

Glendale Boulevard-Hyperion Avenue Complex of Bridges Improvement Project

Mitigation Monitoring Plan for Significant Impacts under CEQA

August 2013

The table below describes mitigation measures that have been incorporated into the project to minimize impacts to affected environmental resource areas under CEQA. The table also includes minimization measures for impacts that are less than significant, but that can be further reduced by the implementation of such measures.

Implementation of the mitigation measures is the responsibility of the City’s PublicWorks Bureau of Engineering (BOE) and Bureau of Contract Administration. The Bureau of Engineering is responsible for incorporating the measures into project plans and specifications. The Bureau of Contract Administration is responsible for ensuring that the project is constructed in compliance with the plans and specifications. Measures required to be implemented prior to the beginning of construction are the responsibility of the BOE.

Resource Area	Mitigation Measures
Biological Resources	<p>B-1: Cofferdams or other approved flow diversions should be erected in the existing concrete channel during project construction to minimize pollution of river water as part of a Storm Water Pollution Prevention Plan (SWPPP). To optimize pollution capture and stream flow during project implementation, flow shall be diverted from one or two of the four channels at any given time.</p> <p>B-2: Restore diverted flow within the Los Angeles River to the full width of the river channel upstream from the locations of the riparian/wetland islands. This will ensure that the wetlands immediately downstream of the concrete pad would not be deprived of water that they would otherwise receive.</p> <p>B-3: Conduct a Worker Environmental Awareness Program (WEAP). All construction crews and contractors should be required to participate in WEAP training prior to starting work on the project. The WEAP training will include a review of the special-status species and other sensitive resources that could exist in the Project area, the locations of the sensitive biological resources, their legal status and protections, and measures to be implemented for avoidance of these sensitive resources. A record of all personnel trained shall be maintained.</p> <p>B-4: Conduct pre-construction nest surveys of the riparian habitat within 500 feet of the work area (in the Los Angeles River channel) to identify nest sites for special-status bird species. The surveys shall be conducted prior to the onset of breeding season before construction is scheduled to begin. If nest structures or sites are identified, they should be excluded to ensure that no nesting of these species occurs within 500 feet of construction activities.</p> <p>B-5: A qualified biological monitor shall monitor construction activities over the course of nesting bird season (February 15th to August 31st) for the presence of nests occupied by Migratory Bird Treaty Act-protected birds.</p> <p>B-6: Conduct a pre-construction survey for arroyo chub (<i>Gila orcutti</i>) immediately below the viaduct complex. If any arroyo chub are found, the qualified biologist shall install seine netting prior to construction in order to capture individuals of arroyo chub in the work zone. Captured individuals would be released at appropriate locations downstream of project site. This capture and release regime would occur at all significant phases of in-channel diversions, including the initial</p>

Resource Area	Mitigation Measures
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placement of diversions.

B-7: Install turbidity curtains at the downstream end of the construction work zone in the river channel for the duration of in-channel construction. Turbidity curtains shall be inspected weekly and prior to and following storm events. If repair is necessary, maintenance shall occur immediately (within 48 hours) to ensure pollutants do not disperse throughout the river.

B-8: Within 30 days before bridge construction or tree removal, a qualified biologist shall conduct a pre-construction survey for the presence of roosting bats. If sensitive bat species are found, the following measures should be implemented:

If active nursery roosts are found (typically between April 15 and August 1) a work exclusion area of 500 feet shall be cordoned off, and construction activities shall be re-scheduled to occur after juvenile bats are able to forage independently. If sensitive bat species are present but there is not an active roost, the BOE should enter into a Memorandum of Understanding (MOU) with CDFW. Alternate habitat should be provided if bats are to be excluded from maternity roosts. A qualified biologist with a scientific collecting permit shall implement bat exclusion measures. A roost with comparable spatial and thermal characteristics should be constructed as directed by the biologist. In the event that adult bats need to be handled and relocated, the biologist shall prepare and implement a relocation plan subject to approval by CDFW that includes relocating all bats found on-site to an alternate suitable habitat.

Historic Resources

H-1: Recordation to Historic American Engineering Record Specifications: Prior to the start of any work that could adversely affect characteristics that qualify the Glendale-Hyperion Viaduct Complex as a historic property, contact the National Park Service Pacific West Region Office (NPS), to determine if additional recordation is required for the historic property beyond that provided in “Historic American Engineering Record, Glendale-Hyperion Viaduct, HAER No. CA-272,” 2000-2001. NPS shall be allowed 30 days to respond.. If additional documentation is required, it shall be completed and accepted by the NPS before the viaduct is altered. Prepare draft and final reports.

H-2: HABS/HAER Dissemination: Upon completion of the documentation prescribed in Mitigation Measure **H-1**, documentation meeting current archival quality standards established by the NPS’ Heritage Documentation Program to District 7 and the Caltrans Transportation History Library in Sacramento shall be provided. Archival quality documentation shall also be provided to NPS, if NPS requests it. Copies of the documentation shall be offered to, at a minimum, the Los Angeles Public Library, Los Angeles Conservancy, Los Angeles City Historical Society, Historical Society of Southern California, and the California Office of Historic Preservation.

H-3: Online Publication: Work with the Los Angeles Public Library to place the historical information from the HAER report prescribed in Mitigation Measure **H-1** on a City website with a link to a public library website, such as the Los Angeles Public Library website, available to the public for a minimum period of three years. The information link shall also be made available to the Caltrans Transportation Library and History Center at Caltrans Headquarters in Sacramento for inclusion on their website.

H-4: Video Documentary: Produce a documentary (motion picture or video) that addresses the history of the Los Angeles River monument bridges, and their importance and use within the broader contextual history of the City of Los Angeles. The motion picture or video shall be of broadcast quality, between 30- and 90-minute duration, and shall be made available to local broadcast stations, public access channels in the local cable systems, and requesting schools/libraries; one copy shall be submitted to the Caltrans Transportation Library and History Center at Caltrans Headquarters in Sacramento.

Resource Area	Mitigation Measures
	<p>H-5: <u>Traveling Exhibits</u>: Produce and publish a booklet on the Historic Los Angeles River Bridges that addresses the history of the monumental concrete bridges of Los Angeles and this bridge's place in that history. The booklet shall be similar in general format to the "Historic Highway Bridges of California" published by the California Department of Transportation (1991) and shall include high-quality, black and white images of the Los Angeles River Bridges, historic photographs or drawings, as appropriate, and text describing each of the bridges' location, year built, builder, bridge type, significant character-defining features and its historic significance. Ensure that an electronic version of the booklet is posted on City of Los Angeles website and produce paper copies for distribution to local libraries, institutions and historical societies. One copy shall be submitted to the Caltrans Transportation Library and History Center in Sacramento. Ensure that the camera-ready master booklet is maintained and produce additional copies if there is demand.</p> <p>H-6: <u>Replication of Design Elements</u>: Ensure that a Caltrans Professionally Qualified Staff Principal Architectural Historian reviews the 65% and 95% design plans and specifications for the Glendale-Hyperion Viaduct Complex are in conformance with the <i>Secretary of the Interior's Standards for the Treatment of Historic Properties</i> (SOI Standards), and that SHPO is afforded the opportunity to review the same design plans and specifications. Failure of the SHPO to respond within thirty (30) calendar days after receipt of the plans shall not preclude Caltrans from proceeding with the undertaking. Should the SHPO or the Council object within thirty (30) calendar days to any plans and specifications submitted for review, then Caltrans shall consult with the objecting party, for a period not to exceed ten (10) calendar days, to resolve the objection. If the objection cannot be resolved within this time period, the FHWA shall request the Council review the Finding in accordance with 36 CFR 800.5(c)(3).</p>
Archaeological Resources	<p>Although the Proposed Project is not expected to affect archaeological resources, as requested by the Chairman of the Gabrielino/Tongva Tribal Council, the following measure should be implemented:</p> <p>A-1: A professional archaeologist should monitor all ground disturbing activities during construction and should act according to the Special Order and Caltrans policies if archaeological resources are discovered.</p> <p>In addition, if buried cultural materials are encountered during construction, work in the area of the resource shall be halted and applicable actions under City of Los Angeles and Caltrans policy shall be implemented.</p>
Traffic	<p>T-1: The signalization for the realigned off-ramp intersection shall include traffic control for southbound Glendale Boulevard traffic, north of the Hyperion Bridge overcrossing. Traffic control shall include, but not limited to, signalization to allow traffic to stop north of Hyperion Bridge overcrossing rather than at the new realigned off-ramp intersection. The design, placement, and operation of the device must meet LADOT and Caltrans requirements.</p> <p>T-2: Construct an alternate pedestrian crossing over the Los Angeles River across the existing Red Car piers (downstream of the viaduct complex) to connect the bike path along the southwest side of the Los Angeles River with Glendale Boulevard on the northeast side of the river. The pedestrian crossing, in conjunction with the new access to the LA River bikeway from northbound Glendale Boulevard, will provide a detour around the Glendale Boulevard Bridges during construction. In order for this measure to serve as an effective detour for pedestrians, the pedestrian crossing and the new access to the bike path will have to be fully constructed and operational before commencing the widening of Glendale Boulevard Bridges.</p>