

# Notice of Determination

## Appendix D

**To:**

Office of Planning and Research  
 U.S. Mail: \_\_\_\_\_ Street Address: \_\_\_\_\_  
 P.O. Box 3044 1400 Tenth St., Rm 113  
 Sacramento, CA 95812-3044 Sacramento, CA 95814

County Clerk  
 County of: Los Angeles  
 Address: 12400 Imperial Hwy, Norwalk, CA 90650

**From:** County of Los Angeles Department of  
 Public Agency: Public Works  
 Address: P.O. Box 1460, Alhambra, CA 91802-1460  
 Contact: Ebigalle Voigt  
 Phone: 626-458-3967

Lead Agency (if different from above): \_\_\_\_\_

Address: \_\_\_\_\_

Contact: \_\_\_\_\_

Phone: \_\_\_\_\_

**SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.**

State Clearinghouse Number (if submitted to State Clearinghouse): 2023030209

Project Title: The Old Road over Santa Clara River and the Southern Pacific Transportation Company (SPT Co.) Bridge, et al. Project

Project Applicant: County of Los Angeles Department of Public Works

Project Location (include county): The Old Road from Henry Mayo Drive to Magic Mountain Parkway, Los Angeles County

Project Description: The proposed project is a cooperative agreement between Southern California Edison (SCE) and the County of Los Angeles for relocation of facilities owned by SCE that are in conflict with the construction of Phase I of The Old Road over the Santa Clara River and the Southern Pacific Transportation Company Bridge, et al. Project. The proposed project is within the scope of the project impacts analyzed in the Final Environmental Impact Report (FEIR).

This is to advise that the County of Los Angeles Board of Supervisors has approved the above  
 Lead Agency or  Responsible Agency)

described project on December 17, 2024 and has made the following determinations regarding the above  
 (date)  
 described project.

1. The project [ will  will not] have a significant effect on the environment.
2.  An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.  
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [ were  were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [ was  was not] adopted for this project.
5. A statement of Overriding Considerations [ was  was not] adopted for this project.
6. Findings [ were  were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

Environmental Planning and Assessments Section, Transportation Planning and Programs Division, 900 S. Fremont Ave, 11th Floor, Alhambra, CA 91803  
 or on the Project website at <https://pw.lacounty.gov/projects/the-old-road-over-santa-clara-river/>.

Signature (Public Agency): \_\_\_\_\_ Title: Civil Engineer

Date: 2/10/2026 Date Received for filing at OPR: \_\_\_\_\_

## PROJECT DESCRIPTION

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The Los Angeles County Public Works (LACPW) proposes to implement The Old Road over Santa Clara River and the Southern Pacific Transportation Company (SPT Co.) Bridge Et Al. Project (proposed project), which would primarily consist of reconstruction and widening of The Old Road, replacement of two bridges, reconstruction and widening of Rye Canyon Road, and reconstruction and widening Sky View Lane, including reconfiguration of its intersection with The Old Road. Additionally, the proposed project would include an extension of the County of Los Angeles Multi-Purpose Regional River Trail (Multi-Use Trail). These improvements would relieve congestion, increase regional roadway capacity to accommodate the expected future traffic growth projections, enhance traffic and road safety, upgrade structural safety, and meet jurisdictional goals and policies for the project area.

Current traffic demand in the project area meets or exceeds roadway capacity for many arterial roadways. Increases in traffic demand are anticipated over the next few years concurrent with projected population growth in the area. As such, the widening of The Old Road to six lanes is critical to the passage of traffic and emergency vehicles in the area.

The Old Road over the Santa Clara River bridge is currently not high enough to allow the volume of water of a LACPW Capital Flood event (defined as a 50-year burned and bulked storm) to pass under it. Replacing the bridge at a higher elevation would provide a minimum freeboard of 2.5 feet to allow a Capital Flood event to pass under it. Additionally, emergency repairs were performed on the superstructure, piers, and abutment seats of the bridge immediately following the 1994 Northridge Earthquake. Nonetheless, the bridge is currently classified as structurally deficient per Federal Highway Administration standards. Replacing the bridge as part of this project would eliminate that classification.

The primary components of the proposed project include the following:

### **The Old Road Improvements**

The proposed project would realign and widen the existing roadway alignment from two lanes in each direction to three lanes in each direction, as well as provide intersection improvements. Class IV bicycle lanes, raised medians, sidewalks, and barriers on the bridges to separate pedestrians from the travel way would also be provided. Fiberoptic communication along The Old Road would be installed and utilities would be relocated as needed. Reconstruction of existing drainage facilities and catch basins as well as and construction of new drainage facilities and catch basins would be completed as needed.

### **Bridge Replacements**

The Old Road over the Santa Clara River bridge is proposed for reconstruction as a six-lane bridge, at an elevation approximately 9 feet higher on the north end and 15 feet higher on the south end than the existing bridge to meet County Capital Storm Floodway requirements. The new bridge would be a multi-span bridge with a precast, prestressed concrete girder superstructure on bents that are supported by columns and piles in the riverbed.

The Old Road over the abandoned SPT Co. railroad tracks is proposed for reconstruction as a six-lane bridge. The bridge would be reconstructed at a lower grade to improve roadway safety and to match the road elevation at Rye Canyon Road. A minimum of 12 feet of vertical clearance over the abandoned railroad right-of-way would be maintained.

Both The Old Road bridge replacements would include additional roadway improvements, such as the addition of Class IV bicycle lanes, raised medians, sidewalks, and concrete barriers to separate pedestrians from traffic lanes.

### **County of Los Angeles Multi-Purpose Regional River Trail Extension**

The proposed project would extend the existing County of Los Angeles Multi-Purpose Regional River Trail (Multi-Use Trail) from its existing terminus just south of Rye Canyon Road to just northwest of the I-5 On- and Off-ramps. The improvements would include the following:

- Extend the existing Multi-Use Trail to consist of bike lanes, a paved pedestrian path, and an equestrian trail.
- Construct bicycle and pedestrian access ramps from The Old Road to the Multi-Use Trail at the I-5 hook ramp intersection.

### **Sky View Lane Improvements**

The proposed project would reconstruct and widen Sky View Lane between The Old Road and Entertainment Drive from two lanes in each direction to two lanes westbound and four lanes eastbound. The improvements would also include construction of retaining walls at needed locations, reconstruction of catch basins, intersection improvements at The Old Road and Sky View Lane that includes two additional eastbound turn lanes, and installation of a traffic signal.

### **Rye Canyon Road Improvements**

Rye Canyon Road would be widened as follows:

At Rye Canyon Road and Avenue Stanford there would be three through lanes, one left turn lane and one right turn lane westbound; three through lanes, two left turn lanes and a right turn lane eastbound; one shared through right turn lane and two left turn lanes northbound; and one through lane, one right turn lane and one left turn lane southbound.

At The Old Road and Rye Canyon Road there would be three left turn lanes and two right turn lanes westbound; three through lanes and two right turn free right turns northbound; and three through lanes and two left turn lanes southbound.

Signal improvements would be implemented to accommodate the widening. In addition, a soil nail retaining wall would be constructed along the northern side abutment of the I-5/ Rye Canyon Road undercrossing and a standard retaining wall would be constructed along the southern side concrete slope of the I-5/ Rye Canyon Road undercrossing.