

**CALENDAR ITEM  
C47**

A 10  
S 2

04/23/15  
PRC 1977.1  
V. Caldwell

**ACCEPTANCE OF A RIGHT-OF-WAY EASEMENT QUITCLAIM DEED  
AND ISSUANCE OF A GENERAL LEASE – PUBLIC AGENCY USE  
AND ENDORSEMENT OF SUBLEASES**

**APPLICANT/SUBLESSOR:**

City of Larkspur

**SUBLESSEES:**

AT&T Corporation  
305 Corte Madera Town Center  
Town Center Corte Madera  
Corte Madera, CA 94925

Comcast Corporation  
172 Northgate One  
San Rafael, CA

Pacific Gas and Electric Company  
245 Market Street – Mail Code N10A  
San Francisco CA 94105

Marin Municipal Water District  
220 Nellen Ave  
Corte Madera, CA 94925

**AREA, LAND TYPE, AND LOCATION:**

Sovereign land in Corte Madera Creek, adjacent to Bon Air Road, near the city of Larkspur, Marin County.

**AUTHORIZED USE:**

Demolition and removal of the existing Bon Air Road Bridge; relocation of existing utilities; and construction, use, and maintenance of temporary cofferdams, two temporary trestle bridges, and a new Bon Air Road Bridge.

CALENDAR ITEM NO. **C47** (CONT'D)

**LEASE TERM:**

25 years, beginning April 23, 2015.

**CONSIDERATION:**

**Demolition and removal of the existing Bon Air Road Bridge, construction, use, and maintenance of temporary cofferdams, two temporary trestle bridges, a new Bon Air Road Bridge, and AT&T and Marin Municipal Water District utilities:** The public use and benefit with the State reserving the right at any time to set a monetary rent if the Commission finds such action to be in the State's best interests.

**Comcast, and PG&E utilities:** Annual rent in the amount of \$900, with an annual Consumer Price Index adjustment.

**SPECIFIC LEASE PROVISIONS:**

1. Applicant shall not install, attach, or authorize the placement of any utilities or other improvements on the bridge or within the Lease Premises, other than those subject to existing Franchise and/or Licensing Agency Agreements as described in the Lease, without the Commission's prior review and consideration.
2. The project includes implementation of Best Management Practices to minimize potential environmental impacts and has developed a Spill Prevention Control and Countermeasures Program to minimize the potential for, and effects from, spill of hazardous, toxic, or petroleum substances. The contractor will prepare a frac-out contingency plan which will require on-site monitoring of the river during all boring activities.
3. Applicant shall place warning signage and/or buoys, clearly visible from the shore and in the water, both upstream and downstream of the construction site, to provide notice of the bridge replacement project and to advise the public to exercise caution. Lessee shall place and maintain such signage at all times during bridge removal and construction activities, and shall notify the California Department of Parks and Recreation's Division of Boating and Waterways of the location, description, and purpose of such signage upon their installation and removal.

**OTHER PERTINENT INFORMATION:**

1. Applicant has obtained temporary construction easements for Assessor's Parcel Numbers (APN) 202-060-19 and 202-122-06; owns a portion of the uplands adjoining the lease premises; and has the right to use a portion of the uplands adjoining the lease premises.

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2. On August 8, 1957, the Commission authorized a right-of-way for a vehicular bridge to the city of Larkspur and the County of Marin for the life of the structure. The city of Larkspur and the County of Marin are providing the Commission with a Right-of-Way Easement quitclaim deed for the existing lease. Staff recommends acceptance of the quitclaim deed and issuance of a new lease. The city of Larkspur has applied for a General Lease – Public Agency Use.
3. The Bon Air Road Bridge was constructed in 1958 as a seven span composite steel girder and concrete deck bridge on a concrete substructure. In 1994, the bridge was seismically retrofitted and widened to accommodate a Class 1 bicycle lane. The bridge is 440 feet long and 44 feet wide and carries one lane of traffic in each direction and has an eight-foot Class 1 bicycle path on the north side of the bridge and a five-foot sidewalk on the south side of the bridge.

Under Caltrans' Local Agency Bridge Program, the Bon Air Road Bridge was determined to be structurally deficient. Tidal flow has eroded the supporting bridge piles and caused cracks and deterioration of the bridge. Inspections indicated crumbling at several support locations and revealed severe deterioration of the bridge concrete, including visible cracks and spalls with exposed rebar and poor deck conditions. Steel girders and bearing plates show excessive rust. Rehabilitation of the bridge would not be fully effective since the rust of the steel girders and bearing components and corrosion of exposed rebar would likely continue to spread. The life cycle of the repaired structure would be significantly less than the proposed replacement structure and would, therefore, not be cost-effective.

4. The proposed project involves replacing the existing Bon Air Road Bridge with a new bridge that is 388 feet long and 62.5 feet wide; a reduction in bridge curvature will result in a shorter bridge. Construction is scheduled to be phased over a 3.5-year period and timed to avoid critical breeding and migrating seasons for special-status wildlife species. The new bridge would reduce the number of spans and piles to less than half of the number that currently exist. Nine existing bridge piers will be replaced with four new piers, thereby improving the conveyance capacity of the creek. The structure will carry one 12-foot lane of traffic in each direction and have a six-foot Class 1 bicycle path and five-foot sidewalk in each direction.
5. Removal of the 10-span steel girder bridge will include the removal of superstructures, piles to one foot below creek bed, and partial removal of

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abutments in conflict with other abutments. Eight new support columns will be constructed within individual cofferdams that are 14 feet wide by 44 feet long. Each cofferdam may be in place for up to one year. Construction of the two temporary trestles approximately 400 feet by 35 feet is proposed alongside the north and south side of the existing bridge to facilitate the bridge replacement. Construction would require installation of 128 steel H-piles, driven by vibratory and impact hammer. Upon completion of the new bridge, cofferdams and trestles would be removed and pilings would be vibrated out with the goal of complete removal. If pilings cannot be extracted completely, they will be cut one foot below the channel bottom.

6. The proposed bridge construction project includes the relocation of existing utility conduits onto and beneath the new bridge. The existing utilities at the site include Pacific Bell Telephone Company, dba SBC Pacific Bell Telephone Company, dba AT&T California (AT&T), Comcast Cable Communications Management, LLC, dba Comcast (Comcast), Pacific Gas and Electric (PG&E), and Marin Municipal Water District. Comcast is subject to an existing Franchise Agreement with Marin Telecommunications Agency and PG&E is subject to existing Franchise Agreements with the City under Ordinance No. 223. Comcast is also subject to a Statewide Franchise Agreement No. 0021, and AT&T is subject to a Statewide Franchise Agreement No. 0002. In this situation, pursuant to Public Utilities Code Section 7901, the AT&T utilities qualify to operate in this location without payment of compensation. Any future utilities to be located within the right-of-way may require either an amendment of this Lease or separate leases from the Commission.
7. AT&T Corporation will be relocating its communication lines, currently suspended from the existing bridge, to underneath Corte Madera Creek within the bridge corridor. A 30-inch diameter, high-density polyethylene conduit with 16 (4.5 inch diameter ducts) will be installed using horizontal directional drilling (HDD), at a depth of approximately 75 feet beneath the bed of Corte Madera Creek, to be used and operated by AT&T California for telecommunication purposes.
8. The following utilities will be relocated and installed on the new bridge:
  - a. Two six-inch diameter 12 kV electrical distribution ducts, to be used and operated by PG&E; and
  - b. One four-inch conduit, containing one fiber optic cable, to be used and operated by Comcast for telecommunication purposes; and

CALENDAR ITEM NO. **C47** (CONT'D)

- c. One 12-inch water main pipeline, to be used and operated by the Marin Municipal Water District.
  
- 9. The Applicant will improve public access pathways to the Bon Air Landing Dock and the public dock at the Marin Rowing Club to provide additional public accessibility to the water. The work will include accessible parking for each facility and improvements to the docks in accordance with the Americans with Disabilities Act (ADA).
  
- 10. **Acceptance of a Right-of-Way Easement Quitclaim Deed and Approval of Subleases:** The staff recommends that the Commission find that the quitclaim deed and subleases do not have a potential for resulting in either a direct or a reasonably foreseeable indirect physical change in the environment, and are, therefore, not projects in accordance with the California Environmental Quality Act (CEQA).

Authority: Public Resources Code section 21065 and California Code of Regulations, Title 14, sections 15060, subdivision (c)(3), and 15378.

**New Lease:** A Mitigated Negative Declaration (MND), State Clearinghouse No. 2012052052, was prepared by the City of Larkspur Public Works Department (City) and adopted on August 1, 2012, for this project. In addition, an Addendum to the MND was prepared and adopted on October 8, 2014. The California State Lands Commission staff has reviewed such documents.

A Mitigation Monitoring Program was adopted by the city.

- 11. This activity involves lands identified as possessing significant environmental values pursuant to Public Resources Code section 6370 et seq., but such activity will not affect those significant lands. Based upon the staff's consultation with the persons nominating such lands and through the CEQA review process, it is the staff's opinion that the project, as proposed, is consistent with its use classification.

**APPROVALS REQUIRED:**

U.S. Army Corps of Engineers; U.S. Fish and Wildlife Service; National Oceanic and Atmospheric Administration, National Marine Fisheries Service; California Department of Fish and Wildlife; San Francisco Bay Regional Water Quality Control Board; Bay Conservation and Development Commission; and Marin County Flood Control District.

CALENDAR ITEM NO. **C47** (CONT'D)

**EXHIBITS:**

- A-1. Bridge Land Description
- A-2. Temporary Construction Area Land Description
- B. Site and Location Map
- C. Mitigation Monitoring Plan

**RECOMMENDED ACTION:**

It is recommended that the Commission:

**CEQA FINDING:**

**Acceptance of a Right-of-Way Easement Quitclaim Deed:** Find that the subject quitclaim deed and subleases are not subject to the requirements of CEQA pursuant to California Code of Regulations, Title 14, section 15060, subdivision (c)(3), because the subject activities are not projects as defined by Public Resources Code section 21065 and California Code of Regulations, Title 14, section 15378.

**New Lease:** Find that a Mitigated Negative Declaration, State Clearinghouse No. 2012052052, and a Mitigation Monitoring Program were prepared by the City of Larkspur Public Works Department and adopted on August 1, 2012, for this Project. In addition, an Addendum to the MND was prepared and adopted on October 8, 2014. The Commission has reviewed and considered the information contained therein.

Adopt the Mitigation Monitoring Program, as contained in Exhibit C, attached hereto.

**SIGNIFICANT LANDS INVENTORY FINDING:**

Find that this activity is consistent with the use classification designated by the Commission for the land pursuant to Public Resources Code section 6370 et seq.

**AUTHORIZATION:**

1. Authorize acceptance of a Right-of-Way Easement Quitclaim Deed for Lease No. PRC 1977.9, effective April 22, 2015.
2. Authorize issuance of a General Lease – Public Agency Use to the City of Larkspur beginning April 23, 2015, for a term of 25 years, for demolition and removal of the existing Bon Air Road Bridge, relocation and installation of utilities; and construction, use, and maintenance of temporary cofferdams, two temporary trestle bridges, and a new Bon Air Road Bridge, as described on Exhibit

CALENDAR ITEM NO. **C47** (CONT'D)

A-1 and A-2, and shown on Exhibit B (for reference purposes only), attached and by this reference made a part hereof; consideration for the demolition and removal of the existing Bon Air Road Bridge, construction, use, and maintenance of temporary cofferdams, two temporary trestle bridges, a new Bon Air Road Bridge, and AT&T and Marin Municipal Water District utilities: the public use and benefit, with the State reserving the right at any time to set a monetary rent if the Commission finds such action to be in the State's best interests; consideration for the Comcast, and PG&E utilities: annual rent in the amount of \$900, with an annual Consumer Price Index adjustment.

3. Authorize endorsement of subleases, in the form of Franchise Agreements, between the City of Larkspur and the following utilities: PG&E and Comcast.
4. Authorize endorsement of a sublease, in the form of a Statewide Franchise Agreement, between the State of California and AT&T.
5. Authorize endorsement of a sublease between the City of Larkspur and Marin Municipal Water District.

**EXHIBIT A-1**

**PRC 1977.9**

**LAND DESCRIPTION**

A one-hundred (100) foot wide strip of submerged land situate in the bed of Corte Madera Creek, lying adjacent to, on the left bank, BTLC Lot 27, and on the right bank, BTLC Lot 26 as shown on "Map No 2. Of Salt Marsh and Tide Lands", County of Marin, State of California and lying 40 feet on each side of the following described centerline:

COMMENCING at Station 103 of the Corte Madera Canal Line (Per Superior Court Case No. 14851), as shown on that certain map titled "Map of State Sovereign Lands in Corte Madera Creek Vicinity of Larkspur" on file at the Sacramento office of the California State Lands Commission, (CB-1295); thence along the easterly canal line per said map North 11°14'40" West 248.09 feet to the POINT OF BEGINNING; thence South 50°57'00" West 326.71 feet to a point on the westerly canal line per said map and the terminus of said centerline.

The sidelines of said strip are to be lengthened or shortened so as to begin and terminate on the Corte Madera Canal Line, of the right and left banks of Corte Madera Creek, per said map.

**END OF DESCRIPTION**

PREPARED 4/10/15 BY THE CALIFORNIA STATE LANDS COMMISSION BOUNDARY UNIT





**EXHIBIT A-2**

**PRC 1977.9**

**LAND DESCRIPTION**

A two hundred and twenty (220) foot wide strip of submerged land situate in the bed of Corte Madera Creek, lying adjacent to, on the left bank, BTLC Lot 27, and on the right bank, BTLC Lot 26 as shown on "Map No 2. Of Salt Marsh and Tide Lands", County of Marin, State of California and lying 110 feet on each side of the following described centerline:

COMMENCING at Station 103 of the Corte Madera Canal Line (Per Superior Court Case No. 14851), as shown on that certain map titled "Map of State Sovereign Lands in Corte Madera Creek Vicinity of Larkspur" on file at the Sacramento office of the California State Lands Commission, (CB-1295); thence along the easterly canal line per said map North  $11^{\circ}14'40''$  West 248.09 feet to the POINT OF BEGINNING; thence South  $50^{\circ}57'00''$  326.71 feet to a point on the westerly canal line per said map and the terminus of said centerline.

The sidelines of said strip are to be lengthened or shortened so as to begin and terminate on the Corte Madera Canal Line, of the right and left banks of Corte Madera Creek, per said map.

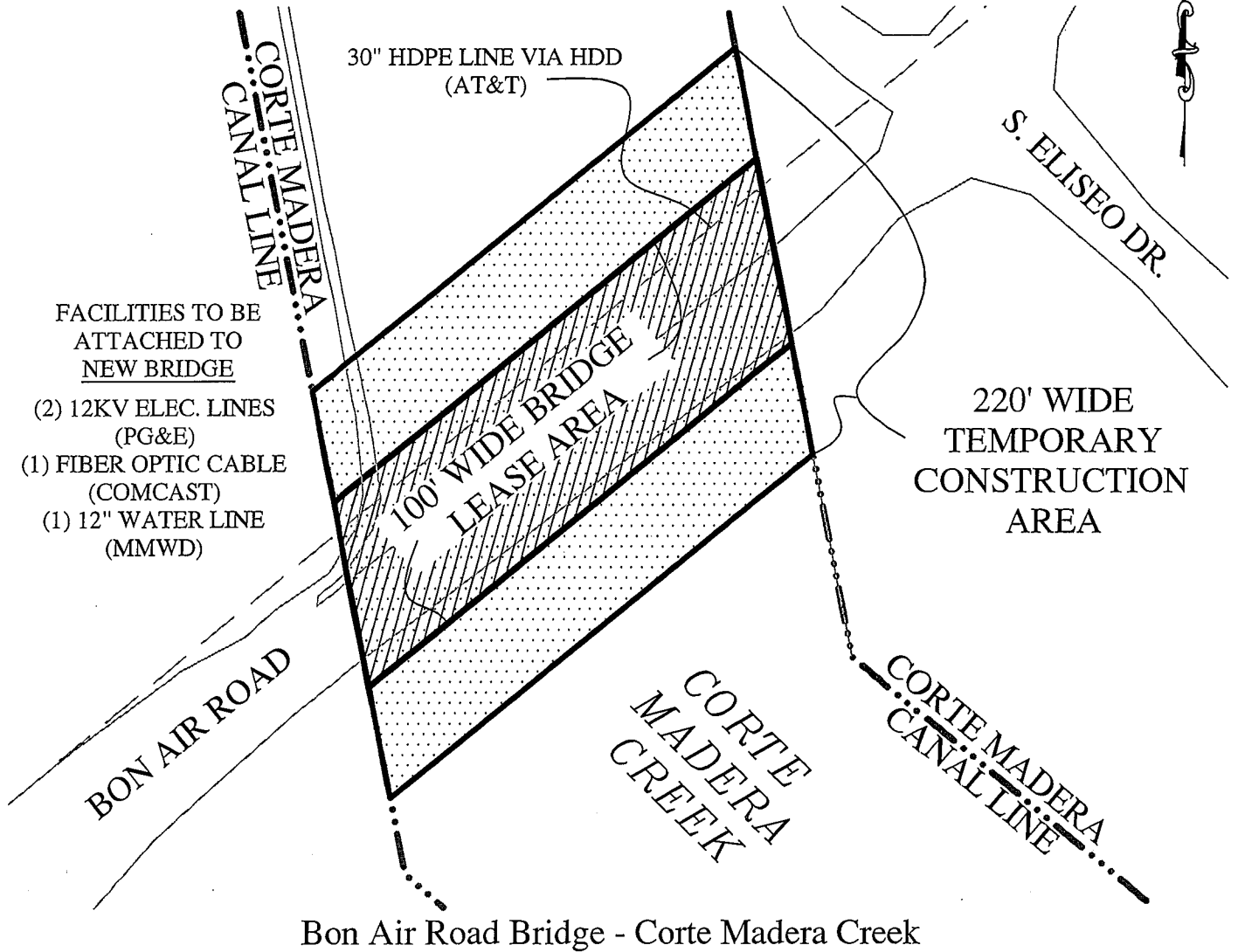
**END OF DESCRIPTION**

PREPARED 4/10/15 BY THE CALIFORNIA STATE LANDS COMMISSION BOUNDARY UNIT



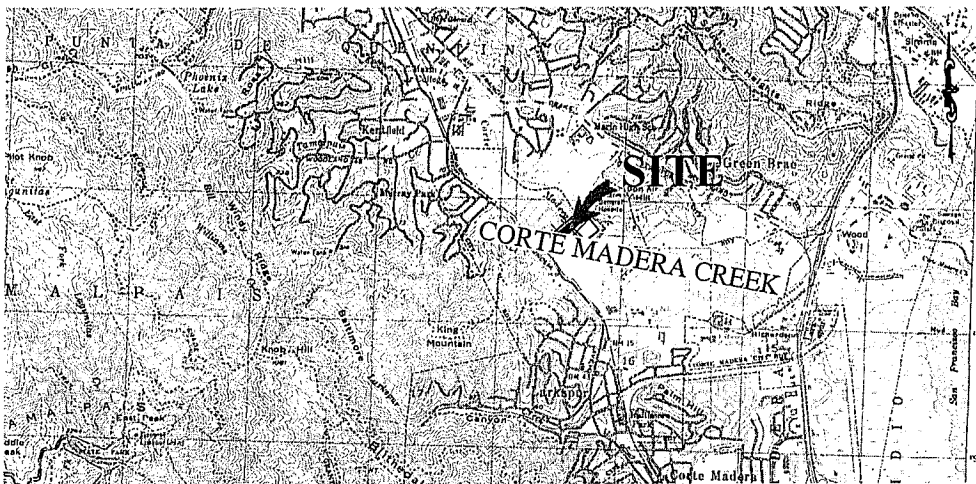
NO SCALE

### SITE



NO SCALE

### LOCATION



### Exhibit B

PRC 1977.9  
 CITY OF LARKSPUR  
 GENERAL LEASE -  
 PUBLIC AGENCY USE  
 MARIN COUNTY



This Exhibit is solely for purposes of generally defining the lease premises, is based on unverified information provided by the Lessee or other parties and is not intended to be, nor shall it be construed as, a waiver or limitation of any State interest in the subject or any other property.

**EXHIBIT C**  
**CALIFORNIA STATE LANDS COMMISSION**  
**MITIGATION MONITORING PROGRAM**  
**BON AIR ROAD BRIDGE REPLACEMENT PROJECT**  
(State Clearinghouse No. 2012052052)

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The California State Lands Commission (Commission) is a responsible agency under the California Environmental Quality Act (CEQA) for the Bon Air Road Bridge Replacement Project (Project). The CEQA lead agency for the Project is the City of Larkspur Public Works Department.

In conjunction with approval of this Project, the Commission adopts this Mitigation Monitoring Program (MMP) for the implementation of mitigation measures for the portion(s) of the Project located on Commission lands. The purpose of a MMP is to discuss feasible measures to avoid or substantially reduce the significant environmental impacts from a project identified in an Environmental Impact Report (EIR) or a Mitigated Negative Declaration (MND). State CEQA Guidelines section 15097, subdivision (a), states in part:<sup>1</sup>

*In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.*

The lead agency has adopted a MMP for the whole of the Project (see Exhibit C, Attachment C-1) and remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with its program. The Commission's action and authority as a responsible agency apply only to the mitigation measures listed in Table C-1 below.

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<sup>1</sup> The State CEQA Guidelines are found at California Code of Regulations, Title 14, section 15000 et seq.

**Table C-1. Project Impacts and Applicable Mitigation Measures.**

Potential Impact <sup>2</sup>	Mitigation Measure (MM) <sup>3</sup>
Air Quality Checklist (b)(c)(g)	MM 3-2: Implement BAAQMD Basic Construction Mitigation Measures, as Outlined in the Draft 2009 CEQA Guidelines.
Biological Resources Checklist (a)(b)(c)(d)	MM 4-1: Develop and Implement a Revegetation/Enhancement Plan for Temporary Impacts on Riverine Wetland.
Biological Resources Checklist (a)(b)(c)(d)	MM 4-2: Compensate for Permanent Losses of Riverine Wetland during Project Construction.
Biological Resources Checklist (a)(b)(c)(d)	MM 4-3: Install Fencing to Protect Biologically Sensitive Areas Adjacent to the Project Area.
Biological Resources Checklist (a)(b)(c)(d)	MM 4-4: Conduct Environmental Awareness Training for Construction Crews and Provide Biological Monitoring.
Biological Resources Checklist (a)(b)(c)(d)	MM 4-5: Provide an On-Call Biological Monitor to Relocate Western Pond Turtles as Needed.
Biological Resources Checklist (a)(b)(c)(d)	MM 4-6: Begin Work Prior to the Nesting Season or Conduct Preconstruction Surveys for Nesting Birds.
Biological Resources Checklist (a)(b)(c)(d)	MM 4-7: Specify and Implement Survey Requirements in Construction Contract if Work on the North Side of the Bridge Occurs during the California Clapper Rail/Black Rail Breeding Season.
Biological Resources Checklist (a)(b)(c)(d)	MM 4-8: Halt Work if a Federally Listed Species is Observed in the Work Area.
Biological Resources Checklist (a)(b)(c)(d)	MM 4-9: Care for Injured Federally Listed Species.
Biological Resources Checklist (a)(b)(c)(d)	MM 4-10: Monitor Construction Activities during Extreme High Tides.
Biological Resources Checklist (a)(b)(c)(d)	MM 4-11: Implement Lighting Specifications to Minimize Potential Light Pollution Effects on Animals.
Biological Resources Checklist (a)(b)(c)(d)	MM 4-12: Compensate for the Loss of Suitable Habitat for California Clapper Rail and California Black Rail.
Biological Resources Checklist (a)(b)(c)(d)	MM 4-14: Remove Vegetation in Salt Marsh Harvest Mouse Habitat by Hand and Install Exclusion Fencing.
Biological Resources Checklist (a)(b)(c)(d)	MM 4-15: Conduct Preconstruction Survey for Swallow Nests and Implement Measures to Deter Nesting.

<sup>2</sup> Refer to the CEQA checklist for each resource area in the MND.

<sup>3</sup> See Attachment C-1 for the full text of each MM taken from the MMP prepared by the CEQA lead agency.

Potential Impact <sup>2</sup>	Mitigation Measure (MM) <sup>3</sup>
Biological Resources Checklist (a)(b)(c)(d)	MM 4-16: Conduct All In-Water Construction Activities before December 1.
Biological Resources Checklist (a)(b)(c)(d)	MM 4-17: Implement Measures to Minimize Exceedance of Interim Threshold Sound Levels during Pile Driving.
Biological Resources Checklist (a)(b)(c)(d)	MM 4-18: Implement a Hydroacoustic Monitoring Plan.
Biological Resources Checklist (a)(b)(c)(d) and Hydrology and Water Quality Checklist (a)	MM 4-19: Implement a Storm Water Pollution Prevention Plan.
Cultural Resources Checklist (a)(b)(c)	MM 5-1: Stop Work and Consult with Qualified Archaeologist.
Cultural Resources Checklist (a)(b)(c)	MM 5-2: Stop Work and Consult with Marin County Coroner and/or Native American Heritage Commission.
Hazards and Hazardous Materials Checklist (a)(b)(c)	MM 8-1: Sample Suspect Materials for Asbestos Containing Construction Materials.
Hazards and Hazardous Materials Checklist (a)(b)(c)	MM 8-2: Provide Notification of Presence of ADL and Lead Based Paint.
Hazards and Hazardous Materials Checklist (a)(b)(c)	MM 8-3: Minimize Disturbance of Soils Containing Lead, Lead Containing paints, and Lead Based Paints.
Hazards and Hazardous Materials Checklist (a)(b)(c)	MM 8-4: Contain Lead Containing Paints and Lead Based Paints on Site during Demolition.
Noise Checklist (a)	MM 12-1: Employ Noise-Reducing Construction Practices.
Traffic and Transportation	APM-1. Access to and use of the Corte Madera Creek Pathway will continue, uninterrupted during replacement of the bridge. The temporary construction zone would be fenced to ensure the exclusion and safety of path users. The temporary construction zone will be established in a manner that will accommodate vehicle access for Ross Valley Sanitary District. No physical impacts on the path are anticipated and no construction related structures or equipment would be placed on the paved portion of the path. However, should any inadvertent damage occur, the path would be restored to the condition that existed prior to the construction activities or better. The area would be revegetated, including removal of invasive species that occur on the site and replaced with native species.

## **ATTACHMENT C-1**

**Mitigation Monitoring Program Adopted by the  
City of Larkspur Public Works Department**

# Bon Air Road Bridge Replacement Project Mitigation Monitoring Plan

**Project Name** Bon Air Road Bridge Replacement No. 27C0028

**Contact** Hamid Shamsapour (415) 927-5017

**Project Description**

*The City of Larkspur proposes to replace the existing Bon Air Road Bridge with a new bridge that is 388 feet long and 62.5 feet wide. The bridge would generally follow the alignment of the existing bridge with the north edge of the new bridge extending approximately 13 feet beyond the north edge of the existing bridge structure. The new bridge would reduce the number of spans and piers to less than half of the number that currently exist. The nine existing bridge piers (supported by seventy-six 16-inch diameter piles) would be replaced with four new piers (supported by eight 96-inch diameter piles) during project construction. The structure would carry one 12-foot lane of traffic in each direction and have a 6-foot Class 1 bicycle path and 5-foot sidewalk in each direction.*

NOTE: This following table is intended as a summary guide to environmental commitments. It does not replace or supersede any environmental commitments made in technical studies or correspondence prior to NEPA clearance. If there are any discrepancies between this table and technical studies/correspondence then the technical studies/correspondence take precedence

PERMITS REQUIRED	DATE OF PERMIT
Section 401 Water Quality Certification	
Section 404 Nationwide	
Section 1602 Streambed Alteration Agreement	
Section 7 incidental take from USFWS and NMFS	
BCDC permit	
SLC Land Use Lease	

Task and Brief Description	Document	Timing/ Phase	Specific Action(s) Taken to Comply with Task	Task Completion	
				Initial	Date
<b>Biological Resources</b>					
<p><i>Mitigation Measure 4-1: Develop and Implement a Revegetation/Enhancement Plan for Temporary Impacts on Riverine Wetland</i></p> <p>The City will retain a qualified restoration ecologist to develop a revegetation and monitoring plan, in coordination with BCDC, DFG, RWQCB, USFWS, and NMFS, to revegetate and enhance the riverine wetland areas where temporary impacts would occur during project construction activities. The revegetation plan would be implemented upon completion of project construction activities at such time as deemed appropriate according the planting schedule in the plan. The revegetation plan will specify the native planting stock appropriate for riverine wetlands subject to brackish conditions and tidal influence. The plan will employ the most successful techniques available at the time of planting. Success criteria will</p>	Initial Study and Errata	Final design			

Task and Brief Description	Document	Timing/ Phase	Specific Action(s) Taken to Comply with Task	Task Completion	
				Initial	Date
<p>be established as part of the plan. Plantings will be maintained for a minimum of five years, including invasive weed removal and herbivory protection. Replanting will be necessary if success criteria are not met. The riverine wetland revegetation/enhancement will be considered successful when the native vegetation established meets the success criteria, the habitat no longer requires active management, and vegetation is arranged in groups that, when mature, replicate the area, natural structure, and species composition of similar riverine wetland habitats in the region.</p>					
<p><b>Mitigation Measure 4-2: Compensate for Permanent Losses of Riverine Wetland during Project Construction</b></p> <p>As part of the permitting process, the City will compensate for permanent impacts on waters of the United States (including wetlands) to ensure that there is no loss of wetland habitat functions and values. The compensation will be determined as part of the state (Section 401 water quality certification or Waste Discharge Requirements) and federal (Section 404 permit) processes and may be a combination of off-site restoration/creation or mitigation credits. Compensation for the loss of wetlands will include restoring or enhancing in-kind wetland habitat at a minimum ratio of 1:1 but the final ratio will be determined through the project-specific permitting process and through coordination with resource agencies to ensure no net loss of wetland habitat functions and values.</p>	Initial Study	Prior to construction			
<p><b>Mitigation Measure 4-3: Install Fencing to Protect Biologically Sensitive Areas Adjacent to the Project Area</b></p> <p>The City or its contractor will install construction barrier fencing (including sediment fencing) to prevent contaminants and debris from entering the saline emergent wetland, and other biologically sensitive areas in and adjacent to the project area. Before construction begins, the City or its contractor will work with the project engineer and a resource specialist to identify the locations for the barrier fencing and will mark those locations with stakes or flagging. The protected area will be clearly identified as an environmentally sensitive area (ESA) on the construction specifications. The construction barrier/sediment fencing will be in place before construction activities are initiated. The fencing will be maintained by the City or its contractor throughout the duration of the construction period. If the fencing is removed, damaged, or otherwise compromised during the construction period, construction activities will cease until the fencing is replaced.</p>	Initial Study	Construction			
<p><b>Mitigation Measure 4-4: Conduct Environmental Awareness Training for Construction Crews and Provide Biological Monitoring</b></p> <p>The City or its contractors will conduct environmental awareness training for construction crews before project implementation. The awareness training will be provided to all construction personnel to brief them on the need to avoid effects on sensitive biological resources (e.g., wetlands adjacent to the project area, special-status species). The education program will include a brief review of the special-status species that could potentially occur in the study area (including their life history, habitat requirements, and photographs of the species). The training will identify the portions of the study area in which the species may occur, as well as their legal status and protection under the federal Endangered Species Act (FESA), CESA and CFGC. The program will also cover the restrictions and guidelines that must be followed by all construction personnel to reduce or avoid effects on these species during project implementation. This will include the steps to be taken if a sensitive species is found within the construction area (i.e., notifying the crew foreman who will call a designated biological monitor). The crew foreman will be responsible for ensuring</p>	Initial Study and Errata	Construction			



Task and Brief Description	Document	Timing/ Phase	Specific Action(s) Taken to Comply with Task	Task Completion	
				Initial	Date
<p>that crew members adhere to the guidelines and restrictions. Education programs will be conducted for appropriate new personnel as they are brought on the job during the construction period.</p> <p>The training will include education of construction crews on weed identification and the importance of controlling and preventing the spread of invasive species.</p> <p>A USFWS and CDFG approved biological monitor will be designated for the project and will visit the site periodically to ensure that fencing around environmentally sensitive areas is intact and that activities are being conducted in accordance with the agreed upon project schedule. The monitor will provide the City with a monitoring log for each site visit, and the City will submit it to USFWS and CDFG.</p>					
<p><b>Mitigation Measure 4-5: Provide an On-Call Biological Monitor to Relocate Western Pond Turtles as Needed</b></p> <p>During environmental awareness training (Mitigation Measure 4-4), the construction contractor will provide the construction crew with information on the steps to be taken if a western pond turtle becomes trapped during work within Corte Madera Creek. The construction crew will be instructed to notify the crew foreman who will contact a biological monitor that has been designated for the project. The designated biological monitor's CDFG scientific collecting permit will include capture and relocation of turtles. If a turtle is found trapped within the construction area, work in the area where the turtle is trapped will stop until the biological monitor arrives and removes the turtle. The turtle will be relocated upstream or downstream of the construction area in suitable aquatic habitat. The biological monitor will report their activities to the City and the CDFG within one day of relocating the turtle.</p>	Initial Study	Prior to construction			
<p><b>Mitigation Measure 4-6: Begin Work Prior to the Nesting Season or Conduct Preconstruction Surveys for Nesting Birds</b></p> <p>Vegetation removal will occur during the non-breeding season for all birds (generally between October 1 and January 31) to the extent feasible.</p> <p>If possible, construction activities will begin prior to the nesting season for most birds (generally, February 1 through September 30). Beginning construction prior to the breeding season will establish a level of noise disturbance that will dissuade noise-sensitive raptors and other birds from attempting to nest within or near the study area.</p> <p>If beginning construction activities (including vegetation removal) prior to the breeding season is not possible, the City will retain a qualified wildlife biologist with knowledge of the relevant species to conduct nesting surveys before the start of construction. A minimum of three separate surveys will be conducted for migratory birds, including raptors. Surveys will include a search of all trees and shrubs, and riverine wetland areas that provide suitable nesting habitat, in the project area. In addition, a 500-foot area around the project area will be surveyed for nesting raptors. Surveys should occur during the height of the breeding season (March 1 to June 1) with one survey occurring in each of two consecutive months within this peak period and the final survey occurring within 1 week of the start of construction. If a lapse in project construction occurs for 15 days or more, then nesting bird surveys will be reinitiated. If no active nests are detected during these surveys, no additional measures are required.</p> <p>If an active nest is found in the survey area, a no-disturbance buffer will be established around the site to avoid disturbance or destruction of the nest site until the end of the breeding season (September 30) or</p>	Initial Study and Errata	Construction			

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until after a qualified wildlife biologist determines that the young have fledged and moved out of the project area (this date varies by species). The extent of these buffers will be determined by the biologist in coordination with USFWS and CDFG and will depend on the level of noise or construction disturbance, line-of-sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. Suitable buffer distances may vary between species.					
<p><b>Mitigation Measure 4-7: Specify and Implement Survey Requirements in Construction Contract if Work on the North Side of the Bridge Occurs during the California Clapper Rail/Black Rail Breeding Season</b></p> <p>Pile driving associated with construction of the project is not proposed within the Bon Air Road Bridge Replacement project area during the February 1–August 31 rail breeding season. Construction activities are also not proposed to occur on the north (upstream) side of the bridge during the breeding season. Construction activities, other than pile driving, are proposed on the south (downstream) side of the bridge during the breeding season (Figure 6).</p> <p>The construction contract will specify that if construction on the north side of the bridge occurs during the breeding season, then implementation of the following measures would be required (Terry pers. comm.).</p> <ul style="list-style-type: none"> <li>• Full protocol-level surveys (conducted January through mid-April) will be conducted during the same year as proposed breeding season construction activities.</li> <li>• Surveys will be initiated in mid-late January following a minimum 2-week cessation of any on-going construction work along the upstream side of the bridge.</li> <li>• Construction on the upstream side of the bridge will not be allowed to begin until the protocol-level surveys have been completed and the USFWS and CDFG have reviewed the results and given approval for construction along the upstream side of the bridge to begin.</li> <li>• If, based on the protocol-level survey results, the USFWS and/or CDFG determine that construction along the upstream side of the bridge may disturb nesting rails, then construction in this area will not be allowed to begin until September 1.</li> <li>• If construction on the north side of the bridge is necessary for more than 1 year, the previous four conditions will be implemented prior to each year of construction.</li> </ul> <p>Surveys will generally follow USFWS's draft survey protocol for California clapper rail (U.S. Fish and Wildlife Service 2000). The biologist leading the surveys will consult with CDFG for appropriate methodology for the California black rail surveys. The specific methodology for the surveys will be submitted to USFWS and CDFG for approval prior to the start of the surveys. The surveyor(s) will possess the required permits from USFWS and CDFG for conducting the surveys.</p>	Initial Study	Prior to construction			

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<p><b>Mitigation Measure 4-8: Halt Work if a Federally Listed Species is Observed in the Work Area</b></p> <p>The resident engineer shall halt work in the immediate vicinity and immediately contact the City, designated biological monitor, USFWS, and CDFG in the event that a California clapper rail or salt marsh harvest mouse is found within 10 feet of any at-grade construction activities. The resident engineer shall suspend all construction activities within 10 feet of the detected California clapper rail or salt marsh harvest mouse until the species leaves the area voluntarily.</p>	Initial Study	Construction			
<p><b>Mitigation Measure 4-9: Care for Injured Federally Listed Species</b></p> <p>Injured California clapper rails or salt marsh harvest mice shall be cared for by a licensed veterinarian or other qualified person, such as the designated biological monitor. Dead individuals shall be preserved according to standard museum techniques and held in a secure location. The USFWS and CDFG shall be notified within one working day of the discovery of the death or injury of a listed species.</p>	Initial Study	Construction			
<p><b>Mitigation Measure 4-10: Monitor Construction Activities during Extreme High Tides</b></p> <p>Jack hammering will be scheduled to avoid extreme high tides (i.e., no work will occur near the salt marsh within two hours before or after extreme high tides 6.5 feet National Geodetic Vertical Datum (NGVD) or above, as measured at the Golden Gate Bridge, or adjusted to the timing of local extreme high tide events in which the marsh plain is flooded), because protective cover for salt marsh harvest mice and California clapper rails is limited, and activities during high tides could prevent them from reaching available cover. The designated biological monitor will be present to monitor all other construction activities that are scheduled to occur during extreme high tides.</p>	Initial Study	Construction			
<p><b>Mitigation Measure 4-11: Implement Lighting Specifications to Minimize Potential Light Pollution Effects on Animals</b></p> <p>To minimize the potential negative effects of artificial light on animals, including the California clapper rail and salt marsh harvest mouse, the following criteria will be identified in the lighting plans and specifications.</p> <p>Acorn style lights that are International Dark Sky Association approved "Dark Sky Friendly" will be installed. This type of lighting ensures 0 percent light above 90 degrees, directs light toward the bridge, and minimizes the amount of backward and side lighting, thereby reducing light pollution on habitat and animals in the surrounding area, and the air space above the lights. One possible model is Holophane Utility Washington Postlite LED luminaire WFL 070 4K AS 13 B. This model or an equivalent model, approved by the City, will be specified. The lowest luminaire wattage that still provides safe conditions for vehicular traffic, bicyclists, and pedestrians will be used. If possible, correlated color temperature (an indication of how "warm" or "cool" the light source appears) range of the light source will be between 3800 and 4000 Kelvins. This range corresponds to "warm" light that would be less disturbing to animals in adjacent areas than "cool" (brighter white) light.</p>	Initial Study	Final design and construction			

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<p><b>Mitigation Measure 4-12: Compensate for the Loss of Suitable Habitat for California Clapper Rail and California Black Rail</b></p> <p>The City will compensate for the temporary loss of 0.079 acre of suitable habitat for California clapper rail and California black rail by contributing \$45,475 to the Friends of Corte Madera Creek to enhance 0.549 acre of tidal marsh/upland refugia habitat at Hal Brown Park at Creekside Marsh per the USFWS' Biological Opinion (Appendix A). The City will contribute an additional \$2,175 for each year of monitoring that is required per the Biological Opinion. This funding will compensate for both the Doherty Drive Bridge Replacement and Bon Air Road Bridge Replacement projects.</p>	Initial Study	Final design			
<p><b>Mitigation Measure 4-13: Conduct Preconstruction Surveys for Roosting Bats</b></p> <p>A qualified biologist will conduct a habitat assessment for potentially suitable bat roosting habitat. If suitable habitat is found, and tree removal is scheduled between October 16 and August 31, presence/absence surveys for bats will be conducted prior to any tree removal.</p> <p>If roosting bats or any sign of bats are found during presence/absence surveys, then occupied trees will only be removed between August 31 and October 15. Trees will be removed using the two-phased tree removal system. The two-phased removal system is to be conducted over two consecutive days. The first day (in the afternoon or early evening), limbs and branches will be removed by a tree cutter using chainsaws only. Limbs with cavities, crevices, or deep bark fissures will be avoided, and only branches or limbs without those features will be removed. On the second day, the entire tree will be removed.</p> <p>If presence/absence surveys are negative, then trees will be removed with the following conditions:</p> <ul style="list-style-type: none"> <li>• Tree removal occurs within 2 weeks of the completion of the surveys;</li> <li>• Pre-construction surveys for nesting birds are negative or it is outside the nesting period (February 1–September 30); and</li> <li>• The two-phased tree removal system is used.</li> </ul>	Initial Study and Errata	Construction			
<p><b>Mitigation Measure 4-14: Remove Vegetation in Salt Marsh Harvest Mouse Habitat by Hand and Install Exclusion Fencing</b></p> <p>Before construction activities begin, all suitable tidal marsh and upland refugia within the project area and within a 2-foot buffer around the project footprint will be removed by hand using only non-mechanized hand tools (i.e., trowel, hoe, rake and shovel) prior to the initiation of work within these areas. Vegetation shall be removed to bare ground or stubble no higher than one inch. Vegetation shall be removed under the supervision of a USFWS-approved biologist. Vegetation removal may begin when no mice are observed and shall start at the edge farthest from the salt marsh or the poorest habitat and work its way towards the salt marsh or the better salt marsh habitat.</p> <p>To prevent salt marsh harvest mice from moving through the proposed project site during construction, temporary exclusion fencing shall be placed around a defined work area prior to the start of construction activities. The temporary exclusion fencing shall be installed immediately after the hand removal of all vegetation (as described above) from the work area and a 2-foot buffer around the work area. The fence shall be made of a heavy plastic sheeting material that does not allow salt marsh harvest mice to pass through or climb, and the bottom shall be buried to a depth of 4 inches so that the listed mouse cannot crawl under the fence. Fence height shall be at least 12 inches higher than the highest adjacent vegetation</p>	Initial Study	Construction			

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with a maximum height of 4 feet. All supports for the exclusion fencing shall be placed on the inside of the work area.					
<p><b>Mitigation Measure 4-15: Conduct Preconstruction Survey for Swallow Nests and Implement Measures to Deter Nesting</b></p> <p>To avoid impacts on nesting swallows and other bridge-nesting migratory birds that are protected under the MBTA and CFGC, the City will implement the following:</p> <ul style="list-style-type: none"> <li>• The City will hire a qualified wildlife biologist to inspect the bridge during the swallows' non-breeding season (September 1 through February 28). If nests are found and are abandoned, they may be removed. To avoid damaging active nests adjacent to new bridge construction, nests must be removed before the breeding season begins (March 1). Two inspections will be needed if construction begins September 1 of one year, stops, and then begins on September 1 of the following year.</li> <li>• After nests are removed, the undersides of the bridge will be covered with 0.5- to 0.75-inch mesh net by a qualified contractor. All net installation will occur before March 1 and will be monitored by a qualified biologist throughout the breeding season (typically several times a week). The netting will be anchored so that swallows cannot attach their nests to the bridge through gaps in the net.</li> <li>• As an alternative to netting the underside of a bridge, the City may hire a qualified biologist to remove nests as the birds construct them and before any eggs are laid. Visits to the site would need to occur daily throughout the breeding season (March 1 through August 31) as swallows can complete a nest in a 24-hour period.</li> <li>• If netting of the bridges does not occur by March 1 and swallows colonize the bridge, modifications to the structure will not begin before August 31 of that year or until a qualified biologist has determined that the young have fledged and all nest use has been completed.</li> </ul> <p>If appropriate steps are taken to prevent swallows from constructing new nests as described above, work can proceed at any time of the year.</p>	Initial Study	Prior to construction			
<p><b>Mitigation Measure 4-16: Conduct All In-Water Construction Activities before December 1</b></p> <p>The City proposes to conduct all in-water work before December 1 to avoid the primary steelhead migration season (December–June). Because of the potential for steelhead adults and juveniles to begin their migration earlier than December 1, the City will conduct all in-water activities as early as possible during the July 1–November 30 construction window.</p>	Initial Study	Construction			
<p><b>Mitigation Measure 4-17: Implement Measures to Minimize Exceedance of Interim Threshold Sound Levels during Pile Driving</b></p> <p>The City will require the contractor to implement the following measures to minimize the exposure of listed fish species to potentially harmful underwater sounds:</p> <ul style="list-style-type: none"> <li>• The City will require the contractor to vibrate all piles to the maximum depth feasible before using an impact hammer. During impact driving, the contractor will limit the number of strikes per day to the minimum necessary to complete the work.</li> <li>• The smallest pile driver and minimum force necessary will be used to complete the work.</li> <li>• During impact driving, the City will require the contractor to use a bubble ring or similar device to</li> </ul>	Initial Study	Construction			

Task and Brief Description	Document	Timing/ Phase	Specific Action(s) Taken to Comply with Task	Task Completion	
				Initial	Date
<p>minimize the extent to which the interim peak and cumulative SEL thresholds are exceeded.</p> <ul style="list-style-type: none"> <li>No pile driving activity will occur at night.</li> </ul>					
<p><b>Mitigation Measure 4-18: Implement a Hydroacoustic Monitoring Plan</b></p> <p>The City will develop and implement a hydroacoustic monitoring plan. The monitoring plan will be submitted to NMFS for approval at least 60 days before the start of project activities. The plan will include the following requirements:</p> <ul style="list-style-type: none"> <li>The City will monitor underwater noise levels during all impact pile driving activities on land and in water to ensure that that peak and cumulative SELs do not exceed estimated values (Table 4-5 of the project Initial Study). During hydroacoustic monitoring, noise sensors should strategically be placed at 115 feet and 1,400 feet from the piles that are driven with an impact hammer per the distances specified in Table 4-5.</li> <li>If the peak or cumulative sound exposure levels exceed the estimated values identified in Table 4-5, NMFS will be contacted within 24 hours before additional pile driving activities continue.</li> <li>The monitoring plan will describe the methods and equipment that will be used to document the extent of underwater sounds produced by pile driving, including the number, location, distances, and depths of the hydrophones and associated monitoring equipment.</li> <li>The plan will include a reporting schedule that includes provision of daily summaries of the hydroacoustic monitoring results to NMFS and more comprehensive reports on a monthly basis during the pile driving season.</li> <li>The reports will include the number of piles installed per day, the number of strikes per pile, the interval between strikes, the peak SPL, SEL, and RMS per strike, and accumulated SEL per day at each monitoring station.</li> <li>The City or its contractors will ensure that a qualified fish biologist is on site during impact pile driving to document any occurrences of stressed, injured, or dead fish.</li> </ul>	Initial Study and Errata				
<p><b>Mitigation Measure 4-19: Implement a Storm Water Pollution Prevention Plan</b></p> <p>A Storm Water Pollution Prevention Plan (SWPPP) will be implemented as part of the National Pollutant Discharge Elimination System (NPDES) and a General Construction Activity Storm Water Permit to minimize the potential for sediments or contaminants to be discharged into Corte Madera Creek. A toxic materials control and spill response plan will be implemented to regulate the use of petroleum-based products (fuel and lubricants) and other potentially toxic materials associated with project construction. The following measures will be implemented to minimize or avoid potential increases in sediment inputs to the creek:</p> <ul style="list-style-type: none"> <li>Conduct all construction work according to site-specific construction plans that minimize the potential for sediment input to the aquatic system.</li> <li>Minimizing the extent of all areas requiring clearing, grading, revegetation, and recontouring.</li> <li>Grade areas following construction to minimize surface erosion.</li> <li>Avoid wetland vegetation wherever possible and install fencing to protect wetlands adjacent to the project area.</li> </ul>	Initial Study	Construction			

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<ul style="list-style-type: none"> <li>• Revegetate and enhance riverine wetland areas where temporary impacts would occur during project construction.</li> <li>• Minimize disturbance to the water column and river bottom by restricting heavy equipment to the temporary trestle.</li> </ul> <p>The following measures will be implemented to minimize the risk of spills or discharges of toxic materials to the creek:</p> <ul style="list-style-type: none"> <li>• Develop, approve and implement a hazardous material spill prevention control and countermeasure plan before construction begins that will minimize the potential for, and the effects of, spills of hazardous or toxic substances during construction. The plan will include storage and containment procedures to prevent and respond to spills, and will identify the parties responsible for monitoring the spill response.</li> <li>• Prevent raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to aquatic life from contaminating the soil or entering watercourses.</li> <li>• Prevent discharge of turbid water to the stream during dewatering activities by filtering the discharge first using a filter bag, diverting the water to a settling tank, and/or treating the water in a manner to ensure compliance with water quality requirements prior to discharging water back to the creek.</li> <li>• Clean up all spills immediately according to the spill prevention and countermeasure plan.</li> <li>• Provide areas located outside the OHWM for staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants.</li> <li>• Remove vehicles from the normal high-water area of the waterway before refueling and lubricating or ensure that stormwater runoff in areas where equipment is refueled or lubricated below the OHWM is storm-proofed to prevent contaminants from being discharged to the stream. Contaminated water would be pumped to a holding tank for proper disposal.</li> <li>• Limit operation of vehicles and equipment in flowing water.</li> </ul> <p>The City will review and approve the contractors' toxic materials spill prevention control and countermeasure plan before allowing construction to begin. The City will routinely inspect the construction site to verify that best management practices (BMPs) specified in the plan are properly implemented and maintained. The City will notify the contractor immediately if there is a noncompliance issue and will require compliance.</p> <p>The City also will obtain a 401 Water Quality Certification from the San Francisco RWQCB, which may contain additional BMPs and water quality measures to ensure the protection of water quality.</p> <p>Other measures to be incorporated into project per Initial Study Errata:</p> <ul style="list-style-type: none"> <li>• No debris, rubbish, creosote-treated wood, soil, silt, sand, cement, concrete, or washings thereof, or other construction related materials or wastes, oil or 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 creek.</li> <li>• After construction, remove excess material from the work area and any areas adjacent to the work area where such material may be washed into the creek.</li> <li>• Store construction materials and heavy equipment outside of the creek channel.</li> </ul>					

Task and Brief Description	Document	Timing/ Phase	Specific Action(s) Taken to Comply with Task	Task Completion	
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<ul style="list-style-type: none"> <li>Wash construction vehicles and equipment before entering the construction site.</li> <li>Avoid fueling, cleaning, or maintenance of vehicles or equipment within any areas where an accidental discharge to the creek may occur.</li> <li>Recover, contain, and haul all drilling mud and fluids to an approved off-site location.</li> <li>Revegetate temporary roads, equipment staging areas and construction areas following completion of construction to prevent erosion of sediments into the creek.</li> <li>Prohibit vehicles or machinery from entering the water except for a crane-mounted concrete crusher which will be used to cut and remove the existing piers from the streambed.</li> </ul>					
<b>Cultural Resources</b>					
<p><b>Mitigation Measure 5-1: Stop Work and Consult with Qualified Archaeologist</b></p> <p>If buried cultural materials are encountered during construction, work in that area must stop until a qualified archaeologist can evaluate the nature and significance of the find.</p>	Initial Study	Construction			
<p><b>Mitigation Measure 5-2: Stop Work and Consult with Marin County Coroner and/or Native American Heritage Commission</b></p> <p>If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities would stop in any area or nearby area suspected to overlie remains, and the Marin County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains were thought to be Native American, the coroner would notify the Native American Heritage Commission, which would then notify the Most Likely Descendent. At this time, the person who discovered the remains would contact Caltrans District 4 Environmental Branch so that they may work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code 5097.98 are to be followed as applicable.</p>	Initial Study	Construction			
<b>Hazards and Hazardous Materials</b>					
<p><b>Mitigation Measure 8-1: Sample Suspect Materials for Asbestos Containing Construction Materials</b></p> <p>If suspect materials are discovered during construction work at the site, samples should be collected by a California Certified Asbestos Consultant prior to disturbance by construction personnel. If present, asbestos-containing construction materials will be removed and disposed of by the California Certified Asbestos Consultant in accordance with all applicable laws and regulations.</p>	Initial Study	Construction			
<p><b>Mitigation Measure 8-2: Provide Notification of Presence of ADL and Lead Based Paint</b></p> <p>The City will notify employees, contractors, and subcontractors having access to the bridge as to the presence, location, and quantity of ADL and lead based paint prior to demolition activities.</p>	Initial Study	Construction			



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<p><b>Mitigation Measure 8-3: Minimize Disturbance of Soils Containing Lead, Lead Containing Paints, and Lead Based Paints</b></p> <p>Demolition activities should be conducted by methods designed to minimize the disturbance of soils containing ADL, lead-containing paints and lead-based paints. Practices used should not cause airborne concentrations of lead to exceed the applicable California Occupational Safety and Health Administration standards for airborne lead. Personal air monitoring of demolition workers should be conducted to assess airborne lead concentrations during work activities that disturb soils containing ADL, the lead-containing paints and/or lead-based paints. All lead containing materials will be removed and disposed of in accordance with all applicable laws and regulations.</p>	Initial Study	Construction			
<p><b>Mitigation Measure 8-4: Contain Lead Containing Paints and Lead Based Paints on Site during Demolition</b></p> <p>Bon Air Road Bridge spans Corte Madera Creek which transports surface water to the bay and ocean. Special care should be taken to minimize the risk of paint chips falling into the water.</p>	Initial Study	Construction			
<b>Aesthetics</b>					
<p><b>Mitigation Measure 1-1: Implement Project Landscaping Plan</b></p> <p>The project Landscape Architect and contractor shall adhere to the following practices in replanting vegetation:</p> <ul style="list-style-type: none"> <li>• The species composition shall be appropriate for the location and reflect evergreen and deciduous species that are native and indigenous to the project area.</li> <li>• Under no circumstances shall any invasive plant species be used at any location.</li> <li>• Vegetation shall be planted within the first year following project completion.</li> <li>• An irrigation and maintenance program shall be implemented during the plant establishment period and carried on only on an as-needed basis.</li> <li>• Irrigation shall utilize a smart watering system that evaluates the existing site conditions and plant material against weather conditions to avoid overwatering of such areas. The irrigation system will be managed in such a manner that any broken spray head, pipes, or other components of the system are fixed within 1 to 2 days, or the zone or system will be shut down until it can be fixed to avoid undue water flows. The irrigation system shall be designed to prevent run-off and overspray.</li> </ul>	Initial Study	Final design and construction			
<b>Water Quality</b>					
See Mitigation Measure 4-19 above					

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<b>Air Quality</b>					
<p><b>Mitigation Measure 3-1: Implement Current BAAQMD Control Measures to Control Construction-Related Dust</b></p> <p>In accordance with the BAAQMD's current CEQA guidelines (1999), the project applicant shall implement the following BAAQMD-recommended basic control measures to reduce particulate matter emissions from construction activities. Enhanced and optional control measures are recommended and will be implemented to the extent feasible.</p> <p>Basic Control Measures</p> <ul style="list-style-type: none"> <li>• All active construction areas shall be watered at least twice daily.</li> <li>• All trucks hauling soil, sand, and other loose debris shall be covered, or all trucks shall be required to maintain at least 2 feet of freeboard on public roads.</li> <li>• All unpaved access roads, parking areas, and staging areas at construction sites shall be paved or watered three times daily, or nontoxic soil stabilizers shall be applied.</li> <li>• All paved access roads, parking areas, and staging areas at construction sites shall be swept daily (with water sweepers).</li> <li>• If visible soil material is carried onto adjacent public streets, adjacent streets shall be swept daily (with water sweepers).</li> </ul> <p>Enhanced Control Measures</p> <ul style="list-style-type: none"> <li>• All inactive construction areas (previously graded areas inactive for 10 days or more) shall be hydroseeded, or nontoxic soil stabilizers shall be applied.</li> <li>• Exposed stockpiles (dirt, sand, etc.) shall be enclosed, covered, and watered, or nontoxic soil binders shall be applied.</li> <li>• As feasible, traffic speeds on unpaved roads shall be limited to 15 miles per hour (mph).</li> <li>• Sandbags or other erosion-control measures shall be installed to prevent silt runoff to public roadways.</li> <li>• Disturbed areas shall be replanted as quickly as possible.</li> </ul> <p>Optional Control Measures</p> <ul style="list-style-type: none"> <li>• Wheel washers shall be installed for all exiting trucks, or all trucks and equipment leaving the site shall be washed off.</li> <li>• Wind breaks or trees/vegetative wind breaks shall be installed at windward sides of construction areas.</li> <li>• Excavation and grading activity shall be suspended when winds exceed 25 mph.</li> <li>• The area subject to excavation, grading, and other construction activity at any one time shall be limited.</li> </ul>	Initial Study	Construction			

Task and Brief Description	Document	Timing/ Phase	Specific Action(s) Taken to Comply with Task	Task Completion	
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<p><b>Mitigation Measure 3-2: Implement BAAQMD Basic Construction Mitigation Measures, as Outlined in the Draft 2009 CEQA Guidelines</b></p> <p>In accordance with the BAAQMD's draft CEQA guidelines (2009), the project applicant shall implement, to the extent feasible, the BAAQMD's BCMs. (BCMMs that overlap with current BAAQMD-recommended dust control measures have been removed.)</p> <ul style="list-style-type: none"> <li>• All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>• Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxics Control Measure—13 California Code of Regulations [CCR] 2485). Clear signage shall be provided for construction workers at all access points.</li> <li>• Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's telephone number shall also be visible to ensure compliance with applicable regulations.</li> </ul>	Initial Study	Construction			
<b>Noise</b>					
<p><b>Mitigation Measure 12-1: Employ Noise-Reducing Construction Practices</b></p> <p>The City shall require the construction contractor(s) to implement the following construction noise control measures:</p> <ul style="list-style-type: none"> <li>• The construction contractor shall coordinate the most noise producing construction activities including pile driving with the recreation managers of Creekside Park, and residents within 500 feet in order to limit disturbance to the park and nearby residents.</li> <li>• With the exception of pile driving, construction activity shall be allowed only between the hours of 7:00 a.m. and 6:00 p.m. on Monday through Friday and 9:00 a.m. to 5:00 p.m. on Saturday. Given the very loud nature of pile driving, pile driving shall be limited to between the hours of 8:00 a.m. and 6:00 p.m. on Monday through Friday.</li> <li>• All powered construction equipment shall be equipped with intake and exhaust mufflers recommended by the manufacturers and pavement breakers, pile drives, and jackhammers shall be equipped with acoustical attenuating shields or shrouds recommended by the manufacturers.</li> <li>• Construction equipment shall have sound-control devices no less effective than those provided on the original equipment. No equipment shall have an un-muffled exhaust.</li> <li>• The contractor will implement appropriate additional noise mitigation measures, as needed, including but not limited to changing the location of stationary construction equipment, turning off idling equipment, using temporary noise barriers, and notifying adjacent residents in advance of construction. Shrouds will be placed around the impact pile drivers during their operation.</li> <li>• The construction contractor's specifications will stipulate that night-time construction, in accordance with the City's noise control regulations, will only be allowed under special circumstances on a limited basis, as needed, and with prior approval from the City of Larkspur's Public Works Department staff.</li> <li>• The contractor will prohibit the public from accessing areas where exposure to noise could exceed</li> </ul>	Initial Study	Construction			

Task and Brief Description	Document	Timing/ Phase	Specific Action(s) Taken to Comply with Task	Task Completion	
				Initial	Date
OSHA noise standards. Based on actual equipment to be used and noise control measures to be implemented, the contractor will determine the minimum distance from pile driving within which the public will be allowed. Warning signs will be posted at public access points warning recreationists of potential exposure to high noise levels during construction activities. Occupants of residences and other buildings located within 500 feet of impact pile driving will be notified in writing regarding the potential for high noise levels from pile driving.					
<p><b>Mitigation Measure 12-2: Employ Vibration-Reducing Construction Practices</b></p> <p>The construction contractor will, to the extent feasible, maintain a minimum distance of 150 feet between pile driving equipment and occupied or vibration-sensitive buildings or structures. To the extent feasible, a minimum distance of 50 feet will be maintained between other construction equipment and occupied or vibration-sensitive buildings or structures. For cases where this is not feasible, the resident or property owner will be notified in writing prior to construction activity that construction may occur in close proximity to their building. The City will inspect the potentially affected buildings prior to construction to inventory existing cracks in paint, plaster, concrete, and other building elements. The City will retain a qualified acoustical consultant or engineering firm to conduct vibration monitoring at potentially affected buildings to measure the actual vibration levels during construction. Following completion of construction, the City will conduct a second inspection to inventory changes in existing cracks and new cracks or damage, if any, that occurred as a result of construction-induced vibration. If new damage is found, then the City will promptly arrange to have the damaged repaired, or will reimburse the property owner for appropriate repairs.</p> <p>In addition, if construction activity is required within 100 feet of residences or other vibration-sensitive buildings, a designated complaint coordinator will be responsible for handling and responding to any complaints received during such periods of construction. A reporting program will be required that documents complaints received, actions taken, and the effectiveness of these actions in resolving disputes.</p>	Initial Study	Construction			
<b>Traffic</b>					
<p>Measures that are part of project:</p> <ul style="list-style-type: none"> <li>• Install construction area signage to direct traffic throughout the construction detour including advance warning signs for the detour.</li> <li>• Develop detailed traffic handling plan</li> <li>• Notify first responders, local utility agencies, nearby residents of detours</li> <li>• Notify nearby schools in advance of the two-week roadway closure</li> <li>• Prior to and during periods that passage beneath the bridge is closed, the City will post signs near the bridge to alert recreationists of the closure.</li> </ul>	<p>Traffic Technical Memorandum dated October 11, 2011</p> <p>Initial Study and Errata</p>	Prior to construction			

Task and Brief Description	Document	Timing/ Phase	Specific Action(s) Taken to Comply with Task	Task Completion	
				Initial	Date
<b>Section 4(f)</b>					
<p>Measures that are part of project:</p> <ul style="list-style-type: none"> <li>• A combined 5-foot wide bike and pedestrian sidewalk will be provided on south side of the bridge to maintain access for bicyclists and pedestrians across the bridge during construction of the north side of the bridge. After the first construction season, use of the Bon Air Road Bike Path on the north side of the bridge will be restored.</li> <li>• Access to and use of the Corte Madera Creek Pathway will continue, uninterrupted during replacement of the bridge. The temporary construction zone would be fenced to ensure the exclusion and safety of path users. The temporary construction zone will be established in a manner that will accommodate vehicle access for Ross Valley Sanitary District. No physical impacts on the path are anticipated and no construction related structures or equipment would be placed on the paved portion of the path. However, should any inadvertent damage occur, the path would be restored to the condition that existed prior to the construction activities or better. The area would be revegetated, including removal of invasive species that occur on the site and replaced with native species.</li> </ul>	Section 4(f) Memorandum dated February 11, 2011	Construction			