

**Before the Board of Supervisors in and for the
County of Monterey, State of California**

Resolution No.

- Resolution of the Monterey County Board of Supervisors to:)
Supervisors to:)
a. Certify the Environmental Impact Report for the Nacimiento Lake Drive Bridge at San Antonio River Replacement Project, County Bridge Number 449;)
b. Adopt the CEQA findings and Statement of Overriding Considerations for said Project;)
c. Adopt the Mitigation Monitoring and Reporting Program; and)
d. Authorize the Resource Management Agency – Public Works to proceed with the Nacimiento Lake Drive Bridge at San Antonio River Replacement project.....)

The Final Environmental Impact Report for the Nacimiento Lake Drive Bridge at San Antonio River Bridge Replacement project came on for public hearing before the Monterey County Board of Supervisors on August 26, 2014. Having considered all the written and documentary evidence, the administrative record, the staff report, oral testimony, and other evidence presented, the Monterey County Board of Supervisors finds and decides as follows:

FINDINGS

1. **FINDING:** **PROJECT DESCRIPTION** – The Monterey County Resource Management Agency - Public Works (the "County") proposes to replace the existing Nacimiento Lake Drive Bridge over the San Antonio River, including a realignment of the roadway approaches to the bridge.

The replacement bridge, which will accommodate two lanes of traffic with shoulders, will be approximately 267 feet in length and 35 feet in width. The replacement bridge will be constructed approximately 130 feet downstream of the existing bridge, the bridge type will be a cast-in-place, post-tensioned, concrete box girder structure, having two spans with a center pier. The center pier will have a diameter of approximately six to seven feet and will be supported on a large diameter cast-in-drilled-hole (CIDH) pile foundation. The depth of the foundation will be approximately 70 feet. The location of the center pier will be outside of the low-flow channel of the river.

The southern bridge abutment will be supported on two CIDH pile foundations, each with a diameter of approximately six to seven feet and a depth of approximately 55 feet. Excavation for this abutment will be to a depth of roughly five feet into the embankment fill. The northern bridge abutment will be supported on multiple CIDH pile

foundations, each with a diameter of approximately two feet and a depth of approximately 25 feet. Excavation for this abutment will be to a depth of roughly 8 feet into the embankment fill.

Rock slope protection, which will likely consist of 500-pound rocks, will be placed at each bridge abutment to prevent erosion and undermining of the structure. The length of the rock slope protection along the banks of the river at the southerly and northerly abutments will be approximately 120 feet and 80 feet, respectively.

The existing bridge will remain open to traffic during the construction of the replacement bridge. The existing bridge will be removed when the replacement bridge is operational. The entire bridge structure will be removed. Per Caltrans' standards, the piles will be removed down to a minimum of three feet below the existing ground surface. Upon removal, the area will be restored.

For purpose of the findings contained in this resolution, the "project" is as described above.

EVIDENCE: The project plans and related support materials contained in the project are on file by the Monterey County Resource Management Agency – Public Works (RMA-PW).

2. **FINDING:** **CERTIFICATION OF FINAL ENVIRONMENTAL IMPACT REPORT (FEIR)** – The County of Monterey has completed the FEIR in compliance with CEQA. The FEIR was presented to the Board of Supervisors of Monterey County and the Board of Supervisors reviewed and considered the information contained in the FEIR prior to approving the project. The FEIR reflects the County of Monterey's independent judgment and analysis.

EVIDENCE:

- a) The California Environmental Quality Act (CEQA) requires preparation of an environmental impact report if there is substantial evidence in light of the whole record that the project may have a significant effect on the environment.
- b) The Monterey County RMA - PW prepared an Initial Study pursuant to CEQA. The Initial Study is on file in the offices of the RMA – PW and is hereby incorporated by reference.
- c) The Initial Study concluded that the Project would result in less-than-significant impacts (or no impacts) in the following subject areas: air quality, noise, hazardous materials, water quality, paleontological resources, archeological resources, land use, utilities and public services, transportation (including traffic, bicycle, and pedestrian facilities), geology (including soils, seismic, and topography), climate change, and cumulative impacts.
- d) Summary of Environmental Impacts: Biological Resources and Historical Resources were analyzed in the Draft Environmental Impact Report (DEIR). Based on the results of the Initial Study prepared in accordance with the requirements of CEQA, the DEIR was focused on the impacts of the project to biological and historical resources. The

DEIR identified short term and long term biotic biological impacts to aquatic habitat, water quality, wetlands habitat, and riparian habitat. The DEIR identified short term biological impacts to special-status wildlife species as follows:

Fish: steelhead, and Monterey roach

Reptiles and Amphibians: Western pond turtle, California horned lizard, San Joaquin whipsnake, and silvery legless lizard

Birds: Bald or golden eagles, Least Bell's vireos, white tailed kite, loggerhead shrike, yellow warbler, tricolored blackbird, nesting migratory birds

Mammals: San Joaquin kit foxes

- e) The Initial Study identified potentially significant effects to historic resources and biological resources. Therefore an Environmental Impact Report was prepared.
- f) All project changes required to avoid significant effects on the environment have been incorporated into the project and/or are made conditions of approval. The County has prepared a Mitigation Monitoring and Reporting Program (MMRP) in accordance with Monterey County regulations and in compliance with Public Resources Code Section 21081.6 and CEQA guidelines Section 15097 to ensure compliance with the mitigation measures identified in the EIR during project implementation and operation. The MMRP is attached here in as Exhibit A and incorporated here-in by reference.
- g) The Draft Environmental Impact Report (DEIR) was prepared in accordance with CEQA and circulated for public review from November 8, 2013 to January 17, 2014 (SCH# 2011101021).
- h) The Final EIR contains the EIR text, including responses to the comments which were received on the Draft EIR.

The following information is incorporated by reference and made a part of the record supporting these findings:

1. The Final EIR, and all documents upon which the EIR relies, and those documents which were incorporated by reference.
2. The Mitigation Monitoring and Reporting Program dated February 2014.
3. All testimony, documentary evidence and all correspondence submitted to Monterey County in connection with the public hearings on the Draft and Final EIR.
4. All staff reports, memoranda, maps, slides, letters, minutes or meeting records, and other documents relied upon or prepared by Monterey County relating to the Project.
5. These Findings adopted in connection with the Project.

Evidence that has been received and considered includes: the technical studies/reports, staff reports that reflect the County's independent judgment, information and testimony presented during the Historic Resource Review Board meeting held on January 9, 2014, and comments made to the Environmental Impact Report incorporated into

the Final Environmental Impact Report.

Technical Studies that are referenced or included as appendices in the EIR are as follows:

- Initial Study (IS)
- Natural Environmental Study (NES)
- Biological Assessment (BA)
- Structure Type Selection Report for Nacimiento Lake Drive Bridge
- Asbestos and Lead Paint Survey for Nacimiento Lake Drive Bridge
- Historic Properties Survey Report for Nacimiento Lake Drive Bridge Replacement
- Monterey County Register of Historic Resources
- Monterey County Code of Ordinances
- Initial Site Assessment for Nacimiento Lake Drive Bridge Replacement
- Preliminary Geotechnical Information Memo for Nacimiento Lake Drive Bridge Replacement
- Bridge Hydraulics Study for Nacimiento Lake Drive Bridge at San Antonio River
- United States Department of Commerce, National Marine Fisheries Service - Endangered Species/Section 7 Concurrence Letter for Nacimiento Lake Drive Bridge Replacement
- United States Department of the Interior, Fish and Wildlife Service, Endangered Species/Section 7 Concurrence Letter for Nacimiento Lake Drive Bridge Replacement

These documents are on file in the RMA-PW and are hereby incorporated by reference.

- i) Recirculation of the DEIR is not required under Public Resources Code Section 15088.5. No new information was submitted by the County or the public as part of the comments on the DEIR that identifies a new significant environmental impact not previously disclosed. No substantial increase in the severity of the identified environmental impacts would result from implementation of the project or implementation of the mitigation measures, and no feasible project alternative or mitigation measures considerably different from those analyzed in the DEIR have been identified. No new information has been added to the record that deprived the public of a meaningful opportunity to comment upon a substantive adverse environmental effect of the project.
- j) **DEPARTMENT OF FISH AND WILDLIFE FEES** - The project will have a significant impact on the fish and wildlife resources upon which the wildlife depends. The construction activities have the potential to adversely affect steelhead and Monterey roach. The significant impact on the fish and wildlife resources are reduced to less than significant with mitigation measures listed in the EIR. The notice of availability with the DEIR was submitted to the State Clearinghouse and made available to the California Department of Fish and Wildlife (CDFW). No comments were received by the CDFW on the DEIR.

The project is required to pay the state fee in effect at the time of the recordation of the Notice of Determination to the Monterey County Clerk/Recorder for processing said fee and posting the Notice of Determination (NOD).

- k) The County prepared Responses to Comments on the Nacimiento Lake Drive Bridge project Draft EIR. The “Responses to Comments” responds to comments received during the DEIR circulation period. The Responses to Comments document was released to the public on March 12, 2014 and responds to all significant environmental points raised by persons and organizations that commented on the DEIR. A response to comment by the Monterey County Historical Resource Review Board was included in the Final Environmental Impact Report. The County of Monterey has considered the comments received during the public review period for the Draft Environmental Impact Report, and in the Responses to Comments document, provide responses to the comments received. Together the Draft Environmental Impact Report and Responses to Comments constitute the Final Environmental Impact Report on the Nacimiento Lake Drive Bridge project.
- l) The Monterey County RMA – PW, located at 168 W. Alisal, 2nd Floor, Salinas, California, 93901, is the custodian of documents and other materials that constitute the record of proceedings upon which the decision to adopt the Environmental Impact Report is based.

3. **FINDING:**

EIR-ENVIRONMENTAL IMPACTS MITIGATED TO LESS THAN SIGNIFICANT – The project would result in significant and potentially significant impacts to Biological Resources that would be mitigated to a less than significant level due to incorporation of mitigation measures from the EIR into the requirements for the project. Changes or alterations have been required in or incorporated into the project, which avoid or substantially lessen the potentially significant environmental effect identified in the FEIR.

EVIDENCE:

- a) To mitigate the project impacts to biological resources, the following is a list of the mitigation measures incorporated into the project to reduce impacts to a less than significant level:

Biological Resources

Impact BIO-2: The project will result in short - term, construction-related, impacts to aquatic habitat, including the potential degradation of water quality in the river.

MM BIO-2.1: Following completion of bridge falsework, the temporary gravel pads will be removed and the channel will be restored to pre-project conditions.

MM BIO-2.2: No equipment will be operated in the live stream channel.

MM BIO-2.3: Standard erosion control and slope stabilization measures will be required for work performed in any area where

erosion could lead to sedimentation in the river.

MM BIO-2.4: Silt fencing will be installed between any activities conducted within, or just above the edge of the top-of-bank and the edge of the river to prevent dirt or other materials from entering the channel.

MM BIO-2.5: No debris, soil, silt, sand, bark, slash, sawdust, cement, concrete, washings, petroleum products or other organic or earthen material will be allowed to enter into or be placed where it may be washed by rainfall or runoff into the river or aquatic habitat.

MM BIO-2.6: Machinery will be refueled at least 60 feet from any aquatic habitat, and a spill prevention and response plan will be prepared.

Impact BIO-3: The project will result in both permanent and temporary impacts to wetlands habitat located on the project site.

MM BIO-3.1: Wooden mats or similar products will be used where it is necessary for personnel and equipment to cross over and gain construction access within wetlands. This will reduce the intensity of impacts to the soil and vegetation, thus limiting the impact intensity and allowing these areas to quickly recover once construction is complete.

MM BIO-3.2: A qualified restoration ecologist will inspect the temporarily-impacted wetlands following construction. If it is determined these areas require revegetation or remedial soil treatment, a native seed mixture appropriate for that area will be applied. It is unlikely that the freshwater wetlands will require re-seeding, as these wetlands occur within the low-flow channel and temporary impacts should not affect the perennial rhizomes of these plants. In seasonal wetlands, areas determined to require active post-construction revegetation efforts may be seeded with species occurring at the site such as wire rush and Mexican rush.

MM BIO-3.3: The permanent loss of 0.03 acres of freshwater emergent wetlands and 0.01 acres of seasonal wetlands will be mitigated at a 2:1 mitigation-to-impact ratio. Thus, 0.06 acres of freshwater emergent wetlands and 0.02 acres of seasonal wetlands will be created. The wetlands will be created within the biological study area (BSA), preferably within the area where the existing bridge will be removed. The wetlands will be adjacent to the riparian mitigation described above.

Impact BIO-4: The project will result in both permanent and temporary impacts to riparian habitat located on the project site.

MM BIO-4.1: Mitigation for impacts to riparian habitat will consist of the creation of in-kind habitat. 0.15 acres of willow and mule fat riparian scrub, as well as the 0.08 acres of wetlands (see MM BIO-3.3), will be planted in areas close to the existing OHW of the San Antonio River. There is approximately 0.67 acres of non-wetland areas that does not currently support riparian vegetation available on-site that contains the existing bridge and road approaches to be removed by the project, and between the existing road and proposed bridge abutment. Since much of this area would require restoration following structure and roadway removal in any case, it presents a good opportunity for on-site, in-kind mitigation.

Impact BIO-6: Construction activities have the potential to adversely affect steelhead and Monterey roach.

MM BIO-6.1: All work within the banks of the river will occur during the dry season (roughly 15 June to 15 October). although the County may engage in consultation with NMFS to extend this period, if dry weather permits). During this time, stream flows are expected to be at annual lows to mid flows (though releases from the dam upstream will influence flow levels to some extent), and movement of steelhead or roach through the BSA, if they are present at all, will be minimal.

MM BIO-6.2: During demolition and construction activities, netting and other structures will be installed under the existing bridge and the proposed bridge to prevent debris from entering the channel; as such debris could degrade water quality and potentially injure fish in the river.

MM BIO-6.3: A construction personnel education program will be given by a qualified biologist before the commencement of construction to explain to construction personnel how best to avoid the accidental take of steelhead or roach. The approved biologist will conduct a training session that will be scheduled as a mandatory informational field meeting for contractors and all construction personnel. The field meeting will include topics on species identification, life history, descriptions of habitat requirements during various life stages, review of habitat sensitivity, required practices before the start of construction and a discussion of general measures that are being implemented to conserve the species as they relate to the project, penalties for noncompliance, and boundaries of the construction area. Emphasis will be placed on the importance of the habitat and life stage requirements within the context of project

avoidance and minimization measures. Handouts, illustrations, photographs, and/or project mapping showing areas where minimization and avoidance measures are being implemented will be included as part of this education program. Upon completion of training, employees will sign a form stating that they attended the training and understand all the conservation and protection measures. Training shall be conducted in languages other than English for workers who do not speak or understand English.

MM BIO-6.4: A qualified biologist will be present to monitor all activities involving the placement of gravel (for temporary falsework pads) in the river, including the construction of a sandbag coffer dam to encompass the pads. For additional details regarding the duties of the biologist and other information related to this measure. See Section 2.1.8.4 of the DEIR.

MM BIO-6.5: While temporary falsework and associated pads are present within the river, a channel of free-flowing water between the pads will remain to allow fish to continue to move through the project area.

Impact BIO-7: Construction activities have the potential to adversely affect up to one or more of the following special status species of reptiles and amphibians: western pond turtle, California horned lizard, San Joaquin whipsnake, and silvery legless lizard.

MM BIO-7.1: Prior to the start of construction or demolition activities, a qualified biologist will conduct a preconstruction survey for these species. If any of the above animals are found within the BSA, the qualified biologist will relocate them to a suitable location outside of the BSA.

MM BIO-7.2: Prior to the start of construction or demolition activities, exclusion fencing will be installed around the work area and between the work area and the water's edge where feasible. When the fence is completed, the area within the fence will be surveyed for the species described above. The qualified biologist will safely relocate any individuals of these species that are detected within the exclusion fence to a suitable location outside of the BSA.

MM BIO-7.3: Each morning prior to the start of construction, a designated construction crew member who has received training in recognizing and handling these species by the qualified biologist will search the area within the exclusion fence for amphibians and reptiles. If any individuals of these species are found, the designated crew member will relocate those individuals to a suitable location outside of the BSA.

Impact BIO-8: Construction activities have the potential to adversely affect bald or golden eagles if they are nesting in the vicinity.

MM BIO-8.1: A winter survey covering a one-mile buffer around the project area will be conducted to determine if potential golden eagle nest sites are present within the buffer. For details regarding the timing, scope, and reporting requirements for this survey. See Section 2.1.8.6 of the DEIR.

MM BIO-8.2: A preconstruction eagle survey will be undertaken. The survey will cover the one-mile buffer and determine if any golden or bald eagle nests are present/active. The survey results will be provided to the USFWS prior to the start of construction.

MM BIO-8.3: If any nests are determined to be present within one-half mile of the project site at the start of construction, a Disturbance Permit from the USFWS will be obtained by the County.

Impact BIO-10: If present, the project has the potential to adversely affect least Bell's vireos.

MM BIO-10.1: The project will fully mitigate for impacts to riparian habitat, the habitat type of greatest value to the least Bell's vireo. This mitigation is described in MM BIO-4.1.

MM BIO-10.2: Project activities will be timed to avoid the least Bell's vireo breeding season (1 April to 31 July) to the greatest extent practicable.

MM BIO-10.3: Where vegetation is to be removed by the project, potential nesting substrates (e.g., bushes, trees, grass, and suitable artificial surfaces) that will be disturbed by the project will be removed during the non-breeding season (August 1 to March 31), if feasible, to help preclude nesting.

MM BIO-10.4: If it is not feasible to schedule vegetation removal and commencement of construction activities during the non-breeding season, then pre-construction surveys for nesting birds will be conducted by a qualified ornithologist to detect any least Bell's vireos using the areas and to ensure that no nests will be disturbed during project implementation. This survey will be conducted no more than 7 days prior to the initiation of construction activities. During this survey, the ornithologist will inspect all trees, shrubs, and other potential nesting habitats in and immediately adjacent to the impact areas for nests. In the unlikely event that nesting least Bell's vireos are detected during such a survey, the biologist will determine an

appropriate buffer (typically approximately 250 feet) in consultation with the USFWS and CDFW.

Impact BIO-11: The project has the potential to adversely affect up one or more of the following special status species of birds: white-tailed kite, loggerhead shrike, yellow warbler, and tricolored blackbird.

MM BIO-11.1: The project will fully mitigate for impacts to wetlands and riparian habitat, the habitats type of greatest value to these four bird species. This mitigation is described in MM BIO-3.1 and MM BIO-4.1.

MM BIO-11.2: Impacts to any of these species that may be nesting within the project limits will be avoided. The mitigation is the same as that for nesting birds protected by the Migratory Bird Treaty Act and California Fish & Game Code. Please see MM BIO-16.1 through MM BIO-16.3.

Impact BIO-15: If present, the project has the potential to adversely affect San Joaquin kit foxes.

MM BIO-15.1: All surveys, den destructions, and monitoring related to the kit fox will be conducted by a qualified biologist. The qualified biologist will conduct pre-construction surveys no less than 14 days and no more than 30 days prior to the beginning of ground disturbance and/or construction activities. This survey will identify kit fox habitat features on the project site and evaluate use by kit fox and, if possible, assess the potential impacts to the kit fox by the proposed activity. The status of all dens will be determined and mapped.

MM BIO-15.2: Written results of the pre-construction survey will be submitted to the County immediately; the County will then notify the USFWS within 5 days after survey completion and prior to the start of ground disturbance and/or construction activities. If a natal/pupping den is discovered within the project area or within 200-feet of the project boundary, the County shall be immediately notified, and shall in turn notify the USFWS and CDFW. If the preconstruction survey reveals an active natal or pupping den or new information, the County will contact the USFWS and CDFW immediately to obtain the necessary take authorization/permit. If a den is found, measures to avoid impacts to the den (including buffers and seasonal restrictions on work near the den) will be implemented, and if necessary, the foxes will be evicted after the non-breeding season.

Impact BIO-16: Construction activities associated with the project have the potential to adversely affect nesting migratory birds.

MM BIO-16.1: Construction activities will be avoided during the

nesting season to the extent feasible. The nesting season for most birds in this region of California extends from February 1 to August 31. If vegetation is to be removed by the project, potential nesting substrate (e.g., bushes, trees, snags, grass, and suitable artificial surfaces) that will be disturbed should be removed during the non-breeding season (i.e., they should be removed between 1 September and 31 January), if feasible, to help preclude nesting.

MM BIO-16.2: If it is not feasible to schedule vegetation removal during the non-breeding season, then pre-construction surveys for nesting birds will be conducted by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. This survey will be conducted no more than seven days prior to the initiation of construction activities. During this survey, the ornithologist will inspect all trees, shrubs, and other potential nesting habitats in and immediately adjacent to the BSA for nests. If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist, in consultation with the CDFW, will determine the extent of a buffer zone to be established around the nest, typically 250 feet for raptors and 50 feet for other birds, to ensure that no nests will be disturbed.

MM BIO-16.3: Alternatively, nest starts may be removed on a regular basis (e.g., every 2nd or 3rd day), starting in late January or early February, or measures such as exclusion netting may be placed over the existing bridge to prevent active nests from becoming established.

4. FINDING:

EIR-ENVIRONMENTAL IMPACTS NOT MITIGATED TO LESS THAN SIGNIFICANT – The project would result in significant and unavoidable impacts to Historical Resources that would not be mitigated to a less-than-significant level even with incorporation of mitigation measures from the EIR into the requirements of the project, as further described in this finding. There are specific economic, legal, social, technological or other considerations which make infeasible the mitigation measures or project alternatives identified in the FEIR.

- EVIDENCE:**
- a) No mitigation has been identified that would reduce the impacts to a less than significant level.
The “Build New Bridge and Remove the Existing Bridge Alternative” as the preferred alternative will fully meet the project objectives. Specifically, the construction of a new bridge will 1) provide a crossing of the San Antonio River on Nacimiento Lake Drive, and 2) will comply with all current highway design and seismic safety standards. This alternative will, however result in one significant and unavoidable environmental impact, namely the demolition of the existing historic bridge. There are no mitigation measures that would reduce the impact of the removal of the existing Nacimiento Lake Drive bridge to a less-than-significant level. Mitigation measures will be included with this alternative although they will not reduce the impacts to a less-than-significant level.

The “Seismic Retrofit of the Existing Bridge” alternative would require large (6 foot) diameter outrigger piles and pile extensions on each side of the bridge for all three intermediate supports and for each abutment. It has been established that the timber piles in the existing bridge were damaged and an adequate foundation would need to be established to prevent collapse during an earthquake. The five outrigger piles would dominate the visual impact of the bridge and therefore change the character and compromise the Historic Reference of the existing bridge. Because of this unavoidable fundamental change to the bridge structure and its visual impact, no mitigation measure is available for the “Seismic Retrofit of the Existing Bridge” alternative that would reduce the impact to less-than-significant.

The “Build New Bridge and Keep Existing Bridge Alternative” would construct the new bridge downstream to the existing bridge and the existing bridge would not be removed. If the existing bridge remained it would be closed to the public because it has been determined that a seismic retrofit would still be required even if the bridge were only used by pedestrians. The unused bridge would require periodic maintenance and painting. However, collision damage from traffic would not occur. The existing structure would remain vulnerable to collapse due to an earthquake or structural deterioration. The existing elements of the steel deck are corroded and are vulnerable to failure. The existing timber piles have experienced cracking and decay. Collapse of the structure would result in damage to the ecosystem of the San Antonio River. Retention of the existing bridge would require expenditure of public funds for maintenance and repairs for an unused facility in order to avoid an eventual collapse due to deterioration. This option was rejected because the economic, safety and environmental reasons preclude a feasible mitigation that reduces impacts to less than significant.

The following is a list of the mitigation measures that will be incorporated into the project to mitigate the Historic Impacts of the preferred alternative project:

Impact HIST-1: The project will demolish a locally-significant historic resource, the Nacimiento Lake Drive bridge over the San Antonio River.

MM HIST-1.1: Prior to demolition, the bridge will be photo documented to an archival level in accordance with the standards of the Historic American Engineering Record (HAER).

MM HIST-1.2: The County will install a historic bridge marker or commemorative plaque at the site of the replacement bridge. The design of this feature will be submitted to the Monterey County Historic Resources Review Board for review and input.

- 5. FINDING: EIR-CEQA ALTERNATIVES TO THE PROPOSED PROJECT –**
The EIR considered several alternatives to the proposed project in compliance with CEQA Guidelines section 15126.6. The EIR describes a range of reasonable alternatives to the project, or the location of the project, which would feasibly obtain most of the basic objectives of the

project, but would avoid or substantially lessen any of the significant environmental effects of the project. Specific economic, legal, social, technological, or other considerations make infeasible the project alternatives identified in the FEIR for reasons discussed below.

EVIDENCE: a) **No Project Alternative**

Under the No Project Alternative, the existing bridge on Nacimiento Lake Drive over the San Antonio River would remain in use and in place. No changes to the existing bridge or roadway would occur. This alternative would avoid impacts to biological resources and would avoid impacts to historic resources by avoiding the demolition of the existing historic bridge. The No Project Alternative would avoid all of the environmental effects of the Project.

Finding: A Final Strategy Report for the Nacimiento Lake Drive Bridge at San Antonio River that was initially conducted for the project indicated numerous structural deficiencies and seismic vulnerability of the existing bridge. It stated that the existing structure was seismically vulnerable and expensive to retrofit and should be replaced. The existing steel grid deck, stringers and beams are corroded. The diagonal bracing below the steel grid deck is heavily corroded and loose. The existing timber piles are visible and have been exposed by scour at Pier 4. Laboratory reports indicate that the existing paint system contains 14.9% lead (>0.5% is considered a health hazard). The existing bridge is vulnerable to collapse due to inadequate shear capacities of the existing columns and inadequate strength and possible dry rot in the 93 year old timber piles. The superstructure is vulnerable to becoming unseated at all piers. This alternative would leave in place an existing one lane crossing with a posted speed limit of 15 mph that does not meet current highway design standards. It would leave in place a bridge structure that does not comply with current seismic safety standards, meaning that its integrity is vulnerable in the event of an earthquake. The project is located in a region where strong seismic shaking is anticipated to occur. If the bridge were to become unusable, it would cut off a primary access route to numerous properties and the community of Lake Nacimiento. The No Project Alternative would not provide a safe bridge adequate for seismic events and would not meet any of the objectives of the project. Therefore, the No Project Alternative is infeasible.

b) **Bridge Retrofit Alternative**

This alternative would seismically retrofit the existing bridge instead of replacing it with a new bridge. The existing one lane bridge would remain in use, and the 15 mile per hour speed limit would remain in place. The 90 degree substandard curve in Nacimiento Lake Drive at

the northern end of the bridge would also remain in place. This alternative would have fewer biological impacts than the proposed project since no new bridge would be constructed adjacent to the existing bridge, however construction activity within the channel of the San Antonio River would be required to build new structural columns on both sides of the bridge at each existing pier location and at the abutments. This alternative would allow the existing historic bridge to remain in place. This alternative would alter the appearance of the bridge because, once completed, the columns would visually dominate the bridge structure. The numerous non seismic deficiencies of the bridge would remain in place. The cost of this alternative is estimated to be approximately the same as that of the proposed project.

Finding: The numerous non seismic deficiencies of the bridge would remain in place. The existing steel grid deck, stringers and beams are corroded, and the diagonal bracing below the steel grid deck is heavily corroded and loose. Corroded members are vulnerable to failure under both vertical and lateral loading, and would need to be replaced. The piles supporting the bridge are timber, are visible, and have been exposed by scour at Pier 4. Timber members are subject to cracking and decay due to aging and repeated exposure to wet and dry cycles. These problems with timber tend to reduce the capacity of old timber piles. Due to the loss of lateral support, piles that are exposed by scour are generally vulnerable to failure under earthquake loads. The laboratory reports indicate that the existing paint system contains 14.9% lead, where lead levels greater than 0.5% are considered a health hazard. The 15 mph speed limit on the bridge was required because of the reduced load capacity of the bridge. Because of these issues, the existing structure is a danger to the public and cannot be left as is. The bridge was evaluated for its capacity to handle seismic loading. It was determined that the structure of the existing bridge is vulnerable to collapse at the piers/bents under seismic loading, due to inadequate pile capacities. In the longitudinal direction the existing columns do not have adequate shear capacity. The superstructure is also vulnerable to becoming unseated at all piers/bents due to inadequate shear capacities at the superstructure to substructure connections. Retrofit strategies have the objective of preventing collapse of the existing structure and providing an economical and constructable retrofit, with minimum impact to the waterway and to existing traffic. Due to the pier/bent inadequacies the existing bridge would need to be retrofitted with large CIDH columns/piers at each side of each of the existing piers and the abutments.

This alternative would have fewer impacts to biological resources than the proposed project. This alternative would reduce but would not avoid impacts to historic resources by avoiding demolition of the existing historic bridge; however it would substantially alter the

appearance of the bridge. The outrigger type columns/piles at each side of each abutment and intermediate pier required for the retrofit would dominate the appearance of the bridge and substantially change its historic integrity and character. The Bridge Retrofit Alternative would not meet the objective of the project to provide a bridge crossing of the San Antonio River that meets current structural and highway design standards. The inadequate approach alignment with the 90 degree substandard curve would not be improved. Additionally, an economic analysis determined that retrofit of the existing bridge would have a cost similar to the construction of a new bridge. For these reasons, this alternative is rejected.

c) **Build New Bridge and Keep Existing Bridge Alternative**

The Build New Bridge and Keep Existing Bridge alternative would be similar to the proposed project, but would not demolish the existing bridge after the new bridge is constructed. This alternative would meet the project objective of providing a safe crossing of the San Antonio River on Nacimiento Lake Drive. Impacts to biological resources under this alternative would be the same as the proposed project. This alternative would avoid impacts to historic resources by leaving the historic bridge in place, though the use and setting of the bridge would be changed. This alternative assumes that no improvements would be made to the existing historic bridge, and that it would be left in place and closed to public use.

Finding: The Build New Bridge and Keep Existing Bridge alternative would result in leaving the existing bridge in place. Engineering studies have determined that the bridge structure is vulnerable to seismically-induced structural failure. Retention of the bridge would require public funds for repairs and upkeep to prevent structural failure. Existing lead paint on the structure would continue to represent an environmental hazard and a potential financial liability for the County. Retention of the bridge would preclude the ability of the County to create replacement riparian and wetland habitat to mitigate impacts from the construction of the new bridge. Retention of the bridge under this alternative would require the County to purchase additional land to mitigate impacts from construction of the new bridge. For these reasons, this alternative is rejected.

6. **FINDING:** **EIR-STATEMENT OF OVERRIDING CONSIDERATIONS** – In accordance with Section 15093 of the CEQA Guidelines, the County has evaluated the economic, legal, social, technological, or other benefits, of the project including region-wide or statewide environmental benefits, against its unavoidable environmental risks in determining whether to approve the project, and has determined that the specific economic, legal, social, technological, or other benefits

including region-wide or statewide environmental benefits, of the project outweigh its unavoidable, adverse environmental impacts so that the adverse environmental effects may be considered acceptable. Pursuant to California Public Resources Code 21081 and CEQA Guidelines 15093, the Monterey County Board of Supervisors adopts and makes the following Statement of Overriding Considerations regarding the remaining significant and unavoidable impacts of the Project and the anticipated economic, social, and other benefits of the Project.

- EVIDENCE:** a) The proposed project will result in a development that will provide benefits described herein to the surrounding community and the County of Monterey as a whole. The objective of the project is to provide a safe crossing of the San Antonio River on Nacimiento Lake Drive. The current bridge does not meet current design or seismic safety standards. The preferred alternative will provide for a newly constructed bridge downstream from the existing bridge that meets current design and seismic safety criteria. A seismic retrofit of the existing bridge would only provide support to the bridge to avoid collapse during a seismic event. It would not address the numerous structural and functional deficiencies of the existing bridge that would not be improved with a seismic retrofit. The overall structural design of the bridge, lane width and approach alignment would remain substandard. The functionally obsolete existing roadway approach alignment at the north end of the bridge is at a 90 degree angle with an 80 foot radius. At this time, trucks have a difficult time negotiating this curve to enter the bridge. This inadequate approach alignment would not be improved without the construction of the new bridge. The replacement bridge would cost approximately the same as the retrofit option and a new bridge would be preferable due to structural deficiencies, inadequate width of existing bridge, and the substandard alignment of the existing bridge approach roadway. The existing bridge is only a one lane bridge and is load rated for no more than legal loads. In the past, it has been necessary to allow loads over legal loads to cross bridges in the South County and Big Sur area to fight fires. Because of load restrictions, the existing bridge could not be used for transporting large firefighting equipment that would be over legal loads. The new bridge would be designed to allow all heavy permit loads for future fire-fighting activity.
- b) **OVERRIDING CONSIDERATIONS**
The Board of Supervisors hereby finds that each of the economic, legal, social, technological or other benefits listed below constitutes a separate and independent basis of justification for the Statement of Overriding Considerations, and each is able to independently support the Statement of Overriding Considerations and override the significant and unavoidable environmental effects of the Project. In addition, each benefit is independently supported by substantial evidence contained in the administrative record.

c) **Benefits of the Project**

The Board of Supervisors has considered the EIR, the public record of proceedings on the Project and other written materials presented to the County, as well as oral and written testimony at all hearings related to the Project, and does hereby determine that implementation of the Project as specifically provided in the Project documents would result in the following substantial public benefits:

- The Project would provide a safe crossing of the San Antonio River at Nacimiento Lake Drive that meets current structural, seismic and highway design standards.
- The Project will provide a safe primary access route to numerous properties and to the community of Lake Nacimiento.
- The Project would improve traffic safety by providing two lanes of traffic versus the existing one lane bridge, allowing vehicles to cross the bridge simultaneously in both directions and eliminating the need for vehicles to wait and yield to oncoming traffic.
- The Project would include 4-foot shoulders that would result in improved safety for pedestrians and bicyclist.
- The Project would benefit public services by allowing simultaneous access in both directions for emergency vehicles, which could not occur with the existing one lane bridge.
- The Project would be rated for heavier loads and safely accommodate all emergency vehicles, fire-fighting equipment, and trucks requiring overweight permits for up to the state's maximum allowable permit load limits.

DECISION

NOW, THEREFORE, BASED ON THE ABOVE FINDINGS AND EVIDENCE, BE IT RESOLVED, that the Board of Supervisors does hereby:

- a) Certify that the Environmental Impact Report for the Nacimiento Lake Drive Bridge at San Antonio River Replacement project, County Bridge Number 449 (SCH # 2011101021) has been completed in compliance with CEQA, that the Final EIR was presented to the Board of Supervisors and the Board of Supervisors has reviewed and considered the information contained in the FEIR before approving the project, and that the FEIR reflects the County's independent judgment and analysis;
- b) Adopt the findings set forth in this resolution;
- c) Adopt the Statement of Overriding Considerations;
- d) Adopt the Mitigation Monitoring and Reporting Program; and
- e) Authorize the Resource Management Agency – Public Works to proceed with the Nacimiento Lake Drive Bridge at San Antonio River Replacement project.

PASSED AND ADOPTED this 26th day August, 2014, upon motion of Supervisor _____, seconded by Supervisor _____, by the following vote, to-wit.

AYES:

NOES:

ABSENT:

I, Gail T. Borkowski, Clerk of the Board of Supervisors of the County of Monterey, State of California, hereby certify that the foregoing is a true copy of an original resolution of said Board of Supervisors duly made and entered in the minutes thereof of Minute Book _____, for the meeting on _____.

Dated:

Gail T. Borkowski, Clerk of the Board of Supervisors
County of Monterey, State of California

By _____
, Deputy