources: Impacts relating to Cultural Resources have been reduced to Less than Significant with mitigation incorporated as described by Mitigation Measure CUL-1 and CUL-2

CUL-1. If cultural materials are discovered, all earthmoving activity within and around the immediate discovery area shall be halted until an archaeologist who meets federal qualifications can assess the nature and significance of the find.

CUL-2. If human remains are discovered, contact the County Coroner. If the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission, which will then notify the Most Likely Descendant (MLD). At that time, the District 1 Environmental Branch Chief or the District 1 Native American Coordinator will be contacted so that he/she may work with the MLD on the respectful treatment and disposition of the remains

Geology/Soils: Impacts relating to Geology/Soils have been reduced to Less than Significant with mitigation incorporated as described by Mitigation Measures CUL-1:

Please refer to CUL-01.

Hazards & Hazardous Materials: Impacts relating to Hazards & Hazardous Materials have been reduced to Less than Significant with mitigation incorporated as described by Mitigation Measures HAZ-1 through HAZ-3:

HAZ-1: Removal, disposal, storage and transportation of the structure containing lead-based paint shall be performed in compliance with federal and state regulations for hazardous waste. Building materials associated with paint on structures, and paint on utilities shall be abated by a California licensed abatement contractor and disposed of as hazardous waste.

A Lead Compliance Plan shall be prepared by the contractor for the disposal of lead-based paint. A California state licensed lead contractor shall be required to perform all work that will disturb any lead-based paint as a result of planned or unplanned renovations in the project area.

HAZ-2: Removal of treated timber associated with the existing bridge will be removed and disposed at a Regional Water Quality Control Board certified treated wood waste (TWW) landfill.

HAZ-3: The contractor should prepare a Develop a Health and Safety Plan (HASP) that describes appropriate procedures to follow in the event that any contaminated soil or groundwater is encountered during construction activities. Any unknown substances should be tested, handled and disposed of in accordance with appropriate federal, state and local regulations.

Hydrology/Water Quality: Impacts relating to Hydrology/Water Quality have been reduced to Less than Significant with mitigation incorporated as described by Mitigation Measure WQ-1 through WQ-9:

WQ-1: All temporarily disturbed areas will be returned to pre-Project conditions upon completion of construction. These areas will be properly protected from washout and erosion using appropriate erosion control devices including coir netting, hydroseeding, and revegetation. In sloped areas additional erosion control measures would be applied including erosion control blankets and fiber rolls. If woody species (i.e., trees and large shrubs) are removed, these areas would be replanted with comparable native vegetation.

WQ-2: Develop and Implement Dewatering Plan.

WQ-3: Develop Stormwater Pollution Prevention Plan (SWPP) and Implement Water Quality Best Management Practices. The SWPPP must include a waste management section that provides procedural and structural BMPs for collecting, handling, storing, and disposing of wastes generated by the construction project to prevent the accidental release of pollutants during construction. The SWPPP also includes measures to report, contain, and mitigate for any accidental spills during construction. Any spills or leaks from construction equipment (i.e., fuel, oil, hydraulic fluid, and grease) shall be cleaned up in accordance with applicable local, state, and/or federal regulations.

WQ-4: The Contractor will install silt fencing, fiber rolls, or other equivalent erosion and sediment control measures between the designated work area and Upper Wolf Creek, as necessary, to ensure that construction debris and sediment does not inadvertently enter the waterway. Storage and stockpiling of earth materials near Upper Wolf Creek will be avoided if possible. To ensure that wildlife is not trapped, tightly woven fiber netting (no monofilament netting) or similar material shall be used for erosion control or other purposes within the Project work limits. Coconut coir matting and burlap contained fiber rolls are an example of acceptable erosion control materials.

WQ-5: Immediately after bridge construction is complete, all exposed soil shall be stabilized. Soil stabilization may include, but is not limited to, seeding with a native grass seed mix, planting native plants and placement of rock. Hydraulic mulch should be used in conjunction with a native seed mix applied to the disturbed soil. Disturbed soil areas

and areas where existing pavement is removed would be reseeded using a California native plant seed blend. An erosion control seed mix (hydroseed) would be applied in disturbed soil area and on slopes flatter than 1:1. Erosion control (e.g., Bonded Fiber Matrix with a native plant seed blend) would be applied on all disturbed or cut slopes steeper than 1:1.

WQ-6: Sediment cleanup will be implemented anywhere sediment is tracked from the project area and staging area onto public or private paved roads, typically at points of ingress/egress. For the Project, street sweeping may be used along Wolf Creek Road and Spring Valley Road. If dewatering is required during pile construction, activities will need to account for changes in pH associated with concrete contact water. High pH water (pH > 8.5) must be managed to prevent any discharges to receiving waters. Discharges of high pH water to land (upland disposal) must be approved by the RWQCB prior to disposal.

WQ-7: To avoid waste products from pile driving operations, pile shells for construction of cast-in-steelshell or cast-in-drilled-hole piles will be used in accordance to Caltrans Standard Specifications.

WQ-8: Use, storage, and disposal of materials and equipment on barges, boats, temporary construction pads, over or adjacent to a watercourse will be performed according to Caltrans Standard Specifications.

WQ-9: During bridge demolition and removal, best management practices will be used to protect Upper Wolf Creek from debris and waste associated with the demolition. These measures include using attachments on construction equipment, platforms, or other means to catch debris.

Noise: Impacts relating to Noise have been reduced to Less than Significant with mitigation incorporated as described by Mitigation Measure NOS-1 through NOS-6:

NOS-1: Construction operations are limited to daylight hours only (Monday to Friday, 7:00 AM to 7:00 PM).

NOS-2: Use equipment with regulatory approved or meter muffling devices and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine enclosures, and engine vibration isolators intact and operational. All construction equipment should be inspected at periodic intervals to ensure proper maintenance and presence of noise control devices (e.g., mufflers and shrouding, etc.).

NOS-3: Utilize construction methods or equipment that shall provide the lowest level of noise and ground vibration impact such as drilled pile installation (i.e. use of CIDH piles) rather than pile driving.

NOS-4: Turn off idling equipment.

NOS-5: Provide information to the Community Center regarding the proposed Project and construction schedule.

NOS-6. The County and the horse property owner will discuss the need for off-site boarding of horses.

Transportation Impacts relating to Transportation have been reduced to Less than Significant with mitigation incorporated as described by Mitigation Measure TRAN-1:

TRAN-1: Detailed detour signage plans will be reviewed and approved by the County's traffic engineer and provided in the engineering plan set. County staff will provide Public Outreach brochures and meetings prior to construction to keep residents informed of the project. Emergency vehicle access would be maintained at all times.

Tribal Cultural Resources: Impacts relating to Noise have been reduced to Less than Significant with mitigation incorporated as described by Mitigation Measure TCR-1 through TCR-3:

TCR-1: Prior to commencement of ground disturbing activities, the permittee shall submit documentation to the Community Development Department demonstrating that they have engaged with the culturally affiliated tribe(s) to provide cultural monitors and that cultural sensitivity training has been provided to site workers.

TCR-2: All ground disturbing activities shall be monitored by qualified tribal monitor(s). Qualified tribal monitor(s) are defined as qualified individual(s) who have experience with identification, collection, and treatment of tribal cultural resources of value to the Tribes. Such individuals will include those who:

a. Possess the desired knowledge, skills, abilities, and experience established by the Native American Heritage Commission (NAHC) through the NAHC's Guidelines for Native American Monitors/ Consultants (2005) OR

b. Members of culturally affiliated tribe(s) who:

    i. Are culturally affiliated with the project area, as determined by the NAHC; and

    ii. Have been vetted by tribal officials of the culturally affiliated tribe(S) as having the desired knowledge, skills, abilities, and experience established by the NAHC's Guidelines for Native American Monitors (as cited in TCR-1(a), above).

TCR-3: The permittee shall notify all culturally affiliated tribes at least 15 days prior to commencement of ground disturbance activities on the project. All cultural resources unearthed by Project activities shall be evaluated by the Archeologist and monitor(s). The culturally affiliated tribe(s) must have an opportunity to inspect and determine the nature of the resource and the best course of action for avoidance, protection and/or treatment of the resource to the extent permitted by law. If the resource is determined to be a tribal

cultural resource of value to a tribe, that tribe will coordinate with the permittee to establish by which the tribe(s) may appropriately protect, treat, and dispose of the resource(s) with appropriate dignity, which may include reburial or preservation of resources. The permittee shall allow the Tribe(s) to facilitate and ensure that the treatment and disposition by the Tribe(s) is followed to the extent permitted by law.

TRC-4: If previously unidentified tribal cultural resources are encountered during the project altering the materials and their stratigraphic context shall be avoided and work shall halt immediately. Project personnel shall not collect, move, or disturb cultural resources. A representative from a locally affiliated tribe(s) shall be contacted to evaluate the resource and prepare a tribal cultural resources plan to allow for identification and further evaluation in determining the tribal cultural resource significance and appropriate treatment or disposition.

CUMULATIVE IMPACTS

Additional projects in the unincorporated Spring Valley include Bridge # 14C-0048 Chalk Mountain Road Over North Fork Cache Creek Bridge Replacement Project (Bridge No. 14C-0048) which was approved December 15, 2022. Project activities would be similar to those of the proposed project. This bridge is less than 1.7 miles to the southeast of the project site. In addition to that project, an addendum to the mitigated negative declaration for the Spring Valley Lake Recovery and Maintenance Project was approved in 2021. This project includes a recovery and maintenance project at Spring Valley Lake which is planned over three phases. The project site is approximately 1,344 feet from the bridge replacement project.

Due to the remoteness of the site, and no change in the use, plus the short duration of construction, impacts after mitigation is applied would not be cumulatively considerable when viewed in connection with other past, current, and probable future projects. Although two other bridge replacement projects are proposed in the unincorporated Spring Valley, the distance is several miles away. The following environmental factors were considered with mitigation measures incorporated: Air Quality, Biological Resources, Cultural Resources, Hazards & Hazardous Materials, Geology and Soils, Hydrology and Water Quality, Noise, and Transportation.

RECOMMENDATIONS

Staff recommends the Planning Commission take the following actions:

A. Adopt Mitigated Negative Declaration (IS 22-28) with the following findings:

    1. Potential environmental impacts related to Air Quality can be mitigated to less than significant levels with the inclusion of mitigation measures AQ-1 and AQ-2.

2. Potential environmental impacts related to Biological Resources can be mitigated to less than significant levels with the inclusion of mitigation measures BIO-1 through BIO-17.

3. Potential environmental impacts related to Cultural Resources can be mitigated to less than significant levels with the inclusion of mitigation measures CUL-1 and CUL-2.

4. Potential environmental impacts related to Hazards & Hazardous Materials can be mitigated to less than significant levels with the inclusion of mitigation measures HAZ-1 through HAZ-3.

5. Potential environmental impacts related to Hydrology/Water Quality can be mitigated to less than significant levels with the inclusion of mitigation measures WQ-1 through WQ-9.

6. Potential environmental impacts related to Noise can be mitigated to less than significant levels with the inclusion of mitigation measures NOS-1 through NOS-6.

7. Potential environmental impacts related to Transportation can be mitigated to less than significant levels with the inclusion of mitigation measures TRAN-1.

B. Staff recommends the Planning Commission, after reviewing the agenda report and receiving evidence at the public meeting, find that the Wolf Creek Bridge Replacement Project (Bridge No. 14C-0049), applied for by the Lake County Department of Public Works, located in unincorporated Spring Valley in Lake County, Quad: Benmore Canyon T14N, R07W, Section 11 UTM Zone 10 (bridge at 39.082336, -122.604181, along County rights-of-way and temporary easements on adjacent properties to the north) is in conformance with the County of Lake General Plan pursuant to California Government Code Section 65402.

SAMPLE MOTIONS

Proposed Mitigated Negative Declaration

I move that the Planning Commission adopt the Mitigated Negative Declaration (IS 22-28) for the Wolf Creek Bridge Replacement Project (Bridge No. 14C-0049), applied for by the Lake County Department of Public Works, located in unincorporated Spring Valley in Lake County, Quad: Benmore Canyon T14N, R07W, Section 11 UTM Zone 10 (bridge at 39.082336, -122.604181, along County rights-of-way and temporary easements on adjacent properties to the north) based on the findings listed in the staff report dated October 24, 2024.

General Plan Conformity Report

I move that the Planning Commission find that the General Plan Conformity, GPC 22-11 for the Wolf Creek Bridge Replacement Project (Bridge No. 14C-0049), applied for by the Lake County Department of Public Works, located in unincorporated Spring Valley in Lake County, Quad: Benmore Canyon T14N, R07W, Section 11 UTM Zone 10 (bridge at 39.082336, -122.604181, along County rights-of-way and temporary easements on adjacent properties to the north) is in conformity with the Lake County General Plan based on the findings listed in the staff report dated October 24, 2024.

NOTE: The applicant or any interested person is reminded that the Zoning Ordinance provides for a seven-calendar day appeal period. If there is a disagreement with the Planning Commission's recommendation, an appeal to the Board of Supervisors may be filed. The appropriate forms and applicable fee must be submitted prior to 5:00 p.m. on or before the seventh calendar day following the Commission's final determination.