

MOTION BY SUPERVISOR KATHRYN BARGER

DECEMBER 17, 2024

THE OLD ROAD OVER SANTA CLARA RIVER AND THE SOUTHERN PACIFIC TRANSPORTATION COMPANY BRIDGE, ET AL. PROJECT

The I-5 Freeway corridor through Santa Clarita Valley is the primary goods movement artery connecting the western United States with Mexico and Canada and a major commuter route from the Santa Clarita Valley into the southern Los Angeles County area. This corridor through the Santa Clarita Valley is surrounded by mountainous terrain and is a geographically constrained area with no other direct alternative freeway route and limited alternative routes to support good movement and regional traffic. The Old Road runs parallel and adjacent to the I-5 Freeway through the Santa Clarita Valley. The County has identified projects and improvements to enhance multimodal transportation along The Old Road. One of these proposed projects is The Old Road over Santa Clara River and the Southern Pacific Transportation Company Bridge, et al. Project (Project), which is a \$250 million project that would include the replacement of two bridges and the reconstruction and widening of The Old Road and several collector streets.

The Project would improve existing traffic operations and accommodate future traffic projections along the roadway. The existing roadway does not meet Public Works' highway design speed safety standards and does not incorporate bicycle improvements proposed in the County Bicycle Master Plan. Widening The Old Road from four to six lanes, adding a protected bicycle lane in each direction, and modifying the roadway to meet current Public Works design standards are critical for traffic operations, future growth, and to ensure emergency vehicle access in the Project area. The Old Road over Santa Clara River bridge is currently classified as Structurally Deficient per Federal Highway Administration standards for seismic, flood, and highway design. Additionally, this bridge is currently not high enough to allow the volume of water of a Capital Flood event (defined as a 50-year burned and bulked storm) to pass underneath. Replacing the bridge would eliminate this classification. The Old Road bridge over the abandoned Southern Pacific Railroad, will also be reconstructed to accommodate the roadway widening. Portions of the abandoned railroad right of way would be transformed into an extension of the Santa Clara River multiuse trail.

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The Project would be constructed in two phases. The proposed first phase includes widening of The Old Road from just north of Rye Canyon Road to Henry Mayo Drive. The second phase would include widening from just north of Rye Canyon Road to Magic Mountain Parkway and includes the reconstruction of the two bridges.

The Project's focus on safety, accessibility, and multi-modal transportation contributes to equity by positively impacting various communities that use this corridor regularly or during emergencies. Whether users are a driver, a cyclist, or a pedestrian, these improvements aim to create a more inclusive and accessible transportation network and enhance the resiliency and sustainability throughout the Santa Clarita Valley.

The construction of Phase 1 of the Project will be administered utilizing grant funds in the amount of \$15,000,000 and \$14,200,000 through the Los Angeles County Metropolitan Transportation Authority 2009 Call for Projects and Measure R 20 percent Highway Funds, respectively. The remaining project costs estimated at \$8,300,000 are funded with \$7,000,000 of Measure R Local Return Funds and \$1,300,000 of Measure M Local Return Funds from the Fifth Supervisorial District's Transportation Improvement Program.

Funding for all current fiscal year anticipated expenditures for the Project are available in the Fifth Supervisorial District's Transportation Improvement Program in the Measure M Local Return Fund (CN2 – Capital Assets-Infrastructure and Services and Supplies) Fiscal Year 2024-25 Budget. Funding for future years will be requested through the annual budget process. There will be no impact to the County General Fund.

A Final Environmental Impact Report (FEIR) for the Project has been prepared in compliance with the California Environmental Quality Act (CEQA) and is on file with the Clerk of the Board. Public notice of the Draft Final Environmental Impact Report (DEIR) was published in the *Santa Clarita Signal* pursuant to the California Public Resources Code Section 21092 and posted pursuant to Section 21092.3. Comments were received from the California Department of Fish and Wildlife, California Department of Conservation, County of Los Angeles Department of Regional Planning, City of Santa Clarita, Yuhaaviatam of San Manuel Nation (formerly the San Manuel Band of Mission Indians), and other interested property owners, organizations, and residents. Responses to those comments are included in the FEIR. Responses to all comments received from public agencies were sent pursuant to Section 21092.5 of the California Public Resources Code.

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The FEIR consists of the DEIR, Responses to Comments and related sections. The FEIR concluded that no significant effects that cannot be avoided or mitigated have been identified. All potentially significant environmental impacts, including aesthetics, biological resources, cultural resources, geology/soils, hazards and hazardous materials, hydrology/water quality, public services, transportation/traffic, tribal cultural resources, and wildfire can be avoided or reduced to a level of insignificance through implementation of the mitigation measures identified in the FEIR.

In addition, all tribal cultural resources consultation requirements of CEQA have been met and documented. The Fernandeño Tataviam Band of Mission Indians requested consultation, and the consultation was completed through agreement. The cultural resources report and preliminary plans were provided, and the tribe provided comments on mitigation measures for tribal cultural resources which have been incorporated in the FEIR.

A mitigation monitoring and reporting program is attached. It is adequately designed to ensure compliance with the mitigation measures during project implementation.

The location of the documents and other materials constituting the record of the proceedings upon which the Board's decision is based in this matter can be viewed online at <https://pw.lacounty.gov/projects/the-old-road-over-santa-clara-river> or in person at Public Works, 900 South Fremont Avenue, 11th Floor, Alhambra, California 91803. The custodian of such documents at Public Works is the Transportation Planning and Programs Division, Environmental Planning and Assessments Section, Section Head, 11th Floor.

The Project is not exempt from payment of a fee to the California Department of Fish and Wildlife pursuant to Section 711.4 of the Fish and Game Code to defray the costs of fish and wildlife protection and management incurred by the California Department of Fish and Wildlife.

Upon the Board's approval of the motion, Public Works will file a Notice of Determination with the Registrar-Recorder/County Clerk and with the State Clearinghouse in the Office of Land Use and Climate Innovation in accordance with Section 21152 of the California Public Resources Code and will post the Notice on its website in accordance with Section 21092.2.

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I, **THEREFORE, MOVE** that the Board of Supervisors take the following actions:

1. Certify that the Final Environmental Impact Report for The Old Road Over Santa Clara River and SPT Co Bridge et al., Project has been completed in compliance with the California Environmental Quality Act and reflects the independent judgment and analysis of the County; find that the Board has reviewed and considered the information contained in the Final Environmental Impact Report prior to approving the project; adopt the mitigation monitoring and reporting program, finding that the mitigation monitoring program is adequately designed to ensure compliance with the mitigation measures during project implementation; and determine that the significant adverse effects of the project have been reduced to an acceptable level as outlined in the Environmental Findings of Fact, which findings are adopted and incorporated by reference;
2. Approve Phase 1 of the Project and delegate authority to the Director of Public Works, acting as the Road Commissioner, or his designee to adopt the plans and specifications and advertise for bids at an estimated construction contract cost between \$19,000,000 and \$28,000,000 for Phase 1 of the Project;
3. Delegate authority to the Director of Public Works, acting as the Road Commissioner, or his designee to instruct the Executive Officer of the Board of Supervisors to advertise for bids in accordance with the Instruction Sheet for Publishing Legal Advertisement with the Notice Inviting Bids when ready to advertise this Project;
4. Find pursuant to State Public Contract Code, Section 3400 (c) (2) that it is necessary to specify designated items by specific brand name in order to match other products in use on a particular public improvement either completed or in the course of completion (Enclosure A);
5. Delegate authority to the Director of Public Works, acting as the Road Commissioner, or his designee to determine whether the bid of the apparent responsible contractor with the lowest apparent responsive bid is, in fact, responsive and, if not responsive, to determine which apparent responsible contractor submitted the lowest responsive bid;
6. Delegate authority to the Director of Public Works, acting as the Road Commissioner, or his designee to award and execute a construction contract, in the form previously approved by County Counsel, for Phase 1 of the Project, with the responsible contractor with the lowest responsive bid within or less than the estimated cost range of \$19,000,000 and \$28,000,000 or that exceeds the estimated cost range by no more than 15 percent, if additional funds have been identified;

7. Delegate to the Director of Public Works, acting as the Road Commissioner, or his designee the following authority in connection with this contract: (1) extend the date and time for the receipt of bids consistent with the requirements of State Public Contract Code, Section 4104.5; (2) allow substitution of subcontractors and relief of bidders upon demonstration of the grounds set forth in State Public Contract Code, Sections 4100 et seq. and 5100 et seq., respectively; (3) approve and execute change orders within the same monetary limits delegated to the Director of Public Works, acting as the Road Commissioner, or his designee under Section 20395 of the State Public Contract Code; (4) accept the Project upon its final completion; and (5) release retention money withheld consistent with the requirements of State Public Contract Code, Sections 7107 and 9203; and

8. Delegate authority to the Director of Public Works, acting as the Road Commissioner, or his designee, to execute agreement(s) between mitigation bank(s) vendors and the County of Los Angeles to purchase mitigation credits to compensate for the Project, Phase 1 impacts. The cost for these agreements is included in the total project budget.

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Appendix C. Environmental Commitment Record

To be sure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated on the proposed Environmental Commitments Record [ECR] which follows) would be implemented. During project design, avoidance, minimization, and/or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this ECR are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. As the following ECR is a draft, some fields have not been completed, and will be filled out as each of the measures is implemented. Note: Some measures may apply to more than one resource area. Duplicative or redundant measures have not been included in this ECR.

ENVIRONMENTAL COMMITMENTS RECORD (ECR)

The Old Road over Santa Clara River and the Southern Pacific Transportation Company Bridge, et al.
 Project – LOS ANGELES COUNTY, CALIFORNIA
 DISTRICT 7 – LA – BRLS-5953(601) & STPL-5953(682)

Date: November 2024

| TASK # | TASK AND BRIEF DESCRIPTION | REFERENCE | TIMING/PHASE | COMMENTS | ENVIRONMENTAL COMPLIANCE INITIAL/DATE |
|--------|---|--|------------------|----------|---------------------------------------|
| 1 | Maintain access and parking throughout construction. Before construction, Los Angeles County Department of Public Works (LACPW) will reconfigure access and parking to residential and commercial lots, to allow continued availability of that parking and access. | EIR/EA, AMM COM-1 (Land Use) | Pre-Construction | | |
| 2 | Provision will be made for motorist information (i.e., existing changeable message signs [CMSs], portable CMSs, stationary ground mounted signs). | EIR/EA, AMM COM-2 (Utilities/Emergency Systems, Public Services, Transportation, Wildfire) | Construction | | |
| 3 | To the extent possible, incorporation of traffic circulation construction strategies will be implemented (i.e., lane closure restrictions during holidays and special local events, closure of secondary streets during construction to allow quick construction and reopening, lane modification to maintain the number of lanes needed, allowing night work and extended weekend work, maintaining business access, and maintaining pedestrian and bicycle access). | EIR/EA, AMM COM-3 (Utilities/Emergency Systems, Public Services, Transportation, Wildfire) | Construction | | |
| 4 | Implementation of alternate and detour routes strategies, and street/intersection improvements will occur (e.g., widening, pavement rehabilitation, removal of median), to provide added capacity to handle detour traffic; signal improvements; make adjustments in signal timing, and/or signal coordination to increase vehicle throughput, improve traffic flow, and optimize intersection capacity; set restrictions at intersections and roadways necessary to reduce congestion and improve safety; and enforce parking restrictions on alternate and detour routes during work hours to increase capacity, reduce traffic conflicts, and improve access. | EIR/EA, AMM COM-4 (Utilities/Emergency Systems, Public Services, Transportation, Wildfire) | Construction | | |
| 5 | Close coordination will occur with utility service providers and emergency service providers, and a public outreach program will be implemented to minimize impacts on surrounding communities. | EIR/EA, AMM COM-5 (Utilities/Emergency Systems) | Construction | | |
| 6 | Where acquisition is unavoidable, the provisions of the Uniform Act and the 1987 Amendments, as implemented by the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs adopted by the U.S. Department of Transportation (March 2, 1989) and where applicable, the California Public Park Preservation Act of 1971, will be followed. An appraisal of the affected property will be obtained, and an offer for the full appraisal will be made. | EIR/EA, AMM REL-1 (Relocations and Real Property Acquisition) | Pre-Construction | | |
| 7 | Advance notice will be provided to property owners and business owners on the project construction schedule, to minimize disruptions. | EIR/EA, AMM REL-2 (Relocations and Real Property Acquisition) | Pre-Construction | | |
| 8 | Directional lighting aimed downward at a work site will be used during project construction where appropriate in the project area. | EIR/EA, AMM VIS-1 (Visual Aesthetics) | Construction | | |
| 9 | A textured finish on the proposed retaining wall on Rye Canyon Road at I-5 will be included to discourage graffiti. | EIR/EA, AMM VIS-2 (Visual Aesthetics) | Construction | | |
| 10 | All workers will participate in a Worker Environmental Awareness Program for cultural resources. Sign-in sheets will be maintained to document completion of the program by each worker. This training can be administered in-person by or under the supervision of, a Secretary of the Interior (SOI) qualified archaeologist or through screening of a video/slide presentation, prepared by an SOI-qualified archaeologist and overseen by an on-site manager. Contractor education will include the legal framework protecting cultural resources, typical kinds of cultural resources that may be found during project construction, artifacts that would be considered potentially significant, and proper procedures and notifications if cultural resources are discovered. The training will review types of cultural resources and artifacts that would be considered potentially significant to support operator recognition of these materials during construction. Native American tribe(s) traditionally and culturally affiliated with the project area will be given the opportunity to participate in the cultural resource training, to provide project personnel with tribal perspectives on working in areas sensitive for tribal cultural resources. | EIR/EA, AMM CR-1 (Cultural) | Construction | | |
| 11 | If cultural materials are discovered during construction, all earth-moving activity within 60 feet of the find will be diverted until an SOI-qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures. | EIR/EA, AMM CR-2 (Cultural) | Construction | | |
| 12 | If human remains are discovered, Section 7050.5 of the California Health and Safety Code states that further disturbances and activities will cease in any area or nearby area suspected to overlie remains, and the County Coroner will be contacted. For the proposed project, work in the immediate vicinity (within a 100-foot buffer of the find) will cease in the event that human remains and/or funerary object(s) are encountered. | EIR/EA, AMM CR-3 (Cultural) | Construction | | |
| 13 | Any and all archaeological documents created as a part of the project (e.g., isolate records, site records, survey reports, testing reports, monitoring reports) shall be provided to consulting tribes upon request. | EIR/EA, AMM TCR-1 (Tribal Cultural) | Pre-Construction | | |
| 14 | The project applicant shall retain a professional Tribal Monitor, procured by the Fernandefio Tataviam Band of Mission Indians to observe the following ground-disturbing activities from the project limits at Henry Mayo Drive to the northernmost drainage improvement: grading, excavating, digging, or similar activity. Tribal monitoring services will continue until confirmation is received from the project applicant, in writing, that all scheduled activities pertaining to Tribal Monitoring are complete. If the project's scheduled ground-disturbing activities require intermittent Tribal Monitoring, notification shall be submitted to the consulting Tribe in writing with 5 days' notice (if possible) prior to the start of scheduled ground disturbing activities. If TCRs are encountered, the Tribal Monitor will have the authority to request that ground-disturbing activities cease within 60 feet of the discovery, and an SOI-qualified archaeologist retained by the project applicant as well as the Tribal Monitor shall assess the find. | EIR/EA, AMM TCR-2 (Tribal Cultural) | Construction | | |
| 15 | The Lead Agency and/or project applicant shall, in good faith, consult with consulting tribes on the disposition and treatment of any TCRs encountered during all ground-disturbing activities. | EIR/EA, AMM TCR-3 (Tribal Cultural) | Construction | | |
| 16 | If human remains and/or funerary object(s) are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to Section 7050.5 of the Health and Safety Code, which shall be enforced for the duration of the project. In accordance with Public Resources Code, Section 5097.98, the subsequent disposition of those discoveries shall be decided by the Most Likely Descendant, as determined by the NAHC, should those discoveries be determined as Native American in origin. | EIR/EA, AMM TCR-4 (Tribal Cultural) | Construction | | |

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| 17 | Any disturbed aquatic or wetland habitat will need to be restored or enhanced from existing conditions, such as revegetation, BMPs, and other applicable actions that meet the requirements of the environmental permitting of the proposed project. Where temporary disturbance areas are unavoidable, the disturbance will be minimized to the maximum extent possible, and the area will be restored or enhanced as compared to existing conditions on completion of the bridge construction. Permanent impact areas will be mitigated by restoring and enhancing nearby degraded areas of wetland/riparian habitat. | EIR/EA, AMM HYD-1 (Hydrology and Floodplain) | Pre-Construction | | |
| 18 | The proposed The Old Road Bridge will be designed to maintain current or improved levels of fish passage in the mainstem of the Santa Clara River. The Old Road Bridge also will be designed so that the proposed piles will not encroach into the active channel during the summer construction season, from June through September. | EIR/EA, AMM HYD-2 (Hydrology and Floodplain) | Pre-Construction | | |
| 19 | In accordance with the Construction General Permit, Order WQ 2022-0057-DWQ, NPDES NO. CAS000002, an SWPPP will be prepared and implemented to address all construction-related activities, equipment, and materials that will have the potential to affect water quality. The SWPPP will identify the sources of pollutants that may affect the quality of stormwater; include construction site BMPs to control pollutants and sediment; and provide for construction materials management and non-stormwater BMPs. All construction site BMPs will follow the latest edition of the LACPW Construction Site BMP Manual, to control and minimize the impacts of construction-related activities, materials, and pollutants on the watershed. These BMPs will include temporary sediment controls, temporary soil stabilization, scheduling management, waste management, materials handling, and other non-stormwater BMPs. | EIR/EA, AMM WQ-1 (Hydrology, Water Quality and Floodplain) (Geology/Soils/Sesmic/Topography) | Pre-Construction | | |
| 20 | In compliance with Municipal Permit Order No. R4-2021-0105 requirements, a final project-specific Standard Urban Stormwater Mitigation Plan will be prepared. Bioswales will be constructed in roadway medians to provide water quality treatment in addition to conveying stormwater runoff. The bioswales will provide pollutant removal through settling and filtration in the vegetation lining the channels, and they also will provide the opportunity for volume reduction through infiltration and evapotranspiration. Disturbed soil areas, including slopes, will be reseeded using a California native plant seed blend. An erosion control seed mix (hydroseed) will be applied on all select material areas and slopes flatter than 1:1. Erosion control (bonded fiber matrix) will be applied on all cut slopes steeper than 1:1. As vegetation establishes in disturbed areas and cut slopes stabilize, the potential for suspended sediments coming from the project area into receiving waters gradually will be reduced. | EIR/EA, AMM WQ-2 (Hydrology, Water Quality and Floodplain) (Geology/Soils/Sesmic/Topography) | Pre-Construction | | |
| 21 | Paleontological Resources Monitoring and Mitigation Plan: Before construction-related excavations, a qualified paleontologist meeting the 2010 Society of Vertebrate Paleontology standards will be retained to develop a Paleontological Resources Monitoring and Mitigation Plan (PRIMMP). The plan will address qualifications of paleontological monitors and will stipulate that the qualified paleontologist and the paleontological resource monitors be empowered to stop excavation activity to investigate or safely remove possible fossils. The plan will incorporate the findings of the project's geotechnical report and construction plans to formulate what construction activities will be monitored, and the plan will include wet screening of boring or drilling spoils. Many paleontological mitigation efforts have recovered significant paleontological resources, especially microvertebrate fossils, from screening of such spoils. The plan also will address unexpected discoveries of paleontological resources. | EIR/EA, AMM PAL-1 (Paleontology) | Pre-Construction | | |
| 22 | Paleontological Monitoring and Mitigation of Impacts from Construction. A qualified paleontologist will attend the preconstruction meeting and present a Worker Environmental Awareness Program (WEAP) to the project construction personnel. The Worker Environmental Awareness Program training will discuss the types of fossils that potentially may be uncovered during project excavations, laws protecting paleontological resources, and appropriate actions to be taken when fossils are discovered. A qualified paleontologist will oversee that the PRIMMP instructions are implemented. A qualified paleontologist will produce a final paleontological monitoring report that discusses the paleontological monitoring program, any paleontological discoveries, and the preparation, curation, and accessioning of any fossils into a suitable paleontological repository. | EIR/EA, AMM PAL-2 (Paleontology) | Pre-Construction | | |
| 23 | If the plugged oil/gas well within the central portion of the project area is disturbed during project construction, it will be re-abandoned in accordance with current CalGEM regulations. In addition, because of the informal agreement between CalGEM and LACPW's Environmental Programs Division, a gas mitigation plan will be obtained and submitted to CalGEM. | EIR/EA, AMM HAZ-1 (Hazardous Waste/Materials) | Post-Construction | | |
| 24 | Crude oil/liquid petroleum pipelines run along The Old Road in the project area. If the pipelines are exposed and/or relocated, impacts on the subsurface may be encountered. Impacts on the subsurface that are discovered from these pipelines and any repairs to the pipelines will be the responsibility of the pipeline owner. | EIR/EA, AMM HAZ-2 (Hazardous Waste/Materials) | Post-Construction | | |
| 25 | The proposed project includes upgrades to traffic signal equipment and relocation/installation of traffic pole standards and traffic signal equipment as necessary because of new lane configurations, which may generate universal wastes and electronic wastes (E-wastes). Universal wastes and E-wastes generated as part of the proposed project will be disposed appropriately, in accordance with applicable regulations. | EIR/EA, AMM HAZ-3 (Hazardous Waste/Materials) | Post-Construction | | |
| 26 | Aerially deposited lead (ADL) may be present in the unpaved areas adjacent to the roadway, which, if disturbed should be evaluated to ensure worker safety. If excavated/excess soils are to be transported from the area of the proposed project, they should be sampled and handled in accordance with applicable regulations to ensure worker safety and for classification purposes. The potential presence of ADL will be addressed during the Plan, Specifications, & Estimates phase of the proposed project and would be handled in accordance with LACPW Special Provisions. A Lead Compliance Plan under LACPW Special Provisions would be required during construction when handling lead contaminated soils. | EIR/EA, AMM HAZ-4 (Hazardous Waste/Materials) | Construction | | |
| 27 | The proposed project includes the replacement of two bridges (over Santa Clara River and the abandoned UPRR tracks). Demolition of the two existing bridges will be subject to the National Emissions Standards for Hazardous Air Pollutants regulations. The regulations require notification to the delegated air district before demolition of concrete structures, regardless of whether asbestos is detected. The regulations require that an ACM Survey be conducted, and that the survey report be part of the notification submittal to the regulatory agency. The ACM survey will be conducted by a Certified Asbestos Consultant (CAC), and samples will be collected from concrete, brown fibrous expansion joint fill material, and other materials that the CAC suspects to contain asbestos. | EIR/EA, AMM HAZ-5 (Hazardous Waste/Materials) | Pre-Construction | | |
| 28 | Suspect lead-based paint associated with painted curbs, poles, protective bollards, and fire hydrants in the project area, including railings, fencing, metal beams, and other exposed metal elements associated with the bridges will be sampled and handled in accordance with applicable regulations to protect worker safety and for classification. The removal and testing of bridge paint and pavement markings, including painted curbs, will be managed during construction under specific LACPW Special Provisions. A Lead Compliance Plan under LACPW Special Provisions will be required during construction when removing lead-based paint, thermoplastics, painted traffic stripes, and/or pavement markings. | EIR/EA, AMM HAZ-6 (Hazardous Waste/Materials) | Pre-Construction & Construction | | |
| 29 | Thermoplastic paint and yellow-painted traffic stripes/pavement markings, which typically contain lead chromate, have been used for marking in the project area (roadway and curbs), and these markings will require special removal, handling, and disposal. The removal and testing of all thermoplastic paint and pavement markings will be managed during construction in accordance with LACPW Special Provisions. | EIR/EA, AMM HAZ-7 (Hazardous Waste/Materials) | Construction | | |
| 30 | Utility relocations will be performed at several intersections because of widening of The Old Road and for bridge improvements. Reconstruction of drainage facilities and catch basins and construction of new drainage facilities and catch basins will be conducted, as needed. Dewatering activities will not be part of the utility relocations in the project area. | EIR/EA, AMM HAZ-8 (Hazardous Waste/Materials) | Construction | | |
| 31 | If soil in the area of the abandoned UPRR railroad tracks and Multi-Use Trail extension is excavated and off-site disposal is necessary, the soil will be sampled and analyzed for the potential presence of petroleum hydrocarbons, volatile organic compounds (VOCs), metals, herbicides, and pesticides. During construction, soil excavations that are conducted on site will be monitored for visible soil staining and odor. Affected soil will be disposed off-site in accordance with applicable local, State, and federal regulatory guidelines | EIR/EA, AMM HAZ-9 (Hazardous Waste/Materials) | Pre-Construction & Construction | | |

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| 32 | TWW (e.g., utility poles, roadside wooden signposts, metal-beam guardrail posts, former railroad ties) will be handled appropriately, in accordance with applicable regulations and may require special removal, handling, and disposal. All TWW will be managed during construction in accordance with LACPW Special Provisions if TWW is generated. | EIR/EA, AMM HAZ-10 (Hazardous Waste/Materials) | Construction | | |
| 33 | When contractors are working in the project area and removing soil and/or groundwater, they will be trained to be aware of appropriate handling and disposal methods or options. Higher levels of potential contaminants may be present at some locations; therefore, material to be moved or removed may require individual or specific testing to verify that it is at levels below regulatory action limits. | EIR/EA, AMM HAZ-11 (Hazardous Waste/Materials) | Pre-Construction | | |
| 34 | Construction of the bridge piles may encounter groundwater, based on the 1997 Seismic Hazard Report for the Newhall Quadrangle. Therefore, the slurry displacement method of construction will be used and will be specified in Section B of the bridge specifications. After groundwater is encountered, drilling slurry will be placed in the hole to an elevation of 10 feet above the groundwater. As drilling progresses, drilling slurry will be added to the hole to maintain the same elevation of 10 feet above the groundwater. The slurry displacement method will contain any debris with concrete barriers and plastic sheeting. Groundwater is not anticipated from the slurry displacement method of construction, and any debris will be placed into Baker tanks. | EIR/EA, AMM HAZ-12 (Hazardous Waste/Materials) | Construction | | |
| 35 | Section 4216 of the California Government Code requires that any operator or excavator will call Underground Services Alert of California ("DigAlert") 2 working days before any planned excavation, by dialing 811. Delineation of the proposed excavation area will be mandatory. The area to be excavated will be marked with water-soluble or chalk-based white paint on paved surfaces, or with other suitable markings such as flags or stakes on unpaved areas, before calling DigAlert. | EIR/EA, AMM HAZ-13 (Hazardous Waste/Materials) | Construction | | |
| 36 | A site-specific Health and Safety Plan will be prepared, consistent with LACPW Special Provisions requirements. The Health and Safety Plan will include identification of key personnel; a summary of risk assessment for workers, the community, and the environment; an air monitoring plan; and an emergency response plan. | EIR/EA, AMM HAZ-14 (Hazardous Waste/Materials) | Pre-Construction | | |
| 37 | As is the case for any project that proposes excavation, the potential exists for unknown hazardous contamination to be revealed during project construction. For any previously unknown hazardous wastes/materials encountered during construction, the procedures outlined in LACPW Special Provisions and Procedures will be followed and implemented during construction activities, as well as SCAQMD Rule 1166 and SCAQMD Rule 1466. | EIR/EA, AMM HAZ-15 (Hazardous Waste/Materials) | Construction | | |
| 38 | During construction activities, all relevant BMPs will be implemented, including temporary construction site BMPs and the regulatory permit compliance component for the State's Construction General Permit for applicability of an SWPPP (based in part on the disturbed soil areas, shown on the phased plans) and compliance with the County's MS4 NPDES permit as well as adherence to the County's Construction Site BMP Manual and SWPPP preparation manual. | EIR/EA, AMM HAZ-16 (Hazardous Waste/Materials) | Construction | | |
| 39 | Construction Emissions. Site preparation and roadway construction will include clearing, cut-and-fill activities, grading, removing or improving existing roadways, and paving roadway surfaces. During construction, short-term degradation of air quality will occur from the release of particulate emissions (airborne dust), generated by excavation, grading, hauling, and other activities related to construction. Implementation of the following avoidance, minimization, and/or mitigation measures will minimize construction emissions: <ul style="list-style-type: none"> •The construction contractor will comply with LACPW Special Provisions. Section 14-9-02 specifically will require compliance by the contractor with all applicable laws and regulations related to air quality, including the Air Pollution Control District and Air Quality Management District regulations and local ordinances. •Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low-sulfur fuel, as required under Title 17, Section 93114 of the CCR. •The construction contractor will comply with SCAQMD rules, including Rule 401 (Visible Emissions), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), and Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). •Diesel-powered off-road equipment will limit idling in accordance with the CARB's Regulation for In-Use Off-Road Diesel-Fueled Fleets (13 CCR 2449 and approved amendments). •Diesel-powered on-road vehicles and trucks will limit idling in accordance with the CARB's Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling (13 CCR 2485). | EIR/EA, AMM AQ-1 (Air Quality) | Construction | | |
| 40 | Bridge construction activities will occur during dry portions of the year, to reduce impacts on the low-flow channel. The limits of grading and temporary work areas will be demarked with high-visibility construction exclusion fencing adjacent to areas with sensitive vegetation communities, to avoid unintentional encroachment into these sensitive areas. Signage will be posted, identifying the excluded areas as Environmentally Sensitive Areas. | EIR/EA, AMM VEG-1 (Biology) | Construction | | |
| 41 | The project will incorporate storm drain systems to facilitate meeting water quality requirements and for stormwater management, which will minimize erosion and degradation of habitat around the bridge. | EIR/EA, AMM VEG-2 (Biology) | Construction | | |
| 42 | Standard fugitive dust BMPs, and those required by a SWPPP (e.g., a water truck), will be utilized to reduce impacts of construction-generated erosion and sedimentation into the adjacent Environmentally Sensitive Areas. | EIR/EA, AMM VEG-3 (Biology) | Construction | | |
| 43 | BMPs will be implemented so that invasive plant material is not spread from the project area to other areas, during disposal off-site or from tracking seed on equipment, clothing, and shoes. Equipment/material imported from an area of invasive plants will be identified, and measures will be implemented to prevent importation and spreading of non native plant material within the project area. All construction equipment will be cleaned thoroughly to remove dirt, seeds, vegetative material, or other debris that may contain or hold seeds of noxious weeds before arriving at and when leaving the project area. Weeds that are removed will be bagged and disposed in an authorized sanitary landfill. | EIR/EA, AMM VEG-4 (Biology) | Construction | | |
| 44 | Permanent and temporary impacts on sensitive vegetation communities will be replaced by creating or restoring habitats of similar functions and values in the BSA, or credits will be purchased through an applicable mitigation bank. Restoration will be in-kind and at a minimum 1:1 replacement ratio or other ratio, determined in consultation with the regulatory agencies. All mitigation activities will be conducted in accordance with a Habitat Mitigation and Monitoring Plan and in consultation with USACE, RWQCB, and CDFW before the issuance of permits. The Habitat Mitigation and Monitoring Plan will outline the identification and location of areas that can be used for creation, restoration, or habitat enhancement. The plan will include a list of native plant species by habitat type, and this list may be used for on-site revegetation efforts (e.g., planting and seeding). In addition, if necessary to meet mitigation needs, the plan will identify opportunities for additional enhancements of habitats in temporary impact areas, such as supplemental tree planting, weeding adjacent buffer habitat, or other opportunities. The enhancement opportunities will include acreage estimates of treated areas, acreage of invasive removal, and figures to show the treatment area and mapped invasive species. A habitat restoration specialist will determine the optimal areas for habitat establishment and restoration, and will prepare the Habitat Mitigation and Monitoring Plan with details on the concept. The plan will discuss habitat restoration implementation specifically, including plant establishment methods, performance standards, the maintenance and monitoring period, and reporting. In addition, the plan will include LA County Planning in the list of regulatory agencies to consult, to determine adequate replacement ratios, to mitigate temporary and permanent impacts on sensitive vegetation communities. The minimum 1:1 replacement ratio may not be appropriate for more sensitive SEA resources. | EIR/EA, Compensatory Mitigation VEG-5 (Biology) | Pre-Construction, Construction, and Post-Construction | | |

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| 45 | As an alternative to the restoration of habitats to compensate for temporary and/or permanent removal of riparian habitats, the applicant (at the discretion of USACE and CDFW) may remove exotic plant species from the BSA in the following locations: (1) where an infestation of exotics such as giant reed occurs, so that the natural habitat functions and values are substantially degraded and at risk, and where the cover of exotics is equal to or exceeds 25% of the ground; or (2) in other areas where exotics removal will be strategic in a watershed approach to weed management, as determined by USACE and CDFW. The weed removal sites will be selected in a logical manner, so that the eradication of weeds from specific sites will contribute to the overall control of exotics in the watercourses. Removal areas will be kept free of exotic plant species for 5 years after initial treatment. In addition, native riparian vegetation will need to become established through natural colonization and, after 5 years, will need to meet the revegetation plant cover goals, established by USACE and CDFW. In addition, LA County Planning will be included among the agencies listed to consult for the removal of exotic plant species, for potential compensation for temporary and/or permanent removal of riparian habitats. | EIR/EA, Compensatory Mitigation VEG-6 (Biology) | Pre-Construction | | |
| 46 | The project is expected to directly impact one Southern California black walnut, and indirectly impact one additional tree. A pre-construction survey is required to fence the exact LOD, during which protective fencing will be placed around the one tree that may be indirectly impacted. If feasible, the one Southern California black walnut within the direct footprint of the expanded bridge will be transplanted and replanted outside of the LOD along the bank of Santa Clara River. In addition, because transplanting is not always successful, any Southern California black walnut trees that are directly impacted will be mitigated for at a 2:1 ratio (as individuals, not acreage). The mitigated trees are to be planted nearby at an acceptable location for this species. Ideally, any replacement may be grown in a nursery and re-planted before proposed project implementation. Otherwise, purchasing walnut plants from a native plant nursery would be acceptable, preferably from stock originating in Los Angeles County. In addition, LA County Planning shall be included in the list of agencies to consult for the replacement ratio of 2:1 for the removal of one Southern California black walnut tree. | EIR/EA, AMM WALNUT-1 (Biology) | Pre-Construction | | |
| 47 | LACPW will notify CDFW pursuant to Section 1602 of the Fish and Game Code. LACPW will comply with the mitigation measures detailed in the Lake and Streambed Alteration Agreement issued by CDFW. LACPW also will provide compensatory mitigation for any affected stream and associated natural community. | EIR/EA AMM WATERS-1 (Biology) | Pre-Construction | | |
| 48 | LACPW will mitigate for project impacts on streams and riparian habitat by replacing habitat at no less than a 3:1 ratio for impacts on jurisdictional features as shown in Table 2-52, except for concrete-lined Drainage A. Drainage A will be mitigated at a 1:1 ratio. CDFW considers all project impacts from sediment removal and sediment placement to be permanent. Mitigated land will support streams and riparian habitat of similar vegetation composition, density, coverage, and species richness and abundance. | EIR/EA AMM WATERS-2 (Biology) | Pre-Construction | | |
| 49 | A plan will be developed for protecting oak trees during construction. The intent is to install high-visibility protective fencing along the boundary of The Old Road ROW in areas adjacent to oak trees. For any oak trees located outside of The Old Road ROW, this plan will be approved by the Forestry Division of the County of Los Angeles. For any oak trees located within The Old Road ROW, this plan will be approved by LACPW. Equipment damage to limbs, trunks, and roots of all remaining trees will be avoided during proposed project construction. Even slight trunk injuries can result in susceptibility to long-term pathogenic maladies. High-visibility protective fencing not less than 4 feet in height will be placed at the limits of The Old Road ROW where the protective zone of any individual oak tree or dense stand of oak trees within 200 feet of the grading limits. Oak tree high-visibility protective fencing will be in accordance with the Los Angeles County Code, Chapter 22.176. The protective zone is defined as within the dripline of an oak tree and extending from there to a point at least 5 feet outside of the dripline, or 15 feet from the trunk of a tree, whichever distance is greater. This fencing will be inspected prior to commencement of proposed project construction in the area and will remain in place until construction is completed. | EIR/EA, AMM OAK-1 (Biology) | Pre-Construction | | |
| 50 | Care must be taken to limit grade changes near the protective zone of an oak tree. Grade changes can lead to plant stress from oxygen deprivation or oak root fungus at the root collar of oaks. Minor grade changes farther from the trunk are not as critical but can negatively affect the health of the tree if not carefully monitored by a County-approved certified arborist. •The grade will not be lowered or raised around the trunk (i.e., within the protective zone) of any oak tree without the approval of the Los Angeles County Forester or LACPW (as applicable), or a County-certified arborist as specified in an approved oak tree permit. A certified arborist will supervise all excavation or grading proposed within the protective zone of a tree. •Trenching, excavation, or clearance of vegetation within the protective zone of an oak tree will be accomplished by the use of hand tools or small handheld power tools. Any major roots encountered will be conserved to the greatest extent possible and treated as recommended by the certified arborist. •No utility trenches will be routed within the protective zone of an oak tree unless no feasible alternative locations are available and will be approved by the County Forester or LACPW, as determined appropriate. | EIR/EA, AMM OAK-2 (Biology) | Construction | | |
| 51 | •No storage of equipment, supplies, vehicles, or debris will be permitted within the protective zone of an oak tree. •No dumping of construction wastewater, paint, stucco, concrete, or any other cleanup waste will occur within the protective zone of an oak tree. •No temporary structures will be placed within the protective zone of any remaining oak tree. | EIR/EA, AMM OAK-3 (Biology) | Construction | | |
| 52 | Healthy trees, if not maintained, often grow beyond their ability to support themselves and fall at their naturally occurring weakest point. This point typically is at a branch union or near the main crotch of the tree. Weight-reduction pruning and/or cabling will be part of tree maintenance and preservation program, and specifically: •Pruning of replacement oak trees and preserved oak trees will include the removal of dead wood and stubs, and medium pruning of branches measuring 2 inches in diameter or less. •Pruning of replacement oak trees and preserved oak trees will be in accordance with the guidelines published by the National Arborist Association. In no case will more than 25% of the overall tree canopy and 10% of the overall root mass of any oak tree be removed. After pruning, installation of support cables to prevent future main crotch failures may be necessary, based on a County-certified arborist's determination. •All replacement oak trees will be maintained in accordance with the principles set forth in the publication, Oak Trees: Care and Maintenance (LA County Fire Department, Forestry Division 2022). •A 5-year maintenance period will begin on the start replacement tree planting. All replacement trees failing to survive within this period will be replaced. | EIR/EA, AMM OAK-4 (Biology) | Construction & Post-Construction | | |
| 53 | Care will be taken to avoid placing any irrigation devices within watering distance of the protected zone of oak trees. Oak trees survive and thrive on annual rainfall alone and generally do not require supplemental irrigation, except during periods of extreme drought or for establishment of newly planted trees (i.e., replacement trees): •Irrigation water will not reach within 15 feet of any oak trunk. •Grass and ground covers will not be planted under the canopy of any oak trees. | EIR/EA, AMM OAK-5 (Biology) | Construction & Post-Construction | | |
| 54 | An LA County-approved arborist will evaluate the effects of mistletoe, pathogens, and insect pests on the preserved and planted oak trees within the 5-year maintenance period, in addition to the overall health and structural integrity of the trees, to ensure the longevity of the remaining oak trees. | EIR/EA, AMM OAK-6 (Biology) | Post-Construction | | |

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| 55 | <p>Damage to remaining trees will be avoided by workers and equipment during construction activities:</p> <ul style="list-style-type: none"> •A qualified biologist or LA County-certified arborist will monitor on-site construction and grading activities occurring near all identified oak tree protection zones, to ensure that damage to oak trees does not occur. •Before the start of construction, a qualified biologist or LA County-certified arborist will schedule a field meeting to inform construction workers where all protective zones are located and the importance of avoiding encroachment within the protective zones. | EIR/EA, AMM OAK-7 (Biology) | Construction & Post-Construction | | |
| 56 | All oak trees that are removed will be replaced by a tree of the same species at a ratio of 2:1. All heritage trees that will be removed will be replaced at a 10:1 ratio. All replacement trees will be at least 24-inch-tall box trees and measure 1 inch or more in diameter, as measured from 1 foot above the base. Free-form trees with multiple stems will be permissible; the combined diameter of the two largest stems of such trees will measure a minimum of 1 inch in diameter, as measured from 1 foot above the base. Replacement trees will consist exclusively of indigenous oak trees and be certified as being grown from a seed source collected in LA County or Ventura County. In addition, the LA County Department of Regional Planning will be included on the list of regulatory agencies to consult for the 2:1 ratio replacement | EIR/EA Compensatory Mitigation OAK-8 (Biology) | Construction | | |
| 57 | <p>Prior to the start of construction, thorough surveys for UTS will be conducted by a qualified biologist highly knowledgeable and experienced with identifying UTS. The qualified biologist and survey methodology will be approved by USFWS prior to survey commencement.</p> <p>1.Immediately before the start of construction, the qualified biologist (in close coordination with USFWS) will conduct no-take visual-only surveys for UTS throughout the Northern Drainage, to confirm absence.</p> <p>a.If UTS are detected during either survey, the Northern Drainage will be considered occupied by UTS. If this is the case, the project culvert extension option will not be considered, and an alternative design will be necessary.</p> <p>b.If UTS are not detected, the project potentially can begin.</p> <p>2.A surface water diversion also will be designed, installed, monitored, and maintained in a manner to verify that sufficient water flow continues to maintain aquatic life downstream from the project area in the Northern Drainage.</p> <p>3.A surface water diversion will also be designed, installed, monitored, and maintained in a manner that ensures that sufficient water flow continues to maintain aquatic life downstream from the proposed project area in the northern drainage.</p> <p>4.Additional BMPs will be implemented to avoid and minimize project impacts on water quality, aquatic life, nesting birds, and other natural resources. BMPs will be implemented around the periphery of work areas so that no inadvertent spills, erosion, sedimentation, or construction-related effects occur.</p> <p>5.If UTS are detected within the project area or Northern Drainage, work will be halted and USFWS and CDFW will be contacted immediately.</p> | EIR/EA AMM UTS-1 (Biology) | Pre-Construction & Construction | | |
| 58 | For the mainstem of the Santa Clara River where UTS are assumed present, work activities will be conducted so that no surface water contact will occur, and a biological monitor will be present during all ground-disturbing activities when near the Santa Clara River. Vegetation trimming and removal will be conducted in a way to prevent contact with surface water, and BMPs will be implemented along the length of the Santa Clara River so that no inadvertent spills, erosion, or sedimentation occurs. A biological monitor will ensure that materials from concrete decking installation and concrete pouring do not fall into the Santa Clara River, and that all construction personnel and equipment remain outside the active channel. Construction of the piles within the Santa Clara River will occur during summer months to coincide with periods of low flow for the Santa Clara River, to minimize the potential for impacts on surface water in the river. The cast-in-drilled-hole pile with slurry displacement installation method has been selected specifically to avoid the need for dewatering and potential impacts on UTS. A biological monitor will be present during cast-in-drilled-hole pile installation when in proximity to the Santa Clara River, to ensure that vibration impacts do not negatively affect any aquatic species. If unforeseen circumstances arise during construction of the bridge piles that may result in impacts on UTS, USFWS will be contacted to discuss additional potential measures to avoid impacts. | EIR/EA AMM UTS-2 (Biology) | Construction | | |
| 59 | A qualified biologist will survey the work site no more than 48 hours before the onset of activities, to monitor for southwestern pond turtle and/or southwestern pond turtle nesting activity (i.e., recently excavated nests, nest plugs) or nest depredation (partially to fully excavated nest chambers, nest plugs, scattered eggshell remains, and eggshell fragments). Preconstruction surveys to detect western pond turtle nesting activity will be concentrated within suitable upland habitat in the project area and will focus on areas along south- or west-facing slopes with bare hard-packed clay or silt soils or a sparse vegetation of short grasses or forbs. Survey efforts will focus on suitable aerial and aquatic basking habitat, such as logs, branches, root wads, and riprap, as well as the shoreline and adjacent warm, shallow waters where southwestern pond turtle may be present below the water surface, beneath algal mats or other surface vegetation. | EIR/EA, AMM WPT-1 (Biology) | Pre-Construction | | |
| 60 | If southwestern pond turtle is observed during the preconstruction survey, the species will be avoided to the greatest extent practicable. If avoidance is not feasible, LACPW will confer with USFWS to determine the best approach so that no take of the species occurs, including additional measures such as implementation of exclusion buffers, nest enclosures, silt fencing, screening, and additional BMP implementation, as appropriate. | EIR/EA, AMM WPT-2 (Biology) | Construction | | |
| 61 | To the greatest extent possible, construction activities (such as vegetation removal) will be timed to avoid the nesting season for riparian avian species (February 1 through September 1). | EIR/EA, AMM RIP-1 (Biology) | Construction | | |
| 62 | If work is scheduled during the riparian avian breeding season (February 1 through September 1), and within LBVI or SWFL-occupied and critical habitat, a qualified biologist will conduct a preconstruction nesting survey to verify that no active bird nests are present within 500 feet of construction activities. If no nests are detected, then vegetation removal will be permitted during the nesting season. The biologist will establish and maintain a minimum 300-foot no-disturbance buffer around all active bird nests. For raptors and special-status species, this buffer will be expanded to a minimum of 500 feet. | EIR/EA, AMM RIP-2 (Biology) | Pre-Construction | | |
| 63 | If an active LBVI or SWFL nest is detected, no construction activities will be permitted within 500 feet of the nest. Work within nest buffers may not resume until the young fledge and disperse, or the nest has been determined to fail by a qualified biologist. Limits of construction to avoid a nest site will be established in the field with flagging and stakes or construction fencing. | EIR/EA, AMM RIP-3 (Biology) | Construction | | |
| 64 | During construction of The Old Road Bridge, any nighttime lighting necessary for work or placed around temporary work areas/laydown yards will be shielded away from the Santa Clara River. Security lights around temporarily fenced areas under or adjacent to the Santa Clara River will have motion-activated sensors, so that they are not continually on throughout the night but only trigger if someone enters the fenced work area. | EIR/EA, AMM LION-1 (Biology) | Construction | | |
| 65 | Any permanent streetlights installed on The Old Road Bridge or along the west side of The Old Road adjacent to the Santa Clara River will be shielded, so that the light does not glare directly into native habitat in the river. | EIR/EA, AMM LION-2 (Biology) | Construction | | |
| 66 | Pending the State-listing status of mountain lion, impacts will be assessed by CDFW during the permitting process, and any necessary avoidance and minimization measures will be implemented. | EIR/EA, AMM LION-3 (Biology) | Pre-Construction | | |
| 67 | No earlier than 7 days before the start of construction around the two bridge locations, a field survey will be conducted by a qualified biologist to determine whether active bat roosts are present on or within 300 feet of the project boundaries. If an active roost is identified, a determination will be made regarding whether the roost is used as a night roost, a day roost, or a maternity roost. If an active roost is removed, MM BAT-2 (below) will be implemented. Alternatively, if an active roost is identified within 300 feet of the disturbance boundary but will not be removed, MM BAT-3 (below) will be implemented. Trees and/or structures determined to be maternity roosts will be left in place until the end of the maternity season. Because the ambient noise levels already exceed acceptable noise levels from non-project-related surrounding construction activities and traffic noise, additional noise mitigation will not be implemented. Consequently, no interference will take place with bat echolocation and insect foraging. | EIR/EA, AMM BAT-1 (Biology) | Pre-Construction | | |

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| 68 | If a night-roost is identified within the LOD, the roost structure will be removed during the daylight hours while the roost is not in use. If an active day roost is identified, roosting bats will be evicted by using humane exclusionary devices. Before project implementation, the proposed methods for bat exclusion will be approved by CDFW. The roost will not be removed until it has been confirmed by a qualified biologist that all bats have been successfully excluded. If an active maternity roost is identified (the breeding season of native bat species in California generally occurs from April 1 through August 31), the roost will not be disturbed and construction within 300 feet will be postponed or halted, at the discretion of the biological monitor, until the roost is vacated and juveniles have fledged, as determined by the biologist. CDFW will be consulted regarding the necessity to construct replacement roosting habitat or to modify the proposed project (as appropriate), to include features conducive to roosting. This determination will be based on the bat species to be displaced, the abundance of other roost sites in the area, and the size of the roost removed. All CDFW recommendations for roost replacement will be implemented. | EIR/EA, AMM BAT-2 (Biology) | Construction | | |
| 69 | If a night roost is identified within the 300-foot buffer of the LOD, construction-related activities will be conducted during daylight hours while the roost is not in use. If an active day roost is identified, a determination (in consultation with CDFW or a qualified bat expert) will be made regarding whether construction-related activities (i.e., noise and vibrations) can disturb roosting bats substantially. This determination will be based on baseline noise/vibrations levels, anticipated noise-levels associated with project construction, and the sensitivity to noise-disturbances of the bat species that are present. If noise is determined to result in the temporary abandonment of a day roost, construction-related activities will be scheduled to minimize the period that the roost will be subject to noise-related disturbances. If an active maternity roost is identified (the breeding season of native bat species in California generally occurs from April 1 through August 31), construction within 300 feet of the roost will be postponed or halted, at the discretion of the biological monitor, until the roost is vacated and juveniles have fledged, as determined by the biologist. | EIR/EA, AMM BAT-3 (Biology) | Construction | | |
| 70 | The contractor(s) will be informed, before the bidding process, regarding the biological constraints of the proposed project (which will be included in Section EC of the Special Provisions). The project limits will be clearly marked on the project plans that are provided to the contractor(s), and areas outside the project limits will be designated as "no construction" zones. A construction manager will be present during all construction activities, to oversee that work is limited to the designated project limits. | EIR/EA, AMM GEN-1 | Construction | | |
| 71 | High-visibility environmentally sensitive area fencing and silt fencing with appropriate signs will be installed by the contractor before the start of work, to prevent habitat impacts and the spread of silt from the construction zone into adjacent habitats. The fencing will be installed along the outer edge of work limits, in a manner that does not impact habitats to be avoided. | EIR/EA, AMM GEN-2 | Pre-Construction | | |
| 72 | Project personnel will strictly limit their activities, vehicles, equipment, and construction materials to within the fenced construction limits, staging areas, and routes between the construction limits and staging areas. The temporary construction fencing will be removed on completion of the construction. | EIR/EA, AMM GEN-3 | Construction | | |
| 73 | All workers will participate in a Worker Environmental Awareness Program for sensitive biological resources. Sign-in sheets will be maintained to document completion of the program by each worker. This training can be administered in person by a qualified biologist or through screening of a video/slide presentation, prepared by a qualified biologist and overseen by an on-site manager. Contractor education training will include a review of special-status species and protected habitats occurring/potentially occurring on site. Identification of these resources and all biological avoidance and minimization measures relevant to the contractors' work will be reviewed. Stop work and notification procedures will be outlined. The training program will include a section specific to UTS, southwestern pond turtle, arroyo toad, LBVI, and SWFL. Training handouts will be provided and posted at the staging areas in the project area. | EIR/EA, AMM GEN-4 | Pre-Construction | | |
| 74 | A qualified biologist, defined as an individual with the appropriate federal and State certifications to conduct the specified activities, will be available to relocate any listed species out of harm's way if detected within the project limits. The biologist will have verified previous experience with the species for which surveys are being conducted and will have been approved by USFWS as qualified to conduct species surveys, monitoring, and relocation activities. | EIR/EA, AMM GEN-5 | Pre-Construction | | |
| 75 | All equipment maintenance; staging; and dispensing of fuel, oil, coolant, or any other such activities will occur in designated areas outside jurisdictional wetlands or waters and within the fenced project limits. These designated areas will be in previously compacted and disturbed areas to the maximum extent practicable, so as to prevent any runoff from entering jurisdictional wetlands or waters. Fueling of equipment will take place within existing paved areas, if feasible, greater than 100 feet from jurisdictional wetlands or waters. Contractor equipment will be checked for leaks before operation and will be repaired as necessary. "Fueling zones" will be designated on construction plans and located away from the Santa Clara River and Northern Drainage. | EIR/EA, AMM GEN-6 | Construction | | |
| 76 | In areas that do not require excavation or grading, native vegetation will be trampled instead of completely removed, to allow regrowth and invasive plant species to be avoided to the extent practical, to reduce the potential for their spread. | EIR/EA, AMM GEN-7 | Construction | | |
| 77 | To reduce impacts on listed species' critical and occupied habitat, before entering the project area, all personnel will remove invasive species materials, propagules, seeds, and individuals from project equipment, materials, and clothing to reduce the proliferation of invasive species. This will include checking to see that construction equipment has been thoroughly power-washed or cleaned, to remove any dirt/mud/sediment from tires and tracks. | EIR/EA, AMM GEN-8 | Construction | | |
| 78 | The project area will be kept as clean of construction-related trash and debris as possible, to avoid attracting predators of sensitive wildlife. All food-related trash items will be enclosed in sealed containers and removed regularly from the project area. | EIR/EA, AMM GEN-9 | Construction | | |
| 79 | Project personnel will be prohibited from bringing pets into the project area. | EIR/EA, AMM GEN-10 | Construction | | |
| 80 | Disposal or temporary placement of excess fill, brush, or other debris will not be allowed in WOTUS or their banks along the Santa Clara River. | EIR/EA, AMM GEN-11 | Construction | | |
| 81 | The majority of construction is expected to be undertaken during daylight; however, when nighttime construction is necessary, lighting will be of the lowest illumination necessary for human safety, will be diverted away from any native vegetation communities, and will consist of low-sodium or similar lighting, equipped with shields to focus light downward onto the appropriate subject area. | EIR/EA, AMM GEN-12 | Construction | | |
| 82 | Exclusionary devices will be installed underneath The Old Road Bridge over Santa Clara River to prevent birds and bats from nesting during construction. Installation of these devices will be completed before February 1 (the beginning of bird breeding season) and will remain until construction is completed. A qualified biologist will inspect the area before installation for nests and evidence of breeding activity. If breeding activity is not detected, inactive nests will be destroyed to prevent birds from establishing breeding. If breeding activity is confirmed, exclusionary devices will be installed in all other areas lacking active nests. Active nests will be monitored by the biologist until breeding is completed. After breeding is completed, exclusionary devices will be installed in these areas. | EIR/EA, AMM GEN-13 | Construction | | |
| 83 | Best efforts will be implemented (within the control of LA County, taking into consideration land ownership) to restrict public access into the Santa Clara River that can adversely affect listed fish and wildlife resources. These actions will include posting signs along the Multi-Use Trail and where sidewalks abut the Santa Clara River, promoting public education and awareness of such ecological sensitivities, and maintaining fences and barricades to prevent unauthorized or unrestricted access to the river bottom, as applicable. | EIR/EA, AMM GEN-14 | Construction | | |

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| 84 | <p>Compensatory mitigation for impacts on sensitive natural communities (jurisdictional wetlands and waters) will consist of a combination of in-place and in-kind restoration (at a minimum a 1:1 ratio) and enhancement. A Vegetation Management and Restoration Plan will be prepared for agency review and approval before initiating project impacts. Only native plant species will be included in the plans. Final plans will include the following information and conditions:</p> <p>a. All habitat restoration/enhancement sites will be prepared for planting in a way that mimics natural habitat to the maximum extent practicable. All planting will be installed in a way that mimics natural plant distribution and not in rows.</p> <p>b. Planting will be accomplished through planting palettes of container plants (and plan will specify plant species, size, and number/acre) and planting seed mix (the Vegetation Management and Restoration Plan will specify plant species and pounds/acre). The upland plant palette will include native species specifically associated with existing habitat types. The source and proof of local native status of plant material and seeds will be provided.</p> <p>c. Container plant survival will be 80% of the initial plantings for the first 5 years. At the first and second anniversaries of plant installation, all dead plants will be replaced unless their function has been replaced by natural recruitment.</p> <p>d. The final Restoration/Enhancement Plan will outline the irrigation schedule to the extent practical, to prevent overwatering, runoff, and plants that are artificially robust (in comparison with nearby native vegetation). Irrigation will cease after year 2 or 3, except in cases of extreme drought.</p> <p>e. The final implementation schedule will indicate when all habitat effects, as well as on-site and off-site restoration/enhancement planting and irrigation, will begin and end. Off-site restoration/enhancement planting and irrigation will be completed during the concurrent or next planting season (i.e., late fall to early spring) after beginning project impacts. On-site habitat restoration/enhancement planting and irrigation (if required) will be completed during the concurrent or next planting season (i.e., late fall to early spring), after finishing each phase of project impacts in the restoration/enhancement area. Any temporal loss of habitat caused by delays in restoration/enhancement will be mitigated through habitat preservation or restoration/enhancement at a 0.5:1 ratio for every 6 months of delay (e.g., 1:1 for 12 months of delay, 1.5:1 for 18 months of delay). If LA County is wholly or partly prevented from performing its obligations under the final plans (causing temporal loss from delays) because of unforeseeable circumstances of causes beyond reasonable control, and without the fault or negligence of LA County, they will be excused by such unforeseeable cause(s).</p> <p>f. The 5 years of success criteria for restoration/enhancement areas will include a 40 to 65% absolute native cover (in comparison with adjacent native vegetation communities) or greater, depending on the native vegetation community being restored/enhanced; evidence of the natural recruitment of multiple species; 0% coverage for Cal-IPC's "Invasive Plant Inventory" species that are rated "High," and no more than 10% coverage of other exotic/weed species. Each vegetation community that is restored/enhanced will have a separate percent absolute native cover, as appropriate for the specific vegetation community. For example, this will vary with riparian woodland and marsh vegetation communities having a higher native coverage percent. The final restoration/enhancement plan will detail the specific success criteria with the target percent absolute native cover for each vegetation community.</p> <p>g. A qualitative and quantitative vegetation monitoring plan with a map of proposed sampling locations will be included. Photo points will be used for qualitative monitoring, and stratified random sampling will be used for all quantitative monitoring.</p> <p>h. Annual mitigation and monitoring reports will be submitted to the appropriate regulatory agency after the monitoring period, no later than December 1 of each year.</p> <p>i. If maintenance of the habitat/restoration enhancement area is necessary between February 1 and September 1, a qualified biologist will survey for nesting birds within the restoration/enhancement area, access paths to it, and other areas susceptible to disturbances by site maintenance. Surveys will consist of three visits separated by 2 weeks, starting March 1 of each maintenance/monitoring year. Work will be allowed to continue on site during the survey period. However, if sensitive avian species are found during any of the visits, LACPW will notify and coordinate with the regulatory agencies to identify measures to avoid and/or minimize effects on the sensitive species (e.g., nests and an appropriate buffer will be flagged by a biological monitor and avoided by maintenance workers).</p> <p>j. LACPW will mitigate at a 1:1 ratio for temporary impacts on listed species and a ratio of 3:1 for permanent impacts on listed species. In addition, the plan will include LA County Planning in the list of regulatory agencies to consult, to determine adequate replacement ratios, to mitigate temporary and permanent impacts on sensitive vegetation communities.</p> | EIR/EA, AMM GEN-15 | Construction | | |
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