

# Appendix D Minimization and Mitigation Measures Summary

Task and Brief Description	Reference (Section)	Responsible Branch/Staff	Timing/ Phase	Non-Standard Special Provisions Req.
<b>Land Use</b>				
<p>LU-1 The City will consider, to the extent appropriate and pursuant to the City’s Traffic Calming Program, additional traffic calming features during final design and/or incorporation of other design features that would serve as traffic calming criteria. Such features may reduce right of way impacts and may include but not be limited to expanded streetscape improvements, reduced design criteria for horizontal curvature radii and/or consider use of City Standard “Typical Knuckle” for collector road realignment and/or pavement width reduction where appropriate.</p>	ED, Section 2.1.1.1	Director of Public Works	During Final Design	No.
<b>Community Impacts</b>				
<p>COM-1 Once the preferred project alternative is adopted and it is determined whether partial or full acquisitions are required for the above listed properties, a specific non-residential Relocation Plan would be prepared and implemented. If removing a portion of the partial acquisition properties (gas station and motel) would still allow for the viable use of the structures following construction, then relocation assistance would not be required for these properties, but owners would be compensated for the partial acquisition. Refer to Appendix C (Summary of Relocation Benefits) for additional information.</p> <p>Any person, including individuals, families, corporations, partnerships, or associations, who moves from real property or moves personal property from real property as a result of the acquisition of the real property, or is required to relocate as a result of a written notice from Caltrans from the real property required for a transportation project, is eligible for “Relocation Assistance.” All activities would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources would be available to all displacees free of discrimination. Also refer to measure LU-1 in</p>	ED, Section 2.1.4.2	Project Mgmt	Pre Construction	No

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<p>Section 2.1.1.1 Existing and Future Land Use, Avoidance, Minimization, and/or Mitigation Measures section.</p> <p>The proposed project would comply with the Caltrans Relocation Assistance Program, which is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and Title 49 Code of Federal Regulations, Part 24. The Caltrans Relocation Assistance Program ensures that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that persons will not suffer disproportionate injuries as a result of such projects.</p> <p>As noted previously, all considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this project. Caltrans' commitment to upholding the mandates of Title VI is evidence by its Title VI Policy Statement, signed by the director, which can be found in Appendix B of this environmental document. Also refer to Appendix C of the environmental document for a summary of relocation benefits.</p>				
<b>Traffic &amp; Transportation/Pedestrian and Bicycle Facilities</b>				
<p>TRF-1 A construction Traffic Management Plan would be approved prior to construction and implemented by Caltrans and the City. The plan would ensure that traffic flow and roadway safety are maintained in the project area during construction. This Traffic Management Plan would include provisions for adequate notices, sign-postings, detours, phased construction, provisions for pedestrians and bicycles, and the permitted hours of construction activities. The Traffic Management Plan would be devised so that construction would not interfere with any emergency response or evacuation plans.</p>	ED, Section 2.1.6	Director of Public Works/ Contractor	Pre Construction	No
<p>TRF-2 Signage to guide vehicles from the freeway off-ramps and through the roundabouts is a very important part of the operations through roundabouts and through the interchange. Signing will be included to direct travelers to the SR-46W direction and to Theatre Drive at the appropriate points determined during final design and as approved by Caltrans.</p>	ED, Section 2.1.6	Director of Public Works	Final Design	No

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<b>Visual/Aesthetics</b>				
<p>AES-1 A Landscape and Revegetation Plan shall be developed as part of preliminary and final project design. The plan shall include the following components:</p> <p>Landscaping of new areas and restoration of disturbed habitat shall follow construction and demolition activities as soon as practicable. Avoidance of tree removal, to the maximum extent possible, shall be implemented. Where possible, vegetation shall be pruned rather than completely removed.</p> <p>Vegetation pruning where required shall be conducted using appropriate International Society of Arboriculture standards under the direction of a Certified Arborist.</p> <p>Oak trees shall be replanted at a minimum 10:1 ratio and each replanted tree shall be a minimum of one gallon in size. Oak trees shall be replanted on the same property as or as close to the area of removal as practicable.</p> <p>Ornamental and functional landscaping shall be included as appropriate along highway on and off-ramps, city streets, roundabouts and other areas in order to minimize the urban character of the project, support aesthetic goals identified in City of Paso Robles Gateway Plan, and minimize light and glare to the surrounding area.</p> <p>Where feasible, the Landscape Plan shall use native species appropriate to the region. For ornamental planting, appropriate non-native plants shall be allowed for design flexibility.</p> <p>If required for long-term plant health, a permanent irrigation system shall be installed for ornamental and functional landscaping. A minimum 3-year plant establishment period shall be implemented. Prior to final design, Caltrans shall review and approve the Landscape and Revegetation Plan.</p>	ED, Section 2.1.7	Director of Public Works/ Contractor	Pre Construction	No
<p>AES-2 Project lighting shall be developed to the following specifications:</p> <ul style="list-style-type: none"> <li>- Type, style, and placement of lighting features shall be designed, to the greatest extent allowable by jurisdictional policy, so as not to</li> </ul>	ED, Section 2.1.7	Director of Public Works	Pre Construction	No

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create off-site glare and to minimize the affect on surrounding properties				
AES-3 Final graded slopes, in order to blend with natural forms, shall be rounded and contoured, to the extent practicable, so as to avoid abrupt grade breaks and sharp edges.	ED, Section 2.1.7	Director of Public Works/Contractor	Pre Construction/ Construction	No
AES-4 The wall along the south side of State Route 46 West and the retaining wall associated with the existing drainage shall include aesthetic treatment such as texture and/or color to minimize the urban character of the project and support aesthetic goals identified in the City of Paso Robles Gateway Plan.	ED, Section 2.1.7	Director of Public Works	Pre Construction	No
AES-5 In addition to the planting required in mitigation measure AES-1, aesthetic treatments shall be incorporated into the center paving of the roundabouts.	ED, Section 2.1.7	Director of Public Works	Pre Construction	No
<b>Water Quality and Storm Water Runoff</b>				
WQ-1 The project would incorporate standard Best Management Practices during construction to minimize any potential environmental consequences to water quality. Typical Best Management Practices that could be incorporated into the Storm Water Pollution Prevention Plan include, but are not limited to, the following: (1) Diversion of offsite runoff away from the construction site; (2) Revegetation of exposed soil surfaces as a soon as feasible following grading activities; (3) Perimeter straw wattles (tubes of straw used to control erosion or sediment and storm water runoff) to prevent offsite transport of sediment; (4) Drop inlet protection (such as filters and sand bags or straw wattles), with sand bag check dams within paved roadways; (5) Regular watering of exposed soils to control dust during construction; (6) Specifications for handling and disposal of construction waste; (7) Contained equipment wash-out and vehicle maintenance areas; (8) Erosion and sedimentation control measures maintained throughout the construction period; (9) Stabilized construction entrances to avoid trucks from tracking debris on city roadways; and (10) Training of subcontractors on general site housekeeping. After the certification of the Final Initial Study/Environmental Assessment, the applicable permits from the respective regulatory	ED, Section 2.2.2	Director of Public works/Contractor	Pre Construction/ Construction	No

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<p>agencies would be obtained for the project. This may include National Pollutant Discharge elimination system permits, a Section 401 Water Quality Certification from the Regional Water Quality Control Board, and a Section 404 Permit from the U.S. Army Corps of Engineers. The requirements of the permits and the implementation of Best Management Practices during construction would ensure that no major water quality, water discharge, erosion, or siltation impacts would occur as a result of the project.</p>				
<p>WQ-2 To reduce potential impacts to the four shallow municipal production wells (Thunderbird well field) located near the proposed project site, the following measures are recommended: (1) The use of solvents, fertilizers, and other chemical substances that can migrate through soil should be minimized or not used at all; (2) All soil and ground water contamination within the public right-of-way should be remediated; and (3) Contingency plans for both construction and long-term use of the highway should be developed to ensure that spills resulting from vehicular accidents are promptly and thoroughly cleaned</p>	ED, Section 2.2.2	Director of Public Works	Pre Construction	No
<p>WQ-3 The following design and construction Best Management Practices would be implemented to reduce impacts to water and stormwater quality: (1) Sheet flow of storm water runoff into vegetated areas would be implemented where feasible. For slopes too steep to receive sheet flow, storm water would be diverted away. Concentrated flows would be collected in stabilized drains and channels. The majority of surface runoff from this project would be conveyed through a system of concrete gutters, roadside swales, inlets, and pipes to the unnamed creek. Roadside swales would be vegetated rather than concrete lined where feasible. Flared end sections and rock slope protection would be used at drainage outfalls to dissipate energy and reduce erosion: (2) Proposed cut slopes would be made as flat as feasible. Proposed embankment slopes would be 4:1 or flatter wherever feasible, and no steeper than 2:1 in areas in which a flatter slope would not be feasible or cause unacceptable impacts. All slopes would be revegetated with landscaping or erosion control materials. Where slope stabilization</p>	ED, Section 2.2.2	Director of Public Works/Contractor	Pre Construction/ Construction	No

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<p>or erosion is a concern, rock slope protection would be used; (3) The proposed project has been aligned to minimize impacts to existing vegetation. The contractor staging area is potentially feasible in an open field adjacent to the project site. All vegetation and trees to remain would be protected with high visibility fencing and denoted on the contract plans; (4) Construction site Best Management Practices would include, but not be limited to, slope tracking, erosion control, fiber rolls, stabilized construction entrances, and concrete washout facilities; and (5) Drain inlet stenciling would be applied on all applicable inlets within the project limits.</p>				
<b>Geology/Soils/Seismic Topography</b>				
<p>GEO-1 Site-specific geotechnical and geological investigations that focus on the potential liquefaction hazard would be performed as part of the project design studies. As necessary, design and construction of the project components would include foundation treatments, such as removal and re-compaction or deep foundations, to reduce impacts from liquefaction.</p>	ED, Section 2.2.3	Director of Public Works/Contractor	Pre Construction/ Construction	No
<b>Paleontology</b>				
<p>PAL-1 In earth-moving areas where geologic units have been assigned a high level of paleontological sensitivity, full-time monitoring would be recommended. Monitoring must be performed by a qualified paleontological resources monitor. The monitor would have authority to temporarily divert equipment while evaluating and removing fossils. If fossils are encountered during construction, it is Caltrans' policy that work stop in that area until a qualified paleontologist can evaluate the nature and significance of the find to determine if recovery would be necessary. The monitor should be properly equipped to facilitate rapid removal of specimen. Once discovered, fossils would be salvaged by the monitor in an appropriate manner.</p>	ED, Section 2.2.4	Contractor	Construction	No
<p>PAL-2 Recovered specimens should be prepared to stabilize the fragile nature of the fossil and allow for identification. Each specimen should be evaluated by taxa, size, taphonomic condition, and geographic and stratigraphic occurrence. The resulting specimens should be stored in a permanent, recognized repository</p>	ED, Section 2.2.4	Director of Public Works	Recovery, storage, and recordation of discovered specimen at a	No

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institution such as a museum or university. A map indicating the location of each locality, appropriate stratigraphic sections, and field notes should accompany the recovered specimens to the designated repository.			recognized repository.	
PAL-3 A Paleontological Mitigation Report would be prepared by the project paleontologist. The report should include a summary of field and laboratory methods, a description of the geology and stratigraphy, a complete faunal list, an evaluation of scientifically significant fossils, analyses of the significance and relationship of the site to other fossil localities that are geographically or stratigraphically similar, and a complete set of geologic maps, stratigraphic sections, and field notes. The Paleontological Mitigation Report would be submitted to Caltrans and a copy provided to the designated repository. Acceptance of the final report by Caltrans constitutes completion for the monitoring and mitigation plan.	ED, Section 2.2.4	Director of Public Works	Preparation and submittal of Paleontological Mitigation Report	No
<b>Hazardous Waste Materials</b>				
HAZ-1 All structures that would be demolished as part of construction will undergo an evaluation for the presence of asbestos-containing materials during the property acquisition process, at which time the exact number and location of acquisitions will be confirmed. Sample collection procedures will be based upon the Asbestos Hazard Emergency Response Act protocols and EPA guidelines.	ED, Section 2.2.5	Director of Public Works/Contractor	During the property acquisition process	No
HAZ-2 During the property acquisition process, surveys shall be conducted to identify lead-based paint in buildings identified for demolition. Lead-based paint, if affected, shall be handled and disposed of in accordance with applicable state and federal regulations.	ED, Section 2.2.5	Director of Public Works/Contractor	During the property acquisition process	No
HAZ-3 During final design, surveys shall be conducted to ensure that thermoplastic pavement markings, or other types or colors of street or municipal markings containing lead based paint, if affected, are handled and disposed of in accordance with applicable state and federal regulations.	ED, Section 2.2.5	Director of Public Works/Contractor	During final design	No
HAZ-4 As necessary, areas prone to radon gas will be tested prior to	ED,	Director of Public	Prior to	No

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demolition or construction operations for the project. The EPA recommends both long-term (i.e., 90-day) and short-term (i.e., two-day) testing of structures to determine levels of radon gas. The need for long-term testing will be based on the findings of the short-term testing. If hazardous levels of radon are found, measures will be taken to reduce risk.	Section 2.2.5	Works/Contractor	demolition or construction	
HAZ-5 A soils and groundwater contaminant management plan will be implemented during construction. The plan will include procedures for contaminant monitoring and identification, temporary storage, handling, treatment, and disposal of materials in accordance with applicable federal, state and local regulations and requirements.	ED, Section 2.2.5	Director of Public Works	Pre Construction/ Construction	No
<p>HAZ-6 An Updated Initial Site Investigation will be performed during final design for further assessment of potential soil contamination at tanks in the project area, including those identified in the Initial Site Assessment/LHMS. If contamination is suspected a Preliminary Site Investigation is to be conducted and if contamination is confirmed, a detailed SI will be conducted to identify the characterization of the type, extent, and general magnitude of contamination.</p> <p>The Site Investigation process includes sampling and analysis of impacted soil or groundwater of the sites with the potential for encountering contamination during project activities. The Site Investigation may detect the presence of contamination and provide preliminary estimates of the nature and extent of the contamination through sampling and analysis of soils and water.</p>	ED, Section 2.2.5	Director of Public Works	During final design	No
HAZ-7 All procedures for removal of aboveground and underground storage tank must be in accordance with all applicable federal, state, and local regulations.	ED, Section 2.2.5	Director of Public Works/Contractor	Pre Construction/ Construction	No
HAZ-8 During final design, an assessment will be performed to determine the need for removal of any transformers resulting from project implementation. If it is determined that transformers will require removal, then they will be assessed for presence of polychlorinated biphenyls. If polychlorinated biphenyls are detected, the material will be collected and disposed of in	ED, Section 2.2.5	Director of Public Works/Contractor	During final design	No



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accordance with applicable regulations.				
HAZ-9 Before construction begins, a hazardous materials contingency plan will be in place to address such events as discovery of unidentified underground storage tanks, hazardous materials, petroleum hydrocarbons, or hazardous or solid wastes during construction. This contingency plan will address underground storage tank decommissioning, field screening and material testing methods, mitigation, contaminant monitoring and management requirements, and health and safety requirements for construction workers. If an unexpected release of hazardous substances is found in reportable quantities, the National Response Center must be notified and clean up coordinated with environmental agencies.	ED, Section 2.2.5	Director of Public Works/Contractor	Pre Construction/ Construction	No
<b>Air Quality</b>				
Daily watering of all disturbed soil areas is required by Caltrans' Standard Specifications. The purpose of this is to reduce dust emissions from the site. In addition, the Contractor would use California Air Resources Board approved low-sulfur diesel fuel in all his construction vehicles. When daily watering is not sufficient to keep dust from blowing offsite, the following measures from the San Luis Obispo County Air Pollution Control District's California Environmental Quality Act Air Quality Handbook can be used as determined applicable by the Resident Engineer.	ED, Section 2.2.6	Director of Public Works/Contractor	Construction	No
AQ-1 Standard Minimization Measures for construction equipment. Maintain all construction equipment in proper tune according to manufacturer's specifications: (1) Fuel all off-road and portable diesel powered equipment including, but not limited to, bulldozers, graders, cranes, loaders, scrapers, backhoes, generator sets, compressors, auxiliary power units, with motor diesel fuel certified by the California Air Resources Board (non-taxed version suitable for off-road); and (2) Maximize, to the extent feasible, the use of diesel construction equipment meeting California Air Resources Board's 1996 or newer certification standard for off-road heavy-duty diesel engines	ED, Section 2.2.6	Contractor	Construction	No
AQ-2 Discretionary Minimization Measures for Construction Equipment: (1) Electrify equipment where feasible; (2) Substitute	ED, Section	Contractor	Construction	No

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gasoline-powered for diesel-powered equipment, where feasible; (3)Use alternatively fueled construction equipment onsite, where feasible, such as compressed natural gas, liquefied natural gas, propane, or biodiesel; and (4) Use equipment that has Caterpillar pre-chamber diesel engines.	2.2.6			
AQ-3 Discretionary Activity Management Techniques: (1) Develop a comprehensive construction activity management plan designed to minimize the amount of large construction equipment operating during any given time period; (2) Schedule construction truck trips during non-peak hours to reduce peak-hour emissions; (3) Limit the length of the construction work day, if necessary; and (4) Phase construction activities, if appropriate.	ED, Section 2.2.6	Contractor	Construction	No
AQ-4 Fugitive PM <sub>10</sub> Management Measures Techniques (employ as applicable): (1) Reduce the amount of the disturbed area where possible; (2) Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 miles per hour. Reclaimed (non-potable) water should be used whenever possible; (3) All dirt stockpile areas should be sprayed daily as needed; (4) All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible; (5) Vehicle speed for all construction vehicles would not exceed 15 miles per hour on any unpaved surface at the construction site; (6) All trucks hauling dirt, sand, or other loose materials are to be covered or should maintain at least 2 feet of freeboard(minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code Section 23114; (7) Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site; and (8) Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible. If these mitigation measures are not effective at controlling construction phase fugitive dust emissions from leaving the project site, then the project shall implement the following additional APCD fugitive dust control measures: (1) Permanent dust control measures	ED, Section 2.2.6	Contractor	Pre Construction/ Construction	No

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<p>identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities; (2) Exposed ground areas that would be reworked at dates greater than one month after initial grading should be sown with a fast-germinating native grass seed and watered until vegetation is established; and (3) All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the San Luis Obispo Air Pollution Control District.</p> <p>The contractor or builder should designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties would include holidays and weekend periods when work may not be in progress. The names and telephone numbers of such persons would be provided to the San Luis Obispo Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading of the structure.</p>				
<b>Noise</b>				
<p>N-1 All noise-producing project equipment and vehicles using internal combustion engines would be equipped with mufflers and air-inlet silencers where appropriate, and in good operating condition that meet or exceed original factory specification. Mobile or fixed “package” equipment (for example arc-welders and air compressors) would be equipped with shrouds and noise control features that are readily available for that type of equipment.</p>	ED, Section 2.2.7	Director of Public Works/Contractor	Pre Construction/ Construction	No
<p>N-2 All mobile or fixed noise-producing equipment used on the project, which is regulated for noise output by a local, state, or federal agency, would comply with such regulation while in the course of project activity.</p>	ED, Section 2.2.7	Contractor	Construction	No
<p>N-3 Material stockpiles and mobile equipment staging, parking, and maintenance areas would be located as far as practicable from noise-sensitive receptors.</p>	ED, Section 2.2.7	Contractor	Construction	No
<p>N-4 Construction site and haul-road speed limits would be established and enforced during the construction period.</p>	ED, Section	Director of Public Works/Contractor	Construction	No

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	2.2.7			
N-5 The hours of construction including noisy maintenance activities would be restricted to the periods and days permitted by local regulations.	ED, Section 2.2.7	Director of Public Works/Contractor	Pre Construction	No
N-6 The use of noise-producing signals, including horns, whistles, alarms, and bells would be for safety warning purposes only.	ED, Section 2.2.7	Director of Public Works/Contractor	Pre Construction/ Construction	No
N-7 No project-related public address or music system would be audible at any adjacent receptor.	ED, Section 2.2.7	Contractor	Pre Construction/ Construction	No
N-8 The Contractor would develop a project Noise Control Plan, which would have been approved and implemented prior to commencement of any construction activity.	ED, Section 2.2.7	Director of Public Works/Contractor	Pre Construction	No
N-9 The placement of berms or erection of temporary soundwall barriers would be considered where project activity is unavoidably close to noise-sensitive receptors.	ED, Section 2.2.7	Director of Public Works	Pre Construction	No
<b>Natural Communities</b>				
<p>NC-1 Oak trees would be replanted at a 10:1 ratio utilizing one-gallon size plants and would be replanted on the same property the trees are removed from or in the project area, to the extent practicable and in coordination with Caltrans. Replacement oaks shall be planted and grouped in a natural random, pattern, to the extent possible.</p> <p>When oaks are planted, preference shall be given to planting at the dripline edge of existing mature oak trees within appropriate portions of the project area, to the extent practicable. Preferred placement of mitigation oaks also includes north-facing slopes, drainage swales lacking riparian vegetation, and in areas away from continuous irrigation as much as practicable. To enhance establishment and subsequent growth rates, these oak trees will be installed with anti-herbivory cages, mulch, supplemental irrigation, and will receive maintenance for three years. Planting is not to occur during the driest months of the year regionally (i.e., June through September).</p>	ED, Section 2.3.1	Director of Public Works/Contractor	Post Construction	No

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<p>A 3-year maintenance and monitoring program that includes plant establishment and replacement, invasive species control and supplemental watering period when needed shall be implemented. A qualified botanist or arborist shall monitor the installation and maintenance of the oak tree for a 3 year minimum or longer until deemed as successfully established by the City. Annual monitoring reports shall be prepared by the botanist or arborist and submitted to the City and Caltrans.</p>				
<p>NC-2 Environmentally sensitive areas protecting oak woodlands within the Biological Study Area would be delineated on plans and in the field with brightly colored fencing or similar materials in consultation with the Caltrans' Environmental Division. No staging areas, haul routes, stockpile areas, or construction equipment storage areas would be placed within environmentally sensitive areas. Mulch shall be placed at a depth of 4 to 6 inches to root zones of oak woodlands located adjacent to the delineated environmentally sensitive areas to reduce damage to root zones of adjacent oak woodlands.</p>	ED, Section 2.3.1	Director of Public Works/Contractor	Pre Construction/ Construction	
<b>Jurisdictional Waters</b>				
<p>WET-1 Prior to undertaking ground-disturbing activities or development within or adjacent to any potential Clean Water Act and California Department of Fish and Game Code 1600 (et seq.) jurisdictional features (such as wetlands, Waters of the U.S., Waters of the state, sensitive riparian areas, etc.) within the Biological Study Area, Caltrans would consult with the appropriate responsible local, state, and federal agencies to secure all obligatory discretionary permits and authorization.</p>	ED, Section 2.3.2	Director of Public Works	Pre Construction	No
<p>WET-2 Environmentally sensitive areas within the Biological Study Area (such as streambeds, oak trees, active and avian nest sites) would be delineated on plans and in the field with brightly colored fencing or similar materials in consultation with Caltrans' Environmental Division. No staging areas, haul routes, stockpile areas, or construction equipment storage areas would be placed within environmentally sensitive areas.</p>	ED, Section 2.3.2	Director of Public Works/Contractor	Pre Construction/ Construction	

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WET-3 Prior to undertaking ground-disturbing activities, the following permits would be obtained, as ultimately deemed necessary, from the respective agency: (1) U.S. Army Corps of Engineers, Section 404 Permit would be obtained prior to construction; (2) California Department of Fish and Game, 1602 Streambed Alteration Agreement would be obtained prior to construction; and (3) Regional Water Quality Control Board, Section 401 Water Quality Certification would be obtained prior to construction.	ED, Section 2.3.2	Director of Public Works	Prior to issuance of construction permits	No
WET-4 Temporary impacts to Waters of the U.S. shall be compensated for at a ratio of 2:1, and permanent impacts to Waters of the U.S. shall be compensated for at a ratio of 3:1.	ED, Section 2.3.2	Director of Public Works	Prior to issuance of construction permits	No
<b>Animal Species</b>				
AS-1 In order to comply with the Migratory Bird Treaty Act and relevant sections of the California Department of Fish and Game Code, any vegetation clearing would take place outside of the typical avian nesting season (February 15 <sup>th</sup> - September 1 <sup>st</sup> ), to the maximum extent practical. If this is not possible, prior to ground-disturbing activities, construction, and other development within the Biological Study Area, a qualified biologist would conduct and submit a migratory nesting bird and raptor survey report. A qualified biologist is an individual with sufficient education and field experience in local California ecology and biology to adequately identify local plant and wildlife species. The survey would occur not more than 72 hours prior to initiation of project activities and any occupied passerines and/or raptor nests occurring within or adjacent to the study area would be delineated. To the maximum extent practicable, a minimum buffer zone from occupied nests would be maintained during physical ground-disturbing activities. If there were migratory birds in trees that are to be removed, construction would be halted until the birds have fledged. Once nesting has ceased, the buffer may be removed.	ED, Section 2.3.3	Director of Public Works	Prior to ground-disturbing activities, construction or other development within the Biological Study Area	No
<b>Invasive Species</b>				
VEG-1 All native vegetation that is removed or temporarily disturbed during construction would be replaced with native and	ED, Section	Director of Public Works	Prior to issuance of construction	

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drought-tolerant plants species as specified by the Landscape Architecture Division of Caltrans' Environmental Planning Division. Native vegetation would be monitored to ensure planting success and the City would develop and implement a "Native Vegetation Restoration and Monitoring Plan" within input and oversight from Caltrans for any disturbed areas within the Biological Study Area (such as staging areas, access roads, etc). The final plan would be prepared prior to construction.	2.3.4		permits	
VEG-2 Topsoils containing non-native, exotic, and/or invasive plant material or seeds would be removed from the Biological Study Area and not reused unless, as specified by Caltrans' Environmental Planning, the topsoils can be used in areas where non-native, exotic, and/or invasive plant material or seeds would not adversely affect native vegetation.	ED, Section 2.3.4	Director of Public Works	Prior to ground-disturbing activities, construction or other development within the Biological Study Area	
VEG-3 Limits of grading and construction activities should be clearly delineated so that no vegetation outside the delineated grading limits would be disturbed by construction personnel or equipment.	ED, Section 2.3.4	Director of Public Works/ Contractor	Prior to issuance of construction permits/ Construction	
VEG-4 In compliance with the Executive Order on Invasive Species, and subsequent guidance from the Federal Highway Administration, landscaping and erosion control included in the project would not use species listed as noxious weeds. In areas of particular sensitivity, extra precautions would be taken if invasive species were found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.	ED, Section 2.3.4	Director of Public Works/ Contractor	Prior to issuance of construction permits/ Construction	

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