DRAFT Initial Study/ Mitigated Negative Declaration

Los Angeles River Valley Bikeway & Greenway Project

Vanalden Avenue to Balboa Boulevard

October 2021

City of Los Angeles

Bureau of Engineering

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT

DRAFT MITIGATED NEGATIVE DECLARATION

(Articles I, City CEQA Guidelines)

LEAD AGENCY AND ADDRESS: City of Los Angeles c/o Los Angeles City Engineer 1149 S. Broadway, Suite 600 Los Angeles, CA 90015-2213	**COUNCIL DISTRICTS:** 3, 5 & 6
PROJECT TITLE: Los Angeles Valley Bikeway & Greenway Project - Vanalden Avenue to Balboa Boulevard	**LOG REFERENCE:**

PROJECT LOCATION: Along the Los Angeles (LA) River extending from Vanalden Avenue to Balboa Boulevard in the West San Fernando Valley of the City of Los Angeles; On-street improvements at: Vanalden Avenue/Victory Boulevard Intersection, Vanalden Avenue from Vanowen Street south to LA River, LA River south to Calvert Street, Yolanda Avenue from the LA River south to Erwin Street, LA River to Vanowen Boulevard, LA River to northbound White Oak Avenue, Kittridge Street from Reseda Boulevard east to White Oak Avenue, Etiwanda Avenue from Oxnard north to Vanowen Street, Street, Birmingham High School Campus Driveway/Victory Boulevard Intersection. Traffic circles at: Kittridge Street and Vanalden Avenue, Vanalden Ave and Calvert St, Kittridge Street and Etiwanda Avenue, Etiwanda Avenue and Erwin Street.

DESCRIPTION: The proposed Project is a 2.9-mile bikeway and greenway facilities project located along the LA River in the West San Fernando Valley of the City of Los Angeles. The proposed Project includes the installation of bicycle and pedestrian pathways, construction of undercrossings and river parks, and on-street improvements to increase access to the LA River Bikeway in this area. The purpose of the proposed Project is to provide recreational opportunities and bicyclist connectivity in the Encino-Tarzana Community Planning Area. The proposed Project would connect the existing LA River Bikeway and close existing bikeway gaps along the LA River. The proposed Project would connect to the active transportation network throughout the region and provide new pedestrian and bicycle access and connectivity to transit, residential homes, schools, jobs, parks, and other community-serving amenities for the surrounding communities. The proposed Project would add to the region's livability by expanding active transportation options and providing new access to public transit, homes, schools, work, parks, and other community-serving amenities.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN THE CITY:

FINDING: The City of Los Angeles has determined the proposed Project will not have a significant effect on the environment. See attached Initial Study.

SEE THE ATTACHED PAGES FOR ANY MITIGATION MEASURES IMPOSED

Any written objections received during the public review period will be attached, together with the responses of the lead City agency.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED

PERSON PREPARING THIS FORM: ChristopherAdams, Environmental Specialist III	**ADDRESS:** 1149 S. Broadway, Suite 600, MS 939 Los Angeles CA 90015	**TELEPHONE NUMBER:** (213) 485-5910
SIGNATURE (Official): Maria Martin Environmental Affairs Officer Environmental Management Group		**DATE:**

TABLE OF CONTENTS

Page No.

APPENDICES

LIST OF FIGURES

LIST OF TABLES

ACRONYMS AND ABBREVIATIONS

°F	Fahrenheit
ADA	Americans with Disabilities Act
AQMP	Air Quality Monitoring Plan
BMP	Best Management Practices
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH_4	Methane
CHRIS	California Historical Resources Information System
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CY	Cubic Yard
dB	Decibel
DTSC	Department of Toxic Substances Control
ESAs	Environmental Site Assessments
FTA	Federal Transit Administration
GHG	Greenhouse Gas
GWP	Global Warming Potential
HFCs	Hydrofluorocarbons
HTP	Hyperion Treatment Plant
IS	Initial Study
LA	Los Angeles
LADWP	Los Angeles Department of Water and Power
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
L_{eq}	Equivalent Noise Level
LID	Low Impact Development
LST	Localized Significance Thresholds
MBTA	Migratory Bird Treaty Act
Metro	Los Angeles County Metropolitan Transportation Authority
MGD	Million Gallons Per Day
MLD	Most Likely Descendant
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
N_2O	Nitrous Oxide

ND	Negative Declaration
NO_X	Nitrogen Oxides
OEHHA	Office of Environmental Health Hazard Assessment
PFCs	Perfluorocarbons
PM_{10}	Respirable Particulate Matter Less Than 10 Microns In Diameter
$PM_{2.5}$	Fine Particulate Matter Less Than 2.5 Microns In Diameter
PPV	Peak Particle Velocity
RTP	Regional Transportation Plan
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SF_6	Sulfur Hexafluoride
SO_X	Sulfur Oxides
SRA	Source Receptor Area
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TOD	Transit-Oriented Development
TPA	Transit Priority Area
TPD	Tons Per Day
USFWS	United States Fish and Wildlife Service
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds

CITY OF LOS ANGELES
CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY

Council Districts:	3, 5 and 6	Date: September 2021
Lead City Agency:	Department of Public Works, Bureau of Engineering	
Project Title:	Los Angeles Valley Bikeway & Greenway Project - Vanalden Avenue to Balboa Boulevard	

1.0 INTRODUCTION

1.1 Purpose of an Initial Study

The California Environmental Quality Act (CEQA) was enacted in 1970 for the purpose of providing decision-makers and the public with information regarding environmental effects of proposed Projects; identifying means of avoiding environmental damage; and disclosing to the public the reasons behind a project's approval even if it leads to environmental damage. The City of Los Angeles Bureau of Engineering has determined the proposed Project is subject to CEQA and no exemptions apply. Therefore, the preparation of an Initial Study (IS) is required.

An IS is a preliminary analysis conducted by the lead agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the initial study concludes that the project, with mitigation, may have a significant effect on the environment, an Environmental Impact Report (EIR) should be prepared; otherwise, the lead agency may adopt a Negative Declaration (ND) or Mitigated Negative Declaration (MND).

The IS/MND contained herein have been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended July 31, 2002).

1.2 Document Format

This IS/MND is organized into eight sections as follows:

Section 1.0, Introduction: provides an overview of the proposed Project and the CEQA environmental documentation process.

Section 2.0, Project Description: provides a description of the project location, project background, project components, and proposed construction and operation.

Section 3.0, Existing Environment: provides a description of the existing environmental setting with focus on features of the environment, which could potentially affect the proposed Project or be affected by the proposed Project.

Section 4.0, Environmental Effects/Initial Study Checklist: presents the City's Checklist for all impact areas and mandatory findings of significance. Includes discussion and identifies applicable mitigation measures.

Section 5.0, Mitigation Measures: provides the mitigation measures that would be implemented to ensure that potential adverse impacts of the proposed Project would be reduced to a less than significant level.

Section 6.0, Preparation and Consultation: provides a list of key personnel involved in the preparation of this report and key personnel consulted.

Section 7.0, Determination – Recommended Environmental Documentation: provides the recommended environmental documentation for the proposed Project; and,

Section 8.0, References: provides a list of reference materials used during the preparation of this report.

1.3 CEQA Process

Once the adoption of a ND or MND has been proposed, a public comment period opens for no less than 20 days or 30 days if there is state agency involvement. The purpose of this comment period is to provide public agencies and the general public an opportunity to review the IS and comment on the adequacy of the analysis and the findings of the lead agency regarding potential environmental impacts of the proposed Project. If a reviewer believes the proposed Project may have a significant effect on the environment, the reviewer should (1) identify the specific effect, (2) explain why it is believed the effect would occur, and (3) explain why it is believed the effect would be significant. Facts or expert opinion supported by facts should be provided as the basis of such comments.

After the close of the public review period, the Board of Public Works considers the ND or MND, together with any comments received during the public review process and makes a recommendation to the City Council on whether or not to approve the Project. One or more Council committees may then review the proposal and documents and make its own recommendation to the full City Council. The City Council is the decision-making body and also considers the ND or MND, together with any comments received during the public review process, in the final decision to approve or disapprove the project. During the project approval process, persons and/or agencies may address either the Board of Public Works or the City Council regarding the project. Public notification of agenda items for the Board of Public Works, Council committees and City Council is posted 72 hours prior to the public meeting. The Board of Public Works Agenda is available via the internet at http://www.bpw.lacity.org/. The Council agenda can be obtained by visiting the Council and Public Services Division of the Office of the City Clerk at City Hall, 200 North Spring Street, Suite 395; by calling (213) 978-1047, (213) 978-1048 or TDD/TTY (213) 978-1055; or via the internet at http://www.lacity.org/city-government/elected-official-offices/city-council-and-committeemeeting.

If the Project is approved, the City will file a Notice of Determination with the County Clerk within five days. The Notice of Determination will be posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval under CEQA. The ability to challenge the approval in court may be limited to those persons who

objected to the approval of the project, and to issues presented to the lead agency by any person, either orally or in writing, during the public comment period.

As a covered entity under Title II of the Americans with Disabilities Act (ADA), the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities.

2.0 PROJECT DESCRIPTION

2.1 Introduction

The proposed Project would include the construction of a Class I bikeway, bikeway undercrossings, bridge/street crossings, fencing and protective barriers, lighting, landscaping, drainage improvements and bioswales, way-finding signage, and interpretive elements between Vanalden Avenue and Balboa Boulevard. The proposed Project also includes the construction of four new micro river parks located on the south banks of the Los Angeles (LA) River at the street ends of Vanalden Avenue, Amigo Avenue, Etiwanda Avenue, and Caballero Creek Wash.

The purpose of the proposed Project is to provide recreational opportunities and bicyclist connectivity in the Encino-Tarzana Community Planning Area. The proposed Project would connect the existing LA River Bikeway and close existing bikeway gaps along the LA River. The proposed Project would connect to the active transportation network throughout the region and provide new pedestrian and bicycle access and connectivity to transit, residential homes, schools, jobs, parks, and other community-serving amenities for the surrounding communities.

The proposed Project would be designed and meet all applicable Americans with Disabilities Act (ADA) design criteria and requirements to the extent feasible and would also include on-street improvements at several streets adjacent to the LA River to increase access to the LA River Bikeway. On-street improvements would vary for each location and would generally include signalized pedestrian crossings, striping for new crosswalks, striping of existing roadways for bike lanes, painting existing roadways with green-backed sharrows, construction of new mini traffic circles, and the restructuring of existing non-ADA ramps to meet ADA-compliant designs (i.e., ADA-truncated dome pads).

Construction of the proposed Project will begin in Fall 2022. Construction activities would include mobilization, demolition (i.e., demolition of existing concrete maintenance paths); site preparation (i.e., clearing and grubbing of vegetation and preparation of all construction areas); site grading (i.e., soil re-compaction and/or scarification of soil to improve accessible vegetation seeding); site construction (i.e., bikeway, pedestrian paths, channel undercrossings, and on-street improvements); and architectural finishing landscaping activities , and construction of street-end parks.

2.2 Project Location

The LA River is an approximately 51-mile channelized river that begins at the confluence of two channelized streams – Bell Creek and Arroyo Calabasas – in the Canoga Park community in the City of Los Angeles. The LA River flows east/southeastward through from Canoga Park along the cities of Burbank and Glendale in the northern reaches, and then flows southward along Griffith Park and Elysian Park, through downtown Los Angeles, the cities of Vernon, Commerce, Maywood, Bell, Bell Gardens, South Gate, Lynwood, Compton, Paramount, Carson, and to the Long Beach Harbor and the Pacific Ocean. Approximately 32 miles of the LA River is located within the City of Los Angeles.

The proposed Project is located along the LA River extending from Vanalden Avenue to Balboa Boulevard and travels adjacent to nearby communities of Reseda, Lake Balboa, and Encino in the City of Los Angeles (Council Districts 3, 5, and 6). It would be located on the south side of the LA River from Vanalden Avenue to White Oak Avenue and on the north side of the river from White Oak Avenue to Balboa Boulevard. Through the project area, the LA River is surrounded primarily by medium- and low residential communities in addition to open space and

recreational areas, including the Reseda Park and Recreation Center, Sepulveda Basin Recreation area, Lake Balboa/Anthony C. Beilenson Park, Balboa Sports Center, and Balboa Golf Course. The LA River flows along the south side of Reseda Charter High School, Magnolia Science Academy 5 School, and Zane Grey Continuation School, all located at 18230 Kittridge Street.

The LA River is channelized through a concrete channel from Vanalden Avenue to the Los Angeles County Metropolitan Transportation Authority (Metro) Orange Line Busway bridge and then becomes a soft-bottom river (i.e., soft-bottom portion) with vegetation flowing eastward through the Sepulveda Basin Recreation area, Lake Balboa/Anthony C. Beilenson Park, Balboa Sports Center, and the Balboa Golf Course. The LA River then continues east of Balboa Boulevard to the Sepulveda Dam and on through the City of Los Angeles.

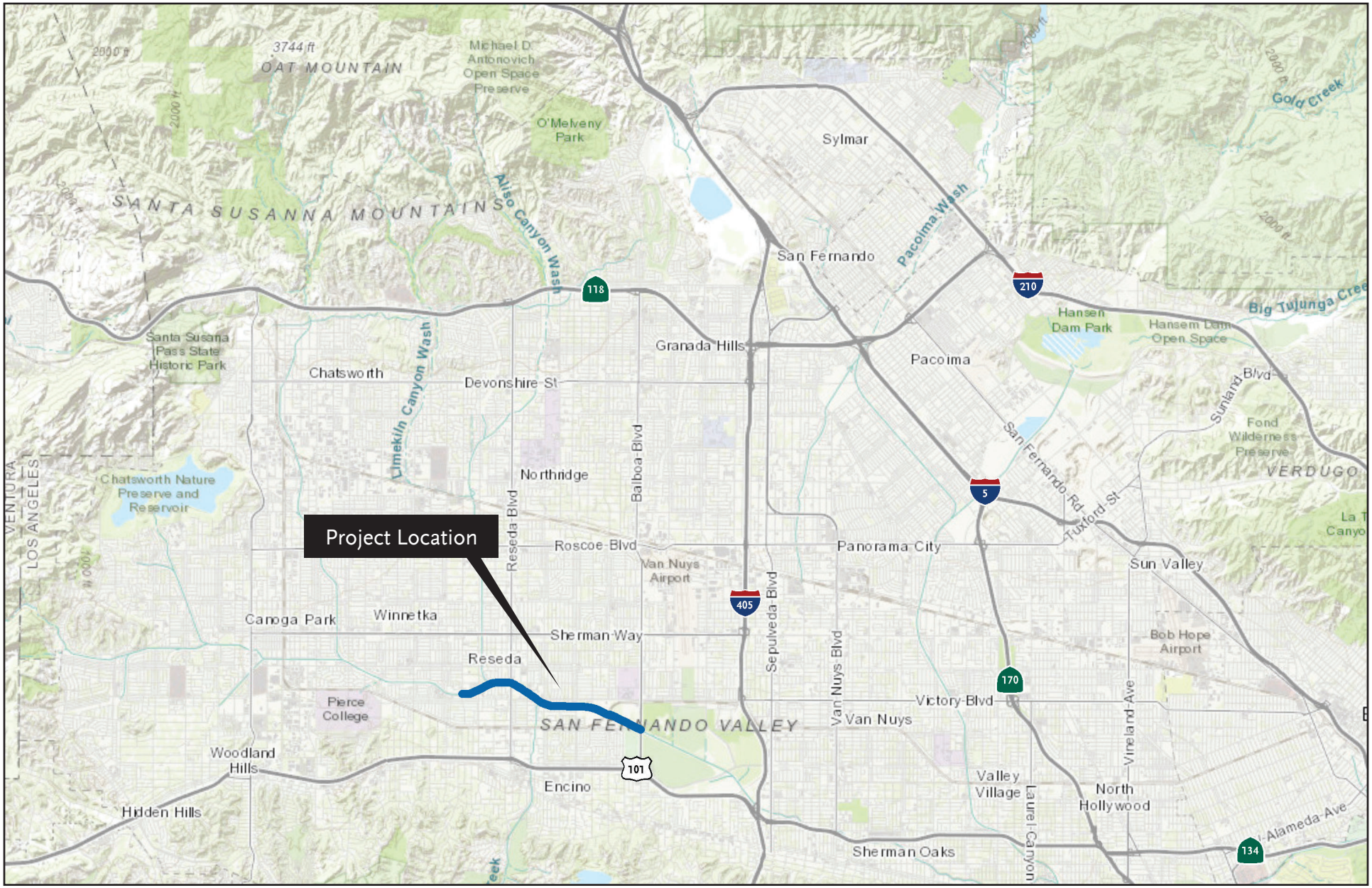
Figure 1 shows the regional location of the proposed Project. **Figure 2** identifies the location of the various project components, and **Figure 3** identifies the location of each street-end park.

Location of Undercrossings. Undercrossings would provide critical bikeway links by separating the bikeway and pedestrian path from conflicts with motor vehicles, improve bicycle safety while reducing delay for all users, and eliminate barriers to bicyclists and pedestrians on the LA River Bikeway. New grade separated undercrossings would be located at Wilbur Avenue, Reseda Boulevard, Victory Boulevard, Lindley Avenue, White Oak Avenue, and at the Los Angeles County Metropolitan Transportation Authority (Metro) Orange Line Busway to provide unhindered connectivity and access points to the LA River Bikeway.

Location of Bridge/Street Crossings. Three existing pedestrian bridges are located along the LA River at Vanalden Avenue, Amigo Avenue, and west of Etiwanda Avenue. The pedestrian bridges at Vanalden Avenue and Amigo Avenue connect the north and south neighborhoods adjacent to the LA River. The pedestrian bridge west of Etiwanda Avenue connects the north and south sections of Reseda Park. These pedestrian bridges would be maintained for the proposed Project. Two new bridge would be constructed over Caballero Creek to accommodate the new bikeway and pedestrian path that would cross over the creek (in an east-west direction). The proposed bikeway would cross from the south side to the north side of the LA River at White Oak Avenue using the existing street bridge at White Oak Avenue. The existing roadway would be restriped.

Location of On-Street Improvements. The proposed Project includes on-street improvements of streets that would provide access to the LA River Bikeway from the adjacent communities and would facilitate access throughout the adjacent communities. On-street improvements consisting of crosswalks, traffic circles and re-striping existing roadways to provide Class II bike lanes would occur at the following locations:

- Vanalden Avenue/Victory Boulevard Intersection
- Vanalden Avenue from Vanowen Street south to LA River; LA River south to Calvert Street
- Yolanda Avenue from the LA River south to Erwin Street
- LA River to Victory Boulevard; LA River southbound to Oxnard Street
- Kittridge Street from Reseda Boulevard east to White Oak Avenue
- Amigo Street from LA River north to Vanowen Street
- Etiwanda Avenue from Oxnard Street to Vanowen Street
- Birmingham High School Campus Driveway/Victory Boulevard Intersection



Source: TAHA, 2018.

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Los Angeles River Valley Bikeway and Greenway Project
Vanalden Avenue to Balboa Boulevard

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FIGURE 1

REGIONAL PROJECT LOCATION

Source: Gruen Associates, 2021.

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Los Angeles River Valley Bikeway and Greenway Project
Vanalden Avenue to Balboa Boulevard

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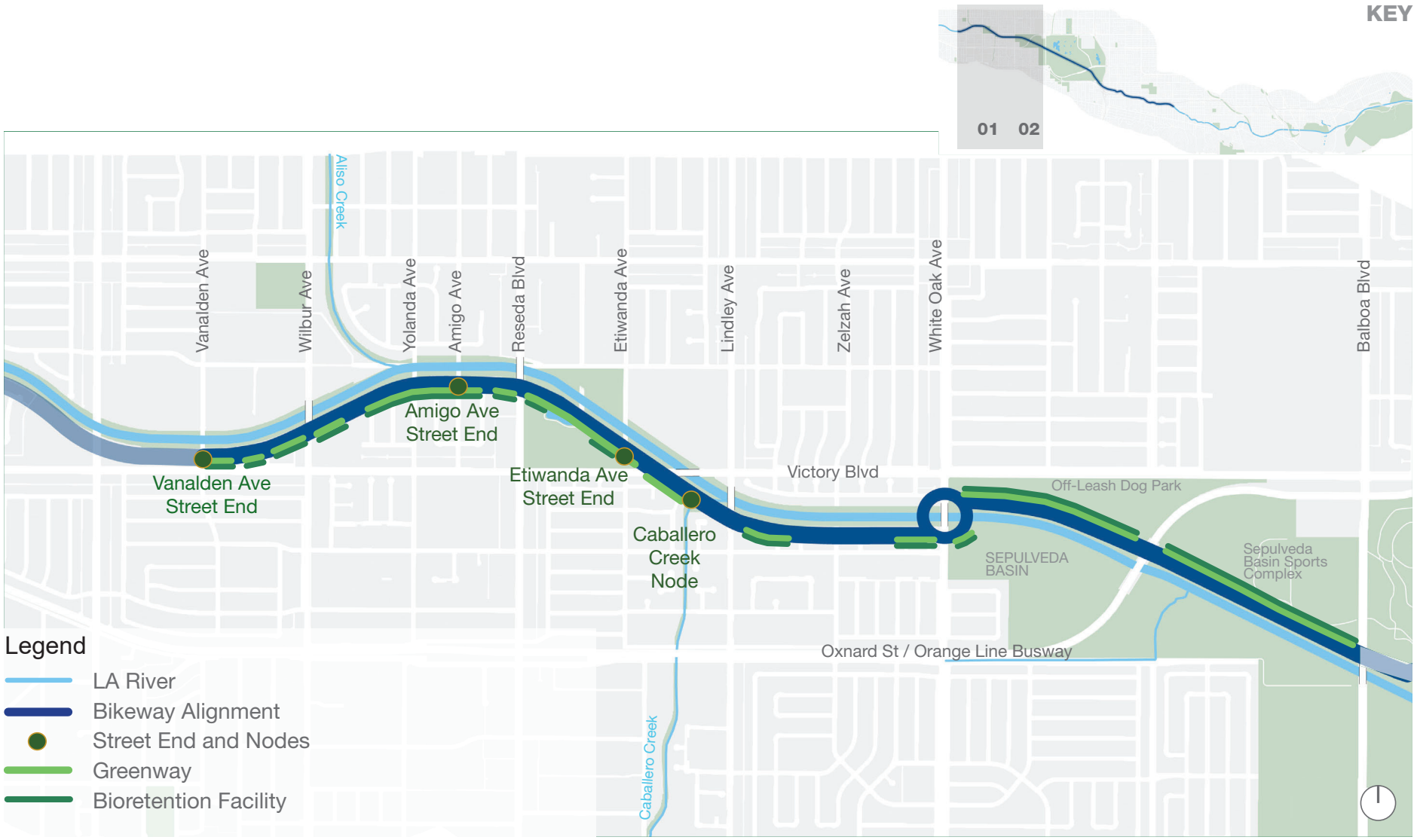
FIGURE 2

LOCAL PROJECT LOCATION



Source: Gruen Associates, 2021.

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Los Angeles River Valley Bikeway and Greenway Project
Vanalden Avenue to Balboa Boulevard

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FIGURE 3

PROPOSED RIVER PARK AND STREET END LOCATIONS

2.3 Project Elements

Bikeway

A Class I bikeway is a paved right-of-way (ROW) completely separated from streets and are often located along rivers, creeks, railroad ROWs, or freeways, with a limited number of cross streets and driveways. Some systems provide separate pedestrian facilities. Class I facilities support both recreational and commuting opportunities. Class II bike lanes are bike lanes established along streets and are defined by pavement striping and signage to delineate a portion of a roadway for bicycle travel. Class II Bike lanes are one-way facilities, typically striped adjacent to motor traffic travelling in the same direction. Class III bike routes designate a preferred route for bicyclists on streets shared with motor traffic not served by dedicated bikeways to provide continuity to the bikeway network. Bike routes are established by placing bike route signs and optional shared roadway markings (sharrows) along roadways.

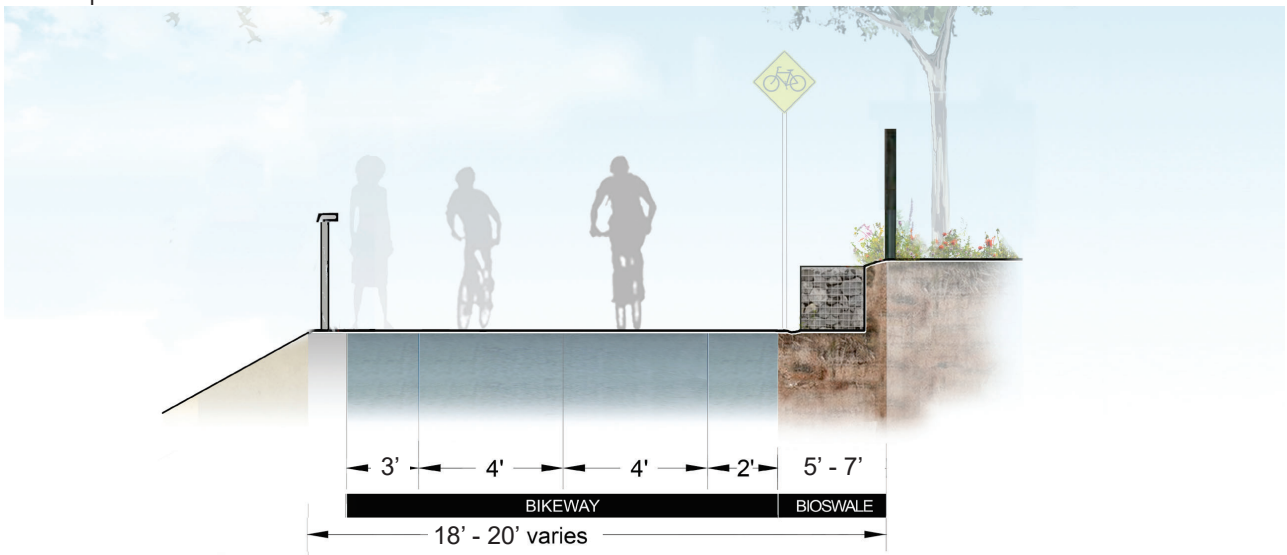
The proposed Project would construct an approximate 2.9-mile Class I Bike Path with greenway facilities on the existing maintenance service road along the south side of the LA River from Vanalden Avenue to White Oak Avenue and along the north side of the LA River from White Oak Avenue to Balboa Boulevard. The existing maintenance service road is an approximately 14-foot to 18-foot-wide asphalt roadway primarily accessible for maintenance vehicles and personnel. In addition to a Class I bikeway, the proposed Project includes an adjacent pedestrian path. The following characterizes each of the segments of the bikeway and pedestrian path. Cross-sections of the segments are illustrated in **Figure 4a** through **Figure 4g**.

Vanalden Avenue to Wilbur Avenue (Southside of the LA River). The 0.26-mile maintenance path ROW in this section varies between 17 feet and 21 feet wide. The site slopes between three feet and four feet from the top of the trapezoidal channel to the edge of the property line. A retaining wall would be necessary to allow for the bike path and pedestrian path. The proposed bikeway would be an approximately 12-foot-wide asphalt path with an adjacent separated asphalt pedestrian path, which varies between 0 and 5 feet. The proposed Project would also include up to 7 feet width of landscaping and/or bioswale planting adjacent to the pedestrian path.

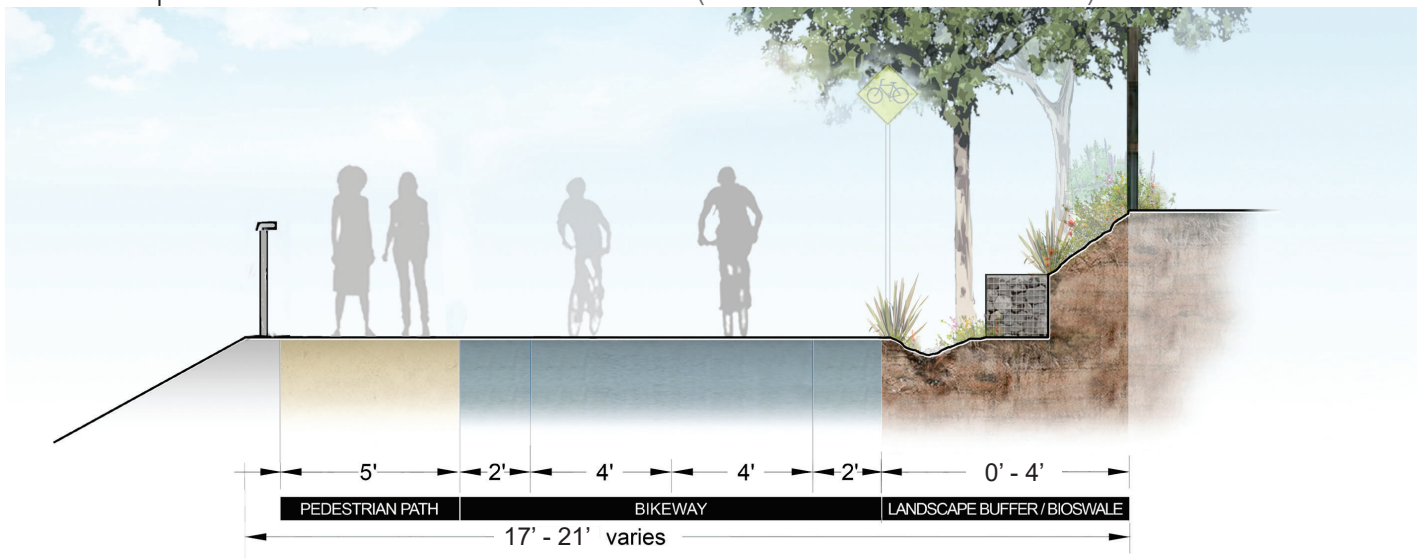
Wilbur Avenue to Yolanda Avenue (Southside of the LA River). The 0.27-mile maintenance path ROW in this section varies between 14 feet to 22 feet wide. A narrow area is located in the center of this stretch with the wider sections located at Wilbur Avenue and Yolanda Avenue. The ROW is relatively flat in the narrow area as this has an existing retaining wall. The wider path area approaching Yolanda Avenue has approximately 5 feet of grade change and would require a small retaining wall. The proposed bikeway would be an approximate 12-foot-wide asphalt path with no separate pedestrian path. In the wider sections, the proposed Project would include 1 foot to 9 feet width of landscaping and/or bioswale planting adjacent to the pedestrian path.

Yolanda Avenue to Reseda Boulevard (Southside of the LA River). The 0.25-mile maintenance path ROW in this section is approximately varies between 17 and 25 feet wide. The path has approximately 4 feet of grade and would need a small retaining wall to maximum space and utility. An existing pedestrian bridge at Amigo Avenue creates a constrained condition at this street end. The proposed bikeway would be an approximately 12-foot-wide asphalt path and designed with a five-foot asphalt pedestrian path. The remaining up to 8 feet section area would consist of landscaping and/or bioswale planting.

SECTION 1A | VANALDEN AVE - WILBUR AVE



SECTION 1B | VANALDEN AVE - WILBUR AVE (MAJORITY CONDITION)



Source: Gruen Associates, 2021.

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Vanalden Avenue to Balboa Boulevard

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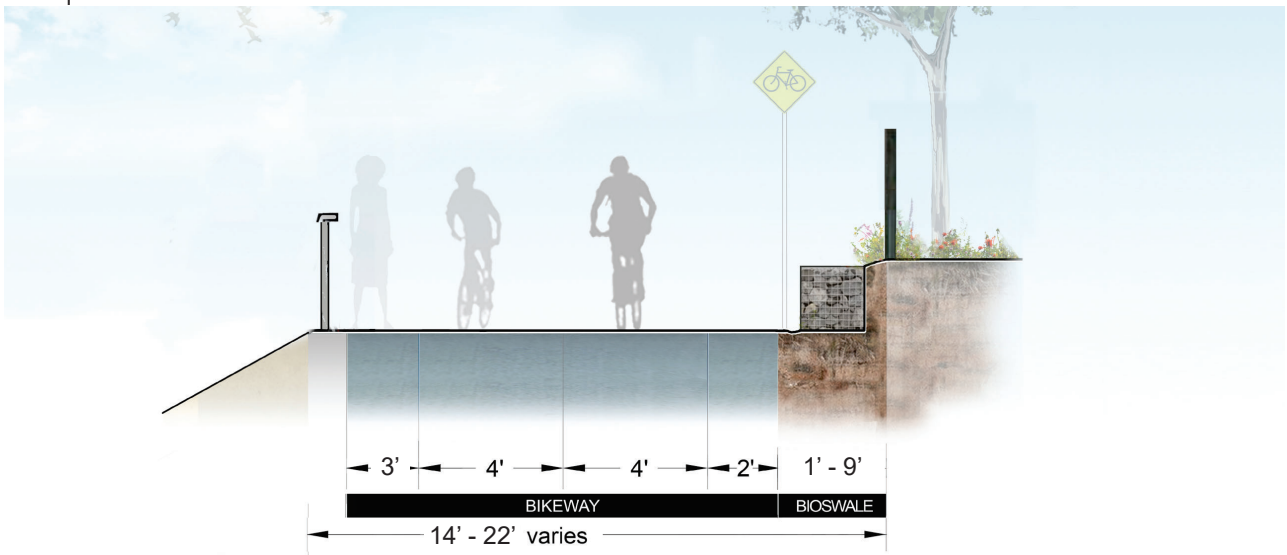
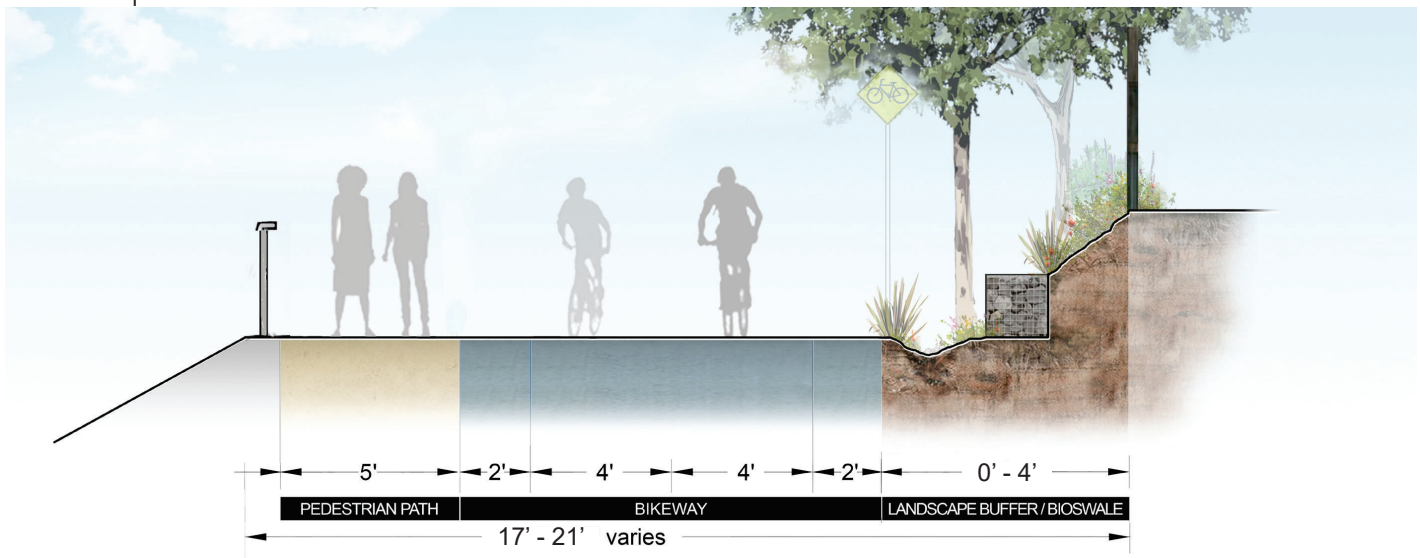
FIGURE 4a

TYPICAL CROSS SECTION OF BIKEWAY ALIGNMENT

SECTION 2 | WILBUR AVE - YOLANDA AVE



SECTION 3 | YOLANDA AVE - AMIGO AVE



Source: Gruen Associates, 2021.

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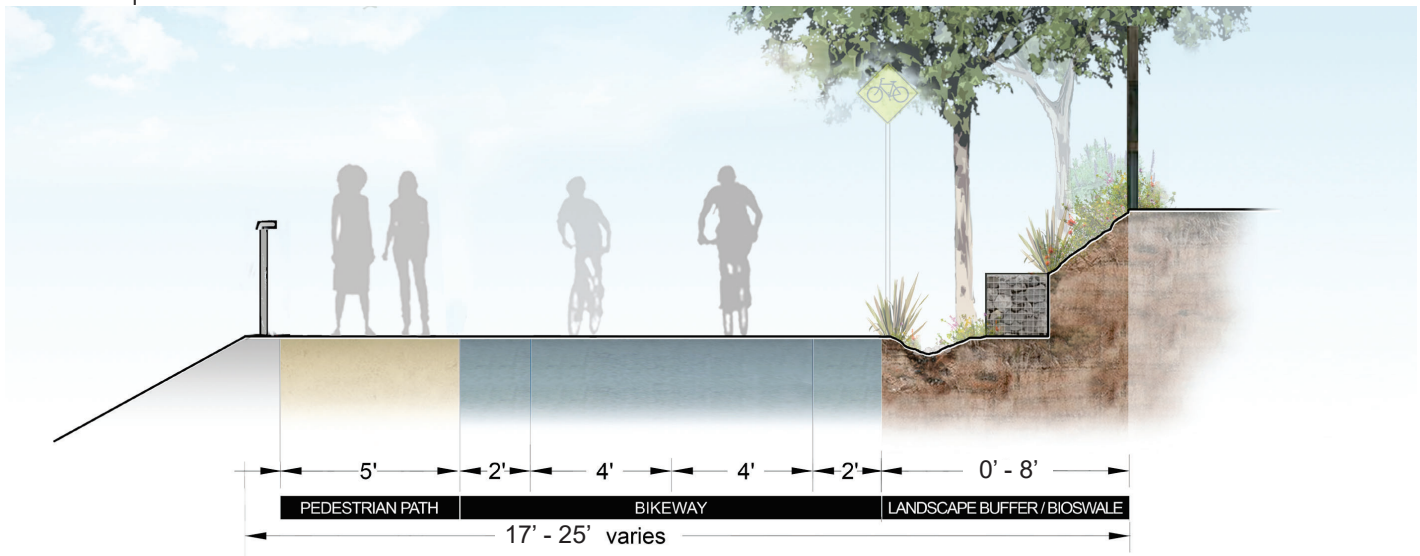
Los Angeles River Valley Bikeway and Greenway Project
Vanalden Avenue to Balboa Boulevard

TAHA 2016-026 CITY OF LOS ANGELES

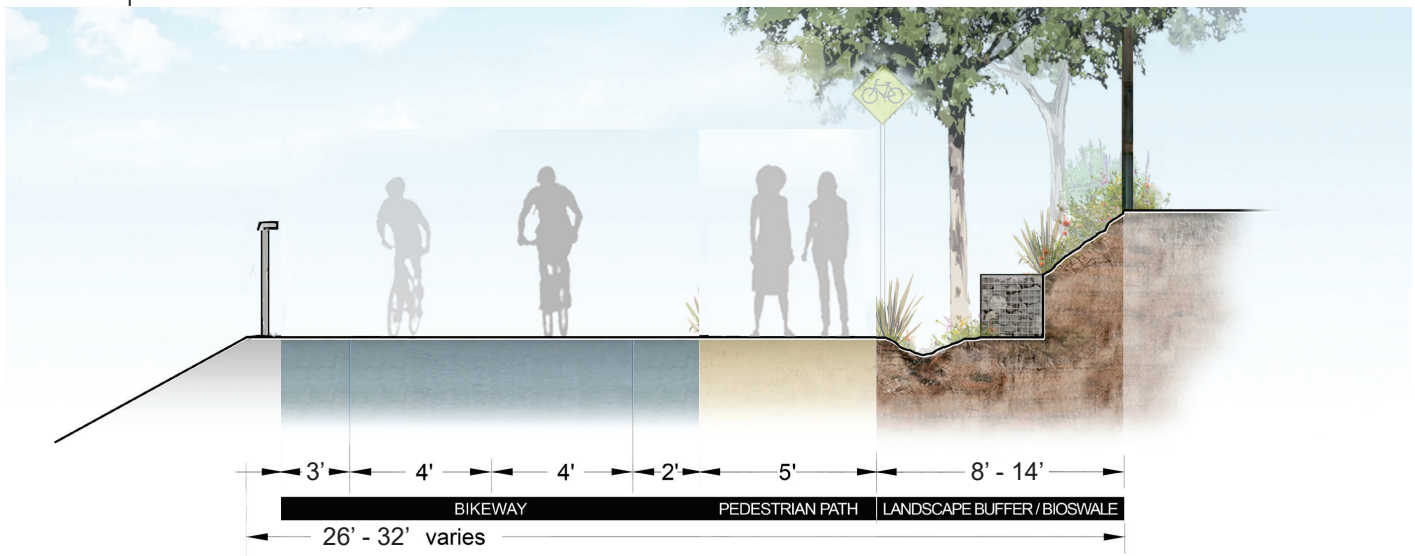
FIGURE 4b

TYPICAL CROSS SECTION OF BIKEWAY ALIGNMENT

SECTION 4 | AMIGO AVE - RESEDA BLVD



SECTION 5 | RESEDA BLVD - ETIWANDA AVE



Source: Gruen Associates, 2021.

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Los Angeles River Valley Bikeway and Greenway Project
Vanalden Avenue to Balboa Boulevard

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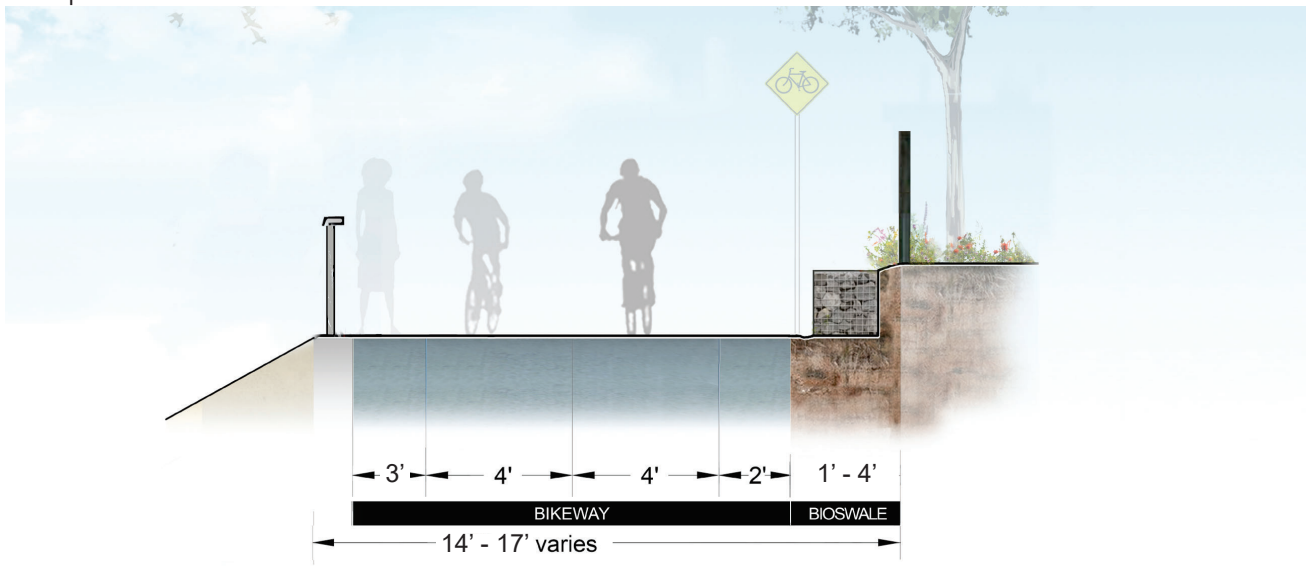
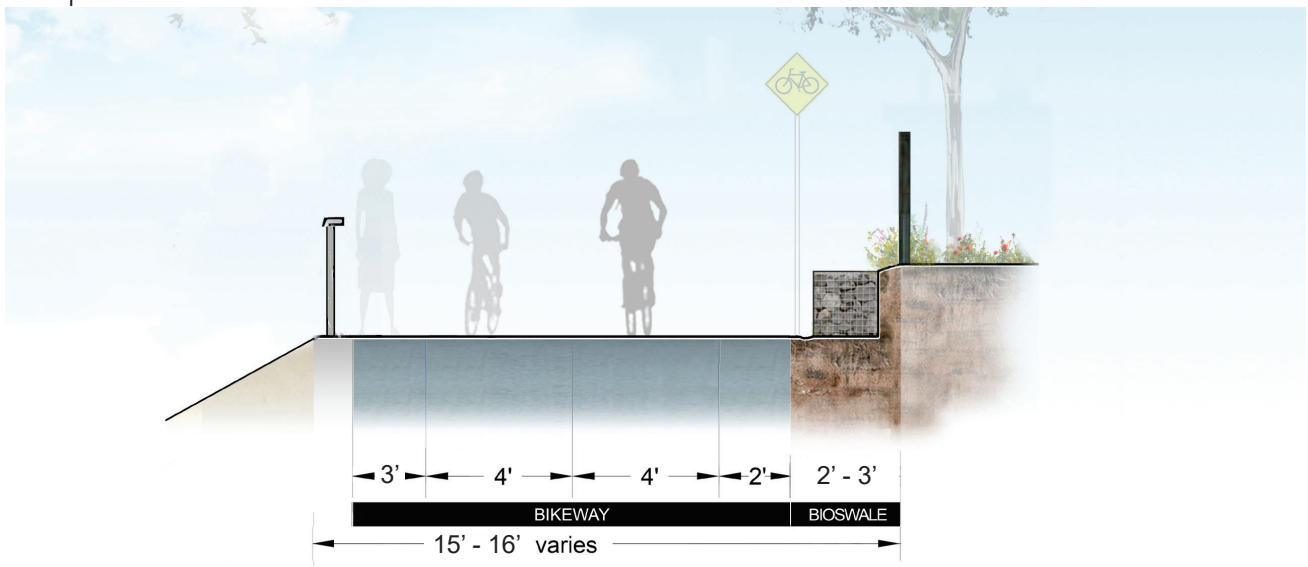
FIGURE 4c

TYPICAL CROSS SECTION OF BIKEWAY ALIGNMENT

SECTION 6 | ETIWANDA AVE - VICTORY BLVD



SECTION 7 | VICTORY BLVD - LINDLEY AVE



Source: Gruen Associates, 2021.

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Los Angeles River Valley Bikeway and Greenway Project
Vanalden Avenue to Balboa Boulevard

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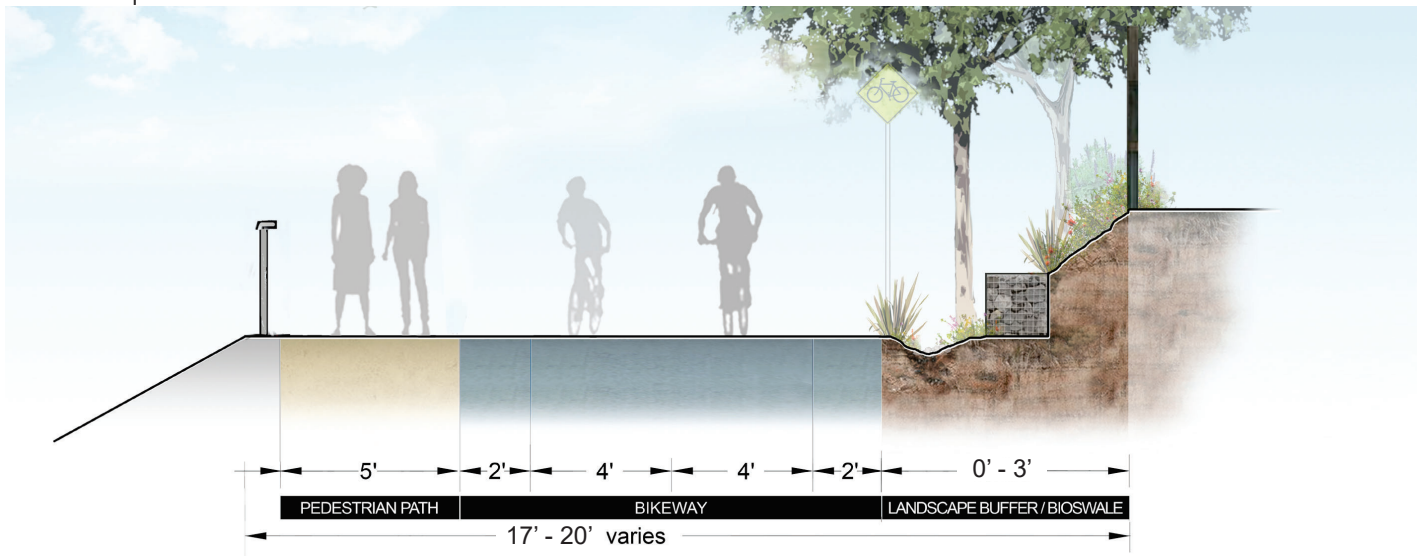
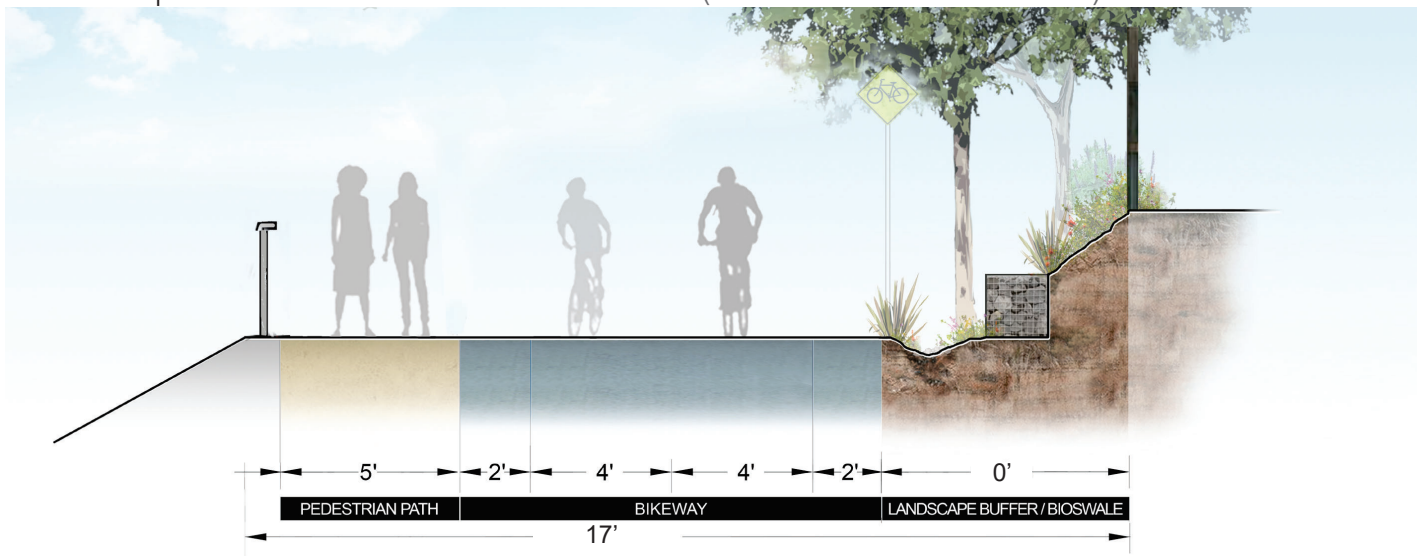
FIGURE 4d

TYPICAL CROSS SECTION OF BIKEWAY ALIGNMENT

SECTION 8 | LINDLEY AVE - ZELZAH AVE



SECTION 9A | ZELZAH AVE - WHITE OAK AVE (MAJORITY CONDITION)



Source: Gruen Associates, 2021.

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Los Angeles River Valley Bikeway and Greenway Project
Vanalden Avenue to Balboa Boulevard

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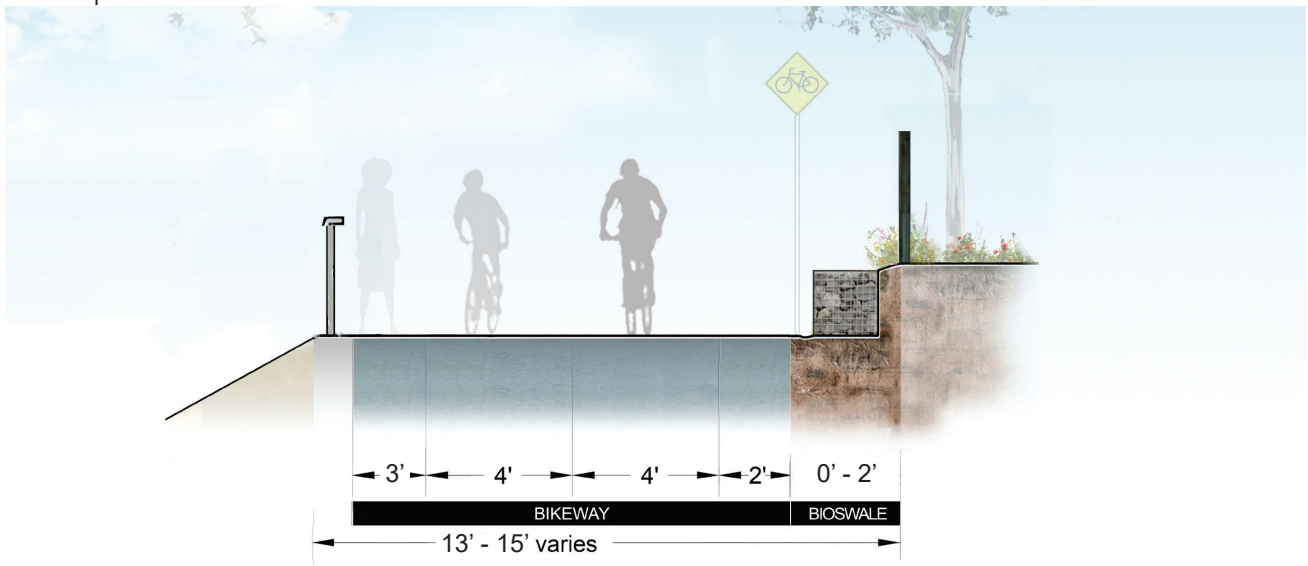
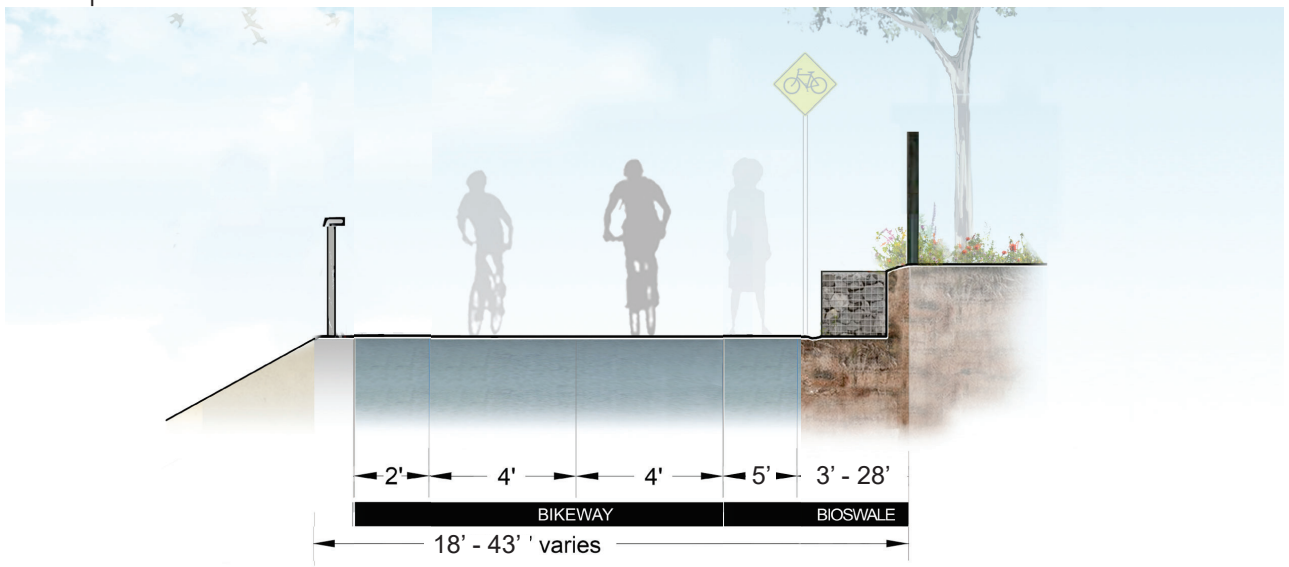
FIGURE 4e

TYPICAL CROSS SECTION OF BIKEWAY ALIGNMENT

SECTION 9B | ZELZAH AVE - WHITE OAK AVE



SECTION 10 | WHITE OAK AVE - EAST



Source: Gruen Associates, 2021.

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Los Angeles River Valley Bikeway and Greenway Project
Vanalden Avenue to Balboa Boulevard

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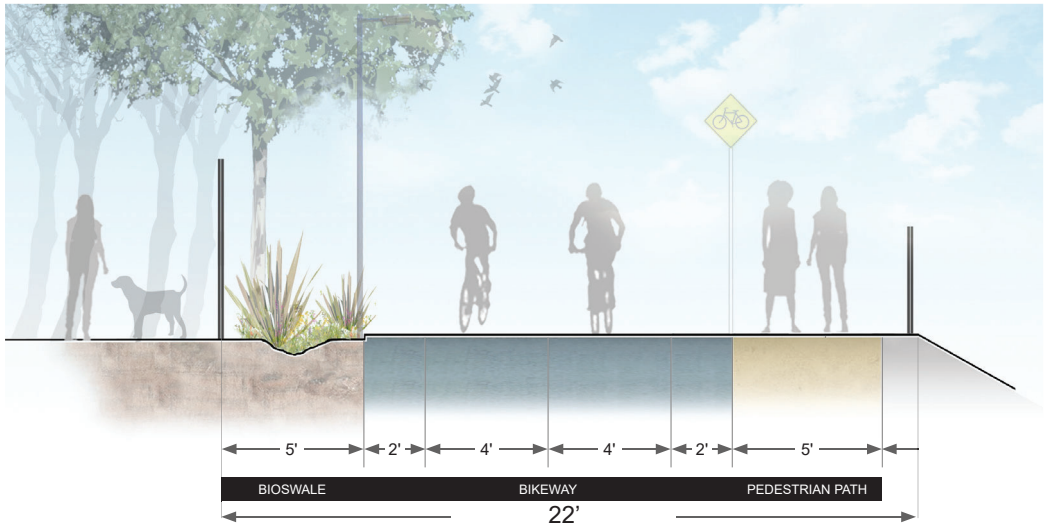
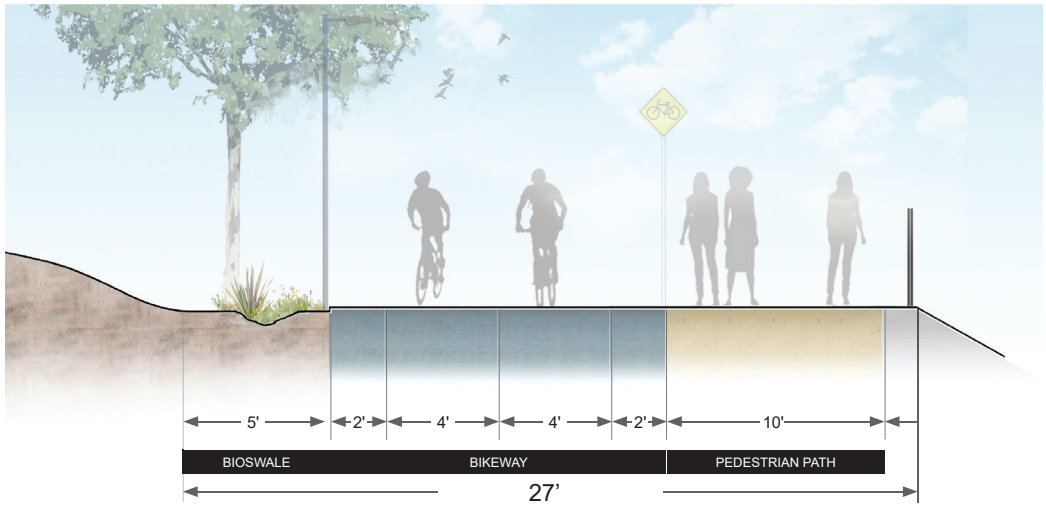
FIGURE 4f

TYPICAL CROSS SECTION OF BIKEWAY ALIGNMENT

SECTION 11 | WHITE OAK AVE - METRO ORANGE LINE



SECTION 12 | METRO ORANGLE LINE - BALBOA BLVD



Source: Gruen Associates, 2021.

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Vanalden Avenue to Balboa Boulevard

TAHA 2016-026 CITY OF LOS ANGELES

FIGURE 4g

TYPICAL CROSS SECTION OF BIKEWAY ALIGNMENT

Reseda Boulevard to Etiwanda Avenue (Southside of the LA River). The 0.29-mile maintenance path ROW in this section is approximately 26 feet to 32 feet wide. There is a 277-foot length of a 40-foot-wide ROW at Etiwanda Avenue that provides an additional opportunity for amenities and greenway. This section of the bikeway passes directly adjacent to Reseda Park and is relatively flat. An existing pedestrian path around the edge of Reseda Park Lake limits the available ROW to between 12 feet to 14 feet in two locations. An existing pedestrian bridge connects the park to Etiwanda Avenue on the north side of the LA River. The proposed bikeway would be an approximately 12-foot-wide asphalt path and the separate asphalt pedestrian path would be integrated into the walking paths that exist in the park and would be considered a promenade with a path width at least 5 feet wide. The remaining 8-foot to 14-foot area would consist of landscaping and/or bioswale planting. The Reseda Park Pathway is further discussed below and illustrated in **Figure 5c**.

Etiwanda Avenue to Victory Boulevard (Southside of the LA River). The 0.13-mile maintenance path ROW in this section is approximately 14 feet to 17 feet wide and has no significant grade change. The proposed bikeway would be an approximately 12-foot-wide asphalt path with an additional foot on the shoulder and designed with no official separated pedestrian path. The remaining 1-foot to 4-foot area would consist of landscaping and/or bioswale planting.

Victory Boulevard to Lindley Avenue (Southside of the LA River). The 0.17-mile maintenance path ROW in this section is approximately 15 feet to 16 feet wide. This segment is approximately 800 feet in length and the proposed bikeway would remain notched into the channel as it needs to ramp under Lindley Avenue. The proposed bikeway would be an approximately 12-foot-wide asphalt bikeway with an additional 1 foot on the shoulder, and no separated pedestrian path. The remaining 2 feet to 3 feet would consist of landscaping and /or bioswale planting. The bikeway would cross over Caballero Creek. The Caballero Creek access is further discussed below and illustrated in **Figure 5e**.

Lindley Avenue to White Oak Avenue (Southside of the LA River). The 0.51-mile maintenance path ROW in this section is approximately 17 feet to 20 feet wide and has no significant grade change. The proposed bikeway would be an approximately 12-foot-wide asphalt path and designed with a separate 5-foot asphalt pedestrian path. The remaining five-foot area would consist of landscaping and/or bioswale planting.

White Oak Avenue to Metro Orange Line Busway (Northside of the LA River). The 0.48-mile maintenance path ROW in this section is approximately 15 feet wide and has no significant grade change. The ROW would be widened to approximately 22 feet. A fence separates the proposed bikeway from the Sepulveda Basin Off-Leash Dog Park. The proposed bikeway would be an approximately 12-foot-wide asphalt path and designed with a separate 5 -foot asphalt pedestrian path. The remaining 5-foot width would consist of landscaping and/or bioswale planting. Access from the Sepulveda Basin Off-Leash Dog Park is further discussed below and illustrated in **Figure 5g**.

Metro Orange Line Busway to Balboa Boulevard (Northside of the LA River). The 0.58-mile maintenance path ROW in this section is approximately 15 feet wide for the first 850 feet east of the Metro Orange Line Busway and widens to 17 feet to 19 feet at Balboa Boulevard. The ROW would be widened to approximately 27 feet. The proposed bikeway would be an approximately 12-foot-wide asphalt path and designed with a separate ten-foot asphalt pedestrian path. The entire length is relatively flat and is next to an undeveloped lot that is publicly owned by the Army Corps of Engineers.

Connectivity and Access

Access to the LA River is currently limited and not open to the public. Both sides of the LA River include roadways that are used for maintenance of the LA River and adjacent parks. Direct vehicular access to the LA River is currently available through the Sepulveda Basin Off-Leash Dog Park and Encino Farmer's Market parking lots on the north side for the LA River between White Oak Avenue and the Metro Orange Line Busway. These roadways include access gates that are intended to deter public entry; however, homeless encampments have been identified along the LA River adjacent to the Balboa Park.

Access points to the LA River bikeway would be well-defined with way-finding signage and appropriate signage designating the pathway as a bike facility and pedestrian pathway and prohibiting motor vehicles. As shown in **Figure 2**, access would be provided at the following 12 access points:

- Vanalden Avenue
- Wilbur Avenue
- Amigo Avenue
- Reseda Boulevard
- Etiwanda Avenue
- Victory Boulevard
- Lindley Avenue
- White Oak Avenue (2 access points)
- Sepulveda Basin Recreation Center (2 access points)
- Balboa Boulevard

Existing Class I, II, and III bike facilities are in proximity to the LA River that would create direct connections with the surrounding community the LA River. The existing bike lanes north of the LA River are Class III bike routes. Class II bike lanes exist on Reseda Boulevard and White Oak Avenue. The existing Metro Orange Line Class I bikeway parallels Oxnard Street and travels along Victory Boulevard to the north of the LA River until it turns south at White Oak Boulevard. Another Class I bikeway also parallels Oxnard Street and terminates at the Sepulveda Basin to the east and White Oak Avenue to the west where it connects to the existing Metro Orange Line Class I bikeway.

The existing Class I West Valley Bikeway/Greenway on the LA River would connect to the future bikeway at Vanalden Avenue. Existing bikeways on White Oak Avenue and Reseda Boulevard would provide bike access points into the LA River bikeway. White Oak Avenue and Balboa Boulevard would provide access to the Metro Orange Line bikeway located along Victory Boulevard. Visitors to the Sepulveda Basin Off-Leash Dog Park, Mark Taper Intergenerational Center, Encino Farmer's Market, Pedlow Field Skate Park, and the Sepulveda Basin Sports Complex would have direct adjacent access to the proposed bikeway.

Transit access to the LA River area is primarily provided by the Metro major transit stops located in the project area include Reseda Boulevard, Victory Boulevard, Vanowen Street, Balboa Boulevard and White Oak Boulevard. The location of these transit stops is within a 0.25-mile walk of the project area. The Metro Orange Line Bus Rapid Transit Oxnard Street Station is a 0.5-mile walk from the Reseda Boulevard intersection.

Bridge and Street Crossing Access

The existing 8-foot-wide asphalt pedestrian bridges at Vanalden Avenue and Amigo Avenue would continue to connect the north and south neighborhoods adjacent to the LA River. As shown in **Figure 5a**, the existing Vanalden Avenue pedestrian bridge would connect the proposed Vanalden Avenue River Park and LA River Bikeway with the neighborhood north of the LA River. Connection to the pedestrian bridge from Vanalden Avenue would be via the proposed Class III bike routes on Vanalden Avenue and the LA River Bikeway.

As shown in **Figure 5b**, the existing Amigo Avenue pedestrian bridge would connect the proposed Amigo Avenue River Park and LA River Bikeway with the neighborhood north of the LA River. Connection to the pedestrian bridge from Amigo Avenue would be via the proposed Class III bike routes on Amigo Avenue on the south side of the LA River Bikeway. Access to the LA Bikeway and Amigo Avenue would also be available from Amigo Avenue on the north side of the LA River.

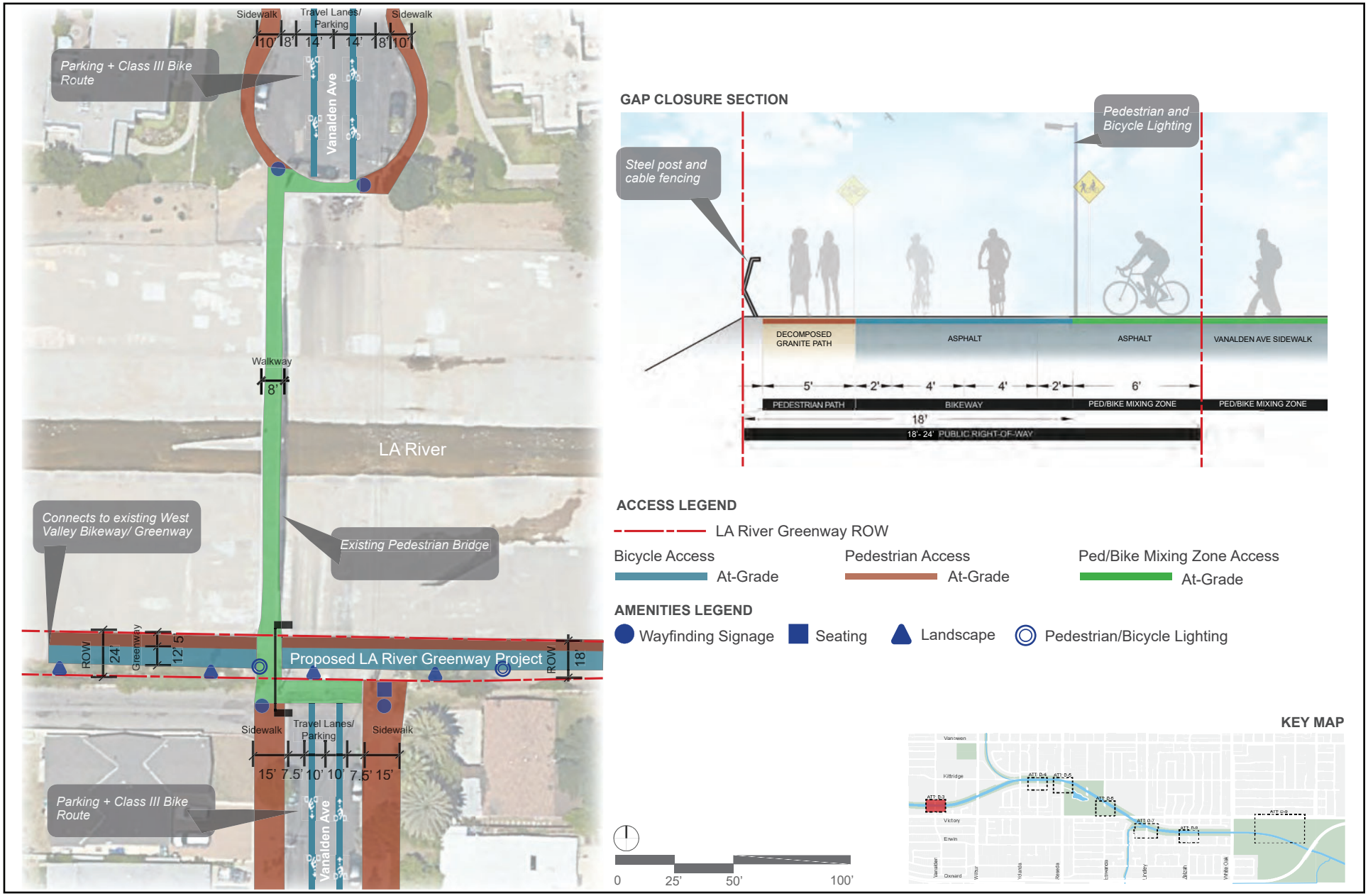
Previously discussed, the LA River Bikeway would travel under Reseda Boulevard and pass directly adjacent to Reseda Park. As shown in **Figure 5c**, a bikeway/pedestrian path/ramp is proposed on the west and east side of Reseda Boulevard that would connect bicyclists and pedestrians with the proposed Class II bike lanes and sidewalk on Reseda Boulevard. The bikeway/pedestrian path/ramp would be integrated into the walking paths that exist in the northern portion of Reseda Park and would be considered a promenade with a path width at least eight feet wide. The existing trees in Reseda Park would not be removed as part of the proposed Project.

As shown in **Figure 5d**, the existing pedestrian bridge west of Etiwanda Avenue would connect the proposed Etiwanda Avenue River Park and neighborhood on the north side of LA River with the LA River Bikeway on the south side of the LA River. Connection to the pedestrian bridge from Etiwanda Avenue would be via the proposed Class III bike routes on Etiwanda Avenue on the north and south sides of the LA River Bikeway. Access to the LA Bikeway and Amigo Avenue would also be available from Amigo Avenue on the north side.

As shown in **Figure 5e**, two new bridges (east-west) would be constructed over Caballero Creek. One bridge would a multi-use bridge measuring 27 feet wide at center and a pedestrian bridge measuring 14 feet wide at the center. These bridges would be constructed to accommodate the new LA River Bikeway. The bridge structure would not require piers in the Caballero Creek and would be constructed of concrete and an asphalt surface. The Caballero Creek would not be changed as part of the proposed Project. Ramp access to the LA River Bikeway would connect with Lindley Avenue and its sidewalks.

The existing street bridge at White Oak Avenue would be utilized to cross to the northside of the LA River at White Oak Avenue. As shown in **Figure 5f**, the White Oak Avenue street bridge would maintain the existing four traffic lanes, existing Class II bike lane, introduce a proposed two-way cycle track buffered with flexible safety posts, and integrate a bike left turn lane north of the LA River for bike access to the bikeway. The street bridge would be modified by shifting the existing median island located south of the LA River to the west and removing the center median island that spans the street bridge over the LA River. These modifications would accommodate the proposed bikeway.

As previously discussed, direct vehicular access to the LA River is currently available through the Sepulveda Basin Off-Leash Dog Park and Encino Farmer's Market parking lots on the north side for the LA River between White Oak Avenue and the Metro Orange Line Busway. As shown in **Figure 5g**, access to the LA River Bikeway would be provided at the same parking lots as the Sepulveda Off-Leash Dog Park and Encino Farmer's Market. The dog park and parking lots would not be changed as part of the proposed Project.



Source: Gruen Associates, 2018.

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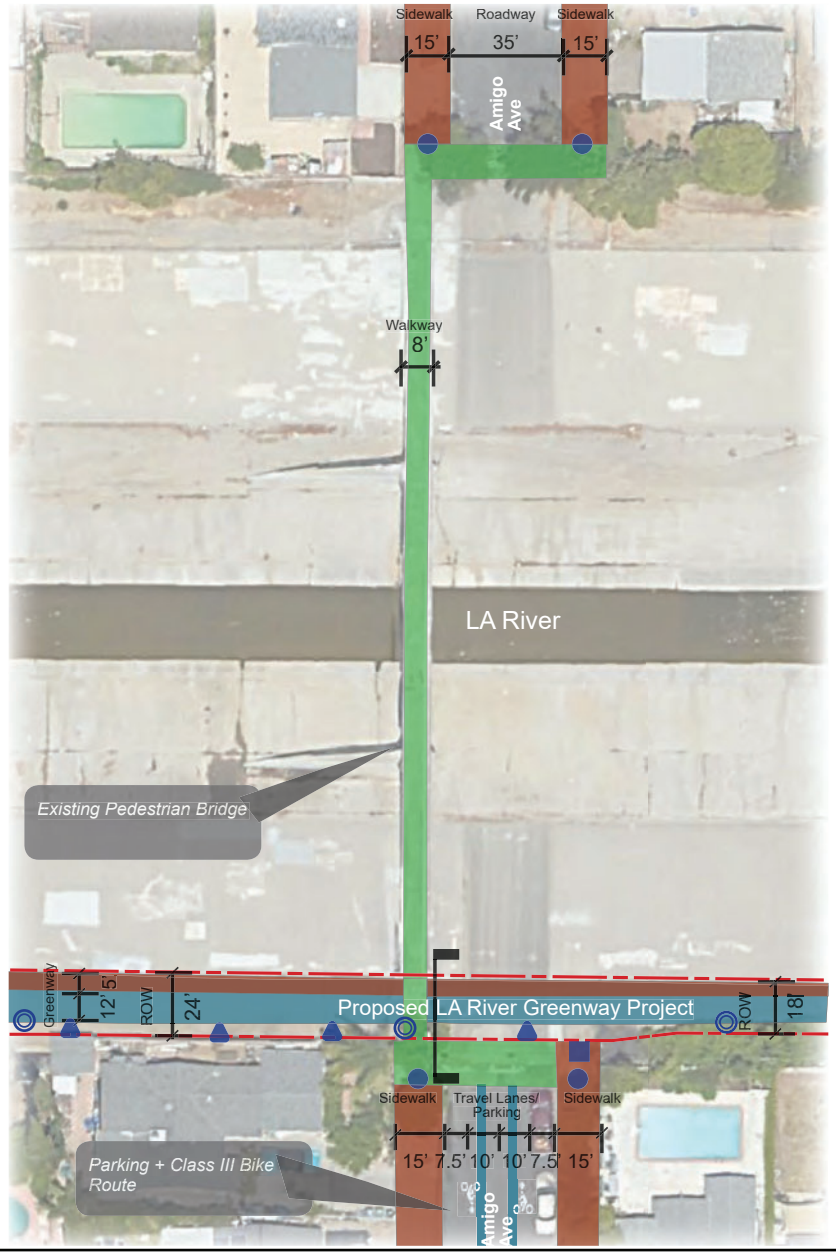
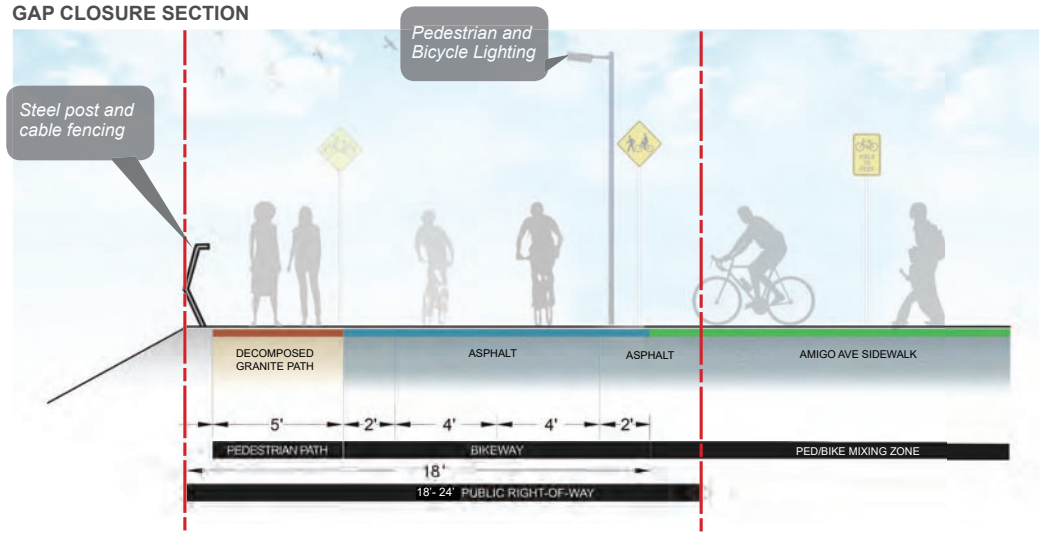
Los Angeles River Valley Bikeway and Greenway Project
Vanalden Avenue to Balboa Boulevard

TAHA 2016-026 CITY OF LOS ANGELES

FIGURE 5a

BIKEWAY ACCESS – VANALDEN AVENUE





ACCESS LEGEND

LA River Greenway ROW

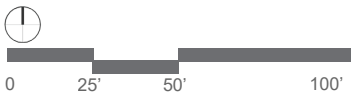
Bicycle Access — At-Grade

Pedestrian Access — At-Grade

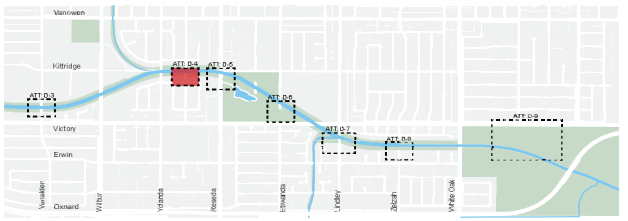
Ped/Bike Mixing Zone Access — At-Grade

AMENITIES LEGEND

Wayfinding Signage | Seating | Landscape | Pedestrian/Bicycle Lighting



KEY MAP



Source: Gruen Associates, 2018.

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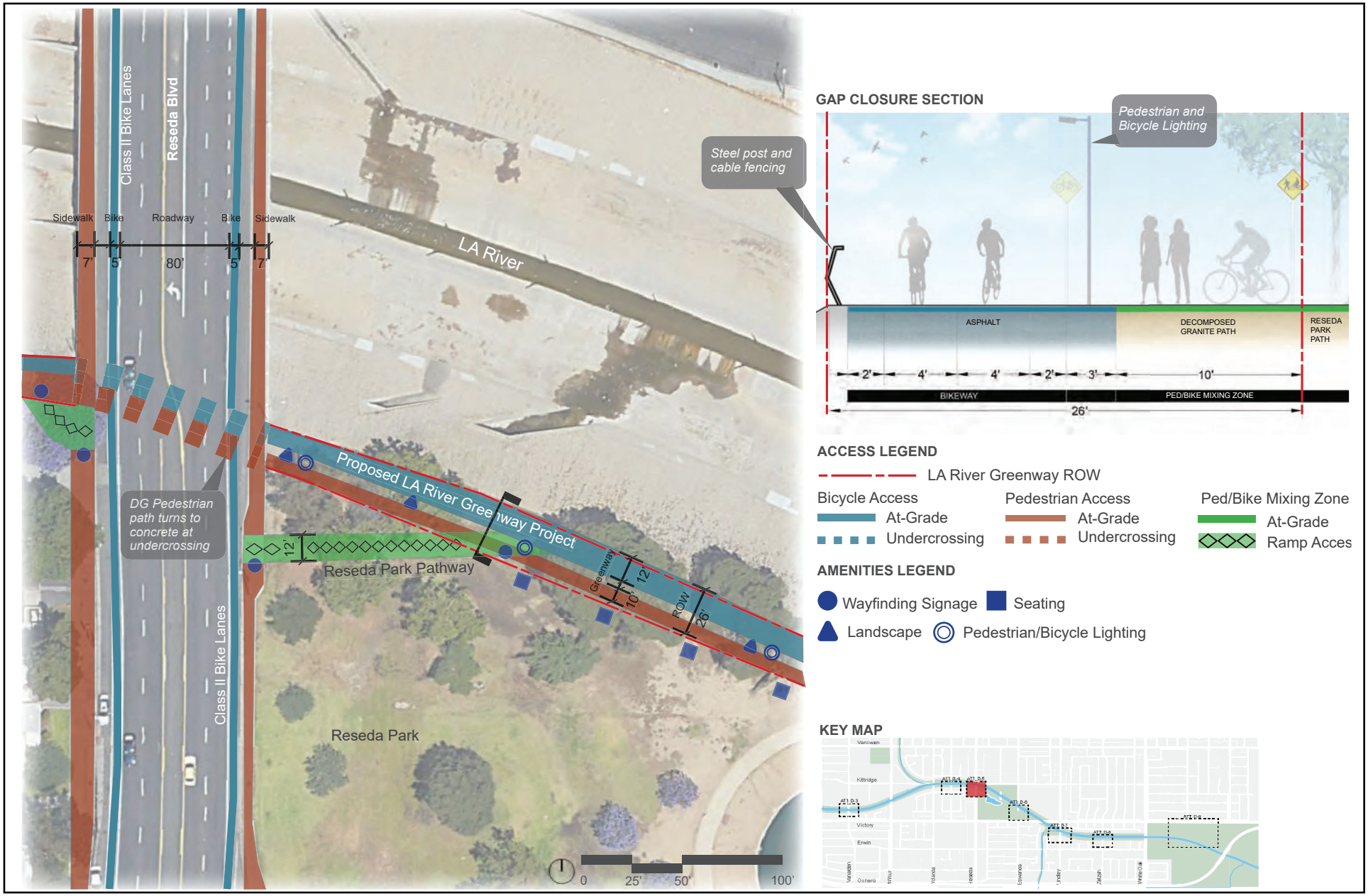
Vanalden Avenue to Balboa Boulevard

TAHA 2016-026 CITY OF LOS ANGELES

FIGURE 5b

BIKEWAY ACCESS – AMIGO AVENUE



Source: Gruen Associates, 2018.

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Vanalden Avenue to Balboa Boulevard

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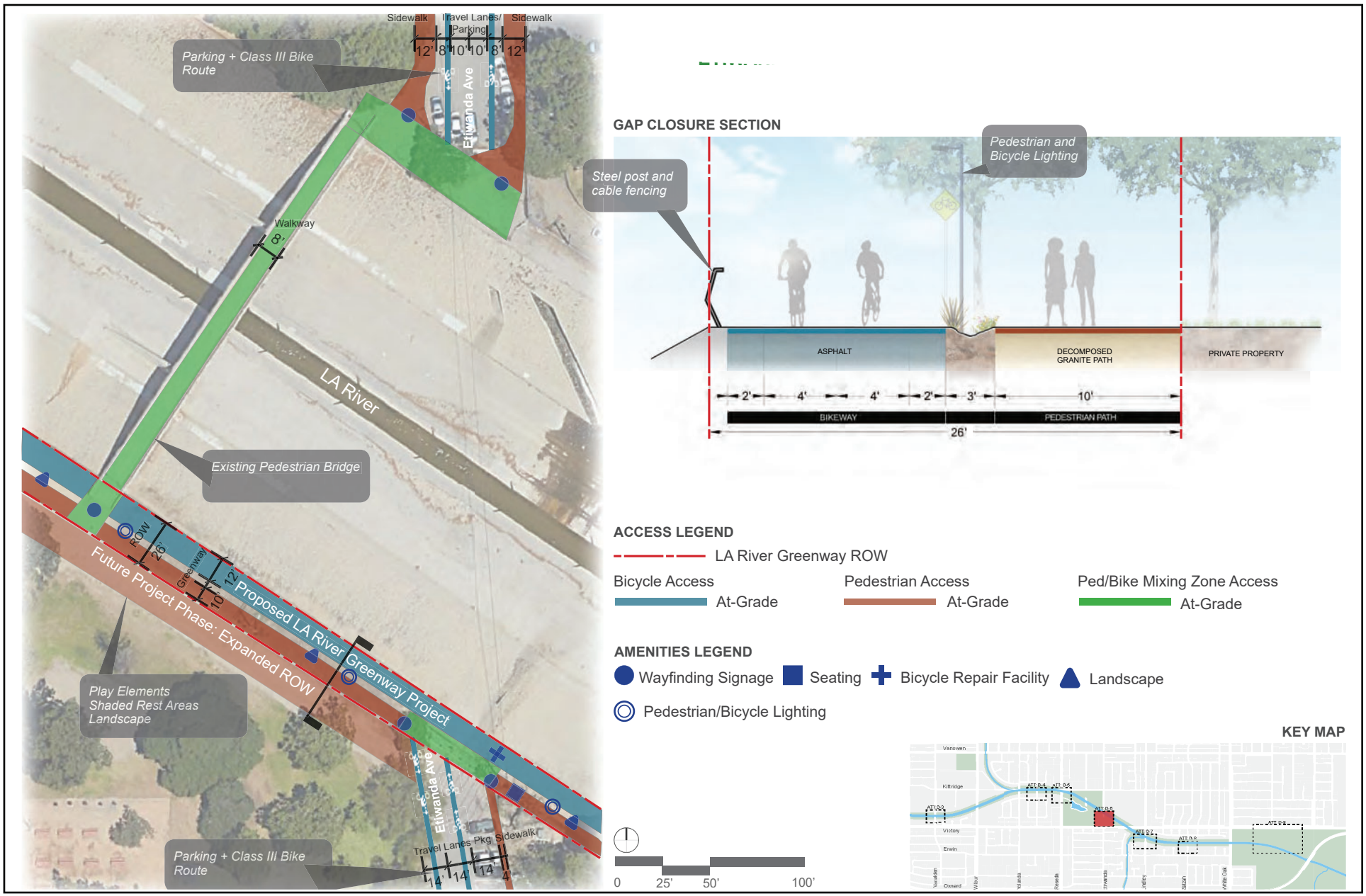
FIGURE 5c

BIKEWAY ACCESS –
RESEDA BOULEVARD AND RESEDA PARK



Source: Gruen Associates, 2018.

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Vanalden Avenue to Balboa Boulevard

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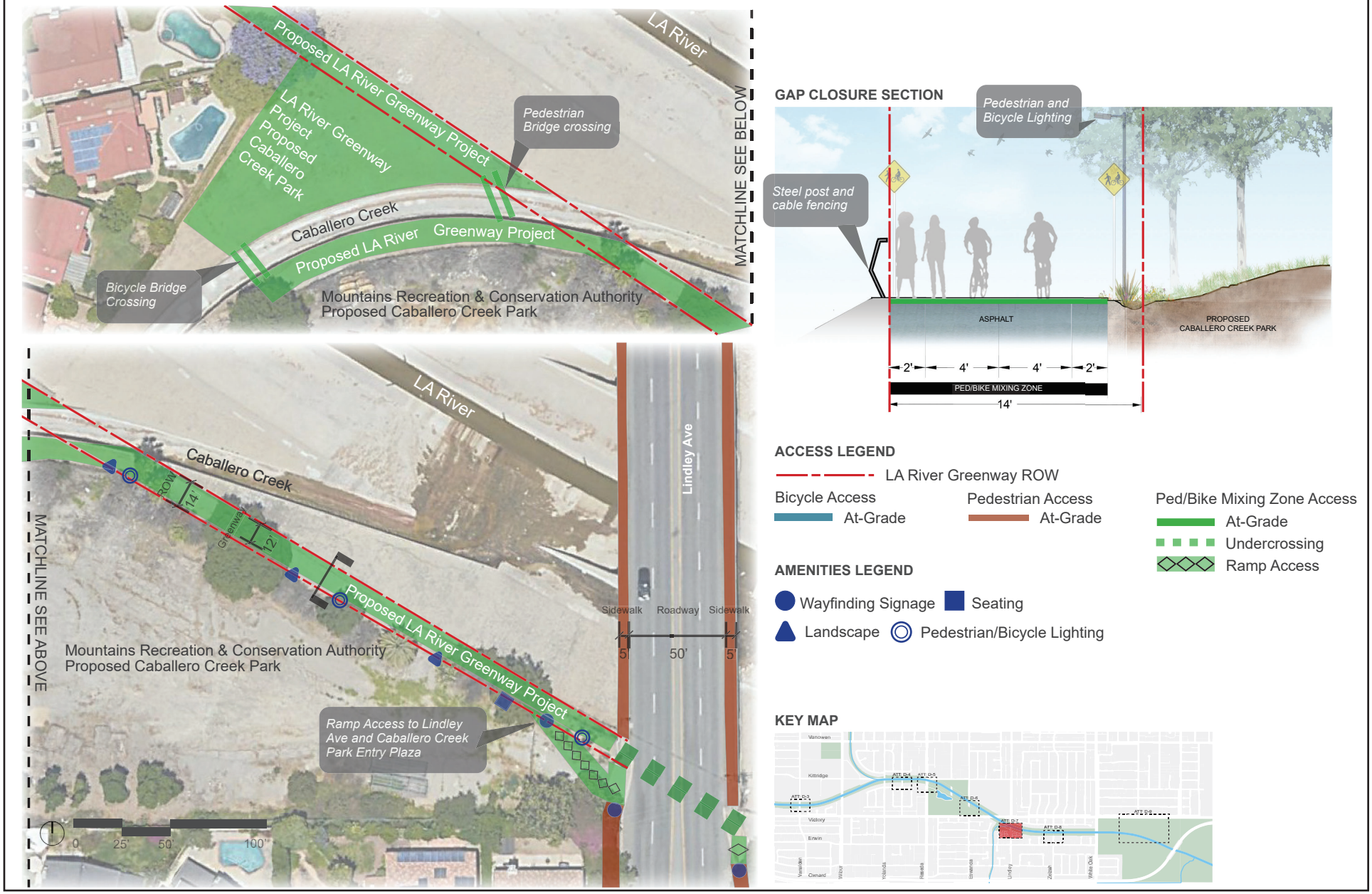
FIGURE 5d

BIKEWAY ACCESS –
ETIWANDA AVENUE BRIDGE ACCESS



Source: Gruen Associates, 2018.

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Vanalden Avenue to Balboa Boulevard

TAHA 2016-026 CITY OF LOS ANGELES

FIGURE 5e

BIKEWAY ACCESS –
CABALLERO CREEK ACCESS

Bikeway River Crossing, Retaining Walls and Undercrossings of Existing Bridges

Two new bridges (east-west) would be constructed over Caballero Creek. One bridge would a multi-use bridge measuring 27 feet wide at center and a pedestrian bridge measuring 14 feet wide at the center. These bridges would be constructed to accommodate the new LA River Bikeway. The bridge crossings would not require piers in the Caballero Creek and would be constructed of concrete and an asphalt surface. Approximately 19 piles would be installed at Caballero Creek. Nine piles would be used at the bike path bridges, and there would be an additional 5 to 10 piles at the pedestrian bridge and overlook. These piles may be up to 80 feet deep. Retaining walls with mini-piles will be located along the bike path. All piles would be drilled.

Grade-separated undercrossings would be located at Wilbur Avenue, Reseda Boulevard, Victory Boulevard, Lindley Avenue, White Oak Avenue, and at the Metro Orange Line Busway to provide unhindered connectivity and access points to the LA River Bikeway. Undercrossings would provide critical bikeway links by separating the path from conflicts with motor vehicles, improve bicycle safety while reducing delay for all users, and eliminate barriers to bicyclists and pedestrians on the LA River Bikeway.

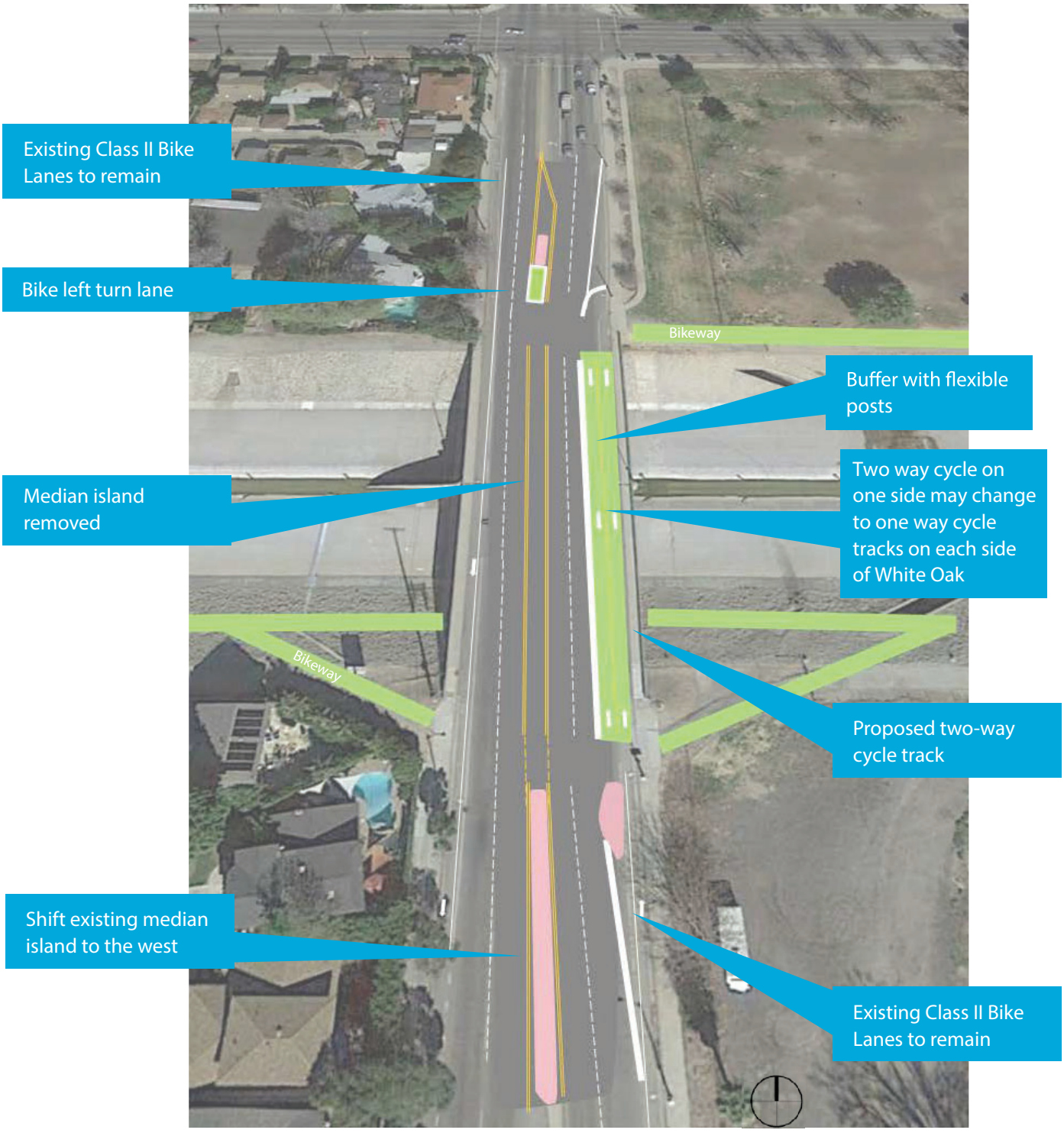
Undercrossings would be designed with a 10-foot overhead clearance from the bottom of the bridge. The undercrossing would accommodate a 12-foot-wide bikeway width plus a minimum one-foot width to accommodate a fence line on the downslope side of the channel towards the LA River. The widths of the undercrossing would be 15 feet. The slope of the bikeway would follow ADA criteria so as not to exceed a longitudinal slope of five percent and cross slope of two percent. To meet the longitudinal slope criteria, the bikeway would need to be cut into the channel edge and follow the grade of the trapezoidal channel wall. The horizontal dimension between the top of channel and the permanent cut of the multiuse path would vary from zero feet where the undercrossing joins the multiuse path on the riverbank, to 20 feet as the undercrossing goes under the crossing bridges. The lengths of the undercrossings vary, but the longest is approximately 1,000 feet. In addition, approximately an average of six feet retaining walls at these locations may be required; these walls would be at least five feet above the bottom of the river channel. **Figure 6** illustrates the typical channel bridge crossing and undercrossing design.

Architectural Elements

Architectural and site elements would be integrated into the design of the bikeway, greenway, and micro river parks. These elements consist of standard and textured building materials, seating elements (i.e., embedded furniture, ADA-compliant seating, concrete benches), and other site amenities (i.e., water fountains, trash and recycle receptacles). **Figure 7** provides examples of potential architectural elements that may be implemented as part of the proposed Project.

Walls, Fencing, Gates, and Protective Barriers

Fencing, gates, and protective barriers would be installed throughout the LA River Bikeway along the side of the LA River to help keep path users within designated travel way and ensure public safety for path users. Fencing would be up to five feet in height and would be placed on the LA River side. The fencing would be designed to include architectural features and is not intended to block views of the LA River or from/to surrounding areas. Retaining walls would be located along the bikeway to separate the bikeway from adjacent private properties. The heights of the retaining walls would vary according to the grading of the bikeway, as well as in some cases, hydrological effects. A retaining wall, approximately 450 feet in length, the south side between the Lindley Ave. and White Oak Ave, will need to remain at 2 feet, to accommodate the hydrologic freeboard needed due to hydrological effects.



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Vanalden Avenue to Balboa Boulevard

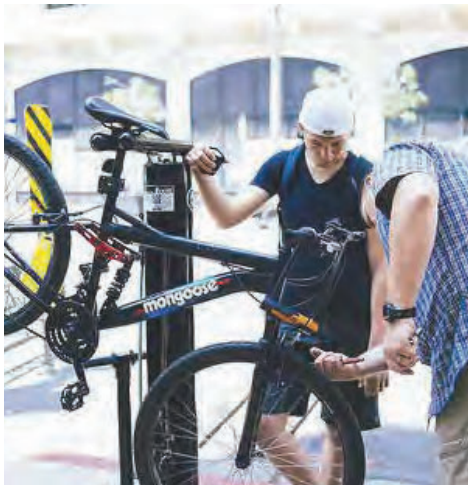
TAHA 2016-026 CITY OF LOS ANGELES

FIGURE 5f

BIKEWAY ACCESS –
LA RIVER CROSSING
AT WHITE OAK AVENUE

Canopies

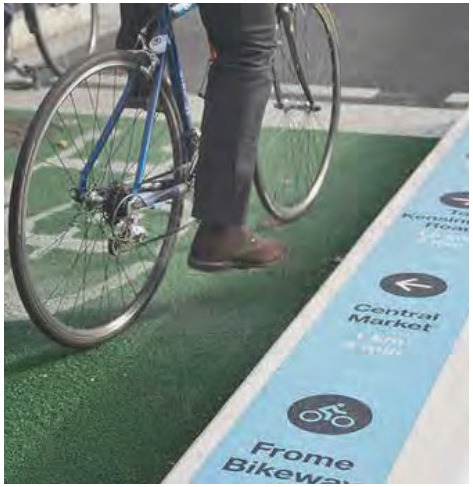
Playground Element



Bike Amenities

Integrated Seating

Seating Element



Wayfinding

Waste Receptacles

Lighting

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Vanalden Avenue to Balboa Boulevard

TAHA 2016-026 CITY OF LOS ANGELES

FIGURE 7

ARCHITECTURAL ELEMENT EXAMPLES

Greenway and Landscaping

The greenway widths along the bikeway would vary from 0 feet to 17 feet with additional landscaping in the street end micro river parks. Landscaping would be provided along the bikeway/pedestrian path and would create a sustainable landscape demonstrating the benefits of a functional, natural landscape adapted to the environment. The landscaping would follow the LA River Master Plan Landscaping Guidelines and Plant Palette (2004) and consist of California native species and drought-resistant and drought-tolerant plantings. Landscaping may consist of alluvial fan sage scrub, coastal sage scrub, Coast Live Oak woodland plant community, and Black Willow Riparian Woodland plants. Bikeway and pedestrian paths would be integrated with the surrounding existing landscaping, specifically at Reseda Park and Sepulveda Basin Off-Leash Dog Park.

Tree and Vegetation Removal

As part of the proposed Project, up to approximately 63 trees, which vary in species and size, have the potential to be removed. Eight of those trees would be removed on White Oak Avenue on a City street. However, efforts to limit the number of trees to be removed would be made, and it is very likely that not all of these trees would need to be removed. All of the trees to be removed are non-native and non-protected. The locations of the trees that have the potential to be removed can be seen in Tree Removal Plan Exhibit provided in **Appendix A**. There is no clearing and grubbing of vegetation inside of the LA River soft-bottom portion, proposed for this Project.

Lighting

Lighting would be introduced along the bikeway and at the micro river parks for aesthetic and safety purposes and would include a variety of lighting fixture types. Lighting methods would include solar light poles along the path and at micro river parks, and solar soffit lighting where the undercrossings pass beneath existing street bridges. All lighting would be designed so that it does not extend beyond site boundaries.

Drainage and Bioswales

The proposed Project would integrate landscaped buffers alongside the bikeway to provide aesthetic enhancements, buffer from adjacent uses, stormwater best management practices (BMP) elements, and habitat restoration. Run-off from impervious surfaces of the bikeway would be sloped and directed into adjacent bioswales (located at the micro river parks and at various locations in the Geenways along the bike path) and drainages designed as part of the proposed Project to reduce the velocity and flow of stormwater, as well as reduce pollutant discharges. These stormwater features would promote environmental sustainability and improve the aesthetics of the bikeway. The bioswales designed at the micro river parks and at particular locations in the greenway along the bike path, would contain California native plants that can withstand period inundation and additional filtration through sand and gravel to recharge groundwater and excess runoff ultimately being directed into the river.

As part of the undercrossing construction, the existing storm drain boxes or reinforced concrete pipe outlets would have to be transgressed to provide continuous alignment. In order to transgress over these storm drains, a slab footing will be constructed to act as a bridge. The details of these can be seen in **Appendix B**.

Signage

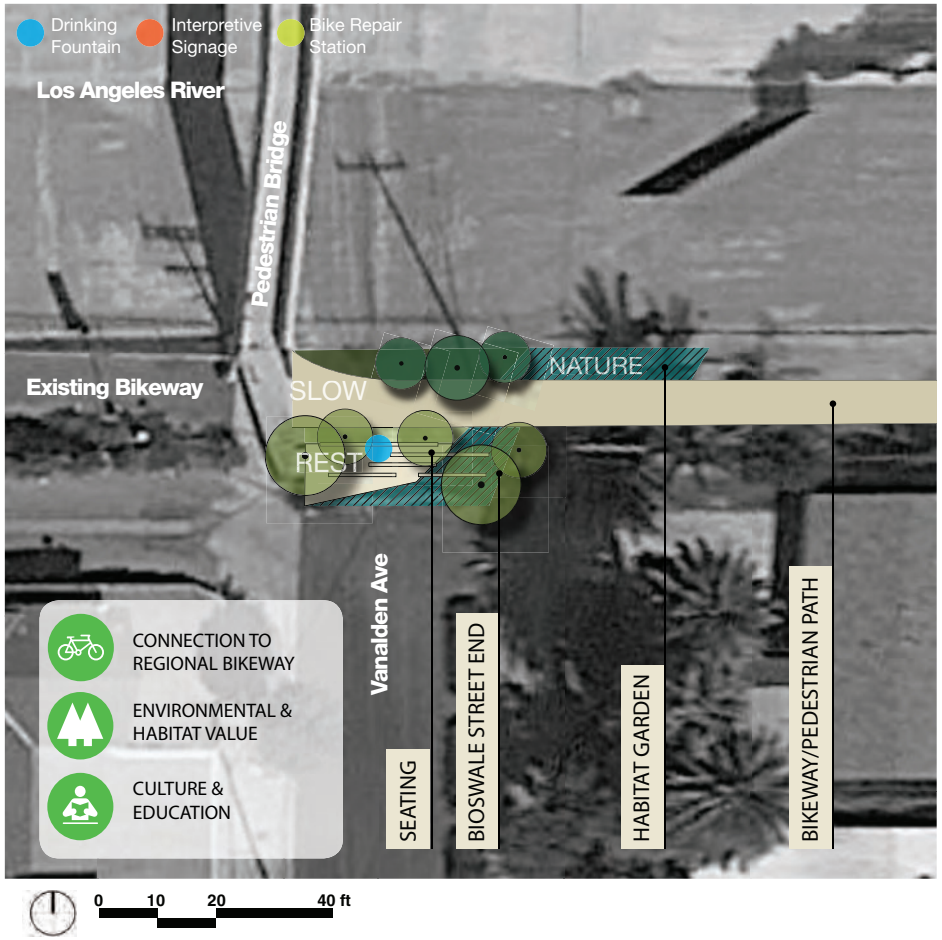
The proposed Project would introduce directional, interpretive, and graphics as wayfinding measures. Signage would be located at different points along the bikeway, at street juncture points, and the micro river parks. This would allow user the ability to effectively navigate and understand their location within the corridor. Directional and informational signage would indicate destinations and areas of interest within the bikeway, micro river parks, and surrounding vicinity. Interpretive signage would inform users of local ecology, habitats, and native plants and animal species along the LA River. Signage would also indicate potential transition areas where pedestrians would be mixing with cyclists, identified places of interest along the corridor, indicate street crossings and potential connection bike routes, and mark mileage and progress along the bikeway.

River Street End Parks

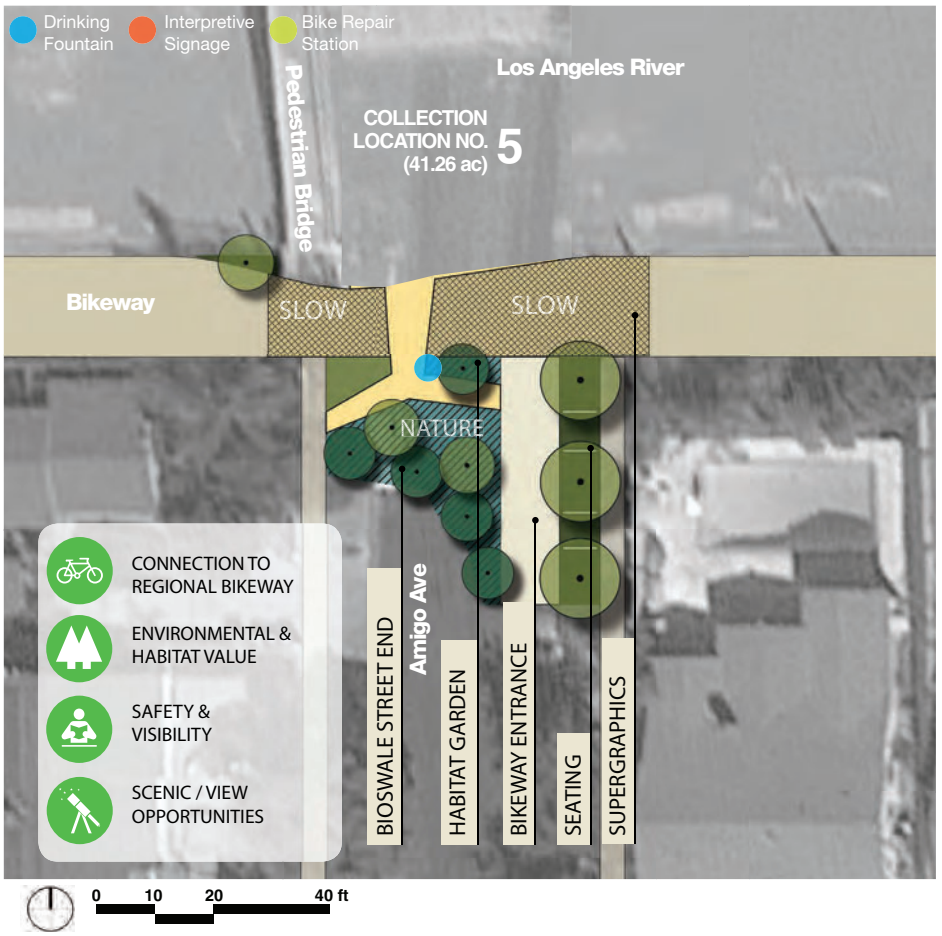
The proposed Project would include three river street end parks located at the street ends of Vanalden Avenue, Amigo Avenue, Etiwanda Avenue. The river parks would establish habitat planting and rest areas and connect pedestrians and bicyclists traveling from either direction on the LA River. Pedestrians and bicyclists would pass through the river park and enter a transition zone in which bicyclists and pedestrians traveling on the bikeway and pedestrian path could enter the micro river park or continue on the bikeway. The micro river park would be designed with the same elements as the bikeway and shown in **Figure 7**. Design elements at the micro river parks would include landscaping and planting, share trees, bioswales, lighting, signage (i.e., signage on the ground/super graphics), seating elements (i.e., embedded furniture, benches), play elements (i.e., play area), bike amenities (i.e., bike racks), and other site amenities such as water fountains and waste receptacles. **Figure 8a** illustrates the location and design of the Vanalden Avenue and Amigo Avenue River Park Street End.

Vanalden Avenue River Park Street End. The Vanalden Avenue River Park would be located at the juncture between Vanalden Avenue and the south bank of the LA River and would connect to an existing pedestrian bridge and the West Valley Greenway. The micro river park would be approximately 719 square feet and consist of approximately 86 percent of impervious asphalt surfaces. The micro river park would include bioswales totaling approximately 1,645 square feet that would treat and infiltrate approximately three acres of stormwater runoff before entering the LA River. The micro river park would include a shaded neighborhood gathering area, interpretive and wayfinding signage, lighting, bicycle gateway, bicycle racks, bioswales planting, benches and seating elements, trash and recycling receptacles, and ornamental gabion walls.

Amigo Avenue River Park Street End. The Amigo Avenue River Park would be located at the juncture between Amigo Avenue and the south bank of the LA River and would connect to an existing pedestrian bridge. This micro river park would be approximately 1,579 square feet and consist of approximately 42 percent impervious asphalt surfaces. The micro river park would include bioswales totaling approximately 4,025 square feet with that would treat and infiltrate approximately 41 acres of stormwater runoff before entering the LA River. The micro river park would also include shaded rest areas, habitat gardens, shade trees, interpretive and wayfinding signage, bicycle racks, lighting, benches and seating elements, trash and recycling receptacles, and ornamental gabion walls (made with stone-filled gabions).



Vanalden Avenue River Park Street End



Amigo Avenue River Park Street End

Source: Gruen Associates, 2018.

Los Angeles River Valley Bikeway and Greenway Project
Vanalden Avenue to Balboa Boulevard

TAHA 2016-026 CITY OF LOS ANGELES

FIGURE 8a

ELEMENTS AT THE RIVER PARK STREET END

Etiwanda Avenue River Park Street End. The Etiwanda Avenue River Park would be located at the juncture between Etiwanda Avenue and the south bank of the LA River. The micro river park would be approximately 1,604 square feet and consist of approximately 42 percent impervious asphalt surfaces. The micro river park would include bioswales totaling approximately 10,580 square feet that would treat and infiltrate approximately 20 acres of stormwater runoff before entering the LA River. The micro river park would include shaded resting area, bioswale planting, bikeway gateway, habitat gardens, shade trees, interpretive and wayfinding signage, lighting, benches and seating elements, trash and recycling receptacles, drinking fountain, bicycle racks and bicycle repair station, and a meandering pedestrian pathway. The micro river park site is one of two access points for Reseda Park to the LA River and would be accessible from Reseda High School. **Figure 8b** illustrates the location and design of the Etiwanda Avenue River Park Street End.

Depth of Excavation

Piles for bridges and overlook could extend to a depth of 80 feet beneath the surface in localized areas. Other than the maximum, the depth of excavation would be about 10 feet (i.e., generally within previously disturbed soils).

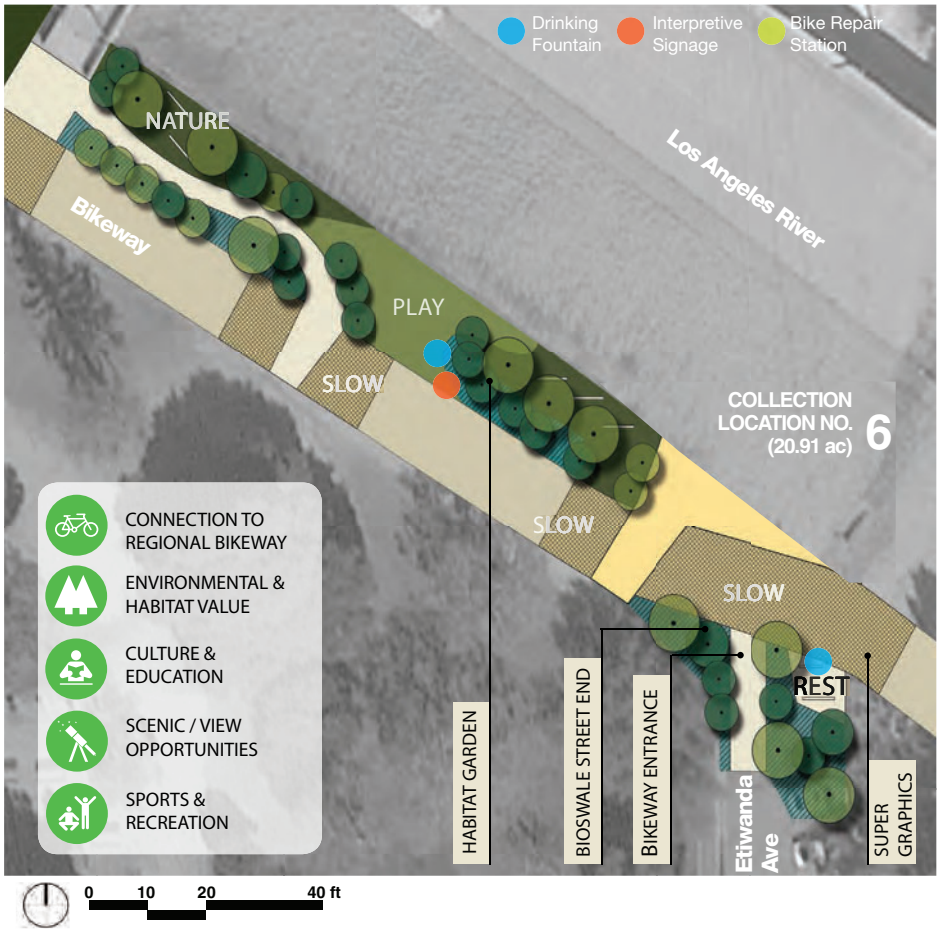
On-Street Improvements

The proposed Project would include on-street improvements at several streets adjacent to the LA River to increase access to the LA River Bikeway. On-street improvements would vary for each location and would generally include signalized pedestrian crossings, striping for new crosswalks, striping of existing roadways for bike lanes, painting existing roadways with green-backed sharrows, construction of new traffic circles, and the restructuring of existing non-ADA ramps to meet ADA-compliant designs in some locations (i.e., ADA-truncated dome pads).

Table 1 summarizes the location of each on-street improvement and the primary characteristics of the improvements. The location of the proposed improvements are shown in **Figure 2**, above.

Roadway Restriping

Roadway restriping would be required along streets where new bike lane designations and traffic circles are proposed. Painting for Class II bike lanes and Class III bike routes would consist of painting bike lanes for Class II bike lanes on the existing roadways or paining of green-backed sharrows or large sharrows along Class III bike routes. Restriping of crosswalks with high visibility crosswalk markings (i.e., ladder markings, striped crosswalks on curb ramp, lighted crosswalks) are proposed at the intersections of Vanalden Avenue and Victory Boulevard, and Birmingham High School Campus Driveway and Victory Boulevard. The improvements to the crosswalks would increase visibility of pedestrian crossing paths and discourage drivers from encroaching into crosswalks. The roadway restriping would not physically impact the surrounding sidewalks and the loss of traffic lanes or street parking would not occur.



Etiwanda Avenue River Park Street End

Source: Gruen Associates, 2018.

Los Angeles River Valley Bikeway and Greenway Project
Vanalden Avenue to Balboa Boulevard

TAHA 2016-026 CITY OF LOS ANGELES

FIGURE 8b

ELEMENTS AT THE RIVER PARK STREET END

TABLE 1: ON-STREET IMPROVEMENTS AND DESIGN	
Location	**Proposed Improvements**
Vanalden Ave. / Victory Blvd. Intersection	• New Pedestrian signalized crossing and installation of traffic signal • High visibility crosswalk markings painted on existing crosswalks
Vanalden Ave. from Vanowen St. south to LA River; from the LA River south to Bessemer St.	• Designation as a Class III bike route • Painting of existing roadway with green-backed sharrows or large sharrows (4,340 LF) • Traffic circle at Vanalden Ave. / Kittridge St. intersection(20 feet diameter, excavate 2.5 feet) • Traffic circle at Vanaldan Ave./Calvert St. intersection
Yolanda Ave. from the LA River south to Erwin St.	• Designation as a Class III bike route • Painting of existing roadways with green-backed sharrows or large sharrows along Class III bike route (2,850 LF)
White Oak Ave. from LA River to Victory Blvd.; LA River to Oxnard St.	• Designation as a Class II bike lane from the northern terminus of two-way cycle track to Victory Blvd. • Painting of existing roadway (410 LF) • Bicycle mixing zone area at the intersection of Class IV-Class II bike route transition on north end of bridge (2,360 LF) • Class I bikeway (two-way) on north bank of LA River and northbound White Oak Ave. (410 LF) • Interior barrier and existing striping removal • Conversion of Class II bike lane to Class IV protected bike lane from Oxnard St. to Victory Blvd. (4,600 LF)
Kittridge St. from Reseda Blvd. east to White Oak Ave.	• Designation as a Class III bike route • Painting of existing roadways with green-backed sharrows or large sharrows along Class III (5,340 LF)
Etiwanda Ave. from LA River north to Vanowen St.; LA River south to Bessemer St.	• Designation as a Class III bike route • Painting of existing roadway with green-backed sharrows or large sharrows along Class III (4,700 LF) • Traffic Circle at Etiwanda Ave./Kittridge St. intersection • Traffic Circle at Etiwanda Ave./Erwin St. intersection
Amigo Ave from LA River to Vanowen St.	• Designation as a Class III bike route • Painting of existing roadway with green-backed sharrows or large sharrows along Class III (1,200 LF)
Birmingham High School Campus Driveway / Victory Blvd. Intersection	• High visibility crosswalk markings painted on existing crosswalks.
LF = liner feet **SOURCE**: Gruen Associates; KOA.	

Traffic Circles

A traffic circle or roundabout is a type of circular intersection or junction in which road traffic is permitted to flow in one direction around a central island, and priority is given to traffic already on the junction. Proposed mini traffic circles would be located at the intersection of Vanalden Avenue and Kittridge Street, Vanalden Avenue and Calvert Avenue, Etiwanda Avenue and Kittridge Street, and Etiwanda Avenue and Erwin Street. The traffic circles would generally measure 20 feet in diameter and require approximately 2.5 feet of excavation. The mini traffic circle island could include signage, landscaping, or a pedestrian crossing. The traffic circles would generally not change the dimensions of the roadways and would not involve changes to curbs and gutters. The traffic circles would not result in the loss of traffic lanes or street parking.

Pedestrian Crossings

A signalized pedestrian crossing at the at the intersections of Vanalden Avenue and Victory Boulevard was completed by LADOT, and a signalized pedestrian crossing is proposed at Birmingham High School Campus Driveway and Victory Boulevard. The signalized pedestrian crossing would clearly separate when each type of traffic (i.e., pedestrians or road vehicles) can use the crossing. The signalized pedestrian crossing may require minor modifications to the existing street curb for pedestrian safety and ADA compliance and would require the installation of a new traffic signal at the intersections. The new signalized pedestrian crossings would not result in the loss of traffic lanes or street parking.

2.4 Construction Activities and Schedule

Construction of the proposed Project is anticipated to begin in the Fall 2022 and last for approximately three years (see **Table 2**). Construction activities would include mobilization, demolition (i.e., demolition of existing concrete maintenance paths); site preparation (i.e., clearing and grubbing of vegetation (outside of LA River) and preparation of all construction areas); site grading (i.e., soil re-compaction and/or scarification of soil to improve accessible vegetation seeding); site construction (i.e., bikeway, pedestrian paths, channel undercrossings, and on-street improvements); and architectural finishing landscaping activities, and construction of street-end parks.

TABLE 2: PROJECT CONSTRUCTION SCHEDULE

Phase	Start Date	End Date	Approximate Work Days /a/	Daily Truck Trip	Material Import	Material Export	Construction Workers
Mobilization /b/	Fall 2022	Fall 2022	10	—	—	—	—
Demolition	Fall 2022	Winter 2023	88	10	—	7,000 cy	8
Site Preparation	Winter 2023	Winter 2023	44	2	—	—	8
Site Grading	Spring 2023	Spring 2023	88	10	—	8,500 cy	8
Site Construction	Summer 2023	Winter 2025	455	5	16,560 cy	2,800 cy	10
Architectural Finishing Landscaping, and Pocket Parks	Winter 2025	Fall 2025	174	4	—	—	6

cy = cubic yards
/a/ Approximate work days does not include overlapping construction days.
/b/ No construction would take place during this phase.
SOURCE: BOE, 2021.

Table 3 summarizes the type of construction equipment required for each construction phase and the duration of use.

Mobilization. Prior to construction, contractors would begin mobilization that would consist of setting up construction trailers, office equipment, utility connections, equipment storage yard, welding housing unit, and protective fencing. During this time, detours for maintenance staff may be established and project construction signs surrounding the construction area would be posted. No import of export of material would occur during this phase. No project construction would take place during this phase and mobilization activities would occur over a two-week period.

TABLE 3: PROJECT CONSTRUCTION EQUIPMENT

Phase	Equipment Type	Number of Equipment	Duration of Use per Day
Mobilization /a/	—	—	—
Demolition	Rubber Tire Dozers	1	8
	Concrete/Industrial Saws	1	8
	Scrapers	1	8
	Front End Loader	1	8
	Miscellaneous Demolition Equipment	1	8
Site Preparation	Front End Loader	2	8
	Dump Truck	1	8
Site Grading	Bull Dozers	1	8
	Hydraulic Excavator	1	8
	Dump Truck	1	8
	Compactor	1	8
	Front End Loader	1	8
	Water Truck		8
Site Construction	Forklift	1	8
	Scissor Lift	1	8
	Concrete Truck	1	8
	Vibrator	1	8
	Generator	1	8
	Electric Power Tools	1	8
	Water Truck	1	8
Architectural Finishing Landscaping, and Pocket Parks	Electric Power Tools	1	8
	Forklifts	1	8
	Generator	1	8
	Water Truck	1	8
River Street End Parks	Generator	1	8
	Water Truck	1	8

/a/ No construction would take place during this phase
SOURCE: Gruen Associates, 2018.

Demolition. Demolition would consist of removing the existing asphalt concrete pavement from the existing maintenance path along the proposed LA River bikeway and greenway areas. Approximately 7,000 cubic yards (cy) of asphalt concrete pavement would be exported during the demolition phase. Demolition activities would require the use of rubber tire dozers, concrete/industrial saws, scrapers, front end loader, and miscellaneous demo equipment. Demolition would occur over a four-month period.

Site Preparation. Site preparation activities would consist of clearing and grubbing of existing vegetation, and the cleaning and preparing of all construction areas. Water quality mitigation and erosion control activities would also occur as needed. No import of export of material would occur during the site preparation phase. Site preparation activities would require the use of two front end loaders and a dump truck. Site preparation would occur over a two-month period.

Site Grading. Site grading would consist of the over excavation and re-compaction of up to two feet of soil or scarification of soil to prepare for the improvements (i.e., landscaping, vegetation), depending on the soil conditions. Excavated material would be stockpiled within the project footprint on the embankment and not in the LA River channel limits. Approximately 8,500 cy of

soil would be exported during site grading. Site grading activities would require the use of bull dozers, hydraulic excavator, dump truck, compactor, front end loader, and water truck. Site grading would occur over a four-month period.

Site Construction. Site construction would include construction of the bikeway and pedestrian path, channel undercrossings, and on-street improvements. There would also be two channel bridge crossings over Caballero Creek. The construction of the bikeway and pedestrian path would consist of placing a Class II bikeway base on top of the compacted sub-grade and placing approximately six-inches of asphalt concrete in two three-inch lifts of asphalt concrete and topping it with jet seal. The bikeway would be striped with a pedestrian path delineation and would comply with Class I bikeway striping regulations. Retaining walls would also be constructed at this time. Construction of the undercrossings would occur in the LA River channel. The six undercrossings would include the installation of construction ramps to access the LA River channel. Water diversions would be implemented to redirect the channel away from the work zone. Water quality mitigation and erosion control activities would occur as needed. Construction of the undercrossings would consist of the removal and export of 2,500 cy of concrete and 2,800 cy of soil. Approximately 16,560 cy of concrete, miscellaneous base, and asphalt concrete would be imported to the project area and require the pouring of approximately 6,000 cy of concrete. The bridge crossing would require drilling piles up to 80 feet deep, as necessary. Retaining walls with mini-piles would be located all along the bike path. Construction of on-street improvements would consist of striping on the streets, installation of high visibility cross walks (i.e., striping), reconstructing existing ramps into ADA compliant ramps, installing ADA truncated dome pads, and construction of four traffic circles (i.e., excavation and recompact, installation of Class II bikeway base material, asphalt concrete lifts, jet seal). Site construction would occur for a 21-month period.

Architectural Finishing Landscaping, and Pocket Parks. Construction of architectural finishing would consist of fencing, lighting, as well as and other elements along the bikeway (i.e., wayfinding signage, pet waste stations, drinking fountains, trash receptacles, benches, bike racks, and bike repair stations). Landscaping activities along the bikeway would include southern California native species, shade trees, and bioswale planting. No import of export of material would occur during this phase. Construction of pocket parks would consist of bioswale planting, shade trees, habitat gardens, lighting, benches and seating elements, trash and receptacles, signage. Architectural finishing, landscaping, and construction of pocket parks would require the use of electric power tools, a forklift, generator, and water truck. This phase would occur over an eight-month period.

Temporary road closures are anticipated on White Oak Avenue in order to implement the on-street improvements. In accordance with the City of Los Angeles Noise Ordinance, construction crews would work no more than eight hours per day and would restrict their activities to between 7:00 a.m. and 8:00 p.m. on non-federal holiday weekdays, and between 8:00 a.m. and 6:00 p.m. on Saturdays. No construction on Sundays or federal holidays would occur.

3.0 EXISTING ENVIRONMENT

The proposed Project is located along on the south side of the LA River from Vanalden Avenue to White Oak Avenue and on the north side of the river from White Oak Avenue to Balboa Boulevard. The project area includes the adjacent to nearby communities of Reseda, Lake Balboa, and Encino in the City of Los Angeles (Council Districts 3, 5, and 6). The project area entirely located within the Reseda - West Van Nuys Community Plan Area (CPA) and is predominantly surrounded my medium- and low-density residential communities (R1 and R3 zones). General Plan Land Use designations for the project area include Low Residential, Low II Residential, Medium Residential, Low Medium II Residential, General Commercial, Community Commercial, Neighborhood Office Commercial, Open Space, and Public Facilities.

The project site is generally located along the upper bank of the LA River channel in the existing maintenance path, with two bridge crossings at Caballero Creek. There would be six undercrossings of existing bridges and storm drains within the riverbanks which would occur within concreted portions of the channel. Soft-bottomed areas of the Los Angeles river channel are located east of the Orange Line busway. This area is habitat for Least Bell's Vireo; a nesting pair was observed in the immediate vicinity of the proposed Orange Bus Line undercrossing.

Open space and recreational areas found within the project area include the Reseda Park and Recreation Center, Sepulveda Basin Recreation area, Lake Balboa/Anthony C. Beilenson Park, Balboa Sports Center, and Balboa Gold Course. Educational facilities in the project area include Reseda Charter High School, Magnolia Science Academy 5 School, and Zane Grey Continuation School, all located at 18230 Kittridge Street.

The project area and surrounding San Fernando Valley has been associated with California history and pre-history. There are three historical resources partially located within the project site, the Los Angeles River, Reseda Park, and Sepulveda Basin Recreation Area. The LA River is presumed eligible for listing in the National Register of Historic Places, California Register of Historical Resources, and as City of Los Angeles Historical Cultural Monument. The LA River historic district is comprised of the river and associated elements which have contributed to the growth and development of Los Angeles County. Reseda Park was found to be an excellent example of a municipal recreation facility, established to provide recreational services to the growing population of the west Valley. Similarly, the Sepulveda Basin Recreation Area was found to be an excellent example of a large-scale municipal recreational facility (second largest in Los Angeles), constructed to meet the needs of the West San Fernando Valley's expansive growth in the mid-20th century while maintaining a strong sense of open, naturally vegetative landscape.

The California Department of Conservation, California Geological Survey's Seismic Hazard Zonation Program Map indicates that the project site is not within an Alquist-Priolo Earthquake Fault Zone. The nearest active fault to the proposed Project is the Northridge Hills Fault which is located four miles northeast of the project site. Additionally, the Chatsworth Fault is located approximately five miles northwest of the project site. No active faults are known to cross the project area. The Seismic Hazard Map also shows that the project area is located within the Canoga Park liquefaction zone. The LA River is classified by the Federal Emergency Management Agency (FEMA) as a 1 Percent Chance Annual Flood Zone, while the project area surrounding the flood channel is located in an Area of Minimal Flood Hazard. The entirety of the project alignment, including the six undercrossings, would be constructed along the LA River embankment, above the base flood elevation and outside the Special Flood Hazard Area. In the event of flooding conditions, water is expected to be contained within the LA River channel.

4.0 ENVIRONMENTAL EFFECT/INITIAL STUDY CHECKLIST

This section documents the screening process used to identify and focus upon environmental impacts that could result from the proposed Project. The IS Checklist below follows closely the form prepared by the Governor's Office of Planning and Research and was used in conjunction with the City's *L.A. CEQA Thresholds Guide* and other sources to screen and focus upon potential environmental impacts resulting from this project. Impacts are separated into the following categories:

- No Impact. This category applies when a project would not create an impact in the specific environmental issue area. A "No Impact" finding does not require an explanation when the finding is adequately supported by the cited information sources (e.g., exposure to a tsunami is clearly not a risk for projects not near the coast). A finding of "No Impact" is explained where the finding is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

- Less-Than-Significant Impact. This category is identified when the project would result in impacts below the threshold of significance and would therefore be less than significant impacts.

- Less-Than-Significant After Mitigation. This category applies where the incorporation of mitigation measures would reduce a "Potentially Significant Impact" to a "Less Than Significant Impact." The mitigation measures are described briefly along with a brief explanation of how they would reduce the effect to a less than significant level. Mitigation measures from earlier analyses may be incorporated by reference.

- Potentially Significant Impact. This category is applicable if there is substantial evidence that a significant adverse effect might occur, and no feasible mitigation measures could be identified to reduce impacts to a less than significant level. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required. There are no such impacts for the proposed Project.

Sources of information that adequately support these findings are referenced in footnotes.

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture/Forestry Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☒ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☒ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency):

On the basis of this initial evaluation:

☐ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed Project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Jan Rebstock — 10/1/2021

Signature — Date

Jan Green Rebstock — Maria Martin, Environmental Affairs Officer City of Los Angeles

Printed Name — For

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.1 AESTHETICS - Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☑
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☑
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☑	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☑

a) **No Impact**. A significant impact would occur if the proposed Project introduced incompatible visual elements within a field of view containing a scenic vista or substantially altered a view of a scenic vista. A scenic vista generally provides focal views of objects, settings, or features of visual interest; or panoramic views of large geographic areas of scenic quality, primarily from a given vantage point. Scenic views or vistas are panoramic public views of various natural features, including the ocean, striking or unusual natural terrain, or unique urban or historic features. Public access to these views may be available from nearby parklands, private and public-owned sites, and public ROW.

The City's General Plan does not delineate or designate any specific views as protected scenic vistas within the project area. However, Reseda Park, the Sepulveda Basin Recreation Area and the Balboa Sports Center are the primary visual resources in the immediate vicinity of the proposed Project. The proposed bikeway would be constructed along the LA River channel and serve as a continuation of the existing bike facilities through the Sepulveda Basin Recreation Area, enhancing access to these visual resources. The bikeway would not introduce new vertical features or affect existing views of Reseda Park, the Sepulveda Basin Recreation Area or the Balboa Sports Center from Balboa Boulevard or any other public areas. The proposed bikeway and greenway improvements including the four new micro river parks would enhance the visual character of the project area, and the new undercrossings, bridge/street crossings, and on-street improvements would be consistent with the existing roadways, LA River channel and public areas. Therefore, no impact to scenic vistas would occur.

b) **No Impact**. A significant impact would occur where scenic resources within a state scenic highway were damaged or removed as a result of the proposed Project. Such scenic resources include trees, historic buildings, rock outcroppings and similar features that are located within a designated State scenic highway. There are no designated or

eligible state scenic highways in the project area.[1] The nearest local scenic highways as identified by the City's Mobility Plan 2035 are Woodley Avenue (one mile to the east), Burbank Boulevard (0.5 mile to the south), and Balboa Boulevard (intersects with eastern project end point), citing features associated with these roadways, access to the Sepulveda Basin Recreation Area and views of the basin. The proposed bikeway would provide access to this scenic resource and the greenway improvements including the four new micro river parks would enhance the visual character of the project area. Therefore, no impact to scenic resources within a state scenic highway would occur.

c) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project substantially degraded the existing visual character or quality of public views of the site and its surroundings. As discussed above, the proposed bikeway greenway improvements including the four new micro river parks would enhance the visual character of the project area. In addition, the new undercrossings, bridge/street crossings, and on-street improvements would be consistent with the existing roadways, LA River channel and public viewing areas. The project site is located in an urban area and is zoned for Open Space; the project would not conflict with the City's zoning code, nor would it degrade the existing visual character of the project site or surrounding area.

Construction activities are estimated to occur over a period of three years and would be visible from adjacent public and private vantage points. Construction activity would vary on a weekly basis, depending largely on the number of workers, construction activities, and the equipment needed for each phase of construction. During construction, equipment and materials and temporary facilities (such as construction trailers, staging sites and portable toilets) would be stored on-site. To enhance safety concerns, construction areas would be clearly partitioned and visually segregated from public areas. Temporary fencing would partially shield views of construction activities, debris and equipment and efforts will be made to present an attractive community presence. Although construction-related activities would create a notable change to the visual character, these changes would be temporary and extend only for the duration of the construction activities. Therefore, impacts related to visual character would be less than significant.

d) **No Impact**. A significant impact would occur if the proposed Project created a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Lighting would be introduced along the bikeway and at the micro river parks for aesthetic and safety purposes. Lighting methods would include a variety of lighting fixture types and may include LED lighting, hybrid solar elements, custom lighting applications, and lighting embedded into fencing and railings. All lighting would be designed so that it does not extend beyond site boundaries and would be subject to the Electrical Code (Los Angeles Charter and Administrative Code Section 93.0117) which regulates the type, scope, and location of exterior lighting installations in the City and requires (subject to specific exceptions) that light at certain locations (including residential windows, porches, lawn areas) not exceed two footcandles and that such locations not receive direct glare from light sources. Therefore, no impact related to lighting or glare would occur.

[1] Caltrans. "California State Highway System Map." https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed May 25, 2021.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.2 AGRICULTURE AND FORESTRY RESOURCES - Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☑
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☑
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☑
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☑

a-e) **No Impact**. The proposed Project would be located within an urbanized area of the City, and within existing public ROWs including roadways and the LA River; portions of the site are within an existing maintenance service road along the LA River. The project site is zoned for Open Space and would not conflict with the City's zoning code. The project site and surrounding area is not identified as prime, important, or any other classification of farmland.[2] The proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use, conflict with existing zoning for agricultural use, or a Williamson Act contract, or conflict with existing zoning for, or cause rezoning of, forest, timberland, or timberland zoned Timberland Production. Therefore, no impact would occur.

[2]California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, *Los Angeles County Important Farmland 2016,* accessed May 25, 2021.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.3 AIR QUALITY - Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☑	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?	☐	☐	☑	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☑	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☑	☐

An Air Quality Technical Memorandum was prepared for the proposed Project (see **Appendix C**). Air pollutant emissions that would result from construction and operation of the proposed Project are addressed separately for each impact criterion. The air quality impact assessment was conducted in accordance with guidance and methodologies propagated by the South Coast Air Quality Management District (SCAQMD). The SCAQMD is charged with regional air quality jurisdiction for the South Coast Air Basin (SCAB). The primary guidance is contained in the SCAQMD *CEQA Air Quality Handbook*, which was published in 1993. Updates to the SCAQMD CEQA guidance are posted on the SCAQMD website.[3]

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The California Air Resources Board (CARB) has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. SCAQMD has published guidance for assessing potential impacts to sensitive receptors up to 1,640 feet (500 meters) from project sites, and generally advises that the nearest sensitive receptors be considered in the analyses. The proposed Project is located in a residential area near many houses. The proposed Project lies within 100 feet of several residential areas that are located along the project route.

Other sensitive land uses within 500 meters of the project site include:

- Reseda Park and Recreation Center
- Sepulveda Basin Recreation area
- Lake Balboa/Anthony C. Beilenson Park
- Balboa Sports Center
- Balboa Gold Course

[3]SCAQMD, *Air Quality Analysis Guidance Handbook,* http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook, accessed May 25, 2021.

Educational facilities in the project area include:

- Reseda Charter High School
- Magnolia Science Academy 5 School
- Zane Grey Continuation School

a) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project would conflict with or obstruct implementation of the applicable air quality plan. The currently applicable air quality plan is the 2016 Air Quality Monitoring Plan (AQMP), which was developed in conjunction with regional growth projections incorporated into the Southern California Association of Governments (SCAG) 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SCAG published its newest iteration of the RTP/SCS, Connect SoCal, in 2020 that contains updated growth forecasts in the baseline year of 2016 through the horizon year of 2045. The ensuing discussions address potential air quality impacts in the context of the attainment timeline set forth in the 2016 AQMP and the updated forecasts developed to support the SCAG Connect SoCal 2020–2045 RTP/SCS.

The SCAQMD CEQA Air Quality Handbook identifies two key indicators of consistency with the AQMP: 1) whether the project would result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the air quality plan; and 2) whether the project would exceed the forecasted growth incorporated into the AQMP via the RTP/SCS related to population, housing, or jobs and associated resource consumption. The SCAQMD has developed regionally specific air quality significance thresholds to assess potential impacts that may result from construction and operation of projects. Daily emissions of volatile organic compounds (VOC), nitrogen oxides (NO_X), carbon monoxide (CO), sulfur oxides (SO_X), and respirable particulate matter less than 10 microns in diameter (PM_{10}) and fine particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) should be quantified and assessed on both regional and localized scales, in accordance with SCAQMD methodology.

The SCAQMD has developed both regional and localized significance thresholds to assist the determination of potential significance of the construction and operations impacts of a given project. Localized Significance Thresholds (LSTs) selected as screening values for the proposed Project correspond to sites up to one acre in size within Source Receptor Area (SRA) 6 – West San Fernando Valley that are within 25 meters (~82 feet) of sensitive receptors. **Table 4** shows the daily regional and localized emissions thresholds for construction and operations.

TABLE 4: SCAQMD DAILY EMISSIONS THRESHOLDS (IN POUNDS PER DAY)

	Construction		Operations
Criteria Pollutant	**Regional**	**Localized/a/**	**Regional**
Volatile Organic Compounds (VOC)	75	None Established	55
Nitrogen Oxides (NO_X)	100	103	55
Carbon Monoxide (CO)	550	426	550
Sulfur Oxides (SO_X)	150	None Established	150
Particulates (PM_{10})	150	4	150
Fine Particulates ($PM_{2.5}$)	55	3	55

/a/ The project site is in LST SRA 12 and is less than one acre in size, with sensitive receptors located 50 feet (<25 meters) from the site boundary.
SOURCE: SCAQMD, 2019; SCAQMD, 2009.

Construction

Construction of the proposed Project would produce air pollutant emissions through the operation of heavy-duty construction equipment and through vehicle trips associated with construction workers and haul trucks traveling to and from the project site. Fugitive dust emissions would primarily result from ground disturbance and material movement activities during site preparation (e.g., site clearing and grading), as well as dust emissions from on-road vehicle travel. NO_X emissions would predominantly be generated in the form of exhaust from the use of construction equipment and haul truck trips. The assessment of construction air quality impacts considers all of these emissions sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

It is mandatory for all construction projects in the SCAB to comply with SCAQMD Rule 403 for Fugitive Dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional $PM_{2.5}$ and PM_{10} emissions associated with construction activities by approximately 61 percent.

The air quality analysis conducted for the proposed Project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air Quality Handbook, as provided on the SCAQMD website. The SCAQMD recommends the use of the California Emissions Estimator Model (CalEEMod, version 2016.3.2) as a tool for quantifying emissions of air pollutants that will be generated by constructing and operating development projects. Project-specific information was provided describing the schedule of construction activities and the equipment inventory required. The CalEEMod output files can be found in **Appendix C**.

Construction of the proposed Project is anticipated to begin in the Fall 2022 and last for approximately three years; however, the air quality emissions were calculated assuming a 2021 construction start date. As emission rates are modeled to decrease each year within CalEEMod, it can be assumed that actual air quality emissions would be lower than what has been calculated. An overview of the construction activities, schedule, material displacement and movement, and construction crew size is presented in **Table 2**, above. Generally, construction of the proposed Project will involve demolition of existing structures in the ROW, clearing and grading of the pathway corridor and surrounding areas, paving of the asphalt bikeway and granite composite pedestrian path as well as accessibility features, and installation of landscaping and pocket parks and architectural finishing. At this time, precise start and end dates are not known, and it is possible that some overlap of construction phases may occur.

Maximum daily emissions for each activity were estimated based on heavy duty equipment use and fugitive dust (on-site) and vehicular travel to and from the project site (off-site). As shown in **Table 5**, maximum daily emissions of all air pollutants would remain below all applicable regional SCAQMD thresholds identified. In addition to maximum daily regional emissions, maximum localized (on-site) emissions were quantified for each construction activity. The emissions modeling for the proposed Project is conservative in its assumptions, full eight-hour workday usage of all equipment in all phases (in addition modeling was based on an earlier start year which also results in conservative emissions).

TABLE 5: ESTIMATED DAILY EMISSIONS – PROJECT CONSTRUCTION

Phase	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
DEMOLITION						
On-Site Emissions	3.0	31.2	20.1	<0.1	3.9	2.6
Off-Site Emissions	0.2	5.5	1.9	<0.1	0.5	0.2
Total	***3.2***	***36.7***	***22.0***	***<0.1***	***4.5***	***2.8***
SITE PREPARATION						
On-Site Emissions	1.0	10.4	7.0	<0.1	0.4	0.4
Off-Site Emissions	0.1	1.1	0.9	<0.1	0.3	<0.1
Total	***1.1***	***11.5***	***7.8***	***<0.1***	***0.6***	***0.4***
GRADING						
On-Site Emissions	2.1	21.6	14.6	<0.1	3.4	2.2
Off-Site Emissions	0.2	5.5	1.9	<0.1	0.5	0.2
Total	***2.4***	***27.1***	***16.5***	***<0.1***	***3.9***	***2.4***
CONSTRUCTION						
On-Site Emissions	0.9	9.0	13.4	<0.1	0.4	0.4
Off-Site Emissions	0.4	8.5	3.0	<0.1	0.9	0.3
Total	***1.3***	***17.4***	***16.4***	***<0.1***	***1.3***	***0.7***
ARCHITECTURAL COATING + LANDSCAPING						
On-Site Emissions	2.0	15.0	19.4	<0.1	0.7	0.7
Off-Site Emissions	0.1	1.4	0.8	<0.1	0.4	0.1
Total	***2.1***	***16.4***	***20.3***	***<0.1***	***1.1***	***0.8***
REGIONAL ANALYSIS						
Maximum Regional Daily Emissions	**3.2**	**36.7**	**22.0**	**0.1**	**4.5**	**2.8**
Regional Significance Threshold	75	100	550	150	150	55
Exceed Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
LOCALIZED ANALYSIS						
Maximum Localized Daily Emissions	**--**	**31.2**	**20.1**	**--**	**3.9**	**2.6**
Localized Significance Threshold	--	103	426	--	4	3
Exceed Localized Threshold?	**--**	**No**	**No**	**--**	**No**	**No**

Note: Emissions modeling files can be found in **Appendix C**.
SOURCE: TAHA, 2019.

Given schedule uncertainty and the linear configuration of the project corridor, it is possible that multiple activities may be taking place concurrently at different locations and there could be some overlap of the emissions disclosed above. Taking this possibility into consideration, potential combinations of regional activity emissions are presented below in **Table 6**. The analysis includes all combinations of sequential construction activities in the schedule. The analysis does not include a localized element, as it is anticipated that these construction activities would not be occurring at the same localized site due to accessibility constraints. Results of the combined activity analysis shown in **Table 6**, below, demonstrate that regional emissions would remain below the applicable SCAQMD thresholds at all times during construction of the proposed Project. Construction of the proposed Project would not conflict with or obstruct implementation of the applicable air quality plan. In addition, construction activities associated with the project would comply with State and local strategies designed to control air pollution. By adhering to the stringent SCAQMD rules and regulations pertaining to fugitive dust control and maintaining maximum daily emissions below the SCAQMD mass daily thresholds, Project construction activities would be consistent with the goals and objectives of the AQMP to improve air quality in the SCAB and would not result in an air quality violation.

TABLE 6: ESTIMATED DAILY EMISSIONS – SEQUENTIAL ACTIVITY ANALYSIS						
	Daily Emissions (Pounds Per Day)					
PHASE	**VOC**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
DEMOLITION + SITE PREPARATION						
On-Site Emissions	4.0	41.6	27.1	<0.1	4.3	3.0
Off-Site Emissions	0.4	6.6	2.8	<0.1	0.8	0.2
Total	***4.3***	***48.2***	***29.9***	***<0.1***	***5.1***	***3.2***
SITE PREPARATION + GRADING						
On-Site Emissions	3.1	32.0	21.6	<0.1	3.8	2.6
Off-Site Emissions	0.4	6.6	2.8	<0.1	0.8	0.2
Total	***3.4***	***38.6***	***24.3***	***<0.1***	***4.6***	***2.8***
GRADING + CONSTRUCTION						
On-Site Emissions	3.0	30.5	27.9	<0.1	3.8	2.6
Off-Site Emissions	0.6	14.0	5.0	<0.1	1.5	0.4
Total	***3.7***	***44.5***	***32.9***	***<0.1***	***5.3***	***3.1***
CONSTRUCTION + ARCHITECTURAL COATING/LANDSCAPING						
On-Site Emissions	2.9	24.0	32.8	<0.1	1.1	1.1
Off-Site Emissions	0.5	9.8	3.9	<0.1	1.3	0.4
Total	***3.4***	***33.8***	***36.7***	***<0.1***	***2.5***	***1.5***
REGIONAL ANALYSIS						
Maximum Overlap Daily Emissions	**4.3**	**48.2**	**36.7**	**<0.1**	**5.3**	**3.2**
Regional Significance Threshold	75	100	550	150	150	55
Exceed Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Emissions modeling files can be found in the technical **Appendix C**.
SOURCE: TAHA, 2017.

Operation

The transportation analysis prepared for the proposed Project determined that vehicle miles traveled (VMT) would be reduced by 457,918 miles per year. The CARB publishes its statewide mobile source emissions inventory in the form of the EMFAC model, the most recent version currently approved by the United States Environmental Protection Agency being EMFAC2017. To quantify the annual reduction in emissions, emission factors were obtained from the EMFAC2017 database for light duty vehicles traveling at an average speed of 40 miles per hour (mph) in the scenario year 2035. The average speed of 40 mph is selected as a conservative reference speed. Although average speeds may be slower than 40 mph, emission rates at 20 and 30 mph are higher than those at 40 mph, and therefore using 40 mph produces a conservative estimate in the incremental reduction in regional greenhouse gas (GHG) emissions. If average speeds are lower in 2035 upon project implementation, the emissions reductions would be even greater than the quantities estimated in this analysis.

The potential to interfere with the attainment of state and federal air quality standards is related to permanent source of project-related emissions. The proposed Project would include a stationary source of emissions associated with landscaping of the green space. Regarding mobile source emissions, the proposed Project would decrease automobile VMT by providing expanded active transportation options with new access to transit, homes, schools, jobs, nature, recreation, and other community-serving amenities. It is anticipated that annual VMT would be reduced by 457,918 miles per year.

Table 7 shows the anticipated reduction in regional pollutant emissions. By reducing emissions, the proposed Project would be consistent with the goals and objectives of the AQMP to improve air quality in the SCAB and would not conflict with or obstruct implementation of the air quality plan.

TABLE 7: ESTIMATED DAILY OPERATIONAL EMISSIONS

	Daily Emissions (Pounds Per Day)					
SOURCE	**VOC**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Regional Transportation Mode Shift	(-0.04)	(-0.10)	(-1.22)	(0.0)	(-0.26)	(-0.07)
Proposed Project Stationary Source	0.11	<0.01	0.02	0.0	<0.01	<0.01
Net Change	***0.07***	***(-0.10)***	***(-1.20)***	***0.00***	***(-0.25)***	***(-0.06)***
Regional Significance Threshold	55	55	550	150	150	55
Exceed Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

SOURCE: TAHA, 2018.

Regarding growth forecasts, the proposed Project is a recreational facility which would be used by the residents from the surrounding residential uses. The proposed Project would not directly or indirectly lead to the increase in the surrounding population such that would exceed AQMP growth forecasts. The proposed recreational infill development has no potential to interfere with regional and City growth projections, which are orders of magnitude greater than the population, housing, and employment numbers associated with the proposed Project. Therefore, the proposed Project would have no potential to result in growth that would exceed the projections incorporated into the AQMP, and impacts are less than significant.

b) **Less-Than-Significant Impact**. The SCAB is designated as nonattainment of either the California Ambient Air Quality Standards and/or National Ambient Air Quality Standards for ozone, PM_{10}, and $PM_{2.5}$. Therefore, there is an ongoing regional cumulative impact associated with these air pollutants. Considering the existing environmental conditions, the SCAQMD propagated guidance that an individual project can emit allowable quantities of these pollutants on a regional scale without significantly contributing to the cumulative impacts. As discussed above, air pollutant emissions associated with construction of the proposed Project would not exceed any applicable SCAQMD air quality thresholds of significance. The SCAQMD does not consider individual project emissions of lesser magnitude than the mass daily thresholds to be cumulatively considerable. Therefore, the proposed Project would not result in a cumulatively considerable net increase of nonattainment pollutants, and impacts are less than significant.

c) **Less-Than-Significant Impact.**

Construction

As shown in **Table 5**, criteria pollutant and ozone-precursor emissions from on-site sources would remain below applicable localized SCAQMD thresholds, which indicate there is no possibility for the occurrence of substantial concentrations of these pollutants reaching sensitive receptors. With regards to concentrations of air toxics, the use of heavy-duty construction equipment and haul trucks during construction activities would release diesel PM to the atmosphere through exhaust emissions. Diesel PM is a known carcinogen, and extended exposure to elevated concentrations of diesel PM can increase excess cancer risks in individuals. However, carcinogenic risks are typically assessed over timescales of several years to decades, as the carcinogenic dose-

response is cumulative in nature. Short term exposures to diesel PM would have to involve extremely high concentrations in order to exceed the SCAQMD air quality significance threshold of 10 excess cancers per million.

Construction of the proposed Project would persist for approximately eight months which represents only two percent of the 30-year exposure period that the Office of Environmental Health Hazard Assessment (OEHHA) utilizes for assessing long-term residential and occupational carcinogenic exposures and risks. Over the course of construction activities, average diesel PM emissions from on-site equipment would be approximately 0.64 pounds per day on work days, and 0.48 pounds per day including non-work days (see **Appendix C**). Therefore, it is highly unlikely that diesel PM concentrations would be of any public health concern during the 38-month construction period, and diesel PM emissions would cease upon completion of construction activities.

Additionally, the proposed Project would comply with the CARB In-Use Off-Road Diesel Vehicle Regulation and the Air Toxics Control Measure, which limit diesel powered equipment and truck idling to no more than five minutes at a location and minimize diesel PM emissions through inspections and maintenance. Adhering to these provisions would ensure that substantial diesel PM concentrations at sensitive receptor locations would not be generated by on-site equipment activity. A majority of haul truck diesel PM emissions would be dispersed along the haul truck route, and at the project site haul truck idling would be limited to five minutes or less as required by the CARB truck rule. Therefore, the proposed Project would result in a less-than-significant impact related to construction toxic air contaminant emissions, concentrations, and exposures.

Operation

The proposed Project would not include an industrial component that would constitute a new substantial stationary source of operational air pollutant emissions, nor does it include a land use that would generate a substantial number of heavy-duty truck trips within the region. The proposed Project would not generate air toxic emissions that would expose sensitive receptors to substantial pollutant concentrations. Therefore, no impact would occur.

d) Less-Than-Significant Impact.

Construction

Odors are the only potential construction emissions other than the sources addressed above. Potential sources that may produce objectionable odors during construction activities include equipment exhaust, application of asphalt and architectural coatings, and other interior and exterior finishes. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site and would be temporary in nature and would not persist beyond the termination of construction activities. The proposed Project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. In addition, as construction-related emissions dissipate away from the construction area, the odors associated with these emissions would also decrease and would be quickly diluted. Therefore, the proposed Project would result in a less-than-significant impact related to construction odors.

Operation

Odors are the only potential operational emissions other than the sources addressed above. Land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding.[4] The proposed Project does not include any uses that would produce operational odors including any restroom facilities that could contribute to operational odor sources. The operations would comply with SCAQMD Rule 402, which would prohibit any air quality discharge that would be a nuisance or pose any harm to individuals of the public. On-site trash receptacles would have the potential to create adverse odors. However, the trash receptacles would be maintained in compliance with the Los Angeles Municipal Code (LAMC). Therefore, the proposed Project would result in a less-than-significant impact related to operations odors.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.4 BIOLOGICAL RESOURCES - Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☑	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☑	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☑	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☑	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	☐	☐	☑	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☑

[4]SCAQMD, *CEQA Air Quality Handbook*, 1993.

A Biological Resources Assessment (BRA) was undertaken for the proposed Project (see **Appendix D**). The conclusions of this technical report are described in the responses to the checklist questions below. The BRA addresses potential impacts to biological resources within the Study Area. The Study Area extends beyond the project site to encompass areas that include biological resources that could be directly or indirectly impacted by the proposed Project.

a) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if the proposed Project would have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species. As discussed in the Biological Resources Assessment, the California Natural Diversity Data Base (CNDDB) identified a total of 52 special-status plant species, 13 sensitive natural communities, and 48 special-status wildlife species (10 of which are birds) near the Study Area. The majority of the Study Area is comprised of urban development including the artificial structure associated with the LA River, ruderal and paved roads and trails, adjacent residential development and associated landscaped areas. No special-status plant species or special-status wildlife species were observed or otherwise detected within the Study Area during field survey on August 6, 2018. While some potentially occurring plant species may not have been blooming at the time of the survey, elements of suitable habitat for special-status plant species were not documented within the project site. Due to the high fragmentation of the project site (isolated and concrete channel) and historic disturbance and development of the Study Area, it is unlikely that species would be present. However, the proposed Project would include the removal of up to approximately 63 trees, including the removal of a small number trees and other vegetation on a maintenance road within the eastern end of the Project site. This area is potentially suitable habitat for:

- Least Bell's Vireo (*Vireo bellii pusillus*) – Federal Endangered, State Endangered
- Western Red Bat (*Lasirurs blossevillii*) – CDFW Species of Special Concern
- Nesting Birds and Raptors

Protocol-level surveys (early May through late July) were conducted to determine whether least Bell's vireo individuals and/or nests were present in the project vicinity. An acoustic/emergent bat survey (early May) was also conducted to determine whether active roosts of western red bat are present in the vicinity of the project site. The surveys identified two nesting pairs of least Bell's vireo in the area immediately below and east of the Orange Bus Line overpass. No western red bats were observed during surveys.

Implementation of Mitigation Measures **BR-1** through **BR-5** would reduce impacts to any species identified as a candidate, sensitive, or special status species less-than-significant levels.

Mitigation Measures

BR-1 Least Bell's Vireo Avoidance and Monitoring

Construction activities, including any earth moving, equipment use, and construction-related noise in excess of 60 dB within 500 feet of the soft-bottom portion of the river shall be avoided during the least Bell's vireo breeding season (February 1 to August 31), if feasible. If breeding season avoidance is not feasible, a qualified biologist shall conduct focused presence/absence surveys in accordance with the United States Fish and Wildlife Service (USFWS) protocols for least Bell's vireo (2001, or its successor), prior to any mobilization activities.

Any survey methodology that deviates from these protocols shall be approved by the USFWS prior to initiation of the first survey.

Surveys shall focus on riparian habitat associated with the soft-bottom portion within the Study Area and adjacent suitable habitat up to 500-feet outside the project area. Prior to construction activity, authorization under Section 2081(b) of the California Fish and Game Code will be obtained from USFWS and CDFW for incidental take that may result from indirect impacts on reproductive success for least Bell's vireo. Additionally, adverse effects to nesting least Bell's vireo will be reduced by implementing the following mitigation measures:

a) Monitoring of least Bell's vireo during construction activities to confirm that mitigation measures are implemented and to assess residual impacts with the authority to halt construction if signs of stress are observed

b) A 500-foot buffer between construction activities and suitable least Bell's vireo nesting habitat in the soft-bottom portion

c) Sound attenuation methods to reduce sound from construction activities to less than 60 db, if feasible

d) Additional measures, if any, required as a result of agency permits or Section 7 consultation

BR-2 Take Authorization Least Bell's Vireo

Prior to construction activities, including any earth moving, equipment use, and construction-related noise making in excess of 60 dB within 500 feet of suitable least Bell's vireo habitat, authorization for the take of least Bell's vireo will be obtained, either through a Consistency Determination of the project's USFWS Biological Opinion or through obtaining an Incidental Take Permit prior to construction activities within 500 feet of suitable least Bell's vireo habitat. If an Incidental Take Permit is required, additional mitigation measures acceptable to the CDFW will be developed and implemented. Measures may include:

a) Habitat protection via the acquisition of Habitat Management (HM) lands in Los Angeles County supporting suitable habitat for least Bell's vireo

b) Habitat restoration/enhancement of suitable habitat for least Bell's vireo within Los Angeles County via the implementation of the following:

    1. Invasive species removal
    2. Planting of native species meeting least Bell's vireo habitat requirements
    3. Stewardship and maintenance for at least 5 years
    4. In-fill planting as needed for at least 5 years
    5. Annual monitoring and reporting of the restoration site for at least 5 years

c) Offsite habitat restoration/enhancement and/or preservation

d) In-lieu fee to CDFW to support least Bell's vireo

Mitigation will be based on potential impacts up to 0.5 acre per nest, for a maximum total of 1 acre. The proposed mitigation area is based on field observations of two active nests within 1,000 feet of the project area, suggesting small territory sizes, and is consistent with previously documented territory size ranges for least Bell's vireo (USFWS 1998).

BR-3 Bat Avoidance

Tree removal may cause direct injury or mortality to roosting bats. To avoid impacts to roosting bats during the maternity season, trees containing suitable bat habitat (as determined by a qualified biologist) will be removed outside of maternity season, during the fall/winter (October through February).

A preconstruction survey will be conducted within two weeks of tree removal by a qualified biologist (this can be done concurrently with other surveys). If bats are observed roosting during the survey, then bats will be encouraged to leave prior to tree removal. A qualified biologist will oversee disturbance of the roost near sunset the day prior to tree removal.

BR-4 Nesting Bird Avoidance

To avoid disturbance of nesting and special-status birds, including raptor species protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code, activities related to the project including, but not limited to, vegetation removal, ground disturbance, and construction and demolition shall occur outside of the bird breeding season (February 1 through August 30), if feasible.

If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than 14 days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction survey shall be conducted on foot inside the project boundary, including a 300-foot buffer (500-foot for raptors), and in inaccessible areas (e.g., private lands) from afar using binoculars to the extent practical. The survey shall be conducted by a qualified biologist. The biologist will prepare a summary of findings within 24 hours of conducting the survey, documenting the presence or absence of any protected native bird within 300 feet of the construction work area (or within 500 feet for raptors and excluding least Bell's vireo).

If nests are found, an avoidance buffer (dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. If a raptor nest is observed in a tree proposed for removal, the Applicant must consult with CDFW. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities shall occur within this buffer until the avian biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

BR-5 Implementation of Best Management Practices

The following Best Management Practices (BMPs) to be implemented for project construction activities to minimize direct and indirect impacts to sensitive communities.

a) Erosion control BMPs to be installed around any stockpiled material to reduce potential run-off into jurisdictional waters. Any material/spoils from project activities to be stored at least 50 feet from potential jurisdictional areas.

b) Materials will be stored on impervious surfaces or plastic ground covers to prevent any spills or leakage. Material storage to be at least 50-feet from channels and/or waterways.

c) Construction materials and spoils to be protected from stormwater runoff using temporary perimeter sediment barriers such as berms, silt fences, fiber rolls, covers, sand/gravel bags, and straw bale barriers, as appropriate.

d) Site washout areas to be at least 50-feet from a storm drain, open ditch or surface water and ensure that runoff flows from such activities do not enter receiving water bodies.

e) All re-fueling, cleaning, and maintenance of equipment to occur at least 50-feet from potentially jurisdictional waters.

f) Prevent the off-site tracking of loose construction and landscape materials by implementing street sweeping, vacuuming, and rumble plates, as appropriate.

g) All vehicles and equipment to be in good working condition and free of leaks. The contractor will prevent oil, petroleum products, or any other pollutants from contaminating the soil or entering a watercourse (dry or otherwise). When vehicles or equipment are stationary, mats or drip pans to be placed below vehicles to contain fluid leaks.

h) All food related trash to be disposed of in closed containers and removed from the project site each day during the construction period or covered such that it will not enter jurisdictional waters or will otherwise attract wildlife to the construction area. At project completion, all project-generated debris, vehicles, building materials, and rubbish to be removed from the project footprint.

b) **Less-Than-Significant Impact**. A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. As discussed above, the majority of the Study Area is comprised of urban development including the artificial structure associated with the LA River, ruderal and paved roads and trails, adjacent residential development and associated landscaped areas. Potential riparian habitat in the soft-bottom portions of the LA River would remain unaffected by the proposed Project as all improvements along the LA River would be along the upper bank of the channel in the existing maintenance path, with one bridge overcrossing, six undercrossings and storm drains within the riverbanks. The LA River channel in the far eastern portion of the Study Area (i.e., soft-bottom portion) contains a small portion of black willow thickets that are Black Willow Riparian Woodland and Forest alliance . It is identified as a sensitive natural community by the California Department of Fish and Wildlife (CDFW). In general, the proposed Project would occur within previously developed and concreted areas of the channel and would not directly or indirectly impact this community. No vegetation trimming or removal would occur within this community. Therefore, the proposed Project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS, and a less-than significant impact would occur.

c) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if the proposed Project would have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. The CDFW has jurisdiction over lakes and streambeds and adjacent riparian resources. The CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake. Of particular interest to CDFW are riparian

trees greater than two inches in diameter at breast height. The Study Area is generally located adjacent to the LA River channel with one bridge overcrossing, six undercrossings and storm drains cut into the concreted riverbanks. CDFW asserts jurisdiction over the LA River, particularly when alteration of features has potential to affect native fish and other wildlife.

Under Section 404 of the Clean Water Act, the United States Army Corps of Engineer has authority to regulate activities that discharge fill of material into wetlands or other "waters of the United States" through issuance of a Section 404 certification. The Study Area contains the LA River which discharges to the Pacific Ocean and is considered to be waters of the United States. The Los Angeles Regional Water Quality Control Board (LARWQCB) has jurisdiction over "waters of the state" pursuant to the Porter-Cologne Water Quality Control Act and has the responsibility for review of water quality certifications per Section 401 of the federal Clean Water Act. The LA River is considered to be waters of the state.

It is anticipated that the proposed Project may proceed under authorization of Nationwide Permit No. 14 (Linear Transportation Projects) pursuant to Section 404 of the Clean Water Act. A Pre-Construction notification will be required. An Individual Certification pursuant to Section 401 of the Clean Water Act from the RWQCB will also be required. Additionally, a notification for a Streambed Alteration Agreement pursuant to Sections 1600–1616 of the California Fish and Game Code must be submitted to CDFW. As part of the project design, a SWPPP that includes BMPs as required by the City of Los Angeles will be developed to minimize direct and indirect impacts to jurisdictional resources. Implementation of Mitigation Measures **BR-6** would reduce impacts to state or federally protected wetlands.

Mitigation Measures

BR-6 Lake and Streambed Alteration Agreement Notification

Notification for a Streambed Alteration Agreement pursuant to Sections 1600–1616 of the California Fish and Game Code will be submitted to CDFW. A permit pursuant to Sections 1600-1616 of the California Fish and Game Code will be obtained prior to disturbance of jurisdictional resources. CDFW's issuance of an Streambed Alteration Agreement for a project that is subject to CEQA will require CEQA compliance actions by CDFW as a responsible agency.

Any Streambed Alteration Agreement issued for the project by CDFW may include additional measures protective of streambeds on and downstream of the project such as additional erosion and pollution control measures. To compensate for any on-site and off-site impacts to riparian resources, additional mitigation conditioned in any Streambed Alteration Agreement may include the following: avoidance of resources, on-site or off-site creation, enhancement, or restoration, and/or protection and management of mitigation lands in perpetuity.

The proposed Project will occur within previously-developed areas and remove non-native tree, but will not directly or indirectly impact sensitive riparian resources.

d) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Regional and local wildlife movements are expected to be concentrated near topographic features that allow convenient passage, including roads, drainages, and ridgelines. In the vicinity of the proposed Project, land use to the north, east,

and south consists primarily of residential, commercial, and industrial uses and heavily travelled arterials and does not support wildlife corridors that allow for wildlife movement. However, the LA River is a wildlife corridor along the vegetated portion in the far eastern portion of the Study Area through which aquatic and riparian species can move through the Sepulveda Basin area. While project activities may temporarily displace common wildlife species, the proposed Project would not prevent wildlife from using the area as a movement corridor once it is complete. It is not connected to a designated Significant Ecological Areas and therefore does not link significant wildlife habitat. Portions of the LA River channel are used as a wildlife corridor for aquatic and riparian species and migratory birds. However, the bikeway would be placed within existing, developed areas, would not fragment existing habitat, and would not significantly interfere with wildlife movement. Therefore, a less-than-significant impact would occur.

e) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project were inconsistent with local regulations pertaining to biological resources, such as tree preservation policy or ordinance. The proposed Project would include greenways and landscaping along the bikeway/pedestrian path, which would follow the LA River Master Plan Landscaping Guidelines and Plant Palette (2004) and consist of California native species and drought-resistant and drought-tolerant planting. As part of the proposed Project, up to approximately 63 trees, which vary in species and size, have the potential to be removed. The number of the trees and species that may be removed are:

- 5 *Phoenix canariensis* (Canary Island Date Palm)
- 1 *Magnolia grandiflor*a (Southern Magnolia)
- 1 *Jacardanda mimosifolia* (Jacaranda)
- 27 *Washingtonia filifera* (California fan palm)
- 2 *Pinus pinea* (Italian stone pine)
- 1 *Pinus canariensis* (Canary Island pine)
- 12 *Ficus benjamina* (Benjamin fig)
- 6 *Tipuana tipu* (Tipu tree)
- 1 *Lagerstroemia indica* (crape myrtle)
- 5 *Rhus lancea* (African sumac)
- 2 *Schinus molle* (Peruvian pepper tree)

Efforts to limit the number of trees to be removed would be made, and it is very likely that not all of these trees would need to be removed. The locations of the trees that have the potential to be removed can be seen in the Tree Removal Plan Exhibit provided in **Appendix A**. The proposed Project would not conflict with any local policies or ordinances protecting biological resources and would not violate any local regulation regarding protected trees as all the trees that would be removed are non-native and non-protected. Therefore, a less-than-significant impact would occur.

f) **No Impact**. A significant impact would occur if the proposed Project were inconsistent with any adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan. Most of the project site is comprised of urban development including the artificial structure associated with the LA River bed and bank, as well as ruderal and paved roads and trails. The project site is adjacent to residential development and associated landscaped areas. The proposed Project would close existing bikeway gaps along the LA River and would be consistent with the Greater Los Angeles County Open Space for Habitat and Recreation Plan's goal to provide more recreational open space in Los Angeles's most urbanized areas

through neighborhood and community parks and sports fields. The project site is not located within or adjacent to the boundaries of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.5 CULTURAL RESOURCES - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☑	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☑	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☑	☐	☐

A Cultural Resources Assessment Report was prepared for the proposed Project (see **Appendix E**). The conclusions of this technical report are described in the responses to the checklist questions below.

a) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project would cause a substantial adverse change in the significance of a historical resource. CEQA Guidelines Section 15064.5 generally defines a historical resource as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values.

As discussed in the Cultural Resources Assessment Report, the site-specific research and the intensive-level pedestrian survey conducted for the proposed Project identified three historical resources partially located within the project site, the Los Angeles River, Reseda Park, and Sepulveda Basin Recreation Area. The LA River is presumed eligible for listing in the National Register of Historic Places, California Register of Historical Resources, and as City of Los Angeles Historical Cultural Monument. The LA River historic district is comprised of the river and associated elements which have contributed to the growth and development of Los Angeles County. Reseda Park was found to be an excellent example of a municipal recreation facility, established to provide recreational services to the growing population of the west Valley. Similarly, the Sepulveda Basin Recreation Area was found to be an excellent example of a large-scale municipal recreational facility (second largest in Los Angeles), constructed to meet the needs of the West San Fernando Valley's expansive growth in the mid-20th century while maintaining a strong sense of open, naturally vegetative landscape.

The proposed Project would include improvements to a 2.9-mile segment of the 51-mile long LA River (including cuts into the river channel to allow the bike path to pass under certain bridges), as well as minor wayfinding enhancements such as signage and striping within areas near and adjacent to the LA River. Project elements located within Reseda Park, and the Sepulveda Basin Recreation Area would include the installation of a pedestrian and bike path along the existing LA River service road through both parks and the construction of three pedestrian and bike path roundabouts and one street undercrossing in existing ROW in the Sepulveda Basin Recreation Area.

Following implementation of the proposed Project, the character-defining features and historic integrity of the LA River, Reseda Park, and Sepulveda Basin Recreation Area, would remain intact. Their historic integrity would not be negatively impacted, and they would remain eligible historical resources, and the proposed Project would not result in the substantial adverse change to any historical resources Therefore, the proposed Project would result in a less-than-significant impact.

b) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed Project. CEQA Guidelines Section 15064.5 defines significant archaeological resources as resources which meet the criteria for historical resources, as discussed above, or resources that constitute unique archaeological resources associated with a scientifically recognized important prehistoric or historic event or person.

As discussed in the Cultural Resource Assessment Report, a search of the California Historical Resources Information System (CHRIS) identified 44 previously conducted cultural resources studies and eight previously recorded cultural resources within a one-mile radius of the project site. None of the studies or the previously recorded cultural resources identified by the records search are located within the project site. An archaeological resources survey was also conducted of the project site. Visibility of native ground surface was low (less than five percent), as most of the project site has been developed with urban infrastructure and the LA River channel. Inspection of isolated areas of exposed ground surface indicates extensive disturbance of surficial deposits. Given the developed nature of the project site and its proximity to the LA River, it is likely that subsurface sediments have been extensively disturbed. This finding suggests that there is a relatively low potential for substantial intact cultural deposits to be present in the project site.

In case of the unanticipated discovery of cultural resources during project construction, the proposed Project is required to adhere to existing regulations. Several federal and state laws regulate the treatment of cultural resources, as well as make it a criminal violation to destroy those resources. These include, but are not limited to:

- California Penal Code Section 622.5 provides the following:

  Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor.

- Public Resources Code Section 5097.5 (a) states, in part, that:

  No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.

To address these regulations, if cultural resources are encountered during ground-disturbing activities, work in the immediate area would halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) would be contacted immediately to evaluate the find. Depending on the nature of the discovery, additional work, such as data recovery excavation, Native American consultation, and archaeological monitoring to ensure that impacts are not incurred, may be warranted. Therefore, with compliance with Mitigation Measure **CR-1**, a less-than-significant impact would occur.

Mitigation Measure

CR-1 If cultural resources are encountered during ground-disturbing activities, work in the immediate area shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the find. The consulting tribes (including the Ferndandeño Tataviam Band of Mission Indians) shall also be notified of the find to assist in the evaluation. Following evaluation, an appropriate treatment should be developed to ensure that archaeological resources are not impacted.

c) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. No archaeological resources were identified within the project area. The proposed Project would involve minimal ground disturbance in most areas and would be constructed in areas of previous soil disturbance. Accordingly, no impacts to subsurface human remains are anticipated. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to exist within the project site, there is always a possibility that human remains may be unexpectedly encountered during construction.

In case of the unanticipated discovery of human remains during project construction, the proposed Project is required to adhere to existing regulations. Specifically, if human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner makes a determination of origin and disposition, pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the county coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of being granted access and provide recommendations as to the treatment of the remains to the landowner. Therefore, with compliance with Mitigation Measure **CR-2**, a less-than-significant impact would occur.

Mitigation Measure

CR-2 If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.6 ENERGY - Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☑	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☑	☐

a-b) **Less-Than-Significant Impact**. The main forms of available energy supply are electricity, natural gas, and oil. During construction of the proposed Project, energy would be consumed in the form of electricity associated with the conveyance of water used for dust control, powering lights, electronic equipment, or other construction activities that require electrical power. Construction activities typically do not involve the consumption of natural gas. Construction activities would consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment, round-trip construction worker travel to the project site, and delivery and haul truck trips. Construction activities would comply with CARB's "In-Use Off-Road Diesel Fueled Fleets Regulation", which limits engine idling times to reduce harmful emissions and reduce wasteful consumption of petroleum-based fuel. Additionally, the proposed Project would comply the California Renewable Portfolio Standard, the Clean Energy and Pollution reduction Act of 2015 (Senate Bill (SB) 350). Compliance with local, state, and federal regulations would reduce short-term energy demand during the proposed Project's construction to the extent feasible, and proposed Project construction would not result in a wasteful or inefficient use of energy.

During operations of the proposed Project, the Los Angeles Department of Water and Power (LADWP) would provide electricity to the project site. Energy use associated with operation of the proposed Project would be typical of recreational uses, requiring electricity for exterior lighting features, security systems, and irrigation systems. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment. In addition to on-site energy use, the proposed Project would result in transportation energy use associated with vehicle trips. The proposed Project would reduce annual VMT by approximately 458,000 miles and reduce costs to society associated with health care provisions and energy demands.

However, as a recreational facility, the proposed Project does not involve any characteristics or processes that would require the use of energy intensive equipment or involve the use of equipment that would not conform to current emissions standards and related fuel efficiencies.

In April 2015, the City of Los Angeles adopted the Sustainable City pLAn, a roadmap made up of short term (by 2017) and longer term (by 2025 and 2035) targets in 14 categories to reduce energy consumption. The pLAn proposes several policies related to energy-efficiency and conservation, including requirements to recycle 80 percent of construction debris by 2021. Construction of the proposed Project will be subject to the California Green Building Standards Code, which requires nonresidential development projects to employ BMPs in reducing energy consumption during construction and operations. The proposed Project does not include any feature (i.e., substantially alter energy demands) that would interfere with implementation of these state and City codes and plans. Therefore, a less-than-significant impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.7 GEOLOGY AND SOILS - Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to division of Mines and Geology Special Publication 42.	☐	☐	☐	☑
ii) Strong seismic ground shaking?	☐	☐	☑	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☑	☐
iv) Landslides?	☐	☐	☐	☑
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☑	☐
d) Be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☑	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☑
f) Directly or indirectly destroy a unique paleontological resource or unique geologic feature?	☐	☐	☑	☐

A Geotechnical Engineering Report was prepared for the proposed Project (see **Appendix G**). The conclusions of this report are described in the responses to the checklist questions below.

a.i) **No Impact**. A significant impact would occur if the proposed Project would exacerbate existing environmental conditions by increasing the potential to expose people or structures to the rupture of a known earthquake fault. The Alquist-Priolo Earthquake Fault Zoning Act regulates development near active faults to mitigate the hazard of surface fault rupture. It prohibits the location of most structures for human occupancy across the trace of active faults. The Act also establishes Earthquake Fault Zones and requires geologic/seismic studies of all proposed developments within 1,000 feet of the zone. The Earthquake Fault Zones are delineated and defined by the State Geologist and identify areas where potential surface rupture along a fault could occur. According to the California Department of Conservation Earthquake Zones of Required Investigation map, the project site is not located within the Alquist-Priolo Special Studies Zone, and no trace of any known active or potentially active fault passes through the project site.[5] Therefore, no impact would occur.

a.ii) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project would exacerbate existing environmental conditions by increasing the potential to expose people or structures to substantial adverse effects related to strong ground shaking from severe earthquakes. As with all properties in the seismically active Southern California region, the project site is susceptible to ground shaking during a seismic event. The ground motion characteristics of any future earthquakes in the region would depend on the characteristics of the generating fault, the distance to the epicenter, the magnitude of the earthquake, and the site-specific geologic conditions. The proposed Project does not include activities that would increase the potential to expose people or structures to the adverse effects involving strong seismic ground shaking. The proposed Project primarily consists of the construction of a bikeway adjacent to the LA River and includes shade structures, wayfinding signage, benches, path of travel, accessible drinking fountains, and landscaping. To reduce impacts from strong seismic ground shaking, the design and construction of the proposed Project would conform to California Building Code seismic standards, as well as the recommendations in the site-specific geotechnical investigation conducted for the proposed Project. Therefore, a less-than-significant impact would occur.

a.iii) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project would exacerbate existing environmental conditions by increasing the potential to expose people or structures to substantial adverse effects related to seismic-related ground failure, including liquefaction. Liquefaction typically occurs when a saturated or partially saturated soil becomes malleable and loses strength and stiffness in response to an applied stress caused by earthquake shaking or other sudden change in stress conditions. Soil liquefaction occurs when loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Liquefaction usually results in horizontal and vertical movements from the lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. According to the California Department of Conservation's Earthquake Zones of Required Investigation Map, the project site is

[5]California Department of Conservation, *Earthquake Zones of Required Investigation,* https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed May 24, 2021.

located within the Canoga Park liquefaction hazard zone.[6] The site-specific geotechnical investigation conducted for the proposed Project also outlines design elements that would maintain structural integrity to the maximum extent. Therefore, with conformance with California Building Code seismic standards and the recommendations in the site-specific geotechnical investigation, impacts would be less than significant

a.iv) **No Impact**. A significant impact would occur if the proposed Project would exacerbate existing environmental conditions by increasing the potential to expose people or structures to substantial adverse effects related to landslides. According to the California Department of Conservation's Earthquake Zones of Required Investigation Map, the project site is not located within an earthquake-induced landslide area.[7] Furthermore, the project area is relatively flat with minimal relief, making slope instability and landslide potential negligible. Therefore, no impact would occur.

b) **Less-Than-Significant Impact**. A significant impact would occur if construction activities or future uses of the proposed Project would result in substantial soil erosion or loss of topsoil. During ground disturbing activities, such as grading, the project site could potentially be subject to soil erosion or loss of topsoil. However, the proposed Project would be required to comply with local, state, and federal regulations and standards related to minimizing potential erosion impacts including Section 408 and Section 404 Permits from the United States Army Corps of Engineers. Section 64.72 of the LAMC also identifies requirements for stormwater pollution control measures from construction activities. Low impact development (LID) practices and standards for stormwater pollution mitigation would be implemented, and a SWPPP would be reviewed and approved prior to construction and operation of the proposed Project. The SWPPP would implement set LID standards and practices for stormwater pollution mitigation. Therefore, a less-than-significant impacts related to soil erosion or the loss of topsoil would occur.

c) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project would cause geologic unit or soil on the project site to become unstable or, if the project site is on unstable geologic unit or soil as to increase the potential for landslides, lateral spreading, subsidence, liquefaction, or collapse. As discussed above, the project site is not located within a liquefaction hazard zone or within an earthquake-induced landslide area.[8] Construction of the proposed Project would not involve extensive excavation, soil destabilization, or other activities which would affect seismic conditions or alter underlying soil or groundwater characteristics that govern liquefaction potential. In addition, the project area is relatively flat with minimal relief, making slope instability and landslide potential negligible. The proposed Project would also conform with California Building Code seismic standards and the recommendations in the site-specific geotechnical investigation to maintain structural integrity to the maximum extent feasible. Therefore, impacts related to unstable soils would be less than significant.

[6]California Department of Conservation, *Earthquake Zones of Required Investigation,* https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed May 24, 2021.
[7]*Ibid*.
[8]California Department of Conservation, *Earthquake Zones of Required Investigation,* https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed May 24, 2021.

d) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project would be built on expansive soils without proper site preparation or adequate foundations for proposed buildings, thus posing a hazard to life and property. Expansive soils shrink and swell with changes in soil moisture. Soil moisture may change from landscape irrigation, rainfall, and utility leakage. Expansive soils are commonly very fine-grained with high to very high percentages of clay and are usually found in areas where underlying formations contain an abundance of clay minerals. Due to high clay content, expansive soils expand with the addition of water and shrink when dried, which can cause damage to overlying structures. As determined by the Geotechnical Engineering Investigation, subsurface conditions of the project area consist of fat and lean clay, sandy lean clay to sandy silt with interbeds of silty and clayey sand, interbedded silty sand, sandy silt, clayey sand, well to poorly graded sand, and well to poorly graded gravel. These upper on-site soils are considered to have a very low expansion potential. Construction of the proposed Project would occur in areas that have been previously disturbed. Construction of the undercrossings would involve excavations and material export which would disturb the existing concreted channel banks. As part of the undercrossing construction, six-foot retaining walls at least 5 feet above the bottom of the river channel are proposed. Prior to excavation, walls, structures, or portions of structures within a horizontal distance of 1½ times the depth of the excavation would be inspected to determine their present condition. The implementation of these measures during construction would create adequate foundations to support the proposed Project and would ensure the stability of the soils in the project area. Therefore, impacts related to expansive soils would be less than significant.

e) **No Impact**. A significant impact would occur if adequate wastewater disposal were not available to the project site. The project site is fully developed and located in an urbanized area of the City, where wastewater infrastructure is currently in place. The proposed Project would integrate landscaped buffers alongside the bikeway to provide stormwater BMP elements. Run-off from impervious surfaces of the bikeway would be sloped and directed into adjacent bioswales (located at the micro river parks) and drainages designed as part of the proposed Project to reduce the velocity and flow of stormwater, as well as reduce pollutant discharges. These stormwater features would promote environmental sustainability. The bioswales designed at the micro river parks would contain California native plants that can withstand period inundation and additional filtration through sand and gravel to recharge groundwater and excess runoff ultimately being directed into the river. The proposed Project would not include septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

f) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project directly or indirectly destroyed a unique paleontological resource or unique geologic feature. A paleontological resource evaluation was undertaken for the proposed Project (see **Appendix F**). According to the Paleontological Resource Memorandum, the Holocene alluvial deposits mapped at the surface of the project area have a low paleontological sensitivity. The potential for encountering fossil resources during project-related ground disturbance is low because ground disturbance (other than piles for retaining walls) would not extend deep enough into the subsurface to reach potentially fossiliferous Pleistocene deposits. California law provides for the following in the unlikely event resources were to be encountered:

California Penal Code Section 622.5:

> *Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor.*

Public Resources Code Section 5097.5 (a) states, in part, that:

> *No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.*

In the event an unanticipated fossil discovery is made during the course of the project development, in order to comply with existing regulations, the City would adhere to existing Society of Vertebrate Paleontology guidelines, which require a qualified professional paleontologist be retained in order to examine any find and to determine whether further action to protect such finds is warranted (see **Appendix D**). Therefore, impacts related to paleontological resources would be less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.8 GREENHOUSE GAS EMISSIONS - Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☑	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☑	☐

A greenhouse gas (GHG) emissions analysis was conducted for the proposed Project (see **Appendix C**). The conclusions of the technical memorandum are described in the responses to the checklist questions below.

a) **Less-Than-Significant Impact**. GHG emissions refer to a group of emissions that are generally believed to affect global climate conditions. The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. GHGs, such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), keep the average surface temperature of the Earth close to 60 Fahrenheit (°F). Without the natural greenhouse effect, the Earth's surface would be about 61°F cooler.[9]

[9]California Environmental Protection Agency Climate Action Team, *Climate Action Report to Governor Schwarzenegger and the California Legislator*, March 2006.

In addition to CO_2, CH_4, and N_2O, GHGs include hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), black carbon (black carbon is the most strongly light-absorbing component of particulate matter emitted from burning fuels, such as coal, diesel, and biomass), and water vapor. CO_2 is the most abundant pollutant that contributes to climate change through fossil fuel combustion. The other GHGs are less abundant but have higher global warming potential than CO_2. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent of CO_2, denoted as CO_2e. CO_2e is a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential (GWP) of a GHG, is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

The CEQA Guidelines require lead agencies to adopt GHG thresholds of significance. When adopting these thresholds, the amended Guidelines allow lead agencies to consider thresholds of significance adopted or recommended by other public agencies, or recommended by experts, provided that the thresholds are supported by substantial evidence, and/or to develop their own significance threshold. Neither the City nor SCAQMD has officially adopted a quantitative threshold value for determining the significance of GHG emissions that will be generated by projects under CEQA.

SCAQMD published the Draft Guidance Document – Interim CEQA GHG Significance Threshold in October 2008.[10] SCAQMD convened a GHG CEQA Significance Threshold Stakeholder Working Group beginning in April of 2008 to examine alternatives for establishing quantitative GHG thresholds within the district's jurisdiction. The Working Group proposed a tiered screening methodology for assessing the potential significance of GHG emissions generated by CEQA projects. The tiered screening methodology was outlined in the minutes of the final Working Group meeting on September 28, 2010.[11] For the purposes of this environmental assessment, the interim Tier III screening threshold value of 3,000 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year is the most appropriate comparison value for impacts determination based on the recreational elements comprising the proposed Project.

GHG emissions that will be generated by the proposed Project were estimated using CalEEMod, as recommended by the SCAQMD. CalEEMod quantifies GHG emissions from construction activities and future operation of projects. Sources of GHG emissions during project construction will include heavy-duty off-road diesel equipment and vehicular travel to and from the project site. Sources of GHG emissions during project operation will include vehicular travel, energy demand, and water use. In accordance with SCAQMD methodology, the total amount of GHG emissions that would be generated by construction of the proposed Project was amortized over a 30-year operational period to represent long-term impacts.

[10]SCAQMD, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008.
[11]SCAQMD, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15*, September 28, 2010, http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf?sfvrsn=2, accessed on May 25, 2021.

Table 8 presents the estimated GHG emissions that would be released to the atmosphere on an annual basis by the proposed Project. Construction of the proposed Project would produce a maximum of 1763.03 $MTCO_2e$, or 58.8 $MTCO_2e$ annually over a 30-year period. The total annual operating emissions would be approximately 65.4 $MTCO_2e$ per year after accounting for amortized construction emissions. This mass rate is adequately below the most applicable quantitative draft interim threshold of 3,000 $MTCO_2e$ per year recommended by SCAQMD to capture 90 percent of CEQA projects within its jurisdiction. Therefore, impacts would be less than significant.

TABLE 8: PROPOSED PROJECT ANNUAL GREENHOUSE GAS EMISSIONS

Scenario and Emission Source	Carbon Dioxide Equivalent (Metric Tons per Year)
Construction Emissions Amortized (Direct)/a/	58.8
Area Source Emissions (Direct)	<0.0
Energy Source Emissions (Indirect)	0.0
Mobile Source Emissions (Direct)	0.0
Waste Disposal Emissions (Indirect)	<0.0
Water Distribution Emissions (Indirect)	6.7
TOTAL	**65.5**
SCAQMD Draft Interim Significance Threshold	**3,000**
Exceed Threshold?	**No**

/a/ Based on SCAQMD guidance, the emissions summary also includes construction emissions amortized over a 30-year span.
SOURCE: TAHA, 2021.

b) **Less-Than-Significant Impact**. Assembly Bill 32 requires CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions and directs CARB to set a GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner. On December 11, 2008, CARB adopted the Scoping Plan, which sets forth the framework for facilitating the State's goal of reducing GHG emissions to 1990 levels by 2020. The First Update of the Scoping Plan was adopted on May 22, 2014. CARB has adopted the 2017 Scoping Plan in November 2017 which details strategies to cut back 40 percent of GHGs by 2030. Neither Assembly Bill 32, the updated first Scoping Plan or the 2017 Scoping Plan establishes regulations implementing, for specific projects, the Legislature's Statewide goals for reducing GHGs.[12] The Scoping Plan outlines a series of technologically feasible and cost-effective measures to reduce statewide GHG emissions, including expanding energy efficiency programs, increasing electricity production from renewable resources (at least 33 percent of the statewide electricity mix), and increasing automobile efficiency, implementing the Low-Carbon Fuel Standard, and developing a cap-and-trade program. These measures are designed to be implemented by state agencies, and therefore the proposed Project would not interfere with implementation of the Assembly Bill 32 measures.

[12] *Center for Biological Diversity v. California Department of Fish and Game* (2015) 62 CAl.4th 204, 259.).

The California legislature enacted SB 375 in 2008 to set regional targets for the reduction of GHG emissions and require the preparation of SCSs by metropolitan planning organizations. For the SCAG region, the SCS is contained in the Connect SoCal 2020–2045 RTP/SCS. The RTP/SCS focuses the majority of new job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. The proposed Project would be an infill recreational development to serve the surrounding residential population and would provide new pedestrian and bicycle access and connectivity to transit, residential homes, schools, jobs, parks, and other community-serving amenities. A traffic study developed for the proposed Project determined that the proposed Project would reduce regional annual VMT by 458,000 miles. Additionally, the Metro G Line (Orange) Reseda Station, which is considered a major transit stop, would be located approximately 0.53 miles south from the nearest pedestrian and bike path access point. Pedestrian and bike path access points would also have nearby connections to the local Metro bus lines 240 and 774. The project is located within a Transit Priority Area (TPA) as defined by the SCAG, as part of SCAG's 2045 plan. Therefore, the proposed Project would be consistent with the RTP/SCS and SB 375.

SB 743 was enacted in 2013 to progress the assessment of transportation impacts under CEQA, and in 2018 new CEQA Guidelines were published that incorporated SB 743 by promulgating the use of VMT and VMT reductions as a significance threshold metric. Because the proposed Project is located within a TPA, the proposed Project would not have the potential to conflict with the regional VMT reduction efforts of SB 743 and impacts are presumed to be less than significant.

With regards to local climate planning initiatives, the City adopted Sustainable City pLAn in April 2015 to guide the City toward attainable conservation goals that may also significantly reduce the impact of GHG emissions within the community. The proposed Project would be consistent with the pLAn by complying with the California Building Code (Title 24), including the California Green Building Standards Code. The California Green Building Standard Code, referred to as CALGreen, is the first statewide Green Building Code. CALGreen lays out minimum requirements for newly constructed buildings in California, which will reduce GHG emissions through improved efficiency and process improvements. It requires builders to divert 65 percent of construction waste from landfills to recycling, and to use low-pollutant paints, carpets, and floors.

Additionally, the Conservation Element of the City's General Plan states that the City has the responsibility to monitor development and to plan and implement programs and measures to improve mobility and reduce air pollution, such as transit-oriented development (TOD). The proposed Project is a recreational bikeway that would reduce regional VMT and would be located just over one-half mile of the Metro G Line (Orange) Reseda Station, and therefore satisfies the goals of the Conservation Element. Therefore, impacts would be less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.9 HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☑	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☑	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☑	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☑
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☑	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☑	☐
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☑	☐

a) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project created a significant hazard to the public or the environment through the routine transport, use, and disposal of hazardous materials. The proposed Project would consist of constructing a 2.9-mile long bikeway along the LA River channel, on-street improvements, and the development of miniparks. Such activities are not anticipated to result in the release of any hazardous materials as the proposed work would not require substantial ground disturbance. Construction activities would be carried out in compliance with all applicable requirements and regulations related to the handling of hazardous materials. Construction of the proposed Project would involve the use of construction equipment that may use potentially hazardous materials (i.e., vehicle fuels, oils, transmission fluids). Operation of the proposed Project would primarily consist of maintenance activities along the bike path and at the river end street parks that could use hazardous materials (i.e., fertilizers, paints, solvents, cleaner, vehicle fuels). All hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with federal Occupational Safety and Health Administration and California Occupational Safety and Health Administration standards and other applicable regulations. Therefore, impacts related to the creation of

hazards to the public or the environment through the routine transport, use, disposal, or release of hazardous materials would be less than significant.

b) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project created a significant hazard through the accidental release of hazardous materials into the environment. As discussed above, all hazardous materials used during construction and operation of the proposed Project would be contained, stored, and used in accordance with manufacturers' instructions and applicable regulations. No long-term uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. Therefore, impacts related to the upset and accidental release of hazardous materials into the environment would be less than significant.

c) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Reseda Charter High School, Magnolia Science Academy 5 School, and Zane Grey Continuation School are all located at 18230 Kittridge Street, approximately 350 north of the proposed Project. There is a potential for release of hazardous emissions or handling of hazardous materials and substances during the short-term construction activities associated with the proposed Project. However, as discussed above, any hazardous materials used during construction of the proposed Project would be handled in accordance with applicable state laws and regulations, manufacturers' standards. Therefore, a less-than-significant impact would occur.

d) **No Impact**. A significant impact would occur if the proposed Project would be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) each maintain a database (EnviroStor and GeoTracker, respectively) that provides access to detailed information on hazardous waste sites and their cleanup statuses. EnviroStor focuses on hazardous waste facilities and sites with known contamination or sites with possible reason for further investigation. GeoTracker focuses on sites that impact or have the potential to impact water quality in California, with an emphasis on groundwater. A review of the GeoTracker and EnviroStor environmental databases (see **Appendix H**) indicates that the project site is not located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code. The search of the databases determined that three sites consisting of leaking underground storage tanks are located within 1,000 feet of the proposed Project. However, each of these sites have been recorded as having completed all cleanup activities and no open cases of contamination or active cleanup sites are within 1,000 feet of the proposed Project.[13,14] Therefore, a less-than-significant impact would occur.

e) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project was located within an airport land use plan or within two miles of a public airport or public use airport and would result in a safety hazard or excessive noise for people residing or working in the project area. The Van Nuys Airport is located approximately

[13]Department of Toxic Substances Control, *EnviroStor*, https://www.envirostor.dtsc.ca.gov/public/, accessed May 25, 2021.
[14]Department of Toxic Substances Control, *GeoTracker*, https://geotracker.waterboards.ca.gov/, accessed May 25, 2021.

1.1 mile to the north of the project area. However, there are no vertical elements associated with the proposed Project that are of a height that could pose safety hazards to air traffic or to people residing in the surroundings of the airport. Furthermore, as discussed in detail in Section 4.13, Noise, of this Initial Study, the proposed Project would not result noise hazard for people residing or working in the area. Therefore, a less-than-significant impact would occur.

f) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. According to the City of Los Angeles's Emergency Operations Master Plan and Procedures, the proposed Project would intersect two secondary disaster routes, Victory Boulevard and Balboa Boulevard, and is located just north of primary disaster route US-101 freeway. However, the proposed Project would not involve any uses that would interfere with an emergency response or impede any emergency evacuation routes or response plans. In the event of an emergency, the proposed Project would comply with the City of Los Angeles 2018 Local Hazard Mitigation Plan, which addresses the City's planned response to extraordinary emergency situations associated with man-made and natural disasters.[15] Therefore, a less-than-significant impact would occur.

g) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project would expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires. Most of the project site is comprised of urban development including the artificial structure associated with the LA River bed and bank, ruderal and paved roads and trails, adjacent residential development and associated landscaped areas. The project site is not located within a wildland area and is not considered a significant fire hazard by the California Department of Forestry and Fire Protection. Therefore, a less-than-significant impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.10 HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☑	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☑

[15]City of Los Angeles, *2018 Local Hazard Mitigation Plan,* https://www.emergency.lacity.org/hmp-documents, accessed May 26, 2021.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in a substantial erosion or siltation on- or off-site;	☐	☐	☑	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☑	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☑	☐
iv) impede or redirect flood flows?	☐	☐	☑	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☑
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☑	☐

a) **Less-Than- Significant Impact**. A significant impact would occur if the proposed Project would violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. The proposed Project would be constructed along the LA River embankment. Construction activities would generally include minor earth moving, maintenance/operation of construction equipment and handling/storage/ disposal of materials, which may contribute to pollutant loading in the LA River channel as well as storm water runoff. Construction of the six undercrossings would retaining walls which would have a maximum depth of 10 feet and would be located opposite of the LA River side of the Project. The Project would be required to obtain a Section 404 permit from the USACE for the permanent alteration of the LA River channel associated with proposed undercrossings. With conformance to applicable City of Los Angeles and regional regulations and requirements concerning storm water discharge, and implementation of standard source control and treatment BMPs, the Project would minimize or eliminate the discharge of potential pollutants from storm water runoff to the maximum extent practicable. In addition, the Project would be implemented in areas currently developed with paved asphalt streets and sidewalks, and construction activities would primarily occur in areas where soil has already been disturbed as a result of construction of the existing roadways, sidewalks, and the LA River channel. Additionally, all activities would comply with the Statewide Construction General Permit that requires implementation of a SWPPP to address erosion and sedimentation at the project site during construction activities. Temporary BMPs (i.e., silt fences, straw waddles, sediment traps, gravel sandbag barriers or other effective sediment and erosion control BMPs would be implemented to control runoff and erosion during construction activities. Implementation of erosion and sediment control BMPs

would prevent substantial soil erosion and sedimentation from exposed soils, thereby protecting water quality. The Statewide Construction General Permit also requires final stabilization of the project site following completion of construction activities. Final stabilization is defined by the Statewide Construction General Permit as the project area would not pose any additional sediment discharge risk than it did prior to the commencement of construction activity.

The proposed Project would integrate landscaped buffers alongside the bikeway, and run-off from impervious surfaces of the bikeway would be sloped and directed into adjacent bioswales (located at the micro river parks) and drainages to reduce the velocity and flow of stormwater, as well as reduce pollutant discharges. The bioswales designed at the micro river parks would contain California native plants that can withstand period inundation and additional filtration through sand and gravel to recharge groundwater and excess runoff ultimately being directed into the LA River. These stormwater features would promote environmental sustainability.

The proposed Project would comply with all federal, state, and local laws and regulations governing water quality, waste discharge, and groundwater quality. When modifying the channel wall in order to create underpasses, hydraulic modeling on the Hydraulic Engineering Center-River Analysis System computer software will be performed, which measures water surface profiles, and fluid dynamics, in order to identify any potential for adverse effects that could result from the modification to the LA River channel. The United States Army Corp of Engineer reviews the data results of the model to ensure no potential for adverse impacts. Therefore, a less-than-significant impact would occur.

b) **No Impact**. A significant impact would occur if the proposed Project would substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed Project may impede sustainable groundwater management of the basin. The proposed Project is within the San Fernando Valley Groundwater Basin. Recharge of the basin is from a variety of sources. Spreading of imported water and runoff occurs in the Pacoima, Tujunga, and Hansen Spreading Grounds. However, none of these Spreading Grounds are near the project site.[16] Groundwater was encountered at a depth ranging from approximately 25 to 33 feet below ground surface. Groundwater levels are expected to fluctuate with seasonal rainfalls, dry weather (i.e., drought conditions), and pumping activities in the vicinity of the undercrossing sites (see **Appendix G**). Nonetheless, groundwater is not expected to be affected by the proposed retaining wall fountains as the foundation elements are at least five feet above the bottom of the LA River channel. The proposed Project would not entail grading at depths that would affect groundwater levels. Furthermore, the proposed Project would not require the use of groundwater, would not install any groundwater wells, and would not otherwise directly withdraw any groundwater during construction or operations of the proposed Project. Therefore, no impact would occur.

c.i) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project would substantially alter the existing drainage pattern of the project site, including through the alteration of the course of an existing stream or river or through the addition of impervious surfaces, in a manner that would result in a substantial erosion or siltation

[16]California's Groundwater Bulletin 118, *San Fernando Valley Groundwater Basin,* https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/4_012_SanFernandoValley.pdf, accessed May 26, 2021.

on or off-site. The proposed Project would lie adjacent to the LA River embankment. However, as previously stated, the proposed Project would not involve the alteration of the LA River and the project design will be adjusted as needed to ensure no adverse impacts to river hydraulics. Additionally, as discussed above, the proposed Project would be required to obtain a General Construction Activity Stormwater Permit, issued by the SWRCB. One of the conditions of the General Permit is the development and the implementation of a SWPPP, which would identify structural and nonstructural BMP to be implemented during the construction phase. With implementation of BMPs, the proposed Project would not violate any water quality standards or waste discharge requirements. The proposed Project would comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) General Construction Activity Permit, and therefore, would not alter existing drainage patterns in a manner that would result in erosion or flooding or increase stormwater runoff that would likely exceed existing storm drain capacity or increase pollutants in stormwater runoff. As discussed above, the proposed Project would also include bioswales that would absorb stormwater and prevent runoff from egressing the project site at to recharge groundwater. Therefore, impacts would be less than significant.

c.ii) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project would increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The project site is covered in impervious surfaces and lies adjacent to the LA River embankment. Construction activities could include minor earth moving, maintenance/operation of construction equipment and handling/storage/disposal of materials, which may contribute to pollutant loading in the LA River channel as well as storm water runoff. However, as previously stated, all activities would comply with the SWPPP to prevent surface runoff from discharging into the river channel. Following final site stabilization, the proposed Project would not pose additional sediment discharge risk compared to existing conditions. Additionally, while the Federal Emergency Management Agency (FEMA) classifies LA River as an area with 1 Percent Chance Annual Flood Zone, all runoff and water would be contained within the LA River channel.[17] All areas of the Project, including the six undercrossings would be constructed along the LA River embankment, above the base flood elevation and outside the Special Flood Hazard Area. The project area surrounding the flood channel is located in an Area of Minimal Flood Hazard. Therefore, despite its adjacency to the LA River, the project site is not in a high-risk flood zone. Therefore, the proposed Project is not expected to result in impacts to the existing drainage pattern such that it would result in on- or off-site flooding, and less than significant impact would occur.

c.iii-iv) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project would increase the rate or amount of surface runoff in a manner which would exceed the capacity of existing or planned stormwater drainage systems, provide substantial additional sources of polluted runoff, or impede or redirect floods. As discussed above, construction of the proposed Project would comply with the NPDES General Construction Activity Permit, which mandates the development and the implementation of a SWPPP. The SWPPP will include measures to control the amount and manner of surface runoff and would prevent surface runoff from discharging into the river channel. Any changes to the existing drainage pattern due to the increase of impervious surfaces

[17] FEMA, *FEMA's National Flood Hazard Layer (NFHL) Viewer*, https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd. accessed May 27, 2021.

would be mitigated through compliance with federal, state, and local regulation, and a less than significant impact would occur.

d) **No Impact**. A significant impact would occur if the proposed Project was located in a flood hazard, tsunami, or seiche zones, and therefore at risk of release of pollutants due to project inundation. The project site is not located near a body of water that is large enough to create a seiche during a seismic event. The project site is located approximately 10 miles north of the Pacific Ocean and is not within a coastal zone or tsunami inundation area.[18] As discussed above, while the LA River is classified as an area with 1 Percent Chance Annual Flood Zone, all runoff and water would be contained within the LA River channel, the proposed Project would be constructed above the base flood elevation and outside the Special Flood Hazard Area. The project area surrounding the flood channel is located in an Area of Minimal Flood Hazard.[19] Therefore, no impact would occur.

e) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act delegate certain surface and groundwater water quality and control responsibilities to State and Regional Water Boards. The relevant water quality control plan for Los Angeles is the Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties. In addition, water to the project area is provided by the LADWP, which uses the LADWP Urban Water Management Plan (2015) to anticipate water supply and needs. The proposed Project will be required to comply with the policies and plans outlined in the LADWP Urban Water Management Plan and the Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties.

Furthermore, as discussed above, the proposed Project would promote environmental sustainability integrate landscaped buffers alongside the bikeway. Run-off from impervious surfaces of the bikeway would be sloped and directed into adjacent bioswales (located at the micro river parks) and drainages to reduce the velocity and flow of stormwater, as well as reduce pollutant discharges. The bioswales designed at the micro river parks would contain California native plants that can withstand period inundation and additional filtration through sand and gravel to recharge groundwater and excess runoff ultimately being directed into the LA River. Project construction and operation activities are not expected to remove or discharge a significant amount of water. Therefore, a less than significant impact would occur.

[18]California Department of Conservation, *Los Angeles County Tsunami Hazard Area Maps,* https://www.conservation.ca.gov/cgs/tsunami/maps/los-angeles, accessed May 27, 2021.
[19]FEMA, *Flood Insurance Rate Map*, https://msc.fema.gov/portal/search, accessed May 27, 2021.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.11 LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	☐	☐	☑	☐
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☑

a) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project would physically divide an established community. The proposed bikeway would be constructed along the LA River channel which serves as an existing physical barrier in the project area. The purpose of the proposed Project, which consists of construction of a 2.9-mile bikeway, on-street improvements such as mini traffic circles, and river street end parks, is to improve access and linkages to existing bicycle facilities. Accordingly, the proposed Project would not divide existing communities. The proposed Project would include improvements to existing transportation ROW and along the LA River embankment. The proposed Project would not involve any street closure, would not result in the development of new thoroughfares or highways, and would not block access to or through the community. The project would facilitate movement between communities resulting in a beneficial impact. Temporary road closures are anticipated on White Oak Avenue in order to implement the on-street improvements during construction. However, traffic controls would be implemented as necessary and pedestrian access would be maintained during construction. These impacts will be temporary and of limited duration. Therefore, less-than-significant impacts would occur.

b) **No Impact**. A significant impact would occur if the proposed Project would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The proposed Project is consistent with the City's long-range Los Angeles River Revitalization Master Plan (LARRMP) and supports the City's long-term effort to revitalize the LA River. The proposed bikeway and on-street bicycle lane improvements are also identified in the Mobility Plan 2035 (Programs ENG.4, ENG.6, ENG.12, ENG.14, ENG.16, ENG.17), an Element of the City of Los Angeles General Plan. In addition, the proposed Project is consistent with the Reseda-West Van Nuys and Encino-Tarzana Community Plans to enhance bicycle and pedestrian facilities and reduce vehicle miles travelled. The proposed Project would be consistent with applicable land use plans, and no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.12 MINERAL RESOURCES - Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☑
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☑

a-b) **No Impact**. A significant impact would occur if the proposed Project would result in the loss of availability of a known mineral resource that would be of value to the region or locally important mineral resource recovery site as delineated on a local general plan, specific plan, or other land use plan. The proposed Project is in an urbanized area of the City primarily along the embankment of the LA River channel. No mineral resources are known to exist in the project area, and the proposed Project would not result in the loss of or availability of a known mineral resource that would be of value to the region and the residents of the state or the loss of availability of a local important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.[20] Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.13 NOISE - Would the project:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☑	☐
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☑	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑

A noise and vibration analysis was conducted for the proposed Project (see **Appendix J**). The conclusions of this technical memorandum are described in the responses to the checklist questions below.

[20] City of Los Angeles, *Conservation Element Exhibit A: Mineral Resources*, January 2001.

a) **Less-Than-Significant Impact**. Sound is technically described in terms of the loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The A-weighted scale, abbreviated dBA, reflects the normal hearing sensitivity range of the human ear.

Noise is generally defined as unwanted sound. The degree to which noise can impact the human environment ranges from levels that interfere with speech and sleep (annoyance and nuisance) to levels that cause adverse health effects (hearing loss and psychological effects). Human response to noise is subjective and can vary greatly from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise, the amount of background noise present before the intruding noise, and the nature of work or human activity that is exposed to the noise source.

Studies have shown that the smallest perceptible change in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA and a 10-dBA increase is subjectively heard as a doubling in loudness. Noise levels decrease as the distance from the noise source to the receiver increases. Noise levels generated by a stationary noise source, or "point source," will decrease by approximately 6 dBA over hard surfaces (e.g., pavement) for each doubling of the distance. For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, then the noise level would be 83 dBA at a distance of 100 feet over hard surface from the noise source, 77 dBA at a distance of 200 feet, and so on. Noise levels generated by a mobile source will decrease by approximately 3 dBA over hard surfaces for each doubling of the distance.

This noise analysis discusses sound levels in terms of Community Noise Equivalent Level (CNEL) and Equivalent Noise Level (L_{eq}). CNEL is an average sound level during a 24-hour period. CNEL is a noise measurement scale, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Human reaction to sound between 7:00 p.m. and 10:00 p.m. is as if the sound were actually 5 dBA higher than if it occurred from 7:00 a.m. to 7:00 p.m. From 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher due to the lower background level. Hence, the CNEL is obtained by adding an additional 5 dBA to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and 10 dBA to sound levels in the night from 10:00 p.m. to 7:00 a.m. Because CNEL accounts for human sensitivity to sound, the CNEL is always a higher number than the actual 24-hour average. L_{eq} is the average noise level on an energy basis for any specific time period. The L_{eq} for one hour is the average energy noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. L_{eq} can be thought of as the level of a continuous noise which has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA.

Summary of Applicable Noise Regulations/Standards

The City has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. Regarding construction, LAMC Section 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) states that no construction or repair work shall be performed between the hours of 9:00 p.m. and 7:00 a.m. on Monday through Friday since such activities would generate loud noises and disturb persons occupying sleeping quarters in any adjacent dwelling, hotel, apartment, or other place of residence. Further, no person, other than an

individual homeowner engaged in the repair or construction of his/her single-family dwelling, shall perform any construction or repair work of any kind or perform such work within 500 feet of land so occupied before 8:00 a.m. or after 6:00 p.m. on any Saturday, nor at any time on any Sunday or on a federal holiday.

LAMC Section 112.01 (Radios, Television Sets, and Similar Devices) states that it is unlawful to use or operate any radio, musical instrument, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area. A violation of the LAMC results if the noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof. In addition, a violation results if any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property by more than 5 dBA.

LAMC Section 112.04 (Powered Equipment Intended for Repetitive Use in Residential Areas and Other Machinery, Equipment, and Devices) specifies that no person shall operate any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery, equipment, or other mechanical or electrical device, or any hand tool which creates a loud, raucous or impulsive sound, within any residential zone or within 500 feet of a residence between the hours of 10:00 p.m. and. 7:00 a.m. of the following day.

LAMC Section 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) specifies the maximum noise level of powered equipment or powered hand tools. Any powered equipment or hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet is prohibited. However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means the above noise limitation cannot be met despite the use of mufflers, shields, sound barriers and/or any other noise-reduction device or techniques during the operation of equipment.

LAMC Section 116.01 (Loud, Unnecessary, and Unusual Noise) states that it shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.

Existing Noise Levels

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would each be considered noise- and vibration-sensitive and may warrant unique measures for protection from intruding noise.

The project area is surrounded primarily by sensitive receptors including medium- and low-residential communities, open space and recreational areas (Reseda Park and Recreation Center, Sepulveda Basin Recreation area, Lake Balboa/Anthony C. Beilenson Park, Balboa Sports Center, and Balboa Gold Course), educational facilities (iReseda Charter High School, Magnolia Science Academy 5 School, and Zane Grey Continuation School), religious institutions (Islamic Center of Reseda), and day care centers (ONEgeneration Child Daycare). Sensitive receptors would typically be located

50 feet or more away from the project site. At some locations such as for bikeway construction and river end street parks sensitive receptors could be located adjacent to the project site. Existing noise levels at these sensitive receptor locations were monitored and ranged from 46.9 dBA L_{eq} to 70.9 dBA L_{eq}.

Construction

Noise from construction activities may intermittently dominate the noise environment in the immediate area of construction with construction individual pieces of equipment expected to generate noise levels ranging from approximately 67.7 dBA L_{eq} to 82.6 dBA L_{eq} at a distance of 50 feet (see **Table 9**). Noise produced by construction equipment would be reduced over distance at a rate of about 6 dB per doubling of distance. When considered as an entire process with multiple pieces of equipment, project-related activity (i.e., ground clearing and site preparation) would generate noise levels between 77.0 dBA L_{eq} and 87.2 dBA L_{eq} at 50 feet (see **Table 10**).

TABLE 9: NOISE LEVEL RANGES OF TYPICAL CONSTRUCTION EQUIPMENT

Construction Equipment	Noise Level at 50 feet (dBA)
MOBILIZATION	
None	None
DEMOLITION	
Rubber Tire Dozer	77.7
Concrete/Industrial Saws	82.6
Scrapers	79.6
Front End Loader	75.1
Miscellaneous Demolition Equipment	82.0
SITE PREPARATION	
Front End Loader	75.1
Dump Truck	72.5
SITE GRADING	
Bull Dozers	77.7
Hydraulic Excavator	76.7
Dump Truck	72.5
Compactor	76.2
Front End Loader	75.1
Water Truck	74.4
SITE CONSTRUCTION	
Forklift	79.4
Scissor Lift	67.7
Concrete Truck	74.8
Vibrator	73.0
Generator	77.6
Electric Power Tools	82.0
Water Truck	74.4

TABLE 9: NOISE LEVEL RANGES OF TYPICAL CONSTRUCTION EQUIPMENT	
Construction Equipment	**Noise Level at 50 feet (dBA)**
ARCHITECTUAL FINISHING, LANDSCAPING, AND POCKET PARKS	
Electric Power Tools	82.0
Forklifts	79.4
Generator	77.6
Water Truck	74.4
RIVER END STREET PARKS	
Generator	77.6
Water Truck	74.4
SOURCE: FHWA, *Roadway Construction Noise Model*, Version 1.1, 2008.	

TABLE 10: TYPICAL OUTDOOR CONSTRUCTION NOISE LEVELS BY ACTIVITY	
Construction Method	**Noise Level at 50 feet (dBA, L_{eq})**
Mobilization	None
Demolition	87.2
Site Preparation	77.0
Site Grading	83.5
Site Construction	85.9
Architectural, Finishing, Landscaping, and Pocket Parks	85.2
River End Street Parks	79.3
SOURCE: FHWA, *Roadway Construction Noise Model*, Version 1.1, 2008.	

Construction noise is not typically a concern for human health and is a common occurrence within the urban environment. Demolition activity would conservatively generate the loudest noise level of 87.2 dBA L_{eq} with the conservative assumption all equipment would be utilized during a single hour. However, demolition would occur over a four-month period and would move along the linear project site such that demolition activities would not remain in one location for the entire duration. Noise levels associated with other phases of construction activity would typically be approximately 80 dBA L_{eq} at 50 feet. As with demolition activity, construction activities related to the bikeway would move along the proposed alignment and equipment would typically not be located at one location for extended periods of time such that individual sensitive receptors would generally not be exposed to prolonged periods of construction noise. Noise associated with construction of a bridge at Caballero creek and undercrossings would result in longer exposure of adjacent residents to construction noise. Construction work related to undercrossings would likely result in lower noise levels as some noise shielding would be provided by the channel walls and the blockage of the line-of-sight of the noise source to sensitive receptors.

The impact analysis is based on the construction limits in the LAMC. Construction activity would comply with the allowable hours of construction in the LAMC, including 7:00 a.m. to 9:00 p.m. Monday through Friday, 8:00 a.m. to 6:00 p.m. on Saturday, and no construction activity on Sundays or federal holidays. The LAMC limits equipment

noise levels to 75 dBA L_{eq} at 50 feet unless technically infeasible. **Best Management Practices (BMPs) 1** through **4** shown below illustrate the requirements of the LAMC which help to limit noise to less sensitive hours and through standard noise reduction measures. The use of mufflers can produce between 5 dB to 25 dB in noise reductions while enclosures can produce approximately a 10 dB to 20 dB reduction. Noise levels with conservative estimates of noise reduction associated with implementation of standard BMPs are shown in **Table 11**. The proposed Project would not result in a short-term, temporary noise impact from construction equipment.

TABLE 11: CONSTRUCTION NOISE LEVELS WITH IMPLEMENTATION OF BMPS (50 feet)

Construction Method	Noise Level with no BMPs (dBA, L_{eq})	Noise level with Mufflers (dBA, L_{eq}) /a/	Noise level with Mufflers and Noise Reduction Enclosures (dBA, L_{eq}) /b/
Mobilization	None	None	None
Demolition	87.2	82.2	72.2
Site Preparation	77.0	72.0	62.0
Site Grading	83.5	78.5	68.5
Site Construction	85.9	80.9	70.9
Architectural, Finishing, Landscaping, and Pocket Parks	85.2	80.2	70.2
River End Street Parks	79.3	74.3	64.3

/a/ Conservatively, includes a 5 dB reduction for construction equipment mufflers
/b/ Conservatively, includes a 10 dB reduction for construction noise reduction enclosures.
SOURCE: FHWA, *Roadway Construction Noise Model*, Version 1.1, 2008.

Best Management Practices

BMP-1: Compliance with the City of Los Angeles Noise Ordinance Nos. 144,331 and 161,574 (see Los Angeles Municipal Code (LAMC) Section 112.05), and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels.

BMP-2: Construction restricted to the hours of 7:00 a.m. to 9:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday. Construction activity is not permitted on any Sunday or national holiday.

BMP-3: Per LAMC Section 112.05, noise-generating equipment operated at the Project Site to be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures.

BMP-4: Compliance with the City of Los Angeles Building Regulations Ordinance No. 178,048 (see LAMC Section 91.106.4.8), which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

Construction-related truck trips would generate off-site noise; however, construction truck trips would not result in more than 10 truck trips per day. It is not anticipated that off-site vehicle activity would audibly change average daily noise levels due to the low volume of haul truck trips per day. The proposed Project would not result in a short-term, temporary noise impact from construction-related truck trips.

Operations

Operational noise would consist of passing bicyclist and pedestrians and visitors to the river street end parks. The river street end parks and bike path would largely consist of passive uses (i.e., seating areas, small play areas), and no new substantial noise source is anticipated. Use of the river street end parks and along the bike path would largely be intermittent and dissipate as people move down the path or around the parks. Noise generating park and bike path maintenance activities (e.g., landscaping) would be regulated by LAMC Section 112.01 (Radios, Television Sets, and Similar Devices), LAMC Section 112.04 (Powered Equipment Intended for Repetitive Use In Residential Areas and Other Machinery, Equipment, and Devices), LAMC Section 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools), LAMC Section 115.02 (Amplified Sound Prohibitions and Regulations), and LAMC Section 116.01 (Loud, Unnecessary, and Unusual Noise), which would be enforced through the Los Angeles Police Department. Therefore, the project would not result in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, and a less-than-significant impact would occur.

b) **Less-Than-Significant Impact**. The following analysis assesses vibration effects associated with construction and operational activities.

Construction

Construction activity can generate varying degrees of vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, and to damage at the highest levels.

The City has not established vibration standards for construction activities. The Federal Transit Administration (FTA) has published guidance stating that engineered concrete and masonry buildings (e.g., typical commercial and multi-family residential buildings) can withstand peak particle velocity (PPV) vibration of levels of at least 0.3 inches per second without experiencing damage. Vibration levels for various types of construction equipment with an average source level reported in terms of velocity are shown in **Table 12**. Heavy-duty equipment operating within 12 feet of a structure would generate vibration levels that exceed 0.3 inches per second PPV. The nearest structures to the project site would be those adjacent to bikeway construction which would 15 feet or further from the construction activity. A large bulldozer would generate vibration levels at this structure of approximately 0.19 inches per second. Vibration levels would not exceed 0.3 inches per second PPV. Therefore, the proposed Project would result in a less-than-significant impact related to construction vibration.

TABLE 12: TYPICAL OUTDOOR CONSTRUCTION VIBRATION LEVELS	
Equipment	**PPV at 25 feet (Inches/Second)**
Jackhammer	0.035
Large Bulldozer	0.089
Loaded Trucks	0.076
Small Bulldozer	0.003
SOURCE: FTA, *Transit Noise and Vibration Impact Assessment*, September 2018.	

Operations

The bikeway would not include a source that would generate perceptible on-site vibration. Vehicle trips associated with the project would not likely generate perceptible as rubber-tired vehicles rarely create ground-borne vibration problems unless there is a discontinuity or bump in the road that causes the vibration.[21] Therefore, the proposed Project would result in a less-than-significant impact related to operational vibration.

c) No Impact. A significant impact would occur if the proposed Project would, if within two miles of an airport, expose people residing or working in the project area to excessive noise levels. The Van Nuys Airport is located approximately 1.1 mile to the north of the project area. However, as previously discussed, construction and operation of the proposed Project would result in less-than-significant impacts related to noise. Therefore, the proposed Project would not expose people residing or working in the project area to excessive noise levels. Therefore, impacts related to excessive noise levels would be less-than-significant.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.14 POPULATION AND HOUSING - Would the project:				
a) Induce substantial unplanned population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☑
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

a-b) No Impact. A significant impact would occur if the proposed Project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude, or if the proposed Project would displace substantial numbers of existing people or housing. The proposed Project is located within existing ROWs including the LA River and connecting roadways; the project would connect to the existing LA River Bikeway and close existing bikeway gaps along the LA River. The proposed Project would connect to the active transportation network throughout the region and provide new pedestrian and bicycle access and connectivity to transit, residential homes, schools, jobs, parks, and other community serving amenities. The

[21] FTA, *Transit Noise and Vibration Impact Assessment*, September 2018.

proposed Project would not induce substantial population growth, increase housing, or create employment in the area. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.15 PUBLIC SERVICES - Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☑	☐
ii) Police protection?	☐	☐	☑	☐
iii) Schools?	☐	☐	☐	☑
iv) Parks?	☐	☐	☐	☑
v) Other public facilities?	☐	☐	☑	☐

a.i) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project would result in substantial adverse impacts such that fire protection services would not be able to adequately serve the proposed Project, necessitating a new station or physical alteration of a fire station. The Los Angeles Fire Department (LAFD) provides fire protection and paramedic services to residents and businesses in the project site area. The closest fire station to the project site is the LAFD Station No. 100. It is located at 6751 Louise Avenue, approximately 1.1 "road miles" north of the project site. This station has an average operational response time of 3:54 minutes for a structure fire and 6:37 for emergency medical services.[22] The LAFD evaluates the demand for fire prevention and protection services on a project-by-project basis to determine if a proposed Project would require additional equipment, personnel, or facilities. Beyond the standards in the Los Angeles Fire Code, consideration is given to project size and components, required fire-flow, response time and distance for engine and truck companies, fire hydrant sizing and placement standards, access, and potential to use or store hazardous materials.

As a recreational facility that contains no housing, the proposed Project would not induce growth or include the construction of new habitable buildings, the proposed Project would not result in an increase in demand for emergency. The project applicant would be

[22]Los Angeles Fire Department, *FireStatLA*, https://www.lafd.org/fsla/stations-map, accessed May 27, 2021.

required to submit project plans to LAFD and incorporate LAFD fire protection and suppression features that are appropriate for the proposed Project. Compliance with the City's Fire Code would ensure that operation of the proposed Project would not cause the LAFD to expand the existing Fire Station 100, or any other fire stations within the City.

Project construction may generate traffic associated with the movement of construction equipment, removal of demolition and excavation materials, and construction worker trips. Minor amounts of flammable materials and liquids may also be present during construction. However, construction activities are temporary and would not involve the closure of an entire street. All hazardous materials used during construction activities would be handled, stored, and disposed of in accordance with state and local laws and with manufacturer's instructions. Emergency access would remain available along all surrounding streets. Therefore, impacts related to fire protection services would be less than significant.

a.ii) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project would result in substantial adverse impacts such that police and law enforcement services are unable to maintain acceptable performance objectives. The Los Angeles Police Department (LAPD) provides police services to residents and businesses within the City. The project area is served by the West Valley LAPD Police Station located at 19020 Vanowen Street, which is about 0.5 miles north of the project site.

As previously discussed, the proposed Project would not induce growth or include the construction of new habitable buildings and would not result in a substantial increase in demand for police services. The proposed Project would implement techniques of Crime Prevention Through Environmental Design that would involve preventive steps to reduce crime. Strategies include natural surveillance (i.e., placement of physical features, activities, and people in a way that maximizes visibility), natural access control (i.e., restricting and encouraging access through the placement of entrances, exits, fencing, landscaping, and lighting), and territorial reinforcement (i.e., use of physical attributes to define ownership and separate public and private space). The implementation of Crime Prevention Through Environmental Design techniques would enhance safety of the surrounding community and improve the efficacy of police patrols. Project construction may generate traffic associated with the movement of construction equipment, removal of demolition and excavation materials, and construction worker trips. However, construction activities are temporary and would not involve the closure of an entire street. Emergency access would remain available along all surrounding streets. Therefore, less-than-significant impacts related to police protection services would occur.

a.iii) **No Impact**. A significant impact would occur if the proposed Project would create a substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district, necessitating a new school or physical alteration of an existing school, the construction of which would cause a significant environmental impact. As previously discussed, the proposed Project would not add to the current residential population and would not affect school enrollment levels. Therefore, no impact would occur.

a.iv) **No Impact**. A significant impact would occur if the proposed Project would exceed the capacity or capability of the local park system. The City's Department of Recreation and Parks is responsible for the provision, maintenance, and operation of public recreational and park facilities and services within the City. The proposed Project would add to the

capacity of area recreational spaces for the existing population. Therefore, no impact would occur.

a.v) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project would result in substantial employment or population growth that could generate a demand for other public facilities, including roads, transit, utilities, and libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. As the proposed Project would create no new housing, it would have no effect on the population of the area. Furthermore, the park will mostly serve existing residents. However, the new use may bring in slightly more visitors to the area, who may occasionally use public facilities like transit. Therefore, impacts would be less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.16 RECREATION - Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☑
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☑

a-b) **No Impact**. A significant impact would occur if the proposed Project increased the use of existing parkland and recreational facilities so as to accelerate or induce their physical deterioration. The proposed Project would close existing bikeway gaps along the LA River channel and connect to the active transportation network throughout the region and provide new pedestrian and bicycle access and connectivity. The proposed bikeway would be adjacent to Reseda Park and Recreation Center, Sepulveda Basin Recreation area and Lake Balboa/Anthony C. Beilenson Park. Additionally, Randal D. Simmons Park is located 0.5 mile north of the project site. The proposed Project would not substantially increase the use of these parks or other recreational facilities that would cause adverse deterioration or acceleration of deterioration. Instead, the proposed Project would increase and improve the recreational services available within the local community. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.17 TRANSPORTATION - Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☑
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☐	☑
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☑
d) Result in inadequate emergency access?	☐	☐	☐	☑

A technical memorandum addressing traffic impacts was prepared for the proposed Project (see **Appendix I**). The conclusions of the technical memorandum are described in the responses to the checklist questions below.

a) **No Impact**. A significant impact would occur if the proposed Project would conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. As of July 1, 2020, local agencies are required to adopt VMT as a criterion in determining transportation impacts under CEQA. VMT calculations provide a disclosure of regional impacts related to GHG production by motor vehicles. This adoption was required by SB 743 and recent changes to Section 15064.3 of the CEQA Guidelines. With these changes, automobile delay, as measured by level of service (LOS) or similar measures of vehicular capacity or traffic congestion, is no longer used as the basis for determining the significance of transportation impacts under CEQA.

As discussed in the technical traffic memorandum, the lack of alternate transportation infrastructure, drive potential users to utilize vehicles and motorized transportation for utilitarian and recreational uses. By implementing facilities and policies to shift the share of personal vehicle trips to other modes (pedestrian, bikes, transit), VMT is reduced. Specifically, the proposed Project is expected to result in a regional annual decrease of approximately 458,000 VMT. The roadway system in the project area is in place and is adequate to accommodate project generated pedestrians and traffic. In addition, the proposed bikeway and on-street bicycle lane improvements are identified in the Mobility Plan 2035 and the Los Angeles River Revitalization Master Plan. The streets with the proposed on-road improvements are identified as part of the Mobility Plan 2035's Neighborhood Enhanced Network. Under the Neighborhood Enhanced Network, such streets are prioritized for traffic calming improvements such as mini-traffic circles, speed humps, and other speed-reduction enhancements, among others. As such, the proposed Project would not conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, and impacts would occur would be less than significant.

b) **No Impact**. A significant impact would occur if the proposed Project was inconsistent with CEQA Guidelines Section 15064.3(b). CEQA Guidelines Section 15064.3(b) states that certain projects proposed within 0.5 mile of an existing major transit stop or an existing stop along a high-quality transit corridor will have a less-than-significant impact on VMT. SB 743 was enacted in 2013 to further the assessment of transportation impacts under CEQA, and in 2018 CEQA Guidelines were published that incorporate SB 743 by promulgating the use of VMT and VMT reductions as a significance threshold metric. The proposed Project would reduce regional annual VMT by 458,000 miles. Additionally, the Metro G Line (Orange) Reseda Station, which is considered a major transit stop, is located approximately 0.53 miles south from the nearest pedestrian and bike path access point. Pedestrian and bike path access points would also have nearby connections to the local Metro bus lines 240 and 774. The proposed Project is located within a Transit Priority Area (TPA) as defined by the SCAG, as part of SCAG's 2045 plan. Targeting local-serving open space and recreational development in TPAs is consistent with the land use strategies to reduce and shorten vehicle trips. Therefore, the proposed Project would not have any potential to conflict with VMT reduction efforts of SB 743, and no impact would occur.

c) **No Impact**. A significant impact would occur if the proposed Project would substantially increase hazards due to a geometric design feature or incompatible uses. The proposed bikeway would be located along the LA River extending from Vanalden Avenue to Balboa Boulevard. Specifically, it would be located on the south side of the LA River from Vanalden Avenue to White Oak Avenue and on the north side of the river from White Oak Avenue to Balboa Boulevard. The proposed Project also includes the construction of four new micro river parks located on the south banks of the LA River at the street ends of Vanalden Avenue, Amigo Avenue, Etiwanda Avenue, and Zelzah Avenue. In addition, the proposed Project includes on-street improvements at several streets adjacent to the LA River to increase access to the LA River Bikeway. On-street improvements would vary for each location and would generally include signalized pedestrian crossings, striping for new crosswalks, striping of existing roadways for bike lanes, painting existing roadways with green-backed sharrows, construction of new mini traffic circles, and the restructuring of existing non-ADA ramps to meet ADA-compliant designs. The proposed Project does not propose any incompatible uses and is not expected to introduce new safety hazards at intersections or along roadway segments. The facilities would be designed according to all regulatory guidelines in order to maximize user safety and reduce hazards, and the project design would be reviewed by the City's Building Department, and the LAFD during the City's plan review process to ensure all applicable requirements are met. Therefore, no impact would occur.

d) **No Impact**. A significant impact would occur if the proposed Project would result in inadequate emergency access. As discussed above, the proposed facilities would be designed according to all regulatory guidelines to maximize user safety and reduce hazards. Access to the bikeway would be from thirteen entry/exit gates along the borders of the project site, and the project design would be reviewed by the Building Department, and the LAFD during the City's plan review process to ensure compliance with applicable emergency access requirements. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.18 TRIBAL CULTURAL RESOURCES - Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☐	☑	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☑	☐	☐

A Cultural Resource Assessment Report was prepared for the proposed Project (see **Appendix E**). The conclusions of this technical report are described in the responses to the checklist questions below.

a) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project would cause a substantial adverse change in the significance of a tribal cultural resource listed or eligible for listing in the California Resources of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). As discussed in the Cultural Resource Assessment Report prepared for the proposed Project, the cultural resources records search, Native American outreach, and archaeological field survey conducted for the proposed Project did not identify any prehistoric or historic archaeological resources within or adjacent to the project site. Known historical resources located within the project area include portions of the LA River, Reseda Park, and Sepulveda Basin Recreation Area. These historical resources would not be impacted by the proposed Project. Therefore, impacts related to historical and archaeological resources would be less than significant.

b) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if the proposed Project would cause a substantial adverse change in the significance of a tribal cultural resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1(c). As discussed in the Cultural Resource Assessment Report prepared for the proposed Project, a search of the Sacred Lands File (SLF) at the Native American Heritage Commission (NAHC) returned negative results. Outreach efforts with local Native American groups to obtain information on known Native American resources that may be located in the project area was subsequently conducted as part of the Cultural Resource Assessment Report. As of February 6, 2019, Rincon received six responses from local Native American groups including the Fernandeño Tataviam Band of Mission Indians, San Manuel Band of Mission Indians (FTBMI), Gabrieleno Band of Mission Indians – Kizh Nation, Barbareno/Ventureno Band of Mission Indians, Gabrieleno/Tongva San Gabriel Band of

Mission Indians, and the Soboba Band of Luiseno Indians. In compliance with Assembly Bill 52, the Department of Public Works, Bureau of Engineering (lead agency) also notified Native American tribes affiliated with the geographic area of the project site who have requested consultation. Only the FTBMI responded to the City's request for consultation. On July 19, 2021, City representatives held a meeting with Mr. Jairo Avila of the FTBMI. During the consultation meetings, it was revealed that the Los Angeles River is considered a Tribal Cultural Resource by the FTBMI and other Los Angeles area tribes which would likely lead to positive SLF searches for any projects in proximity to the river. Mr. Avila acknowledged that the proposed Project occurs within a highly disturbed area and that monitoring may not be required during construction and that standard unanticipated discovery measures were to be implemented for the project. Mr. Avila requested that the unanticipated discovery measure be amended to reflect that the consulting tribes (i.e., FTBMI) be notified of along with an archaeologist of unanticipated discoveries to assist in the identification and significance evaluations of any such resources.

The Cultural Resource Assessment Report concluded the because the project site has been previously disturbed the likelihood of encountering intact subsurface archaeological deposits is minimal. If cultural resources are encountered during ground-disturbing activities, work in the immediate area shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the find. Following evaluation, an appropriate treatment would be developed to ensure that archaeological resources are not impacted. Therefore, with implementation of Mitigation Measure **CR-1** and **CR-2** impacts would be less than significant.

Mitigation Measures

See Mitigation Measures **CR-1** and **CR-2** in Section 4.5, Cultural Resources.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.19 UTILITIES AND SERVICE SYSTEMS - Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☑	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☑	☐
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☑	☐

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☑	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☑	☐

a) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project would require or result in the relocation or construction of new utilities facilities or service systems, which would cause significant environmental effects. The proposed Project would generate minor amounts of water and electricity use for landscaping, water features, and lighting elements typical of recreational facilities. As in-fill development, the proposed Project would be served by existing utility infrastructure and would not result in the relocation of public utilities. The proposed Project would comply with applicable federal, state, and local laws, statutes, and ordinances regarding water disposal, water use, and electrical use. Utility companies serving the project site would include the LADWP for water and electricity services and the City of Los Angeles Department of Public Works Bureau of Sanitation for wastewater and stormwater drainage management. As in-fill development, the proposed Project would be served by existing utility infrastructure and would not result in the relocation of public utilities. The proposed Project would generate a marginal net increase in demand for electric power and water. Therefore, impacts would be less than significant.

b) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project would increase water usage such that the project site would not have enough water supplies during normal, dry, and multiple dry years. As discussed above, the proposed Project would generate minor water use for landscaping elements typical of recreational facilities of similar size. Landscaping, drainage and bioswales would be designed per the County of Los Angeles LA River Master Plan Landscaping Guidelines and Plant Palette (2004) and consist of California native species and drought-resistant and drought-tolerant plantings The estimated water demand of the proposed Project is not expected to exceed available supplies or the available capacity within the distribution infrastructure that would serve the project site. Adequate water supplies would be available to the proposed Project, and new or expanded water facilities would not be required. Therefore, impacts would be less than significant.

c) **Less-Than-Significant Impact**. A significant impact would occur if the proposed Project's wastewater exceeded the capacity of the wastewater treatment provider. The City of Los Angeles Department of Public Works Bureau of Sanitation manages the wastewater collection and treatment system within the City. Wastewater generated within the project area is conveyed to the Los Angeles-Glendale Water Reclamation Plant, which can process a maximum daily flow of 20 million gallons of water per day (MGD).[23] The

[23]Los Angeles Department of Sanitation, *Los Angeles-Glendale Water Reclamation Plant,* https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-lagwrp?_afrLoop=10841653424611075&_afrWindowMode=0&_afrWindowId=10tarv4tl3&_adf.ctrl-

proposed Project would contain no restroom facilities on site, and therefore would not generate wastewater. Any water generated from landscaping irrigation that runs off the project site would be collected through the City's stormwater drainage system and processed by the Los Angeles-Glendale Water Reclamation Plant. The proposed Project's wastewater demand would be minor, and no new entitlements or resources would be required to meet the proposed Project's expected wastewater needs. Therefore, impacts would be less than significant.

d-e) Less-Than-Significant Impact. A significant impact would occur if the proposed Project would generate solid waste in excess of State or local standards, the capacity of local infrastructure, or State and local solid waste reduction goals; or if the proposed Project would not comply with federal, state, and local management and reduction statutes and regulations related to solid waste. The City of Los Angeles Department of Public Works Bureau of Sanitation collects, disposes, and recycles over 1.7 million tons per year of solid waste, collecting refuse, recyclables, yard trimmings, and bulky items.[24] Solid waste is then recycled, reused, or transformed at a waste-to-energy facility, or disposed of at a landfill. The City of Los Angeles Department of Public Works Bureau of Sanitation provides solid waste management services to single-family and small multi-family residential households in the City, while private hauling companies collect all commercial and industrial waste. Sunshine Canyon Landfill is the nearest municipal waste landfill to the Project site, located approximately 11 miles north, and is permitted to accept 12,100 tons per day of mixed municipal, construction, demolition, industrial, green materials and inert waste. The Sunshine Canyon Landfill has a remaining permitted capacity of 140 tons and is estimated to remain in operation until 2037.[25]

Solid waste transported by both public and private haulers is recycled, reused, transformed at a waste-to energy facility, or disposed of at a landfill. Additionally, the Waste Management Act (Assembly Bill 939) requires each California City and County to prepare, adopt, and submit to the California Department of Resources Recycling and Recovery (CalRecycle) a source reduction and recycling element that demonstrates how the jurisdiction would meet Assembly Bill 939's mandated diversion goals of 50 percent. In addition, the CALGreen Building Code requires that a minimum of 65 percent of construction generated solid waste and debris be recycled or reused.

Construction of the proposed Project would generate construction solid waste and debris which would be hauled off site to the nearest landfill facility. Construction of the undercrossings would consist of the removal and export of 2,500 cubic yard of concrete and 2,800 cy of soil. At least 65 percent of solid waste generated by the proposed Project would be recycled in accordance with Assembly Bill 939 and the CALGreen Building Code. The proposed Project would not generate excess solid waste that would impair the City's attainment of solid waste diversion per Assembly Bill 939. The proposed Project can be adequately served by the City's solid waste provider and would comply with regulations related to solid waste. Therefore, impacts would be less than significant.

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[24]City of Los Angeles Department of City Planning. *Southeast Los Angeles Community Plan.* November 2017.

[25]CalRecycle, *Savage Canyon Landfill (19-AH-00001),* SWIS Facility/Site Details, https://www2.calrecycle.ca.gov/SolidWaste/Site/Details/1399, accessed May 27, 2021.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.20 WILDFIRE - If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☑
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☑
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☑

a) **No Impact**. A significant impact would occur if the proposed Project would substantially impair an adopted emergency response plan or emergency evacuation plan. The Board of Forestry and Fire Protection is a Governor-appointed body, whose mission is to lead California in developing policies and programs that serve the public interest in environmentally, economically and socially sustainable forest and rangeland management; and a fire protection system that protects and serves the people of the state One of its statutory responsibilities are to provide direction and guidance to the Department of California of Forestry and Fire Protection (CAL FIRE). CAL FIRE's mission emphasizes the management and protection of California's natural resources; a goal that is accomplished through ongoing assessment and study of the State's natural resources and an extensive CAL FIRE Resource Management Program.

CAL FIRE maintains a list of cities that are considered Very High Fire Hazard Severity Zones.[26] The project site is not on the Very High Fire Hazard Severity Zones list; however, a Very High Fire Hazard Severity Zones is located within the nearby community of Encino. Additionally, CAL FIRE maintains a database containing Fire Hazard Severity Zones, which identifies State Responsibility Area and Local Responsibility Area. A search conducted found that the project site is not within a Fire Hazard Severity Zones. Furthermore, the proposed Project would not affect or interfere with City's Hazards Mitigation Plan or evacuation routes, or emergency/disaster routes in the project area. Therefore, the proposed Project would not impair an adopted emergency response plan or emergency evacuation plan, and no impact would occur.

[26]California Department of Forestry and Fire Protection, *Cities for which CAL FIRE has made recommendations on Very High Fire Hazard Severity Zones (VHFHSZ),* https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/, accessed May 24, 2021.

b) **No Impact**. A significant impact would occur if the proposed Project would exacerbate wildfire risks, and thereby expose project occupants, to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors. The project site is relatively flat and surrounded primarily by medium- and low residential communities in addition to open space and recreational areas, including the Reseda Park and Recreation Center, Sepulveda Basin Recreation area, Lake Balboa/Anthony C. Beilenson Park, Balboa Sports Center, and Balboa Gold Course. The Van Nuys Airport hosts the closest climate monitoring station to the project site, which indicates that wind at and near the project site typically blows from a southeasterly direction most typically within a range of 8-13 miles per hour.[27] Because southern California is generally a windstorm susceptible region, much of this region encounters winds capable of spreading wildfire and wildfire pollutants. However, areas that are especially susceptible to exacerbate such fire risks are those that receive high gusts of wind and are within a Very High Fire Hazard Severity Zones or Fire Hazard Severity Zones and has been a historically burn area. As discussed above, the project site is not within a Very High Fire Hazard Severity Zones, or a Fire Hazard Severity Zones and is not within a historic burn area.[28] Thus, it is unlikely that the proposed Project would expose project patrons to uncontrolled spread of a wildfire or the pollutant concentrations from wildfire. Furthermore, the City has a Hazards Mitigation Plan, which outlines procedures to mitigate natural hazard occurrences. Therefore, no impact would occur.

c) **No Impact**. A significant impact would occur if the proposed Project required the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. The proposed Project consists of the development of a recreational bikeway within an urban area and would not require additional installation or maintenance of roads, fuel breaks, emergency water sources, or power lines. Existing utilities would adequately serve the proposed Project. Thus, the proposed Project would not require installation or maintenance of associated structures that may exacerbate fire risk or that may require in temporary or ongoing impacts to the environment. Furthermore, the proposed Project would adhere to relevant building design codes, including the State and City fire codes. Therefore, no impact would occur.

d) **No Impact**. A significant impact would occur if the proposed Project would expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. The project site and surrounding area are located within an urban area surrounded primarily by residential and open space uses. There are no slopes or hills that would potentially expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impact would occur.

[27]Midwestern Regional Climate Center, *Wind Rose Information,* https://mrcc.illinois.edu/CLIMATE/Hourly/WindRose2.jsp, accessed May 27, 2021.
[28]California Department of Forestry and Fire Protection, *Cities for which CAL FIRE has made recommendations on Very High Fire Hazard Severity Zones (VHFHSZ),* https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/, accessed May 27, 2021.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
4.21 MANDATORY FINDINGS OF SIGNIFICANCE - Would the project:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☑	☐	☐
b) Does the project have impacts which are individually limited, but cumulatively considerable? (Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☐	☑	☐	☐
c) Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☐	☑	☐	☐

a) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if the proposed Project would cause the loss or destruction of individuals of a species or degrade a sensitive habitat. The preceding analyses conclude that no significant unmitigated impacts to the environment would occur. Least Bells Vireo have been observed in the eastern portion of the project area; in addition other species of nesting birds may use the trees directly adjacent to the project site. As discussed in Section 4.4, Biological Resources, nesting habitat for migratory birds is protected under the Migratory Bird Treaty Act (MBTA). Therefore, should tree removal activities occur during the nesting bird season, generally considered to extend from February 15 through September 15, the implementation of the avoidance and minimization measures provided in Mitigation Measures **BR-1** through **BR-6** would reduce impacts to biological resources to a less-than-significant level. In addition, as discussed in Section 4.5, Cultural Resources and Section 4.18, Tribal Cultural Resources, with compliance with Mitigation Measures **CR-1** and **CR-2** impacts related to the unanticipated discovery of cultural resources would also be less that significant. Therefore, a less-than-significant impact would occur.

b) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if the proposed Project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the vicinity of the proposed Project, the impacts of each additional project would be evaluated and mitigated on a case-by-case basis. Therefore, the cumulative impacts to which the proposed Project would contribute would be less than significant. In addition, all potential impacts of the proposed Project would be reduced to less-than-significant levels with implementation of the mitigation measures included in this Initial Study and compliance with existing regulations. None of these potential impacts are considered cumulatively considerable.

Therefore, with mitigation measures incorporated, the proposed Project, in conjunction with related projects, would not result in significant cumulatively considerable impacts.

c) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact may occur if the proposed Project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. All potential impacts of the proposed Project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. Upon implementation of mitigation measures included in this Initial Study and compliance with existing regulations, the proposed Project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.

5.0 MITITGATION MEASURES

The following mitigation measures form the foundation of a Mitigation Monitoring and Reporting Program (MMRP) for the proposed Project. CEQA requires public agencies to adopt a reporting or monitoring program for the changes to the project that have been adopted to mitigate or avoid significant effects on the environment (Public Resources Code Section 21081.6). The program must be adopted by the public agency at the time findings are made regarding the project. The State CEQA Guidelines allow public agencies to choose whether its program will monitor mitigation, report on mitigation, or both (14 California Code of Resources Section 15097(c)).

The mitigation measures described herein are supplemental to those required as standard procedure for the City and its contractors. The City and its contractors are the parties responsible for: (1) the necessary implementing actions; (2) verifying that the necessary implementing actions are taken; and (3) the primary record documenting the necessary implementing actions.

The mechanisms for verifying that mitigation measures have been implemented include design drawings, project plans and specifications, construction documents intended for use by construction contractors and construction managers, field inspections, field reports, and other periodic or special reports. All records pertaining to this mitigation program will be maintained and made available for inspection by the public in accordance with the City's records management systems.

BR-1 Least Bell's Vireo Avoidance and Monitoring

Construction activities, including any earth moving, equipment use, and construction-related noise in excess of 60 dB within 500 feet of the soft-bottom portion of the river shall be avoided during the least Bell's vireo breeding season (February 1 to August 31), if feasible. If breeding season avoidance is not feasible, a qualified biologist shall conduct focused presence/absence surveys in accordance with the United States Fish and Wildlife Service (USFWS) protocols for least Bell's vireo (2001, or its successor), prior to any mobilization activities. Any survey methodology that deviates from these protocols shall be approved by the USFWS prior to initiation of the first survey.

Surveys shall focus on riparian habitat associated with the soft-bottom portion within the Study Area and adjacent suitable habitat up to 500-feet outside the project area. Prior to construction activity, authorization under Section 2081(b) of the California Fish and Game Code will be obtained from USFWS and CDFW for incidental take that may result from indirect impacts on reproductive success for least Bell's vireo. Additionally, adverse effects to nesting least Bell's vireo will be reduced by implementing the following mitigation measures:

a) Monitoring of least Bell's vireo during construction activities to confirm that mitigation measures are implemented and to assess residual impacts with the authority to halt construction if signs of stress are observed

b) A 500-foot buffer between construction activities and suitable least Bell's vireo nesting habitat in the soft-bottom portion

c) Sound attenuation methods to reduce sound from construction activities to less than 60 db, if feasible

d) Additional measures, if any, required as a result of agency permits or Section 7 consultation

BR-2 Take Authorization of Least Bell's Vireo

Prior to construction activities, including any earth moving, equipment use, and construction-related noise making in excess of 60 dB within 500 feet of suitable least Bell's vireo habitat, authorization for the take of least Bell's vireo will be obtained, either through a Consistency Determination of the project's USFWS Biological Opinion or through obtaining an Incidental Take Permit prior to construction activities within 500 feet of suitable least Bell's vireo habitat. If an Incidental Take Permit is required, additional mitigation measures acceptable to the CDFW will be developed and implemented. Measures may include:

a) Habitat protection via the acquisition of Habitat Management (HM) lands in Los Angeles County supporting suitable habitat for least Bell's vireo

b) Habitat restoration/enhancement of suitable habitat for least Bell's vireo within Los Angeles County via the implementation of the following:

   1. Invasive species removal
   2. Planting of native species meeting least Bell's vireo habitat requirements
   3. Stewardship and maintenance for at least 5 years
   4. In-fill planting as needed for at least 5 years
   5. Annual monitoring and reporting of the restoration site for at least 5 years

c) Offsite habitat restoration/enhancement and/or preservation

d) In-lieu fee to CDFW to support least Bell's vireo

Mitigation will be based on potential impacts up to 0.5 acre per nest, for a maximum total of 1 acre. The proposed mitigation area is based on field observations of two active nests within 1,000 feet of the project area, suggesting small territory sizes, and is consistent with previously documented territory size ranges for least Bell's vireo (USFWS 1998).

BR-3 Bat Avoidance

Tree removal may cause direct injury or mortality to roosting bats. To avoid impacts to roosting bats during the maternity season, trees containing suitable bat habitat (as determined by a qualified biologist) will be removed outside of maternity season, during the fall/winter (October through February).

A preconstruction survey will be conducted within two weeks of tree removal by a qualified biologist (this can be done concurrently with other surveys). If bats are observed roosting during the survey, then bats will be encouraged to leave prior to tree removal. A qualified biologist will oversee disturbance of the roost near sunset the day prior to tree removal.

BR-4 Nesting Bird Avoidance

To avoid disturbance of nesting and special-status birds, including raptor species protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code, activities related to the project including, but not limited to, vegetation removal, ground disturbance, and construction and demolition shall occur outside of the bird breeding season (February 1 through August 30), if feasible.

If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than 14 days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction survey shall be conducted on foot inside the project boundary, including a 300-foot buffer (500-foot for raptors), and in inaccessible areas (e.g., private lands) from afar using binoculars to the extent practical. The survey shall be conducted by a qualified biologist. The biologist will prepare a summary of findings within 24 hours of conducting the survey, documenting the presence or absence of any protected native bird within 300 feet of the construction work area (or within 500 feet for raptors and excluding least Bell's vireo).

If nests are found, an avoidance buffer (dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. If a raptor nest is observed in a tree proposed for removal, the Applicant must consult with CDFW. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities shall occur within this buffer until the avian biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

BR-5 Implementation of Best Management Practices

The following Best Management Practices (BMPs) to be implemented for project construction activities to minimize direct and indirect impacts to sensitive communities.

a) Erosion control BMPs to be installed around any stockpiled material to reduce potential run-off into jurisdictional waters. Any material/spoils from project activities to be stored at least 50 feet from potential jurisdictional areas.
b) Materials will be stored on impervious surfaces or plastic ground covers to prevent any spills or leakage. Material storage to be at least 50-feet from channels and/or waterways.
c) Construction materials and spoils to be protected from stormwater runoff using temporary perimeter sediment barriers such as berms, silt fences, fiber rolls, covers, sand/gravel bags, and straw bale barriers, as appropriate.
d) Site washout areas to be at least 50-feet from a storm drain, open ditch or surface water and ensure that runoff flows from such activities do not enter receiving water bodies.
e) All re-fueling, cleaning, and maintenance of equipment to occur at least 50-feet from potentially jurisdictional waters.
f) Prevent the off-site tracking of loose construction and landscape materials by implementing street sweeping, vacuuming, and rumble plates, as appropriate.
g) All vehicles and equipment to be in good working condition and free of leaks. The contractor will prevent oil, petroleum products, or any other pollutants from contaminating the soil or entering a watercourse (dry or otherwise). When vehicles or equipment are stationary, mats or drip pans to be placed below vehicles to contain fluid leaks.
h) All food related trash to be disposed of in closed containers and removed from the project site each day during the construction period or covered such that it will not enter jurisdictional waters or will otherwise attract wildlife to the construction area. At

project completion, all project-generated debris, vehicles, building materials, and rubbish to be removed from the project footprint.

BR-6 Lake and Streambed Alteration Agreement Notification

Notification for a Streambed Alteration Agreement pursuant to Sections 1600–1616 of the California Fish and Game Code will be submitted to CDFW. A permit pursuant to Sections 1600-1616 of the California Fish and Game Code will be obtained prior to disturbance of jurisdictional resources. CDFW's issuance of an Streambed Alteration Agreement for a project that is subject to CEQA will require CEQA compliance actions by CDFW as a responsible agency.

Any Streambed Alteration Agreement issued for the project by CDFW may include additional measures protective of streambeds on and downstream of the project such as additional erosion and pollution control measures. To compensate for any on-site and off-site impacts to riparian resources, additional mitigation conditioned in any Streambed Alteration Agreement may include the following: avoidance of resources, on-site or off-site creation, enhancement, or restoration, and/or protection and management of mitigation lands in perpetuity.

The proposed Project will occur within previously-developed areas and remove non-native tree, but will not directly or indirectly impact sensitive riparian resources.

CR-1 If cultural resources are encountered during ground-disturbing activities, work in the immediate area shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the find. The consulting tribes (including the Ferndandeño Tataviam Band of Mission Indians) shall also be notified of the find to assist in the evaluation. Following evaluation, an appropriate treatment should be developed to ensure that archaeological resources are not impacted.

CR-2 If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

6.0 PREPARATION AND CONSULTATION

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Nur Malhis, Project Manager

7.0 DETERMINATION - RECOMMENDED ENVIRONMENTAL DOCUMENTATION

7.1 Summary

The proposed Project would result in significant impacts that can be mitigated to below the thresholds of significance.

7.2 Recommended Environmental Documentation

On the basis of this Initial evaluation, I find that the proposed Project would not have a significant effect on the environment, and a Mitigated Negative Declaration should be adopted.

Reviewed by: Chris Adams 10.1.21

Chris Adams
Environmental Specialist III
Bureau of Engineering

Approved by: 10/1/2021

for Maria E. Martin
Environmental Affairs Officer
Environmental Management Group

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