DRAFT

Initial Study and Mitigated Negative Declaration

FLINT CANYON WASH TRAIL RESTORATION PROJECT

March 2023

Lead Agency:

City of La Cañada Flintridge
One Civic Center Drive
La Cañada Flintridge, California 91011

Prepared for:

PACE Engineering
17520 Newhope Street, Suite 200
Fountain Valley, CA 92708

Prepared by:

ECORP Consulting, Inc.
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DRAFT MITIGATED NEGATIVE DECLARATION
FLINT CANYON WASH TRAIL RESTORATION PROJECT

Lead Agency:	City of La Cañada Flintridge
Project Proponent:	City of La Cañada Flintridge, Public Works Department
Project Location:	The project is located within the boundary of the City of La Cañada Flintridge. The Flint Canyon Trail is a 2.4 mile-long trail starting in the City of Pasadena running through the Flintridge area of the City of La Cañada Flintridge, connecting Hahamongna Watershed Park (formerly Oak Grove Park) located in the City of Pasadena on the east, to San Rafael Hills (Glendale) to the west and Angeles National Forest to the north.

Project Description:

The Proposed Project would improve a 1,000-foot section of the 2.4-mile-long Flint Canyon Wash Trail. Improvements include the installation of a staircase wall of gabions, which are steel wire mesh cages filled with rip-rap (large rock aggregate). The Proposed Project would install varied size gabions on the downslope of the unprotected bank. The purpose of the gabion wall is to stabilize the slope and to inhibit stream flows from eroding and undercutting the slope supporting the Flint Canyon Trail. The Proposed Project would also include the installation of erosion monitoring stations at key points along the stream where high velocity flows occur. These stations would help the City identify future problem areas that could affect the stability and safety of the Flint Canyon Trail. In addition to stabilizing and protecting the slope supporting the Flint Canyon Trail, the Proposed Project would enhance natural habitat adjacent to the trail. A biological restoration plan is being prepared for the Proposed Project and will be included with the final engineering plans, specifications, and estimates (PS&E) submittal. Habitat enhancement would include removal of non-native vegetation and may include planting of native vegetation.

Public Review Period: March 16, 2023 to May 1, 2023

Mitigation Measures Incorporated into the Project to Avoid Significant Effects:

Biological Resources

BIO-1: Worker Education. Within 30 days prior to ground-disturbing activities, a sensitive species educational briefing shall be conducted by a qualified biologist for construction personnel. The biologist will identify all sensitive habitat and resources that may be encountered onsite, and construction personnel will be instructed to avoid Environmentally Sensitive Areas (ESAs) and report any sightings of sensitive species to the monitoring biologist. No night work will be allowed.

BIO-2: Biological Monitoring. A qualified biological monitor shall be present during initial ground- or vegetation-disturbing project-related activities to ensure the contractor remains within project limits, established ESAs are avoided, and to monitor for wildlife in harm's way. This includes

working with the contractor prior to vegetation removal to determine an ingress/egress route that targets nonnative trees and make sure that impact limits have been clearly staked and ESA fencing (as appropriate) has been installed by the contractor. At a minimum, ESA's shall be established around the one Southern California black walnut identified on the western edge of the project impact area, mapped woodrat middens inclusive of the one on the east edge of the project impact area, oak trees not identified for removal within the Project limits, and the stick (raptor) nest tree just south of I-210. Following initial project-related activities, a qualified monitoring biologist shall be present as necessary to maintain the implemented protection measures and monitor for additional species in harm's way. These protection measures shall include, as appropriate: redirecting wildlife, identifying areas that may require exclusionary devices (e.g., silt fencing), or capturing and relocating wildlife outside the work area. Any captured species shall be immediately relocated to adjacent appropriate habitat that is contiguous to adjacent habitat and not impacted by project-related disturbance activities.

BIO-3: Restoration Plan. A restoration plan for the project shall be prepared prior to start of construction. A combination of onsite habitat restoration, enhancement, and exotic plant removal shall be implemented by City of La Cañada Flintridge at a 1:1 ratio for impacted riparian habitat/ sensitive natural communities, habitat, and jurisdictional waters. Habitat restoration/enhancement shall include use of willow cuttings and exotic plant species removal. Nonnative, weedy habitats within the basin shall be targeted whenever possible as mitigation sites. Planting design, identification of onsite restoration areas, and native plant species and appropriate ratios for the project area will be addressed prior to the initiation of construction activities. The Restoration Plan will include a maintenance, monitoring, and reporting component for a 120-day Plant Establishment Period (PEP) and for five (5) years following the end of the 120-day PEP.

BIO-4: Preconstruction Sensitive Plant Survey. One focused plant survey with focus on detection of three listed species with moderate (Nevin's barberry and smooth tarplant) or low (Braunton's milkvetch) potential to occur shall be completed within the project impact limits (including ingress/egress routes and staging areas) prior to construction and during the appropriate time for identification (April-June). The survey will also focus on special-status plant species with a high or moderate potential to occur. If listed or special-status plant species are not detected, no further action is necessary. If a listed plant species is determined to occur and avoidance is not an option, an ESA would be established, and the project will be temporarily halted until a Biological Assessment (BA) and Section 7 agency consultation can be completed. If a special-status plant species is found during preconstruction surveys, an ESA shall be established, and the area will be avoided to the maximum extent possible. If avoidance is not an option, impacts will be addressed by the Project's Restoration Plan (BIO-2) and mitigation measures will be species specific and may include harvesting of seeds or cuttings for seeding/planting in on-site restoration areas, transplanting of individual trees/plants or topsoil in restoration areas and/or temporarily disturbed areas, and/or replacement at a 1:1 ratio.

BIO-5: Preconstruction Sensitive Wildlife Survey: A preconstruction survey for sensitive wildlife species will be conducted within two weeks (14 days) of initial grading, demolition, and/or

grubbing activities. If special-status (non-listed) wildlife species are observed within the impact area, the qualified biologist will develop and implement appropriate protection measures for that species. These protection measures shall include, as appropriate: presence of a biological monitor during ground disturbing activities, redirecting the species, constructing exclusionary devices, protection of breeding pools (e.g., silt fencing), or capturing and relocating wildlife outside the work area (as project and/or individual permits allow). The biological monitor will have the authority to temporarily halt construction activities in order to allow special-status and general wildlife to safely move out of harm's way and may employ hazing methods to direct individual's to areas outside the construction limits. If a listed wildlife species is determined to nest or den within the project area, the project will be temporarily halted until a Biological Assessment (BA) and Section 7 agency consultation can be completed. Observations of special-status species made during the surveys shall be recorded onto a CNDDB field data sheet and submitted to CDFW for inclusion into the CNDDB.

BIO-6: Nesting Bird Surveys and Protection Measures: All vegetation and tree removal activities shall be conducted during the bird non-breeding season (between September 16 and January 29 of any given year). Prior to commencement and within three (3) days of trail restoration activities that are scheduled to begin or continue within the bird breeding season (generally February 1-September 15 for most species), a preconstruction nesting bird survey shall be conducted by a qualified biologist for the detection of any special-status species and active nests (contain eggs, chicks, or young dependent on the nest or immediate nest area) within 300 feet of the construction work area. The surveys shall be conducted by a qualified biologist with experience in conducting nesting bird surveys. The surveys shall continue on a weekly basis throughout the nesting bird season throughout the duration of construction activities.

If an active nest is found, the qualified biologist will develop and implement appropriate protection and avoidance measures for that nest. Appropriately sized no-work buffers will be assigned to each active nest identified during the preconstruction and weekly surveys. The qualified biologist may approve adjustments to the buffer size based on the species' life history, species' sensitivity to disturbances (e.g., noise, vibration, human activity), individual behavior, nest stage (eggs, incubation, nestlings, etc.), location of nest and site conditions, presence of screening vegetation, anticipated project activities, preconstruction (ambient) conditions, and effectiveness of protection measures that may be employed. These protection measures shall include, as appropriate, installation of sound walls or visual barriers, and temporarily rescheduling of Project activities in the area until the nest is no longer active. The sound walls and visual barriers may consist of constructing temporary walls with k-rail, plywood, weed-free straw waddle, screens, or even the strategic placement of construction equipment/vehicles. Coordination with CDFW will be necessary to determine any further course of action to avoid impacts to nesting raptors including removal of an identified raptor nest and/or installation of exclusionary devices or netting to prevent re-use of an existing raptor nest. Nest monitoring shall be conducted as necessary to document effectiveness of avoidance buffers and determine when buffers may be removed. Work in the buffer area can resume once the nest is deemed no longer active by the monitoring biologist.

BIO-7: Special-Status Bats and Bat Maternity Roosts: Any trees proposed for removal should be inspected by a qualified bat biologist to determine their potential as roosting sites. To the extent feasible, removal of trees that are determined by the bat biologist to have roosting habitat should be conducted during seasonal periods of bat activity – September 1 to October 15 or when evening temperatures are not below 45 degrees Fahrenheit and rain is not over ½ inch in 24 hours; or between March 1-April 15 with the same parameters. The following measures should be adhered to during tree removal:

- As much as feasible, vegetation and trees within the Project that are not suitable for roosting bats will be removed first to provide a disturbance that might reduce the likelihood of bats using the habitat.
- Two-step tree removal will occur over two *consecutive* days under the supervision of a qualified bat biologist. On Day 1, small branches and small limbs containing no cavity, crevice or exfoliating bark habitat on habitat trees, as identified by a qualified bat biologist are removed first, using chainsaws only (no dozers, backhoes, etc.). The following day (Day 2), the remainder of the tree is to be felled/removed. (The intention of this method is to disturb the tree with noise and vibration and branch removal on Day 1. This should cause any potentially present colonial bat species to abandon the roost tree after they emerge for nighttime foraging. Removing the tree quickly the next consecutive day should avoid re-occupation of the tree by bats.)
- If a maternity roost is located, whether solitary or colonial, that roost will remain undisturbed until the next removal period or a qualified biological monitor has determined the roost is no longer active.

BIO-8: Aquatic Resources: Applications for the appropriate state and federal permits shall be filed based on the results of the delineation survey and any mitigation and monitoring requirements of those permits will be in addition to Mitigation Measures BIO-1 through BIO-7.

BIO-9: City Tree Ordinances and Policies: Within 90 days prior to ground-disturbing activities, a qualified biologist (La Cañada Flintridge City approved arborist for La Cañada Flintridge land) will conduct a tree survey within the project footprint to identify native and/or city-protected trees; and for native and/or city-protected trees that would be removed or potentially affected by the Proposed Project; and for native and/or city-protected trees that can be avoided, and for native and/or city-protected trees that will require root zone protection. The City of La Cañada Flintridge will replace native city-protected trees that cannot be avoided with an in-kind native tree species or replacement of nonnative city-protected tree species with a native tree species. The replacement is expected to be at a 1:1 ratio by canopy acreage. The biological monitor shall implement measures to protect the root zone of oak trees and native city-protected trees that may be impacted immediately adjacent to the project impact areas, staging areas, and along ingress/egress roads. The acreage occupied by the canopies of the native and/or city-protected trees to be removed will determine the appropriate level of tree replacement. The City of La

Cañada Flintridge shall identify tree replacement areas in the Restoration Plan (BIO-3) that are no less than the acreage of the native and/or city-protected tree canopies to be removed. The number of replacement trees installed by the City of La Cañada Flintridge will be greater than the number of trees to be removed should the replacement tree be smaller and younger than the tree to be removed. The City of La Cañada Flintridge shall monitor the survival of the replacement trees for five (5) years and replace those that do not survive within the monitoring period, ensuring that no less than 1:1 ratio of replacement, or no net loss, has been achieved.

Cultural Resources

CUL-1: If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the City of La Cañada Flintridge and applicable landowner. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. Work may not resume within the no-work radius until the Lead Agency, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to their satisfaction.
- If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Los Angeles County Medical Examiner-Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the Project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC may mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center;

using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the Lead Agency, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

Geology and Soils

GEO-1: Unanticipated Discovery – Paleontological Resource. If paleontological resources (i.e., fossil remains) are discovered during excavation activities, the contractor will notify the City and cease excavation within 100 feet of the find until a qualified paleontological professional can provide an evaluation of the site. The qualified paleontological professional will evaluate the significance of the find and recommend appropriate measures for the disposition of the site (e.g. fossil recovery, curation, data recovery, and/or monitoring). Construction activities may continue on other parts of the construction site while evaluation and treatment of the paleontological resource takes place.

Noise

NOI-1: Project construction taking place on Saturdays shall be limited between the hours of 9:00 a.m. to 5:00 p.m. and shall employ the use handheld equipment that does not require the use of electrical power or handheld equipment with electric motors only.

Tribal Cultural Resources

TCR-1: Prior to the commencement of any ground-disturbing activity at the project site, the City shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this Project pursuant to Assembly Bill (AB) 52 – Senate Bill (SB) 18 (the "Tribe" or the "Consulting Tribe"). The Native American Monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground-disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the Project Area. The Native American Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by Project activities shall be evaluated by the qualified archaeologist and Native American Monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural, and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project site, all ground disturbance shall

immediately cease, and the Los Angeles County Medical Examiner-Coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic-period archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
APE	Area of Potential Effect
AQMP	Air Quality Management Plan
BMPs	Best Management Practices
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH_4	Methane
CHRIS	California Historical Record Information System
CNEL	Carbon Monoxide
CO	Community Noise Level Equivalent
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
CO Plan	Federal Attainment Plan for Carbon Monoxide
CRHR	California Register of Historic Places
CWA	California Water Act
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
EFZ	Earthquake Fault Zone
EIC	Eastern Information Center
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency

FMMP	Farmland Monitoring and Mapping Program
FIRM	Flood Insurance Rate Map
FHWA	Federal Highway Administration
GHGs	Greenhouse Gases
HMP	Hazard Mitigation Plan
LACFD	Los Angeles County Fire District
LCUSD	La Canada Unified School District
LSTs	Localized Significance Thresholds
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendent
MMT	Million Metric Tons
MND	Mitigated Negative Declaration
MSHCP	Multiple Species Habitat Conservation Plan
$MTCO_2eq$	Metric Tons of Carbon Dioxide Equivalent
NAHC	Native American Heritage Commission
ND	Negative Declaration
NPDES	National Pollutant Discharge Elimination System
N_2O	Nitrous Oxide
NO_x	Nitrogen Oxides
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
OHV	Off-Highway Vehicle
OPR	California Office of Planning and Research
PM_{10} and $PM_{2.5}$	Particulate Matter
RCPG	Regional Comprehensive Plan and Guide
ROG	Reactive Organic Gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SIP	State Implementation Plan
SGMA	Sustainable Groundwater Management Act
SoCAB	South Coast Air Basin
SR	State Route
SRA	Sensitive Receptor Area
SSC	Species of Special Concern
SWPPP	Storm Water Pollution Prevention Plan

SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TCR	Tribal Cultural Resources
USACE	United States Army Corps of Engineers
USEPA	United States Environmental Protection Agency

SECTION 1.0 BACKGROUND

1.1 Summary

Project Title:	Flint Canyon Wash Trail Restoration Project
Lead Agency Name and Address:	City of La Cañada Flintridge One Civic Center Drive La Cañada Flintridge, California 91011
Contact Person and Phone Number:	Paddy M. Taber Senior Management Analyst II City of La Cañada Flintridge Public Works Department (818) 790-8882
Project Location:	The project is located within the boundaries of the cities of La Cañada Flintridge and Pasadena. The Flint Canyon Trail is a 2.4 mile-long trail running through the Flintridge area of the City of La Cañada Flintridge, connecting Hahamongna Watershed Park (formerly Oak Grove Park) located in the City of Pasadena on the east, to San Rafael Hills (Glendale) to the west and Angeles National Forest to the north
General Plan Designation:	La Cañada Flintridge: Open Space, Parks and Recreation Estate Residential Pasadena: Parks
Zoning:	La Cañada Flintridge: OS (Open Space), PS (Public, Semi-Public), R-1-40,000 Pasadena: OS (Open Space), PS (Public, Semi-Public)

1.2 Introduction

The City of La Cañada Flintridge is the Lead Agency for this Initial Study. The Initial Study has been prepared to identify and assess the anticipated environmental impacts of the Flint Canyon Wash Trail Restoration Project (Proposed Project). This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Pub. Res. Code, Section 21000 *et seq.*) and State CEQA Guidelines (14 CCR 15000 *et seq.*). CEQA requires that all state and local government agencies consider the

environmental consequences of Projects over which they have discretionary authority before acting on those Projects. A CEQA Initial Study is generally used to determine which CEQA document is appropriate for a Project (Negative Declaration [ND], Mitigated Negative Declaration [MND], or Environmental Impact Report [EIR]).

1.3 Surrounding Land Uses/Environmental Setting

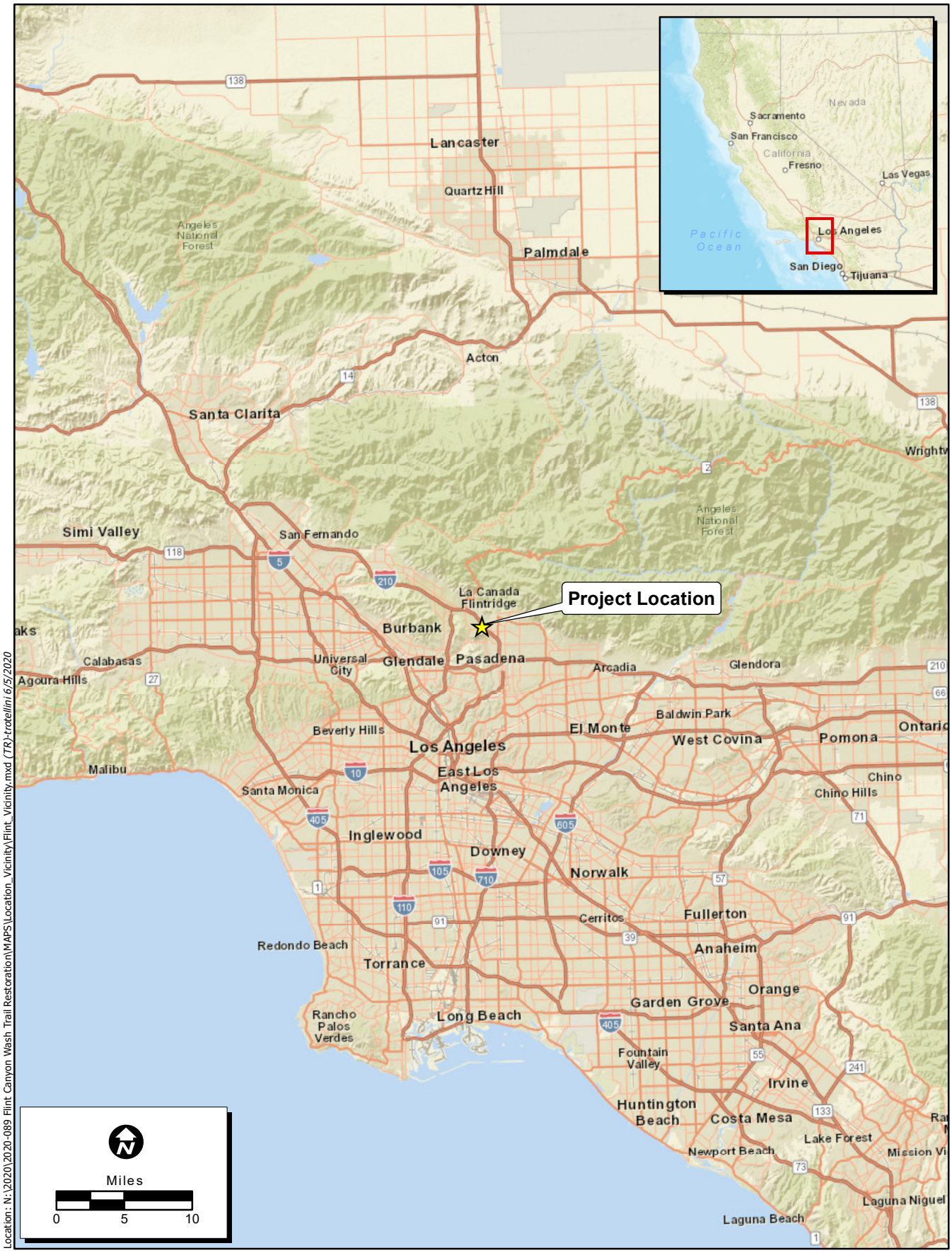
The project is located within La Cañada Flintridge, with portions of the construction staging area located in the City of Pasadena. La Cañada Flintridge is approximately 8.5 square miles in area and is bordered by the Angeles National Forest on the north, and the cities of Pasadena and Glendale on the east and south, and the unincorporated portion of the County of Los Angeles on the west (Figure 1). The City is 13 miles northeast of the City of Los Angeles. The City was incorporated in 1976 and is home to the Jet Propulsion Laboratory, the Descanso Gardens, and the Lanterman House.

The Flint Canyon Trail is a 2.4 mile-long trail running through the Flintridge area of the City, connecting Hahamongna Watershed Park (formerly Oak Grove Park) located in the City of Pasadena on the east, to San Rafael Hills (Glendale) to the west and Angeles National Forest to the north. The project area consists of nine discontinuous sections near and along the banks of Flint Canyon Wash, totaling approximately 1.66 acres of land. The project area is located in the southwestern quarter of Section 6 of Township 1 North, Range 12 West, San Bernardino Base Meridian as depicted on the 1995 Pasadena, California U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle map. Elevations within the proposed impact area range from approximately 1,019-1,108 feet (ft) (310-338 meters) above mean sea level (msl). Portions of the project area are located to the northeast of Berkshire Avenue, straddling the Interstate 210 freeway (I-210), between the Berkshire Place interchange and the overpass connecting Linda Vista Drive to Oak Grove Drive, southwest of The Hillside School and Learning Center, west of Devil's Gate reservoir, and east of Inverness drive. The project site is bordered by the I-210 to the northeast, open space to the south, the Flint Canyon Tennis Club and single-family homes to the west (Figure 2). Surrounding land uses are described in the table below.

Surrounding Zoning and Land Use Designations

	Land Use Designation	Zoning Designation	Existing Land Use
Project Site	Parks	PS (Public / Semi-public), R-1-40,000	Recreational Trail
North	Estate Residential	R-1-40,000	Single Family Homes, 210 Freeway
East	Institutional	PS (Public / Semi-public)	210 Freeway, School, Church
South	Estate Residential	R-1-40,000	Open Space
West	Estate Residential, Parks and Recreation	R-1-40,000	Flint Canyon Tennis Club, Single Family Homes

Source: City of La Canada Flintridge 2013, 2020



Location: N:\2020\2020-089 Flint Canyon Wash Trail Restoration\MAPS\Location_Vicinity\Flint_Vicinity.mxd (TR)-tratellini 6/5/2020

Map Date: 6/5/2020

Sources:

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Figure 1. Project Vicinity

2020-089 Flint Canyon Wash Trail Restoration

Location: N:\2020\2020-089 Flint Canyon Wash Trail Restoration\MAPS\Location_Vicinity\Flint_Location.mxd (TR)-trotellini 8/18/2020

Map Date: 8/18/2020

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Figure 2. Project Area

2020-089 Flint Canyon Wash Trail Restoration

SECTION 2.0 PROJECT DESCRIPTION

2.1 Project Background

The 2.4-mile long Flint Canyon Trail connects the Hahamongna Watershed Park with trails in Cherry Canyon and the City of Glendale to the west. The trail also connects to the Arroyo Seco Trail, which in turn connects northward to the Gabrielino Trail in the Angeles Forest. The Flint Canyon Trail is used by hikers, equestrians, and bicyclists which allows them access to enter 40 acres of Cherry Canyon, which is owned by the City of La Cañada Flintridge.

The section of trail that runs along the lower portion of Flint Wash between Berkshire Place and Oak Grove Drive has experienced significant erosion problems. In particular, an approximately 800-foot-long section of trail that runs just south of I-210 along the north side (left bank, looking downstream) of the channel has experienced problems both from upslope erosion, undercutting of the creek banks, and severe rainstorms and runoff from the Flint Wash located below the trail.

In 2009, the City completed extensive repairs with grant funds to the upslope of the Flint Canyon Trail which has also experienced significant erosion. Although the upslope was repaired, the downslope has continued to erode over time. The City has conducted repairs to some areas of the downslope; however, a long-term solution must be implemented. Otherwise, the ongoing erosion will compromise the entire slope and the extensive upslope repairs completed by the City.

2.2 Project Objectives

The objectives of the Proposed Project include:

- Build a permanent stabilization system to protect the slope and trail
- Maintain safe trail access for the public
- Enhance the natural habitat adjacent to the trail

2.3 Project Characteristics

The Proposed Project would improve a 1,000-foot section of the 2.4-mile-long Flint Canyon Wash Trail (Figure 3). Improvements include the installation of a staircase wall of gabions, which are steel wire mesh cages filled with rip-rap (large rock aggregate). The Proposed Project would install varied size gabions on the downslope of the unprotected bank (Figures 4 and 5). The purpose of the gabion wall is to stabilize the slope and to inhibit stream flows from eroding and undercutting the slope supporting the Flint Canyon Trail.

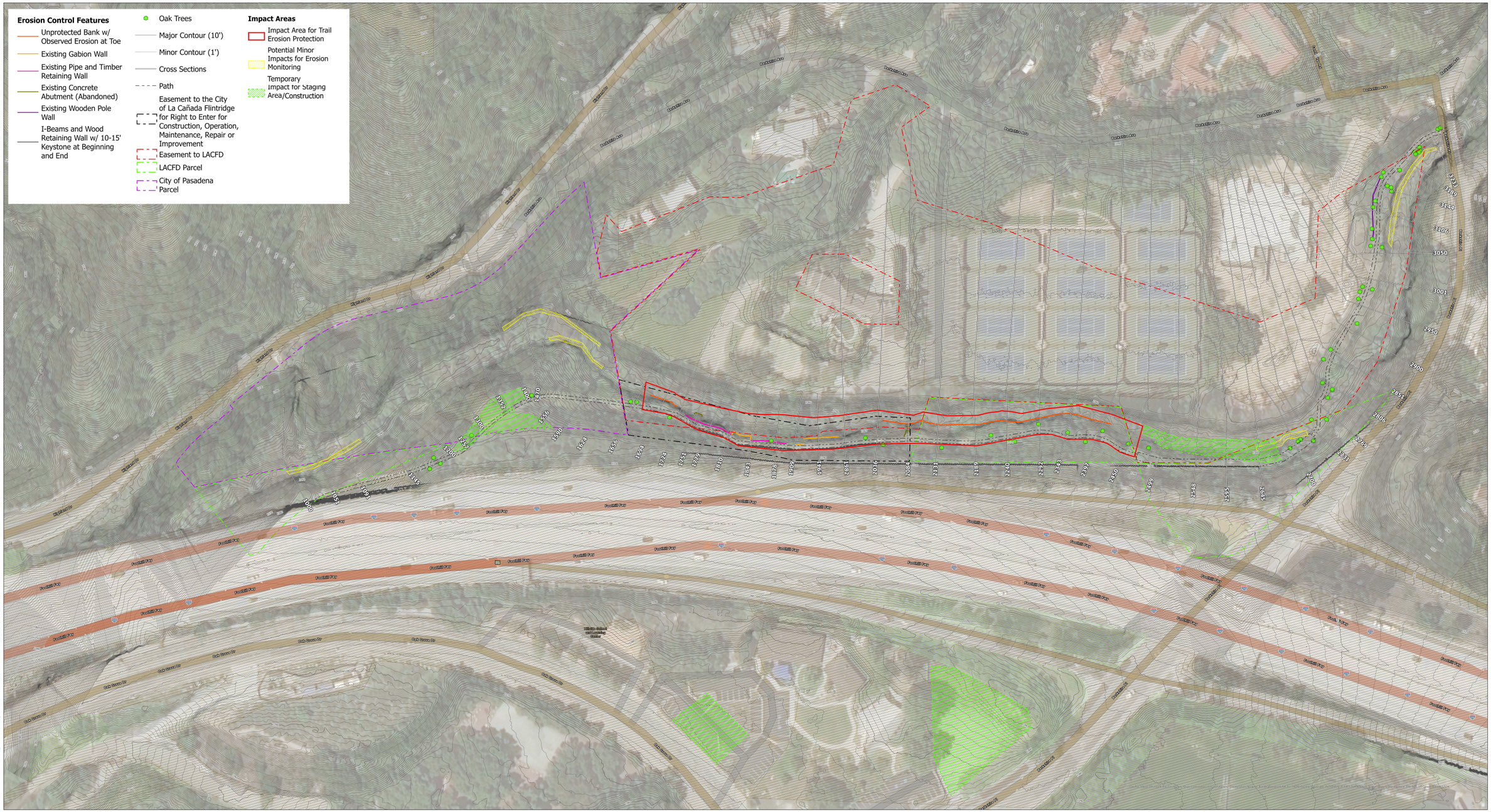
The Proposed Project would also include the installation of five erosion monitoring stations at key points along the stream where high velocity flows occur. These stations would help the City identify future problem areas that could affect the stability and safety of the Flint Canyon Trail. These stations would require rebar to be driven horizontally into the slope. The City would measure over time the length of exposed rebar, which would help gauge the extent of erosion that is occurring.

In addition to stabilizing and protecting the slope supporting the Flint Canyon Trail, the Proposed Project would enhance natural habitat adjacent to the trail. A biological restoration plan is being prepared for the Proposed Project and will be included with the final engineering plans, specifications, and estimates (PS&E) submittal. Habitat enhancement would include removal of non-native vegetation and may include planting of native vegetation. The biological restoration plan will include a maintenance, monitoring, and reporting component for a 120-day Plant Establishment Period (PEP) and for five years following the end of the 120-day PEP.

Temporary staging for construction would be within the City of Pasadena, located along the trail just south of the proposed improvements (Figure 3). Two other potential temporary staging areas also include a portion of the parking lot of the La Cañada United Methodist Church and an adjacent dirt lot located south of Berkshire Place and east of the westbound I-210 off-ramp at Berkshire Place (Figure 3).

2.4 Project Timing

Construction of the Proposed Project is expected to begin in Spring 2024 through Summer 2024.



FLINT WASH STREAM
EMBANKMENT PROTECTION

IMPACT LIMITS WITH AERIAL AND
EROSION CONTROL FEATURES

PACE 0 40 80 160 Feet
Date: 10/29/2020 Job Number: 8638

Figure 02

Figure Source: PACE 2021

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Figure 3. Project Plans
2020-089 Flint Canyon Wash Trail Restoration Project

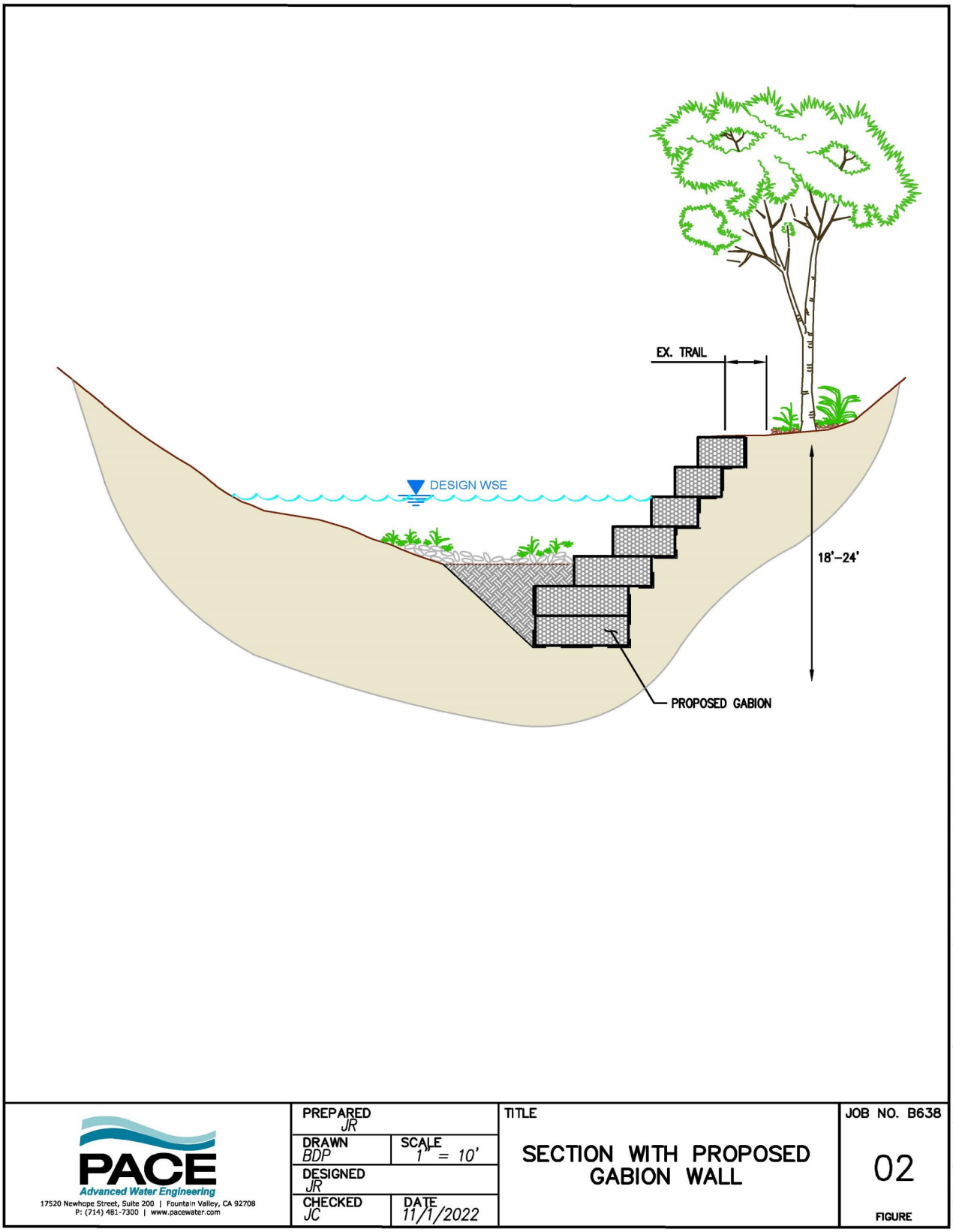

Figure Source: Pace 2022

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Figure 4. Gabion Cross Section
2020-089 Flint Canyon Wash Trail Restoration Project

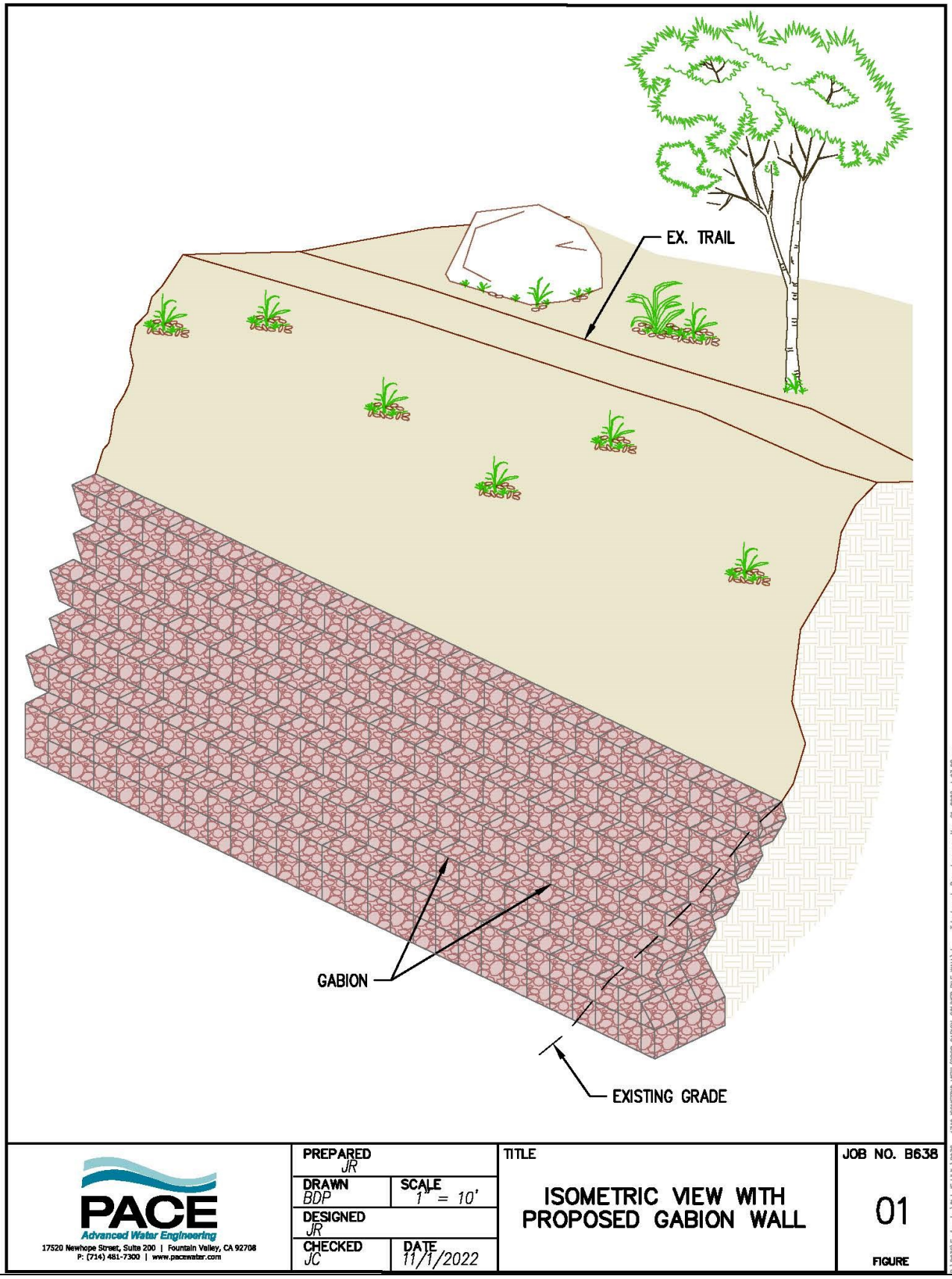

Figure Source: Pace 2022

Figure 5. Isometric View of Gabion
2020-089 Flint Canyon Wash Trail Restoration Project

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

2.5 Regulatory Requirements, Permits, and Approvals

The following approvals and regulatory permits would be required for implementation of the Proposed Project:

- Fish and Game Code Section 1602 Lake or Streambed Alteration Agreement (CDFW)
- Clean Water Act Section 401 Water Quality Certification (SWRCB)
- Clean Water Act Section 404 Permit (USACE)
- National Pollutant Discharge Elimination System (NPDES) General Construction Permit

2.6 Consultation With California Native American Tribe(s)

The following California Native American tribes traditionally and culturally affiliated with the project area have been notified of the project: Gabrieleño Band of Mission Indians – Kizh Nation, the Gabrieleño Band of Mission Indians-Tongva, and the Soboba Band of Luiseño Indians. The Gabrieleño Band of Mission Indians – Kizh Nation have requested consultation pursuant to Public Resources Code section 21080.3.1. A summary of the consultation process, including the determination of significance of impacts to tribal cultural resources, is provided in Section 4.18 of this Initial Study.

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SECTION 3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

3.1 Environmental Factors Potentially Affected

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

Determination

On the basis of this initial evaluation:

I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	☐
I find that although the 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 Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	☐
I find that the Project MAY have a "potentially significant impact" 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 Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR 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 Project, nothing further is required.	☐

Paddy M. Taber

Paddy M. Taber
Senior Management Analyst II

3/16/2023
Date

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SECTION 4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION

4.1 Aesthetics

4.1.1 Environmental Setting

Regional Setting

The City of La Cañada Flintridge is located in the east end of the Crescenta Valley, nestled between the San Gabriel Mountains to the north and the San Rafael Hills to the south. The San Gabriel Mountains and Angeles National Forest provide a dramatic panoramic backdrop for the City to the north, while the north face of the San Rafael Hills frames the City's southern border. The views of the valley, including the Los Angeles Basin and the Arroyo Seco, sweep from the northeast to the southwest through the City. Although the City is nearly fully developed, it retains a semi-rural atmosphere that contributes to its scenic beauty (City of La Cañada Flintridge 2013).

Key public vantage points include the Interstate (I) 210 and State Route (SR) 2 freeways, as they enter and pass through the City; Foothill Boulevard; Angeles Crest Highway (from I-210 north to the Angeles National Forest); and public recreational and open space areas, such as Cherry Canyon and trails throughout the City (City of La Cañada Flintridge 2013). The City has an extensive urban forest that contributes to the City's scenic beauty and enhances resource conservation. The City's Preservation, Protection, and Removal of Trees Ordinance (Chapter 4.26 of the Zoning Ordinance) is intended to preserve and encourage the regeneration of the urban forest.

Scenic Highways

The California Scenic Highway Program protects and enhances the scenic beauty of California's highways and adjacent corridors. A highway can be designated as scenic based on how much natural beauty can be seen by users of the highway, the quality of the scenic landscape, and if development impacts the enjoyment of the view (Caltrans 2019). The I-210 Freeway is listed as an eligible scenic highway and runs directly adjacent to the project site.

New development along roadways also has the potential to obstruct views of the mountains and hills as seen by those working, walking, and driving on them. In 1980 the City adopted scenic corridors as a part of the approval of the Environmental Resource Management Element of the General Plan. The designated scenic corridors include Foothill Boulevard, I-210, SR-2, and Verdugo Boulevard east of SR-2 (City of La Cañada Flintridge 2013).

4.1.2 Aesthetics (I) Environmental Checklist and Discussion

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

The project area supports nonnative and native vegetation communities and is mostly undeveloped; however, it has been subjected to disturbances from recreational use and surrounding urbanization. The existing trail parallels and primarily occurs upslope of Flint Canyon Wash, which supports oak woodland, nonnative woodland, and native riparian woodland that is disturbed by the presence of nonnative and invasive plant species. The Proposed Project would install a staircase wall of gabions to stabilize the slope and to inhibit stream flows from eroding and undercutting the slope supporting the Flint Canyon Trail. The Proposed Project would also restore temporarily affected areas following the construction and enhance adjacent areas through the removal of nonnative vegetation and the planting of native trees and shrubs. Proposed improvements are not anticipated to affect the viewsheds or scenic vista in the project area. Impacts would be less than significant.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐

The limits of the Proposed Project are along a portion of the Flint Canyon Trail and the adjacent streambed within Flint Canyon beginning at a point near the trail entrance at Oak Grove Drive and extending approximately 2,000 feet in the upstream direction. The project site and construction staging areas are located adjacent to the I-210 Freeway, which is listed as an eligible scenic highway (Caltrans 2019). I-210 is a designated scenic corridor by the City of La Cañada Flintridge (City of La Cañada Flintridge 2013). However, the Proposed Project is located at a lower elevation than the I-210 Freeway, therefore, construction impacts would not be visible from this state eligible scenic highway. Furthermore, the Proposed Project would comply with the City of La Cañada Flintridge tree ordinances and replace any protected tree that is removed as part of the Proposed Project. Therefore, impacts would be less than significant.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) In non-urbanized areas, 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?	☐	☐	☒	☐

The proposed improvements would not result in substantial degradation of the visual character or quality of the site and its surroundings. The Proposed Project would continue an existing use. The Proposed Project has the potential to greatly enhance the quality of habitats in and adjacent to the trail as a result of the trail improvements, and thus improve the overall aesthetic value. Therefore, impacts are considered to be less than significant.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

The Proposed Project includes improvements to a 1,000-foot section of the 2.4-mile-long Flint Canyon Wash Trail to prevent stream flows from eroding and undercutting the slope below the trail. No lighting or structures that could result in glare are included as part of the Proposed Project; therefore, no light or glare impacts would occur.

4.1.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.2 Agriculture and Forestry Resources

4.2.1 Environmental Setting

"Forest land" as defined by Public Resources Code Section 12220(g) is "…land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."

"Timberland" as defined by Public Resources Code Section 4526 means "…land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available

for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis."

"Timberland zoned Timberland Production" is defined by Public Resources Code Section 51104(g) as "...an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision h.

The City of La Canada Flintridge General Plan has no mention of agricultural resources, and therefore it is not considered an important resource to the City. The City General Plan outlines Open Space and Recreation Element goals and objectives, some of which relate to forest land. However, none of the Element's goals and objectives are related to agricultural or forestry resources.

4.2.2 Agriculture and Forestry Resources (II) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The Proposed Project would result in no impacts related to converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP), to non-agricultural use. There are no lands mapped in the FMMP as Prime Farmland, Unique Farmland, or Farmlands of Statewide Importance within or adjacent to the project area. The CDC, Division of Land Resource Protection, FMMP allows use of the California Important Farmland Finder, which serves as a current inventory of agricultural land resources using the most recent maps and data from 2018. The project area is designated as Urban and Built-Up Land and Grazing Land (CDC 2018). Therefore, the project area is not categorized as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance according to FMMP. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

The Land Use Element of the City General Plan designates the project site as Parks. There is no specific agricultural zoning in the Land Use Element, and the City General Plan does not mention agriculture or

farming in the City, except to say that zero percent of the population is employed by farming, fishing, or forestry (City of La Canada Flintridge 2013).

The Williamson Act Program enters local governments and private landowners in a contract to restrict agricultural and open space lands to farming and ranching uses through the CDC, Division of Land Resource Protection. However, no agricultural or open space lands are used for farming or ranching in the project site or the surrounding vicinity. Therefore, there would be no impacts regarding conflict with existing zoning for agricultural use.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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))?	☐	☐	☐	☒

The project site is zoned as Open Space (OS) and Public/Semi-Public (PS) and is not zoned as forest land or agriculture (City of La Canada Flintridge 2013). The project site consists of the existing Flint Canyon Trail; it does not contain forestland or timberland. Surrounding areas are developed with residential, institutional, and recreational uses. No impact would occur.

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

The project site is an existing public trail and does not contain forestland or timberland, as defined above. Surrounding areas are developed with commercial and residential land uses. No impact would occur.

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The project site and the surrounding properties are not currently zoned or used for agriculture, and so could not result in the conversion of Farmland to non-agricultural use. As explained above, the Proposed

Project would not result in the conversion of forest land to non-forest use as the project is not on forest land. No impact would occur.

4.2.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.3 Air Quality

4.3.1 Environmental Setting

The project area is located within Los Angeles County. The California Air Resource Board (CARB) has divided California into regional air basins according to topographic features. Los Angeles County and the project area are located in a region identified as the South Coast Air Basin (SoCAB). The SoCAB occupies the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County. The air basin is on a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean on the southwest, with high mountains forming the remainder of the perimeter. The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

Both the U.S. Environmental Protection Agency (USEPA) and the CARB have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. The six criteria pollutants are ozone (O_3) (O_3 precursor emissions include nitrogen oxide (NOx) and reactive organic gases (ROG)), carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The Los Angeles County portion of the SoCAB region is designated as a nonattainment area for the federal O_3, fine particulate matter ($PM_{2.5}$), and lead standards and is also a nonattainment area for the state standards for O_3, coarse particulate matter (PM_{10}), and $PM_{2.5}$. (It is noted that lead is not emitted from standard land use developments, such as that proposed by the Project.)

The local air quality agency affecting the SoCAB is the South Coast Air Quality Management District (SCAQMD), which is charged with the responsibility of implementing air quality programs and ensuring that national and state ambient air quality standards are not exceeded and that air quality conditions are maintained in the SoCAB. In an attempt to achieve national and state ambient air quality standards and maintain air quality, the air district has completed several air quality attainment plans and reports, which together constitute the State Implementation Plan (SIP) for the portion of the SoCAB encompassing the Project.

The SCAQMD has also adopted various rules and regulations for the control of stationary and area sources of emissions. Provisions applicable to the Proposed Project are summarized as follows:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below:

  a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.

  b) All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.

  c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

  d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

  e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

4.3.2 Air Quality (III) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒

As part of its enforcement responsibilities, the USEPA requires each state with nonattainment areas to prepare and submit a SIP that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act requires an air quality attainment plan to

be prepared for areas designated as nonattainment with regard to the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As previously mentioned, the project site is located within the SoCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the SoCAB is in nonattainment. In order to reduce such emissions, the SCAQMD drafted the 2016 Air Quality Management Plan (AQMP). The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, CARB, the Southern California Association of Governments (SCAG), and the USEPA. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.) The Proposed Project is subject to the SCAQMD's AQMP.

According to the SCAQMD, in order to determine consistency with SCAQMD's air quality planning two main criteria must be addressed.

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) Would the project result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new air quality violations?

As shown in Tables 4.3-1 and 4.3-2 below, the Proposed Project would result in emissions that would be below the SCAQMD regional and localized thresholds during construction (ECORP 2020a; Appendix A). Therefore, the Proposed Project would not result in an increase in the frequency or severity of existing air quality violations and would not have the potential to cause or affect a violation of the ambient air quality standards.

b) Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?

As shown in Table 4.3-1 below, the Proposed Project would be below the SCAQMD regional thresholds for construction. Because the Proposed Project would result in less than significant regional emission impacts, it would not delay the timely attainment of air quality standards or AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the SoCAB focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are

based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining Project consistency focuses on whether or not the Proposed Project exceeds the assumptions utilized in preparing the forecasts presented its air quality planning documents. Determining whether or not a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the 2016 AQMP?*

A project is consistent with regional air quality planning efforts in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the SCAQMD air quality plans. Generally, three sources of data form the basis for the projections of air pollutant emissions in La Cañada Flintridge. Specifically, SCAG's *Growth Management* Chapter of the Regional Comprehensive Plan and Guide (RCPG) provides regional population forecasts for the region and SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) provides socioeconomic forecast projections of regional population growth. The City of La Cañada Flintridge General Plan informed the RTP/SCS order to assist forecasting future growth in Los Angeles County.

The Proposed Project is located within the Interstate 210 corridor right of way, adjacent to land designated *Open Space*, *Parks and Recreation*, and *Estate Residential*. The Proposed Project would not increase density in the area nor conflict with the adjacent land use designations. In addition, the Proposed Project is the restoration of an existing trail and the land use at the project site would not change as a result of the Proposed Project. Thus, the Proposed Project is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the General Plan and RCPG. As a result, the Proposed Project would not conflict with the land use assumptions or exceed the population or job growth projections used by SCAQMD to develop the 2016 AQMP. The City's population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City; and these are used by SCAG in all phases of implementation and review. Additionally, as the SCAQMD has incorporated these same projections into their air quality planning efforts, it can be concluded that the Proposed Project would be consistent with the projections. (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.) Therefore, the Proposed Project would be considered consistent with the population, housing, and employment growth projections utilized in the preparation of SCAQMD's air quality plans.

b) Would the project implement all feasible air quality mitigation measures?

In order to further reduce emissions, the Proposed Project would be required to comply with emission reduction measures promulgated by the SCAQMD, such as SCAQMD Rules 402 and 403. SCAQMD Rule 402 prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. SCAQMD Rule 403 requires fugitive dust sources to implement Best Available Control Measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is

intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. As such, the Proposed Project meets this consistency criterion.

c) Would the project be consistent with the land use planning strategies set forth by SCAQMD air quality planning efforts?

The AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Proposed Project is consistent with the adjacent land use designations and the development density presented in the City's General Plan and therefore would not exceed the population or job growth projections used by the SCAQMD to develop the AQMP.

In conclusion, the determination of AQMP consistency is primarily concerned with the long-term influence of a project on air quality. The Proposed Project would not result in a long-term impact on the region's ability to meet state and federal air quality standards. The Proposed Project's long-term influence would also be consistent with the goals and policies of the SCAQMD's 2016 AQMP.

The Proposed Project would be consistent with the emission-reduction goals of the 2016 AQMP (ECORP 2020a; Appendix A). No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐

By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's individual emissions exceed its identified significance thresholds, the project would be cumulatively considerable. Projects that do not exceed significance thresholds would not be considered cumulative considerable.

The Proposed Project's air quality impacts are attributable to construction activities. The Proposed Project would not result in operational emissions above the existing baseline conditions. For purposes of impact assessment, air quality impacts have been separated into construction impacts and operational impacts.

Regional Construction Emission Impacts

Construction associated with the Proposed Project would generate short-term emissions of criteria air pollutants, including ROG, CO, NO_X, PM_{10}, and $PM_{2.5}$. The largest amount of ROG, CO, and NO_X emissions would occur during the earthwork phase. PM_{10} and $PM_{2.5}$ emissions would occur from fugitive dust (due to earthwork and excavation) and from construction equipment exhaust. Exhaust emissions from

construction activities include emissions associated with the transport of machinery and supplies to and from the Project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to and from the site. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but have the potential to represent a significant air quality impact.

During construction activities, the Proposed Project would also be required to comply with SCAQMD Rule 403 (Fugitive Dust). The purpose of this rule is to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. Accordingly, these rules include specific measures to be employed to prevent and reduce fugitive dust emissions from anthropogenic sources. For instance, the City would be required to follow PM_{10} suppression techniques. Construction activities anywhere within the regulatory jurisdiction of the SCAQMD, including the project site, must follow the techniques summarized below.

1. Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
2. All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
3. The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
4. Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

The SCAQMD identifies significance thresholds for ROG, CO, and NO_X, SO_2, PM_{10}, and $PM_{2.5}$. Construction-generated emissions associated with the Proposed Project were calculated using CalEEMod. Predicted maximum daily construction-generated emissions of criteria air pollutants for the Proposed Project are summarized in Table 4.3-1.

Table 4.3-1. Construction-Related Emissions (Regional Significance Analysis)

Construction Year	Pollutant (pounds per day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Construction Year One	1.15	10.31	10.24	0.02	2.49	1.45
SCAQMD Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

*Source: CalEEMod version 2020.4.0. Refer to **Appendix A** for Model Data Outputs.*

Notes: Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. Construction emissions taken from the season (summer or winter) with the highest output. Construction of the Project is expected to begin in Spring 2024 and span approximately 4 months.

As shown in Table 4.3-1, construction-generated emissions would not exceed the SCAQMD significance thresholds. A less than significant impact would occur as a result of the Proposed Project. No mitigation is required.

Construction Localized Significance Threshold

The nearest sensitive receptors to the project site are tennis courts, part of Flint Canyon Tennis Club, located approximately 25 meters west of the project site. There are also residences, a school, and church in close proximity to the Proposed Project. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds (LSTs) for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with proposed projects.

For this Proposed Project, the appropriate source receptor area (SRA) for the localized significance thresholds is the West San Gabriel Valley source receptor area (SRA 8) as this source receptor area includes the project site. The Proposed Project would disturb approximately 0.46 acres total during construction. The SCAQMD has produced look-up tables for projects that disturb less than or equal to five acres daily. The LST threshold value for a one-acre site from the LST lookup table was employed. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. The nearest sensitive receptors to the project site are tennis courts and a residential yard located approximately 25 meters west of the project site and therefore, LSTs for receptors located 25 meters distant were utilized in this analysis.

The SCAQMD's methodology clearly states: *off-site mobile emissions from a project should not be included in the emissions compared to LSTs*. Therefore, for purposes of the construction LST analysis, only emissions

included in the CalEEMod "onsite" emissions outputs were considered. Table 4.3-2 presents the results of localized emissions during project site preparation and site grading, which are the construction activities that disturbs the most acreage daily. Localized emissions generated during both site preparation and grading are disclosed as these activities can generate substantial amounts of localized pollutants. The LSTs reflect a maximum disturbance of 1.0 acre at 25 meters for the Proposed Project.

Table 4.3-2. Construction-Related Emissions (Localized Significance Analysis)

Activity	Pollutant (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Project Site Preparation	8.93	7.14	0.52	0.29
Project Site Grading	10.29	9.91	2.38	1.42
SCAQMD Localized Significance Threshold	*69.00*	*535.00*	*4.00*	*3.00*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**

*Source: CalEEMod version 2020.4.0. Refer to **Appendix A** for Model Data Outputs.*

Notes: Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. Construction of the Project is expected to begin in spring of 2024.

Table 4.3-2 shows that the emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, a less than significant impact would occur as a result of the Proposed Project. No mitigation is required.

Operational Emissions

The Proposed Project would not include the provision of new permanent stationary or mobile sources of emissions, and therefore, by its very nature, would not generate quantifiable air quality emissions from Proposed Project operations. The Proposed Project does not propose any new development beyond the existing trail, and therefore would not result in new permanent source or stationary source emissions. Once the Proposed Project is completed, there would be no resultant increase in automobile trips to the area because the proposed improvements would not require daily visits by vehicle for operation, maintenance, repair, or any other reason. The restoration of the existing trail would not instigate a substantial increase in traffic beyond existing conditions. The Proposed Project would result in no increase of emissions beyond that currently generated under existing conditions, as the Proposed Project is the restoration of an existing trail. As such, the Proposed Project would have a less than significant impact in this area.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are considered either carcinogenic or noncarcinogenic based on the nature of the health effects associated with exposure to the pollutant. For regulatory purposes, carcinogenic TACs are assumed to have no safe threshold below which health impacts would not occur, and cancer risk is expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

There are many different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as from accidental releases of hazardous materials during upset conditions. The health effects of TACs include cancer, birth defects, neurological damage, and death.

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of TACs, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

The nearest sensitive receptor to the project site is a group of tennis courts, part of Flint Canyon Tennis Club. There is also a residence, school, and church in close proximity to the Proposed Project.

Short-Term Construction Impacts

Construction-related activities would result in temporary, short-term Proposed Project-generated emissions of diesel particulate matter (DPM), ROG, NOx, CO, and PM_{10} from the exhaust of off-road, heavy-duty diesel equipment for site preparation, paving, and other miscellaneous activities. However, as shown in Table 4.3-1 and Table 4.3-2, the Proposed Project would not exceed the SCAQMD regional or localized significance thresholds for emissions. The portion of the SoCAB which encompasses the project area is designated as a nonattainment area for federal O_3, fine particulate matter ($PM_{2.5}$), and PM_{10} standards and is also a nonattainment area for the state standards for O_3 and $PM_{2.5}$ (CARB 2018). Thus, existing O_3 and PM_{10} levels in the SoCAB are at unhealthy levels during certain periods.

The health effects associated with O_3 are generally associated with reduced lung function. Because the Proposed Project would not involve construction activities that would result in O_3 precursor emissions

(ROG or NOx) in excess of the SCAQMD thresholds, the Proposed Project is not anticipated to substantially contribute to regional O_3 concentrations and the associated health impacts.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. The Proposed Project would not involve construction activities that would result in CO emissions in excess of the SCAQMD thresholds. Thus, the Proposed Project's CO emissions would not contribute to the health effects associated with this pollutant.

Particulate matter (PM_{10} and $PM_{2.5}$) contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing. For construction activity, DPM is the primary TAC of concern. Particulate exhaust emissions from diesel-fueled engines (i.e., DPM) were identified as a TAC by the CARB in 1998. The potential cancer risk from the inhalation of DPM, as discussed below, outweighs the potential for all other health impacts (i.e., non-cancer chronic risk, short-term acute risk) and health impacts from other TACs. Based on the emission modeling conducted, the maximum onsite construction-related daily emissions of exhaust $PM_{2.5}$, considered a surrogate for DPM, would be 0.43 pounds/day (ECORP 2020a; see Appendix A). ($PM_{2.5}$ exhaust is considered a surrogate for DPM because more than 90 percent of DPM is less than 1 micron in diameter and therefore is a subset of particulate matter under 2.5 microns in diameter (i.e., $PM_{2.5}$). Most $PM_{2.5}$ derives from combustion, such as use of gasoline and diesel fuels by motor vehicles.) As with O_3 and NOx, the Proposed Project would not generate emissions of PM_{10} or $PM_{2.5}$ that would exceed the SCAQMD's thresholds. Additionally, the Proposed Project would be required to comply with SCAQMD Rule 403, described above, which limits the amount of fugitive dust generated during construction. Accordingly, the Project's PM_{10} and $PM_{2.5}$ emissions are not expected to cause any increase in related regional health effects for these pollutants.

In summary, the Proposed Project would not result in a potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants. Therefore, impacts associated with exposure of sensitive receptors to substantial pollutant concentrations would be less than significant.

Operational Air Contaminants

Operation of the Proposed Project would not result in the development of any substantial sources of air toxics. There are no stationary sources associated with the operations of the Proposed Project; nor would the Proposed Project attract mobile sources that spend long periods queuing and idling at the site. The impact is less than significant. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

Construction Impacts

During construction, the Proposed Project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the project site. However, these emissions are short-term in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the construction area. Therefore, construction odors would result in a less than significant impact related to odor emissions.

Operational Impacts

The land uses generally identified as sources of odors include wastewater treatment plants, wastewater pumping facilities, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing and fiberglass manufacturing facilities, painting/coating operations, rendering plants, coffee roasters, food processing facilities, confined animal facilities, feedlots, dairies, green waste and recycling operations, and metal smelting plants. If a source of odors is proposed to be located near existing or planned sensitive receptors, this could have the potential to cause operational-related odor impacts. The Proposed Project does not include any of these land uses or similar land uses. The operational impact is less than significant.

4.3.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.4 Biological Resources

4.4.1 Environmental Setting

ECORP Consulting Inc. (ECORP) prepared a biological resources assessment and aquatic resources delineation for the Proposed Project in February 2021 (ECORP 2021a, 2021b; Appendices B and C). A general biological resource assessment was conducted on June 9, 2020 by ECORP biologists. Prior to conducting the assessment, a literature search was performed using California Department of Fish and Wildlife (CDFW) *California Natural Diversity Data Base* (CNDDB; CDFW 2020a) and the California Native Plant Society's (CNPS) Electronic Inventory (CNPSEI; CNPS 2020) to determine the special-status species that have been documented in the project area. Results of the literature review, field surveys, including site characteristics, plant communities, plants, wildlife, special-status species, and special-status habitats (including any potential wildlife corridors) are summarized below.

Vegetation Communities

The project area supports native habitats and is mostly undeveloped, but it has been subjected to disturbances from recreational use and surrounding urbanization. Plants observed within the project area consisted mainly of species typically found in coastal sage scrub, oak woodland, and riparian habitats. In addition, nonnative species, including wild oat (*Avena fatua*), black mustard (*Brassica nigra*), brome grasses (*Bromus* sp.), Italian thistle (*Carduus pycnocephalus*), red-stemmed filaree (*Erodium cicutarium*), eucalyptus (*Eucalyptus* sp.), and Mexican fan palm (*Washingtonia robusta*) were abundant throughout the project area. Native plant species observed within the coastal sage scrub communities included deer weed (*Acmispon glaber*), chamise (*Adenostoma fasciculatum*), California sagebrush (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum*), white sage (*Salvia apiana*), and black sage (*Salvia mellifera*). Native plant species observed within the oak woodland communities included coast live oak, western sycamore, blue elderberry (*Sambucus nigra* ssp. *cerulea*), and poison oak (*Toxicodendron diversilobum*). Native plant species observed within the riparian communities included black willow (*Salix gooddingii*), western sycamore, and coast live oak. A complete list of plant species observed within the project area is included in Appendix B.

Four native vegetation communities and one nonnative vegetation community were identified within the project area. Eucalyptus – tree of heaven – black locust groves (*Eucalyptus spp. - Ailanthus altissima - Robinia pseudoacacia* Woodland Semi-Natural Alliance) was the only nonnative vegetation community identified during the survey effort; however, portions of some of the native vegetation communities were mapped as disturbed due to the abundance of nonnative species present. One of the native vegetation communities identified during the survey, Goodding's willow – red willow riparian woodland and forest (*Salix gooddingii - Salix laevigata* Woodland & Forest Alliance) is considered a special-status community. Four land cover types, including disturbed, landscaped, developed, and developed/landscaped, were mapped within the project area (Appendix B).

Wildlife

The project area provides habitat for wildlife species common to riparian woodland and urban edges. Birds were the most abundant species observed during the surveys. A total of four insect, one amphibian,

one reptile, 25 bird, and nine mammal species were observed or detected. Foraging and potential nesting habitat for a variety of bird species occurs throughout the various vegetation communities. The tall trees, large snags, and artificial structures (bridges) provide potential nesting sites for raptors and owls as well as potential roosting habitat for multiple bat species. Bat sign (guano and vocalizations) was noted under the Oak Grove and I-210 overpasses in addition to active northern rough-winged swallow (*Stelgidopteryx serripennis*) nests.

Baja California treefrog (*Pseudacris hypochondriaca*) tadpoles were noted within Flint Wash and damselflies and dragonflies that also rely on shallow freshwater habitat for reproduction were also observed. Several ground dwelling species were observed or detected on either side of the trail, including western fence lizard (*Sceloporus occidentalis*), California ground squirrel (*Otospermophilus beecheyi*), Botta's pocket gopher (*Thomomys bottae*), coyote (*Canis latrans*), and woodrat (*Neotoma* sp.). A few recreationalists were utilizing the trail during the survey. Anthropogenic disturbances, including remnant foundations and columns along the trail, slabs of concrete and broken columns in the bottom of the wash, and sign of domestic horse (*Equus caballus*), domestic dog (*Canis lupus familiaris*), and fancy rat (*Rattus norvegicus domestica*) were noted. A complete list of wildlife species observed or detected during the field survey is included in Appendix B.

Potential Waters of the U.S.

Flint Canyon Wash is considered an aquatic resource under federal and state regulations, as a tributary to the Arroyo Seco, which flows ultimately to the Pacific Ocean. The channel bottom contains a streambed that ranges from 20 to 30 feet in width, while the entire channel from across the top of bank has the potential to contain larger flow events. Within the channel bottom, which is planar, a low-flow channel winds along that supports perennial flows. This area is considered to be jurisdictional to the U.S. Army Corps of Engineers (USACE) as a Water of the U.S. under the Navigable Waters Protection Rule and the Clean Water Act (CWA). Both the channel bottom and the entire channel width, across the top of bank, including associated riparian vegetation, would be considered jurisdictional to the CDFW and the State Water Resources Control Board (SWRCB).

Special-Status Plants

The results of the literature review documented 49 special-status plant species (six federally and/or state listed) as occurring in the vicinity of the project area. A list was generated from the results of the literature search and the habitats within the project area were evaluated to determine if they were suitable to support any of the special-status plant species on the list. Based on the literature review and the results of the biological resources assessment, one special-status species was found to be present within the project area, seven special-status plant species were found to have high potential to occur within the project area, 20 were determined to have a moderate potential to occur within the project area, eight were determined to have a low potential to occur within the project area, and the remaining 13 species were presumed to be absent. Species were presumed to be absent due to a lack of suitable elevation or habitat within the project area. One special-status species, southern California black walnut (*Juglans californica*), was observed in two locations along the streambed towards the northern extent of the project area. The biological resources assessment was conducted during the appropriate blooming period

for all but one of the species in the high to moderate potential categories. However, the species that was outside the blooming period during the assessment surveys (Parish's gooseberry), is a perennial shrub that is detectable even outside the blooming period. A complete list of the 49 special-status plant species, with details regarding blooming periods, habitat requirements, and potential for occurrence designations, is included in Appendix B.

Special-Status Wildlife

The results of the literature search documented 38 special-status wildlife species (11 federally- and/or state-listed or candidate species) as being found in the vicinity of the project. A list was generated from the results of the literature search and the habitats within the project area were evaluated for their potential to support any of the special-status wildlife species on the list. A complete list of the 38 special-status wildlife species, with details regarding habitat requirements and potential for occurrence designations, is included in Appendix B.

The list of special-status wildlife includes species that are federally- and state-listed or proposed listed, and thus protected under ESAs, as well as species that are not formally listed but are considered Fully Protected, Species of Special Concern (SSC), Watch List, or Birds of Conservation Concern. Of the 38 species identified in the literature search, one was determined to be present within the project limits, four were identified as having a high potential to occur, 10 were identified as having a moderate potential to occur, 19 species were identified as having a low potential to occur, and the remaining four species identified in the literature review are presumed absent from the site. Figure 4 of Appendix B shows the location of the special-status wildlife species detected during the reconnaissance survey.

Wildlife Movement Corridors

The project is not located within a designated movement corridor or linkage area. The project is located in an urbanized area and is subject to constant freeway noise as the majority of the trail occurs under and immediately adjacent to I-210. Flint Canyon Wash provides a water source and vegetative cover, but is highly disturbed and confined in places by relatively steep banks. The northwest portion of the Proposed Project ties into a residential neighborhood after passing Berkshire Avenue. Large animals like mule deer and mountain lion could potentially utilize this area though the constricted nature of the habitat and steep banks might be a deterrent. Smaller mammals that have adapted to life in and on the outskirts of urban areas, like coyotes, raccoons, opossums, would be expected to utilize this area for food and local movement.

4.4.2 Biological Resources (IV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

Special-Status Plants

No listed plant species were observed during the assessment surveys. The June 2020 biological resources assessment was conducted during the appropriate blooming period for all six listed species that were returned by the database search (three presumed absent) and the July 2020 survey was conducted during the blooming period for three of the six listed species (one presumed absent). Two federally- and state-listed endangered species (Nevin's barberry and smooth tarplant) have a moderate potential to occur and one federally-listed endangered species (Braunton's milkvetch) has a low potential to occur. Two CNPS rank 4.2 Southern California black walnut trees were documented within the project area, one within the impact area. Between the two biological resources assessments, at least one survey was conducted during the appropriate blooming period for all but one of the remaining special-status species with a high or moderate potential to occur, and these species were not observed. The species that was outside the blooming period during the assessment surveys (Parish's gooseberry), is a perennial shrub that is detectable even outside the blooming period, and this species was also not detected. Impacts in the form of ground disturbance, dust, vegetation removal, altered hydrology, soil compaction, and mortality may occur. Impacts to listed and special-status plant species would be less than significant with the implementation of Mitigation Measures **BIO-1**, **BIO-2**, **BIO-3**, and **BIO-4**.

Special-Status Wildlife

Four special-status reptile species (Southern California legless lizard, two-striped garter snake, California glossy snake, coastal whiptail) and one special-status amphibian species (Coast Range newt) have a high or moderate potential to occur. If these species were present, impacts in the form of ground disturbance, vegetation removal, altered hydrology, loss of breeding pools, mortality, construction noise, and vibrations may occur. Impacts to special-status wildlife species would be less than significant with the implementation of Mitigation Measures **BIO-1**, **BIO-2**, **BIO-3**, and **BIO-5**.

One special-status wildlife species (yellow warbler) was determined to be present during the nesting season. Although birds that choose to nest in the project area are likely more tolerant of human activity and noise, impacts in the form of vegetation removal, nest removal, mortality, and construction noise and vibrations that could cause nest abandonment may occur. One Fully Protected raptor species (peregrine falcon) has a moderate potential to occur based on a known recent record, but nesting habitat (cliffs and ledges of tall buildings and bridges) is limited (ledges on the I-210 and Oak Grove bridges) and are not

located within the project impact area. Two federally- and state-listed endangered riparian bird species (least Bell's vireo and southwestern willow flycatcher) and one CDFW SSC (yellow-breasted chat) have a moderate or low potential to occur due to presence of riparian habitat, but are unlikely to occur as nesting species due to the limited and disturbed quality of riparian habitat and lack of suitable understory structure. If these species were to occur, noise and temporary disturbances to vegetation could temporarily alter and limit foraging activities but are unlikely to result in direct impacts and may even improve the long-term functionality of the area. Impacts to listed and special-status bird species would be less than significant with the implementation of Mitigation Measures **BIO-1**, **BIO-2**, **BIO-3**, and **BIO-6**.

Four special-status bat species (pallid bat, Townsend's big-eared bat, western yellow bat, big free-tailed bat) have a moderate potential to occur and evidence of bat roosts (guano) was detected under the I-210 and Oak Grove bridges. Trees within the project area provide potential bat roost habitat. If these species were to occur, impacts in the form of roost disturbance, vegetation removal, mortality, construction noise, and vibrations may occur. Impacts to special-status bat species would be less than significant with the implementation of Mitigation Measures **BIO-1**, **BIO-2**, **BIO-3**, and **BIO-7**.

One state candidate species (mountain lion) has a high potential to occur in the area based on a recent known occurrence and presence of water and shelter but is not expected to den in the project area due to its highly urbanized surroundings and limited width. Several woodrat middens were found in upland areas between the existing trail and I-210, were determined to likely belong to the common species of woodrat based on structure and microhabitat. No night-work is proposed for the project and project design was able to avoid all but one woodrat midden. Impacts to vegetative cover would be less than significant with the implementation of Mitigation Measures **BIO-1**, **BIO-2**, **BIO-3**, and **BIO-5**.

Critical Habitat

The project will not result in impacts to designated or proposed Critical Habitat, as Critical Habitat does not occur within the immediate project area.

Raptors and Migratory Birds

Potential nesting sites for raptors and migratory bird species are present throughout the site in the trees, shrubs, and under the bridges. One large stick nest that could be re-utilized annually for nesting by raptor or owl species occurs in a nonnative eucalyptus tree on the south side of I-210. Several active swallow and swift nests were observed under the Oak Grove Boulevard and I-210 overpasses. Impacts to raptors and nesting migratory bird species would be less than significant with the implementation of Mitigation Measures **BIO-1**, **BIO-2**, **BIO-3**, and **BIO-6**.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

The Proposed Project would result in minimal impacts (1.79 acres), the majority of which would be temporary and located in areas that are subject to periodic scouring and erosion. One state-sensitive vegetation community, Goodding's willow – red willow riparian woodland, occurs within the project area. Of the 2.57 acres of this community that occurs within the project area, 2.35 acres were characterized as disturbed due to the presence of nonnative and invasive plant species in varying degrees and patchy understory consisting mostly of herbaceous and grassy nonnative species. The trail improvement areas within the wash are limited to disturbed areas (<0.04 acre), mixed nonnative woodland (0.22 acre), coast live oak woodland (0.73 acre), and disturbed Goodding's willow – red willow riparian woodland (0.21 acre) habitat. Project design has limited laydown areas to disturbed and developed areas within upland habitat that are largely devoid of vegetation, two within existing parking areas on the east side of I-210 and one in a disturbed upland area along the existing wash trail. Locations of natural resources were considered during the project design phase to avoid significant impacts to native habitat areas and leave most of the native oak and riparian trees in place. Access to the site would minimize disturbance to native vegetation and trees by utilizing the existing trail and access points with minimal grading involved and limited trimming of low overhanging oak tree branches that could interfere with equipment operations. Impacts to native and sensitive vegetation communities would be less than significant with the implementation of Mitigation Measures **BIO-1**, **BIO-2**, and **BIO-3**.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☒	☐	☐

Flint Canyon Wash is considered an aquatic resource under federal and state regulations, as a tributary to the Arroyo Seco, which flows ultimately to the Pacific Ocean. The channel bottom contains a streambed that ranges from 20 to 30 feet in width, while the entire channel from across the top of bank has the potential to contain larger flow events. Within the channel bottom, which is planar, a low-flow channel winds along that supports perennial flows. This area is considered to be jurisdictional to the USACE as a Water of the U.S. under the Navigable Waters Protection Rule and the CWA. Both the channel bottom and the entire channel width, across the top of bank, including associated riparian vegetation, would be

considered jurisdictional to the CDFW and the SWRCB. The Project has the potential to affect waters that are subject to state and federal regulations, through impacts to native vegetation and alterations of the bed and bank of Flint Canyon Wash.

A total of 2.34 acres of potential USACE and 6.48 acres of potential CDFW aquatic resources have been mapped within the Delineation Area (ECORP 2021b; Appendix C). This acreage represents a calculated estimation of the extent of aquatic resources within the Delineation Area and is subject to modification following USACE review and/or the verification process. The Proposed Project is anticipated to impact 0.562 acre and 700 linear feet of USACE non-wetland waters. The placement of dredged or fill material into jurisdictional features would require a permit pursuant to Section 404 of the CWA and certification or waiver in compliance with Section 401 of the CWA. No wetlands were identified within the Delineation Area. The Proposed Project would also impact an additional 0.635 acre of CDFW jurisdiction, including 0.425 acre of streambed and 0.210 acre of Gooding's Willow-Red Willow Riparian Forest. Alterations to these areas would require permitting with the CDFW under Section 1600 of the California Fish and Game Code. Impacts to jurisdictional aquatic resources would be less than significant with the implementation of Mitigation Measures **BIO-1** and **BIO-8**.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☒	☐	☐

The concept of habitat corridors addresses the linkage between large blocks of habitat that allow the safe movement of mammals and other wildlife species from one habitat area to another. The definition of a corridor is varied, but corridors may include such areas as greenbelts, refuge systems, underpasses, and biogeographic land bridges, for example. In general, a corridor is described as a linear habitat, embedded in a dissimilar matrix, which connects two or more large blocks of habitat. Wildlife movement corridors are critical for the survivorship of ecological systems for several reasons. Corridors can connect water, food, and cover sources, spatially linking these three resources with wildlife in different areas. In addition, wildlife movement between habitat areas provides for the potential of genetic exchange between wildlife species populations, thereby maintaining genetic variability and adaptability to maximize the success of wildlife responses to changing environmental conditions. This is especially critical for small populations subject to loss of variability from genetic drift and effects of inbreeding. Naturally, the nature of corridor use and wildlife movement patterns varies greatly among species.

The project area is not located within a designated movement corridor or linkage area. Large animals like mule deer and mountain lion could potentially utilize this area though the constricted nature of the habitat and steep banks are likely a deterrent to these species. Smaller mammals that have adapted to life in and on the outskirts of urban areas, like coyotes, raccoons, opossums, would be expected to utilize this area for food and local movement. However, the trail restoration project itself would not be considered a

wildlife movement corridor that would need to be preserved in order to allow wildlife to move between important natural habitat areas. Additionally, the project is a trail restoration project to prevent further erosion of the wash below the trail.

The Proposed Project may result in additional noise and temporary restrictions to localized wildlife movement during working hours, however, it would not restrict nocturnal species from utilizing the area nor alter the long-term functionality of the area. Additionally, the Proposed Project is a trail restoration project to prevent further erosion of the wash below the trail, therefore, the functionality of the area would remain intact. Impacts to localized movement would be less than significant with the implementation of Mitigation Measures **BIO-1**, **BIO-2**, **BIO-3**, and **BIO-5**.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐

Native coast live oak, western sycamore, Southern California black walnut, and white alder trees surrounding staging areas and the southern portion of the project impact area are protected under the City of Pasadena Tree Ordinance, in addition to specimen, landmark, public, and mature trees as defined by Section 8.52.020 of the City's ordinance.

City trees in the public right-of-way (as determined by a City approved arborist) are protected under the City of La Cañada Flintridge Municipal Code, Section 4.24 in the northern portion of the project impact area. Impacts to local policies and ordinances would be less than significant with the implementation of Mitigation Measures **BIO-1**, **BIO-2**, **BIO-3**, and **BIO-9**.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The project area is not located in an area subject to a Habitat Conservation Plan (HCP) or Natural Community Conservation Plan. No impact would occur.

4.4.3 Mitigation Measures

BIO-1: Worker Education. Within 30 days prior to ground-disturbing activities, a sensitive species educational briefing shall be conducted by a qualified biologist for construction personnel. The biologist will identify all sensitive habitat and resources that may be encountered onsite, and construction personnel will be instructed to avoid Environmentally Sensitive Areas (ESAs) and

report any sightings of sensitive species to the monitoring biologist. No night work will be allowed.

BIO-2: Biological Monitoring. A qualified biological monitor shall be present during initial ground- or vegetation-disturbing project-related activities to ensure the contractor remains within project limits, established ESAs are avoided, and to monitor for wildlife in harm's way. This includes working with the contractor prior to vegetation removal to determine an ingress/egress route that targets nonnative trees and make sure that impact limits have been clearly staked and ESA fencing (as appropriate) has been installed by the contractor. At a minimum, ESA's shall be established around the one Southern California black walnut identified on the western edge of the project impact area, mapped woodrat middens inclusive of the one on the east edge of the project impact area, oak trees not identified for removal within the Project limits, and the stick (raptor) nest tree just south of I-210. Following initial project-related activities, a qualified monitoring biologist shall be present as necessary to maintain the implemented protection measures and monitor for additional species in harm's way. These protection measures shall include, as appropriate: redirecting wildlife, identifying areas that may require exclusionary devices (e.g., silt fencing), or capturing and relocating wildlife outside the work area. Any captured species shall be immediately relocated to adjacent appropriate habitat that is contiguous to adjacent habitat and not impacted by project-related disturbance activities.

BIO-3: Restoration Plan. A restoration plan for the project shall be prepared prior to start of construction. A combination of onsite habitat restoration, enhancement, and exotic plant removal shall be implemented by City of La Cañada Flintridge at a 1:1 ratio for impacted riparian habitat/ sensitive natural communities, habitat, and jurisdictional waters. Habitat restoration/enhancement shall include use of willow cuttings and exotic plant species removal. Nonnative, weedy habitats within the basin shall be targeted whenever possible as mitigation sites. Planting design, identification of onsite restoration areas, and native plant species and appropriate ratios for the project area will be addressed prior to the initiation of construction activities. The Restoration Plan will include a maintenance, monitoring, and reporting component for a 120-day Plant Establishment Period (PEP) and for five (5) years following the end of the 120-day PEP.

BIO-4: Preconstruction Sensitive Plant Survey. One focused plant survey with focus on detection of three listed species with moderate (Nevin's barberry and smooth tarplant) or low (Braunton's milkvetch) potential to occur shall be completed within the project impact limits (including ingress/egress routes and staging areas) prior to construction and during the appropriate time for identification (April-June). The survey will also focus on special-status plant species with a high or moderate potential to occur. If listed or special-status plant species are not detected, no further action is necessary. If a listed plant species is determined to occur and avoidance is not an option, an ESA would be established, and the project will be temporarily halted until a Biological Assessment (BA) and Section 7 agency consultation can be completed. If a special-status plant species is found during preconstruction surveys, an ESA shall be established, and the area will be avoided to the maximum extent possible. If avoidance is not an option, impacts will be addressed by the Project's Restoration Plan (BIO-2) and mitigation measures will be species specific and may

include harvesting of seeds or cuttings for seeding/planting in on-site restoration areas, transplanting of individual trees/plants or topsoil in restoration areas and/or temporarily disturbed areas, and/or replacement at a 1:1 ratio.

BIO-5: Preconstruction Sensitive Wildlife Survey: A preconstruction survey for sensitive wildlife species will be conducted within two weeks (14 days) of initial grading, demolition, and/or grubbing activities. If special-status (non-listed) wildlife species are observed within the impact area, the qualified biologist will develop and implement appropriate protection measures for that species. These protection measures shall include, as appropriate: presence of a biological monitor during ground disturbing activities, redirecting the species, constructing exclusionary devices, protection of breeding pools (e.g., silt fencing), or capturing and relocating wildlife outside the work area (as project and/or individual permits allow). The biological monitor will have the authority to temporarily halt construction activities in order to allow special-status and general wildlife to safely move out of harm's way and may employ hazing methods to direct individual's to areas outside the construction limits. If a listed wildlife species is determined to nest or den within the project area, the project will be temporarily halted until a Biological Assessment (BA) and Section 7 agency consultation can be completed. Observations of special-status species made during the surveys shall be recorded onto a CNDDB field data sheet and submitted to CDFW for inclusion into the CNDDB.

BIO-6: Nesting Bird Surveys and Protection Measures: All vegetation and tree removal activities shall be conducted during the bird non-breeding season (between September 16 and January 29 of any given year). Prior to commencement and within three (3) days of trail restoration activities that are scheduled to begin or continue within the bird breeding season (generally February 1-September 15 for most species), a preconstruction nesting bird survey shall be conducted by a qualified biologist for the detection of any special-status species and active nests (contain eggs, chicks, or young dependent on the nest or immediate nest area) within 300 feet of the construction work area. The surveys shall be conducted by a qualified biologist with experience in conducting nesting bird surveys. The surveys shall continue on a weekly basis throughout the nesting bird season throughout the duration of construction activities.

If an active nest is found, the qualified biologist will develop and implement appropriate protection and avoidance measures for that nest. Appropriately sized no-work buffers will be assigned to each active nest identified during the preconstruction and weekly surveys. The qualified biologist may approve adjustments to the buffer size based on the species' life history, species' sensitivity to disturbances (e.g., noise, vibration, human activity), individual behavior, nest stage (eggs, incubation, nestlings, etc.), location of nest and site conditions, presence of screening vegetation, anticipated project activities, preconstruction (ambient) conditions, and effectiveness of protection measures that may be employed. These protection measures shall include, as appropriate, installation of sound walls or visual barriers, and temporarily rescheduling of Project activities in the area until the nest is no longer active. The sound walls and visual barriers may consist of constructing temporary walls with k-rail, plywood, weed-free straw waddle, screens, or even the strategic placement of construction equipment/vehicles. Coordination with CDFW will be

necessary to determine any further course of action to avoid impacts to nesting raptors including removal of an identified raptor nest and/or installation of exclusionary devices or netting to prevent re-use of an existing raptor nest. Nest monitoring shall be conducted as necessary to document effectiveness of avoidance buffers and determine when buffers may be removed. Work in the buffer area can resume once the nest is deemed no longer active by the monitoring biologist.

BIO-7: Special-Status Bats and Bat Maternity Roosts: Any trees proposed for removal should be inspected by a qualified bat biologist to determine their potential as roosting sites. To the extent feasible, removal of trees that are determined by the bat biologist to have roosting habitat should be conducted during seasonal periods of bat activity – September 1 to October 15 or when evening temperatures are not below 45 degrees Fahrenheit and rain is not over ½ inch in 24 hours; or between March 1-April 15 with the same parameters. The following measures should be adhered to during tree removal:

- As much as feasible, vegetation and trees within the Project that are not suitable for roosting bats will be removed first to provide a disturbance that might reduce the likelihood of bats using the habitat.
- Two-step tree removal will occur over two *consecutive* days under the supervision of a qualified bat biologist. On Day 1, small branches and small limbs containing no cavity, crevice or exfoliating bark habitat on habitat trees, as identified by a qualified bat biologist are removed first, using chainsaws only (no dozers, backhoes, etc.). The following day (Day 2), the remainder of the tree is to be felled/removed. (The intention of this method is to disturb the tree with noise and vibration and branch removal on Day 1. This should cause any potentially present colonial bat species to abandon the roost tree after they emerge for nighttime foraging. Removing the tree quickly the next consecutive day should avoid re-occupation of the tree by bats.)
- If a maternity roost is located, whether solitary or colonial, that roost will remain undisturbed until the next removal period or a qualified biological monitor has determined the roost is no longer active.

BIO-8: Aquatic Resources: Applications for the appropriate state and federal permits shall be filed based on the results of the delineation survey and any mitigation and monitoring requirements of those permits will be in addition to Mitigation Measures BIO-1 through BIO-7.

BIO-9: City Tree Ordinances and Policies: Within 90 days prior to ground-disturbing activities, a qualified biologist (La Cañada Flintridge City approved arborist for La Cañada Flintridge land) will conduct a tree survey within the project footprint to identify native and/or city-protected trees; and for native and/or city-protected trees that would be removed or potentially affected by the Proposed Project; and for native and/or city-protected trees that can be avoided, and for native and/or city-protected trees that will require root zone protection. The City of La Cañada Flintridge will replace native city-protected trees that cannot be avoided with an in-kind native tree species or

replacement of nonnative city-protected tree species with a native tree species. The replacement is expected to be at a 1:1 ratio by canopy acreage. The biological monitor shall implement measures to protect the root zone of oak trees and native city-protected trees that may be impacted immediately adjacent to the project impact areas, staging areas, and along ingress/egress roads. The acreage occupied by the canopies of the native and/or city-protected trees to be removed will determine the appropriate level of tree replacement. The City of La Cañada Flintridge shall identify tree replacement areas in the Restoration Plan (BIO-3) that are no less than the acreage of the native and/or city-protected tree canopies to be removed. The number of replacement trees installed by the City of La Cañada Flintridge will be greater than the number of trees to be removed should the replacement tree be smaller and younger than the tree to be removed. The City of La Cañada Flintridge shall monitor the survival of the replacement trees for five (5) years and replace those that do not survive within the monitoring period, ensuring that no less than 1:1 ratio of replacement, or no net loss, has been achieved.

4.5 Cultural Resources

4.5.1 Environmental Setting

Cultural Resources

A cultural resources inventory report was completed for the Proposed Project (ECORP 2020b; Appendix D). The cultural resources inventory included a records search, literature review, and intensive pedestrian field survey. A records search of the California Historical Resources Information System (CHRIS) indicated that 46 previous cultural resources studies have been conducted within one mile of the project area between 1952 and 2013. These studies covered 75 percent of the project area. Twenty cultural resources have been previously identified within one mile of the project area. A search of the Sacred Lands File was requested from the California Native American Heritage Commission (NAHC) on June 4, 2020. The results of the search showed no Native American cultural resources in the project area; however, the absence of specific site information in the search does not indicate the absence of cultural resources in any project area (Appendix D).

4.5.2 Cultural Resources (V) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒

Pursuant to CEQA Section 15064.5, historical resource is a term that includes buildings, sites, structures, objects, or districts, each of which may have historical, prehistoric, architectural, archaeological, cultural, or scientific importance and is eligible for listing or is listed in the California Register of Historical Resources (CRHR).

ECORP received the results of the CHRIS records search as conducted by South Central Coastal Information Center on July 17, 2020. The records search consisted of a review of previous research and literature, records on file with the SCCIC for previously recorded resources, and historical aerial photographs and maps of the vicinity.

The results of the CHRIS records search indicate that forty-six previous cultural resources investigations were conducted within one mile of the project area. The CHRIS records search also determined that no previously recorded resources are located within the project area. One previously recorded pre-contact cultural resource is located within one mile of the project area: P-19-000026, also known as CA-LAN-26, "Walker's Sheldon Reservoir site", which was partially excavated by E.F. Walker. The site was believed to have been buried or destroyed by a bulldozer some time before 1967. Despite the name as a "reservoir site", the resource attribute code (AP9) labels this site as a burial. Within one mile of the project area, there are also 19 historic-period sites. Of the 19 historic-period sites, three are related to JPL, one is a flood control channel, one is a dam, one is a bridge, one is a line of historic trees, one is a school, two are parks, three are roads, one is a country club, three are historic-period homes, one is a historic-period residential district with 25 homes, and one is a park administration area (ECORP 2020b; Appendix D).

The results of the Sacred Lands File search conducted by NAHC staff were received on June 16, 2020. The search of the Sacred Lands File failed to indicate the presence of Native American Sacred Lands in the project area.

As a result of the CHRIS records, Sacred Lands File search, and field survey, no newly-identified pre-contact or historic-period cultural resources were identified within the project area. Therefore, the Proposed Project would not result in any impacts to known Historical Resources as defined by CEQA. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐

Archaeological resources are defined as the physical remains of past human activities and can be either prehistorical or historical in origin. Archaeological sites are locations that contain evidence of human activity. In general, an archaeological site is defined by a significant accumulation, or presence, of one or more of the following: food remains, waste from the manufacturing of tools, concentrations or alignments of stones, modification of rock surfaces, unusual discoloration or accumulation of soil, or human skeletal remains.

There exists the potential for subsurface resources within the project area. Alluvial deposition has occurred over time in the northern part of the project area throughout the Pleistocene and Holocene. The presence of pre-contact archaeological sites in Holocene alluvial deposition is known throughout the region, and a pre-contact site was previously recorded in the vicinity of the Proposed Project. Due to these factors, the

northern half of the project area has a moderately high potential for subsurface archaeological deposits; such deposits are less likely in the southern half of the project area (in the location of the three erosion monitoring areas and the southern staging impact area), where intrusive igneous dykes are more common (ECORP 2020b; Appendix D).

Based on information gathered during the inventory, there remains a possibility that there will be unanticipated discoveries during construction. Mitigation Measure **CUL-1** would reduce impacts to archaeological resources to less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

The possibility exists that human remains could be uncovered during construction of the Proposed Project. Implementation of Mitigation Measure **CUL-1** would ensure that impacts to human remains are less than significant.

4.5.3 Mitigation Measures

CUL-1: If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the City of La Cañada Flintridge and applicable landowner. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. Work may not resume within the no-work radius until the Lead Agency, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to their satisfaction.
- If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Los Angeles County Medical Examiner-Coroner (per § 7050.5 of the Health and Safety Code). The provisions of §

7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the Project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC may mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the Lead Agency, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

4.6 Energy

4.6.1 Environmental Setting

Electricity/Natural Gas Services

Southern California Edison provides electrical services to the City of La Cañada Flintridge through State-regulated public utility contracts. Southern California Edison, the largest subsidiary of Edison International, is the primary electricity supply company for much of Southern California. It provides 14 million people with electricity across a service territory of approximately 50,000 square miles.

The Southern California Gas Company provides natural gas services to the Project area. Southern California Gas services approximately 21.6 million customers, spanning roughly 20,000 square miles of California.

Energy Consumption

Electricity use is measured in kilowatt-hours (kWh), and natural gas use is measured in therms. Vehicle fuel use is typically measured in gallons (e.g. of gasoline or diesel fuel), although energy use for electric vehicles is measured in kWh.

The electricity consumption associated with all non-residential uses in Los Angeles County from 2014 to 2018 is shown in Table 4.6-1. As indicated, the demand has decreased since 2014.

Table 4.6-1. Non-Residential Electricity Consumption in Los Angeles County 2014-2018

Year	Non-Residential Electricity Consumption (kilowatt hours)
2018	47,441,213,221
2017	48,029,979,504
2016	49,118,518,074
2015	49,129,938,270
2014	49,193,414,617

Source: ECDMS 2019

The natural gas consumption associated with all non-residential uses in Los Angeles County from 2014 to 2018 is shown in Table 4.6-2. As indicated, the demand has increased since 2014.

Table 4.6-2. Non-Residential Natural Gas Consumption in Los Angeles County 2014-2018

Year	Non-Residential Natural Gas Consumption (therms)
2018	1,813,661,643
2017	1,840,593,319
2016	1,767,522,497
2015	1,677,088,197
2014	1,715,328,124

Source: ECDMS 2019

Automotive fuel consumption in Los Angeles County from 2015 to 2019 is shown in Table 4.6-3. As indicated, fuel use increased between 2015 and 2017, then decreased between 2018 and 2019.

Table 4.6-3. Automotive Fuel Consumption in Los Angeles County 2015-2019

Year	Total Fuel Consumption (gallons)
2019	4,761,364,178
2018	4,865,160,312
2017	4,953,184,887
2016	4,937,429,331
2015	4,792,514,001

Source: CARB 2017

4.6.1 Energy (VI) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐

The impact analysis focuses on the one source of energy that are relevant to the Proposed Project: equipment-fuel necessary for construction. The Proposed Project is proposing the restoration of and improvements to an existing trail to address erosion. Once construction is complete, post construction operations would not result in the addition of new vehicle trips, thus there would be no increase in automotive fuel attributable to the Proposed Project during post construction operations. Additionally, since the Proposed Project consists of trail restoration and improvements, it would not contribute to electricity and natural gas usage.

Addressing energy impacts requires an agency to make a determination as to what constitutes a significant impact. There are no established thresholds of significance, statewide or locally, for what constitutes a wasteful, inefficient, and unnecessary consumption of energy for a proposed land use project. For the purpose of this analysis, the amount of fuel necessary for Proposed Project construction is calculated and compared to that consumed in Los Angeles County.

The amount of total construction-related fuel use was estimated using ratios provided in the Climate Registry's General Reporting Protocol for the Voluntary Reporting Program, Version 2.1. Energy consumption associated with the Proposed Project is summarized in Table 4.6-4.

Table 4.6-4. Proposed Project Energy and Fuel Consumption

Energy Type	Annual Energy Consumption	Percentage Increase Countywide
Project Construction[1]	4,191 gallons	0.000088 percent

Source: [1]Climate Registry 2016, Appendix G
Notes: The Project increases in automotive fuel consumption during the construction phase is compared with the countywide fuel consumption in 2019.

As shown in Table 4.6-4, the Proposed Project's gasoline fuel consumption during the one-time construction period is estimated to be 4,191 gallons of fuel, which would increase the annual countywide gasoline fuel use in the county by 0.000088 percent. As such, Proposed Project construction would have a nominal effect on local and regional energy supplies. No unusual Proposed Project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the state. Construction contractors would purchase their own gasoline and diesel fuel from local suppliers and would judiciously use fuel supplies to minimize costs due to waste and subsequently maximize profits. Additionally, construction equipment fleet turnover and increasingly stringent State and federal regulations on engine efficiency combined with state regulations limiting engine idling times and requiring recycling of construction debris, would further reduce the amount of

transportation fuel demand during Proposed Project construction. For these reasons, it is expected that construction fuel consumption associated with the Proposed Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature.

For these reasons, this impact would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

The Proposed Project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. Relevant energy conservation plans specific to La Cañada Flintridge include the City's Energy Action plan, the City's Climate Action Plan (CAP), and the City's General Plan Conservation Element. The Energy Action plan, CAP, and the City's General Plan Conservation Element contain numerous energy conservation goals, objectives, actions, and policies. An overarching goal of these three documents is to encourage energy conservation activities and programs throughout the City. The Proposed Project would not conflict or obstruct any local or state plans for renewable energy or energy efficiency.

For these reasons, this impact would be less than significant.

4.6.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.7 Geology and Soils

4.7.1 Environmental Setting

A site-specific geotechnical report was conducted for the Proposed Project was conducted by Twining in December 2020 (Appendix E). The report presents data from background review, field exploration, and laboratory testing, provides conclusions regarding the geotechnical conditions at the project site, and provides recommendations regarding design and construction of the proposed improvements.

Geomorphic Setting

The Proposed Project's location varies from about 15 feet to 30 feet in elevation above the channel. Soil and stratigraphic conditions vary along the toe of the slope. Soils are generally silty sands and sandy silts, with occasional exposures of cemented material, presumed to be the older fan deposits. Active erosion is evident along the toe of slope and at the contact with cemented material, and this process is undercutting vegetation and destabilizing the middle and upper slopes. If left untreated, progressive failure of the banks can be expected that will undermine the repairs constructed on the downslope side of the trail near the top of the slope.

Regional Seismicity and Fault Zones

An "active fault," according to California Department of Conservation, Division of Mines and Geology, is a fault that has indicated surface displacement within the last 11,000 years. A fault that has not shown geologic evidence of surface displacement in the last 11,000 years is considered "inactive."

La Cañada Flintridge is located in a seismically active region. Large earthquakes have occurred in the vicinity and will occur again in the future. Estimates by the Southern California Earthquake Center indicate a 35 percent probability of a magnitude 7 event in the next 30 years (City of La Cañada Flintridge 2013); smaller but still potentially damaging earthquakes can be expected to occur more frequently.

The State of California recognizes two broad categories of hazards associated with earthquake events: 1) primary seismic hazards, which include surface fault rupture and groundshaking; and 2) secondary seismic hazards, which include corollary results of groundshaking, such as seismically induced landslides and various types of ground failure, including liquefaction and ridge-top shattering. (Ridgetop shattering refers to earthquake-related shattering of bedrock materials along a ridgeline or other topographic high point.) Based on current knowledge of the City's geology, earthquake groundshaking, liquefaction, and seismically induced landslides are the most significant geologic hazards in the City. The Sierra Madre fault may also pose a localized risk of surface fault rupture.

Soils

According to the U.S. Department of Agriculture's Natural Resources Conservation Service's (NRCS') Web Soil Survey website (NRCS 2020), one soil type is located within the project area: the Urban land-Montebello-Xerothents complex, 0 to 15 percent slopes, terraced (1210).

4.7.2 Geology and Soils (VII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause 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?	☐	☐	☐	☒

i) A number of earthquake faults, recognized as active by the State of California and/or the California Building Code, are present in the surrounding region, and a moderate to major event on any of these faults could result in potentially damaging groundshaking in the City.

The site is not located within or adjacent to an Alquist-Priolo Earthquake Fault Zone (EFZ) (Appendix E). The boundary of the closest Alquist-Priolo EFZ is located approximately 4.5 miles south of the project site associated with the Los Angeles fault zone. The boundary of the next closest Alquist-Priolo EFZ is located approximately 5.7 miles northwest of the site associated with the Burbank fault zone.

Known active faults closest to the site are the Sierra Madre fault approximately 1.3 miles to the north and the Verdugo fault approximately 2.8 miles to the southwest. Based on review of geologic and seismologic literature and site evaluation, the site-specific geotechnical investigation concludes that the likelihood of surface fault rupture at the site during the life of the project is low. Impacts would be less than significant.

ii) As stated above, a number of earthquake faults are present in the surrounding region, and a moderate to major event on any of these faults could result in potentially damaging groundshaking in the City and Project site. However, adherence to California Building Code seismic safety standards would minimize seismic ground shaking. The Proposed Project facilities would be specifically designed to withstand geologic conditions anticipated to occur in the project area. Furthermore, there would be no other built structures, and no habitable structures, constructed as part of the Proposed Project. Therefore, the Proposed Project

would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving seismic groundshaking. A less than significant impact would occur.

iii) Liquefaction hazard is generally low in the City's northern portion, which is largely underlain by alluvial fan deposits dominated by coarse material (boulders, gravel, and sand), with the exception of sand-dominated strata along major drainages, which are believed to be liquefiable (City of La Canada Flintridge 2013). Portions of the City's central Valley floor area south of I-210 and Foothill Boulevard are subject to liquefaction, as is the area around Devil's Gate Reservoir, which is adjacent to the City's eastern boundary.

The site-specific geotechnical report Seismic Hazards Zones Map indicates that the project site is at the edge of an area subject to liquefaction (Appendix E). Site materials consist primarily of dense to very dense alluvium overlying older alluvium consisting of hard silt and clay and dense silty sand. The medium dense silty sand would be removed as part of this project. The site-specific geotechnical investigation concludes that liquefaction potential at the project is considered very low (Appendix E). A less than significant impact would occur.

iv) According to Figure SE-3 of the City's General Plan Safety Element, the project site is not located in an area susceptible to landslides. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

The Flint Canyon Trail has undergone serious erosion on the downslope due to severe rainstorms and runoff from the Flint Wash which is located below the trail. The ultimate goal of the Proposed Project is to stabilize a portion of the trail and prevent further erosion. Project construction would be mandated to incorporate a Storm Water Pollution Prevention Plan (SWPPP) to manage soil disturbance, non-storm water discharges, construction materials, and construction waste during its construction phase. Project–related construction could involve cut and fill during the grading phase. Best Management Practices (BMPs) are included as part of the SWPPP and would include measures such as straw wattles, silt fences, straw and wood mulch, and preservation of existing vegetation. Soil erosion impacts would be reduced to a less than significant impact.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐

Strong ground shaking can cause settlement, lateral spreading, or subsidence by allowing sediment particles to become more tightly packed, thereby reducing pore space. Land surface subsidence can be induced by both natural and human phenomena. Natural phenomena include subsidence resulting from tectonic deformations and seismically induced settlements, soil subsidence from consolidation, hydro compaction, rapid sedimentation subsidence from oxidation or dewatering of organic-rich soils, and subsidence related to subsurface cavities. Subsidence related to human activity includes subsurface fluid or sediment withdrawal. Pumping of water for residential, commercial, and agricultural uses from subsurface water tables causes the majority of the identified subsidence in the U.S.

The potential for a landslide, lateral spreading, or collapse at the project site is very low. The City would continue to implement seismic safety standards and enact safety programs to minimize hazards from earthquakes and other seismic hazards. The Proposed Project facilities would be specifically designed to withstand geologic conditions anticipated to occur in the project area. The potential of seismic settlement and liquefaction-induced lateral spread at the site is considered remote because the site has very low liquefaction potential. Therefore, the Proposed Project would not contribute to a new exposure of people or structures to substantial adverse effects associated with onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The project site is not located on expansive soil as defined in Table 18-1-B of the Uniform Building Code. According to the United States Department of Agriculture NRCS Web Soil Survey, soils at the sites consist of Urban land-Montebello-Xerorthents complex, 0 to 15 percent slopes, terraced (NRCS 2020). These sandy loams and are not reported to be significantly expansive (Appendix E). Furthermore, the Proposed Project does not propose to construct any buildings or habitable structures. Therefore, no impacts are anticipated and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The Proposed Project does not include installation of septic systems or alternative wastewater disposal systems. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

A paleontological records search was completed by the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County on June 18, 2020 (Natural History Museum of Los Angeles County 2020). In the very southeastern portion of the project area there are exposures of intrusive igneous rocks that will not contain recognizable fossils. Otherwise, surficial deposits in the project area consist of younger Quaternary Alluvium, derived as alluvial fan deposits from the San Gabriel Mountains to the northeast. These sedimentary deposits typically do not contain significant vertebrate fossils, at least in the uppermost layers, but underlying older and perhaps finer-grained Quaternary deposits may well contain significant vertebrate fossils.

The closest vertebrate fossil locality in older Quaternary deposits is LACM 2027, southeast of the project area, south of Washington Boulevard and west of Allen Avenue near the western end of Brigden Road, that produced a fossil specimen of mastodon (*Mammut*) at unstated depth. Further to the southwest of the project area, in Eagle Rock east of the Pasadena Freeway (I-110) and Eagle Rock Boulevard just south of York Boulevard, our older Quaternary locality LACM (CIT) 342 produced fossil specimens of turkey (*Parapavo californicus*), and mammoth (*Mammuthus*) at a depth of 14 feet below the surface.

Excavations in the igneous rocks exposed in the very southeastern portion of the project area would not uncover any recognizable fossils. Shallow excavations in the younger Quaternary Alluvium exposed throughout the rest of the project area are unlikely to uncover significant vertebrate fossils. Deeper excavations that extend down into older and perhaps finer-grained Quaternary deposits, however, may well uncover significant fossil vertebrate specimens. Impacts to paleontological resources that may be encountered during construction would be less than significant with implementation of Mitigation Measure **GEO-1.**

4.7.3 Mitigation Measures

GEO-1: Unanticipated Discovery – Paleontological Resource. If paleontological resources (i.e., fossil remains) are discovered during excavation activities, the contractor will notify the City and cease excavation within 100 feet of the find until a qualified paleontological professional can provide an evaluation of the site. The qualified paleontological professional will evaluate the significance of the find and recommend appropriate measures for the disposition of the site (e.g. fossil recovery, curation, data recovery, and/or monitoring). Construction activities may continue on other parts of the construction site while evaluation and treatment of the paleontological resource takes place.

4.8 Greenhouse Gas Emissions

4.8.1 Environmental Setting

Greenhouse Gas (GHG) emissions are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and chlorofluorocarbons, creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth's climate system.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH_4 traps over 25 times more heat per molecule than CO_2, and N_2O absorbs 298 times more heat per molecule than CO_2. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO_2e). Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

The local air quality agency regulating the SoCAB is the SCAQMD, the regional air pollution control officer for the basin. To provide guidance to local lead agencies on determining significance for GHG emissions in CEQA documents, SCAQMD staff convened a GHG CEQA Significance Threshold Working Group. The Working Group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the Basin, various utilities such as sanitation and power companies throughout the Basin, industry groups, and environmental and professional organizations. On October 8, 2008, the SCAQMD released the Draft AQMD Staff CEQA GHG Significance Thresholds. On September 28, 2010, SCAQMD Working Group Meeting #15 provided further guidance, including a numeric "bright-line" threshold of 3,000 metric tons of CO_2e annually and an efficiency-based threshold of 4.8 metric tons of CO_2e per service population (defined as the people that work, study, live, patronize and/or congregate on the Project site) per year in 2020 and 3.0 metric tons of CO_2e per service population per year in 2035. The numeric bright line and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing

significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners and lead agencies with regard to determining whether GHG emissions from a proposed project are significant.

In *Center for Biological Diversity v. Department of Fish and Wildlife* (2015) 62 Cal. 4th 2014, 213, 221, 227, following its review of various potential GHG thresholds proposed in an academic study [Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Envtl. L. J. 203], the California Supreme Court identified the use of numeric bright-line thresholds as a potential pathway for compliance with CEQA GHG requirements. The study found numeric bright line thresholds designed to determine when small projects were so small as to not cause a cumulatively considerable impact on global climate change was consistent with CEQA. Specifically, Public Resources Code section 21003(f) provides it is a policy of the state that "[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." The Supreme Court-reviewed study noted, "[s]ubjecting the smallest projects to the full panoply of CEQA requirements, even though the public benefit would be minimal, would not be consistent with implementing the statute in the most efficient, expeditious manner. Nor would it be consistent with applying lead agencies' scarce resources toward mitigating actual significant climate change impacts." (Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Envtl. L. J. 203, 221, 227.)

The City of La Cañada Flintridge has not adopted GHG significance thresholds, but may set a project-specific threshold based on the context of each particular project, including using the SCAQMD Working Group expert recommendation, for this Proposed Project because it is in the same air quality basin that the experts analyzed. For the Proposed Project, the SCAQMD's 3,000 metric tons of CO_2e per year screening threshold is used as the significance threshold in addition to the qualitative thresholds of significance set forth below from Section VII of CEQA Guidelines Appendix G. The 3,000 metric tons of CO_2e per year screening threshold represents a 90 percent capture rate (i.e., this threshold captures projects that represent approximately 90 percent of GHG emissions from new sources). The 3,000 $MTCO_2e$/year value is typically used in defining small projects within this air basin that are considered less than significant because it represents less than one percent of future 2050 statewide GHG emissions target and the lead agency can provide more efficient implementation of CEQA by focusing its scarce resources on the top 90 percent. This screening threshold is correlated to the 90 percent capture rate for industrial projects within the air basin. Land use projects above the 3,000 metric tons of CO_2e per year level would fall within the 90 percent of largest projects that are worth mitigating without wasting scarce financial, governmental, physical and social resources. (SCAQMD, Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold, at pp. 3-2 and 3-3; Crockett 2011). As noted in the academic study, the fact that small projects below a numeric bright line threshold are not subject to CEQA-based mitigation, does not mean such small projects do not help the state achieve its climate change goals because even small projects participate in or comply with non-CEQA-based GHG reduction

programs, such constructing development in accordance with statewide GHG-reducing energy efficiency building standards, called Cal Green or Title 24 energy-efficiency building standards (Crockett 2011).

4.8.2 Greenhouse Gas Emissions (VIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐

Construction-Generated Greenhouse Gas Emissions

A potent source of GHG emissions associated with the Proposed Project would be combustion of fossil fuels during construction activities. The construction phase of the Proposed Project is temporary but would result in GHG emissions from the use of heavy construction equipment and construction-related vehicle trips. The operational phase would not result in GHG emissions above baseline levels, as the Project is the restoration of an existing trail.

Construction-related activities that would generate GHGs include worker commute trips, haul trucks carrying supplies and materials to and from the project site, and off-road construction equipment (e.g., dozers, loaders, excavators). Table 4.8-1 illustrates the specific construction-generated GHG emissions that would result from construction of the Proposed Project.

Table 4.8-1. Construction-Related Greenhouse Gas Emissions

Emissions Source	CO_2e (Metric Tons/ Year)
Construction in 2021	84
SCAQMD Screening Threshold	3,000
Exceed Threshold?	**No**

*Source: CalEEMod version 2020.4.0. Refer to **Appendix F** for Model Data Outputs.*
Notes: Construction of the Project is expected to span approximately 4 months.

As shown in Table 4.8-1, Proposed Project construction would result in the generation of approximately 84 metric tons of CO_2e over the course of construction. Once construction is complete, the generation of these GHG emissions would cease. Proposed Project GHG emissions are compared to SCAQMD's numeric bright-line threshold of 3,000 metric tons of CO_2e annually. As shown in Table 4.8-1, Project construction would not generate GHG emissions in excess of the significance threshold of 3,000 metric tons of CO_2e per year. As such, a less than significant impact would occur. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

The City of La Cañada Flintridge adopted a Climate Action Plan (CAP) in 2016 for the purpose of reducing GHG emissions. The CAP is a long-range plan to reduce GHG emissions from both City government operations and community activities in the City. The CAP includes a GHG emissions forecast which predicts future GHG emissions based on growth projected by the City's General Plan. The business as usual forecast scenario forecasts GHG emissions for the years 2020 and 2035 if 2014 consumption trends were to continue, in the absence of new federal, state, regional, or local policies aimed at reducing GHG emissions. Under the business as usual scenario, GHG emissions are projected to increase 0.3 percent from 2014 levels by the year 2020 and 0.8 percent by 2035, citywide. In addition, the CAP includes adjusted GHG emission scenarios based on the implementation of the Assembly Bill (AB) 32 Climate Change Scoping Plan. The CAP contains numerous climate action measures meant to achieve GHG reduction targets of 15 percent below 2007 levels by 2020 and 58 percent below 2005 levels by 2035. These measures are directed at several major GHG emission source categories, complete with goals, objectives, and policies. These measures primarily stem from existing guiding documents, including the Energy Action Plan, General Plan, and Municipal Code. These measures are directed at government action and broader GHG emission and energy use reduction achievements, and do not directly regulate specific development or restoration projects.

The Proposed Project, the restoration of an existing pedestrian and bike trail, would not conflict with the GHG emission reduction goals of the City CAP. The GHG emissions associated with the Proposed Project would be construction-related and would cease upon completion. The Proposed Project would not include the provision of new permanent stationary or mobile sources of emissions, and therefore, by its very nature, would not generate quantifiable GHG emissions from Proposed Project operations. Thus, the Proposed Project is consistent with the GHG inventory and forecast in the CAP since it would not contribute to the generation of GHG emissions beyond that considered in the CAP. Furthermore, the Project is focused on trail restoration improvements that would make the corridor more bicycle and pedestrian-friendly. This, in turn, could potentially reduce GHG emissions, the primary goal of the CAP, due to the reduced reliance on automobiles and increased use of the trail; a primary source of GHG emissions. In addition, the Proposed Project directly implements the CAP goal to increase walking and the use of non-polluting forms of transportation, including bicycles. The Proposed Project is consistent with the CAP and would not conflict with GHG inventory or forecast.

In addition, La Cañada Flintridge is a member city of the SCAG. SCAG's 2016–2040 RTP/SCS, adopted April 7, 2016, is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in Imperial, Los Angeles,

Orange, Riverside, San Bernardino, and Ventura counties. The RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 and establishes an overall GHG target for the region consistent with both the statewide GHG-reduction targets for 2020 and the post-2020 statewide GHG reduction goals. The 2016 RTP/SCS contains over 4,000 transportation projects, including highway improvements, railroad grade separations, bicycle lanes, new transit hubs, and replacement bridges. These future investments were included in county plans developed by the six-county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding. In addition, the RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve state GHG emission reduction goals and federal CAA requirements, preserve open space areas, improve public health and roadway safety, support the vital goods movement industry, and use resources more efficiently. The Proposed Project's consistency with the RTP/SCS goals is analyzed in detail in Table 4.8-2.

Table 4.8-2. Consistency with SCAG's RTP/SCS Goals

SCAG Goals	Compliance with Goal
Goal 1: Align the plan investments and policies with improving regional economic development and competitiveness.	**Not Applicable**: This is not a project-specific policy and is therefore not applicable.
Goal 2: Maximize mobility and accessibility for all people and goods in the region.	**Consisten**t: Restoration of and improvements to the existing Flint Canyon Wash Trail would increase mobility of and accessibility, the improved trail would provide an improved pedestrian and bicycle mobility along Interstate 210. The Flint Canyon Trail is a 2.4 mile-long trail running through the Flintridge area of the City, connecting Hahamongna Watershed Park (formerly Oak Grove Park) located in the City of Pasadena on the east, to San Rafael Hills (Glendale) to the west and Angeles National Forest to the north. In turn, the trail would provide increased accessibility to goods, services, public transportation stops, places of work, etc. As such, the Proposed Project is consistent with Goal 2.
Goal 3: Ensure travel safety and reliability for all people and goods in the region.	**Consistent**: All modes of transit in La Cañada Flintridge are required to follow safety standards set by corresponding regulatory documents. Pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., City of La Cañada Flintridge, County of Los Angeles) and regional (e.g., SCAG, Caltrans) agencies. The Proposed Project would restore and improve an existing pedestrian and bicycle pathway which has undergone severe erosion since it was constructed. The restoration efforts would make the trail much safer and more reliable.
Goal 4: Preserve and ensure a sustainable regional transportation system.	**Consistent**: The Proposed Project is the restoration of and improvements to an existing bike and pedestrian pathway. The Project would encourage the use of alternative modes of transportation and as such would reduce traffic, GHG, and air quality impacts attributable to the use of vehicles for transportation within the same area.

SCAG Goals	Compliance with Goal
Goal 5: Maximize the productivity of our transportation system.	**Consistent**: The local and regional transportation system would be improved and maintained to encourage efficiency and productivity. The City of La Cañada Flintridge Public Works Department oversees the improvement and maintenance of all aspects of the public right-of-way on an as-needed basis. The City also strives to maximize productivity of the region's public transportation system (e.g., bus, bicycle) for residents, visitors, and workers coming into and out of the City. The Flint Canyon Wash Trail provides a transportation option for pedestrians and bicyclists in the area. The restoration of the trail would help achieve the goal of maximizing the productivity of the regional transportation system.
Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	**Consistent**: The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques. For example, development projects are required to comply with the provisions of the California Building and Energy Efficiency Standards and the Green Building Standards Code (CALGreen). The City also strives to maximize the protection of the environment and improvement of air quality by encouraging and improving the use of the region's public transportation system (e.g., bus, bicycle) for residents, visitors, and workers coming into and out of the City. The Proposed Project, the restoration of and improvements to an existing trail, would encourage active, non-motorized transportation (namely bicycling and walking).
Goal 7: Actively encourage and create incentives for energy efficiency, where possible.	**Not Applicable**: This is not a project-specific policy and is therefore not applicable
Goal 8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	**Consisten**t: See response to RTP/SCS Goal 6.
Goal 9: Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	**Consistent**: The City monitors existing and newly constructed roadways and transit routes to determine the adequacy and safety of these systems. The City Parks and Recreation Department and the La Cañada Flintridge Trails Council specifically manage trails, including the Flint Canyon Wash Trail, within the City. Other local and regional agencies (e.g., Los Angeles County Transportation Department, Caltrans, SCAG) work with the City to manage these systems. Security situations involving trails, roadways, and evacuations would be addressed in the County of Los Angles emergency management protocols (e.g., Los Angeles County Operational Area Emergency Operations Plan) developed in accordance with the state and federal mandated emergency management regulations.

Implementing SCAG's RTP/SCS would greatly reduce the regional GHG emissions from transportation, helping to achieve statewide emission reduction targets. As shown, the Proposed Project would in no way conflict with the stated goals of the RTP/SCS; therefore, the Proposed Project would not interfere with

SCAG's ability to achieve the region's year 2020 and post-2020 mobile source GHG reduction targets outlined in the 2016 RTP/SCS, and it can be assumed that regional mobile emissions would decrease in line with the goals of the RTP/SCS. Furthermore, the Proposed Project is not regionally significant per CEQA Guidelines Section 15206 and as such, it would not conflict with the SCAG RTP/SCS targets, since those targets were established and are applicable on a regional level.

The Proposed Project would not conflict with an adopted plan, policy, or regulation pertaining to GHGs.

4.8.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.9 Hazards and Hazardous Materials

4.9.1 Hazards and Hazardous Materials (IX) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

Construction of the Proposed Project may include the transport, storage, and short-term use of petroleum-based fuels, lubricants, pesticides, and other similar materials. The transport of hazardous materials by truck is regulated by federal safety standards under the jurisdiction of the U.S. Department of Transportation. Additionally, the implementation of BMPs stipulating proper storage of hazardous materials and vehicle refueling would be implemented during construction. Construction impacts would be less than significant.

During operation, the Proposed Project would continue its existing use as a recreational trail for hikers, equestrians, and bicyclists. The Proposed Project would not involve the routine transport, use, or disposal of hazardous materials. Impacts would also be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

During construction some hazardous materials, such as diesel fuel, would be used. BMPs to prevent construction pollutants and products from violating any water quality standard or waste discharge requirements, would be prepared for the Proposed Project. The transport, use, and storage of these

products would comply with all Federal, State, and local laws regulating management and use of hazardous materials. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐

The Hillside School and Learning Center is located at 4331 Oak Grove Drive in the City of La Canada Flintridge, approximately 300 feet east of the project site. La Canada High School is located at 4463 Oak Grove Drive, approximately 500 feet north of the project site. However, as described above, the Proposed Project would not emit significant levels of hazardous emissions or handle hazardous substances. As such, the Proposed Project would not have a significant impact on an existing or proposed school.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

Government Code §65962.5 requires the Department of Toxic Substances Control (DTSC), the State Department of Health Services, the SWRCB, and the California Integrated Waste Management Board to compile and annually update lists of hazardous waste sites and land designated as hazardous waste property throughout the state.

CalEPA's Cortese List Data Resources records were reviewed to help determine whether hazardous materials have been handled, stored, or generated on the project site and/or the adjacent properties and businesses (CalEPA 2020). The list, although mostly covering the requirements of Section 65962.5, has always been incomplete as it does not indicate if a specific site was at one time included in the abandoned site program. DTSC does not and has never made that information available.

The list is a compilation of five separate websites that include: 1- DTSC's Envirostor that identifies waste or hazardous substances sites, 2- GeoTracker that identifies underground storage tanks for which an unauthorized release report was filed, cleanup sites, and all solid waste disposal facilities from which there is a mitigation of hazardous waste for which a regional board has notified DTSC, 3- a pdf of solid waste disposal sites identified by the Water Board with waste constituents above hazardous waste levels outside the waste management unit, 4- a list of cease and desist orders and clean up and abatement orders, and 5- a list of hazardous waste facilities subject to corrective action.

1. DTSC's Envirostor indicated that that project site was not identified as a hazardous waste or substances site (DTSC 2022).

2. GeoTracker did not identify the site as an underground storage tanks for which an unauthorized release report was filed, a cleanup site, or a solid waste disposal facility from which there is a mitigation of hazardous waste for which a regional board has notified DTSC (SWRCB 2022).

3. A list of solid waste disposal sites with waste constitutes about hazardous waste levels outside the waste management unit was also checked. No records were listed.

4. The list of Cease and Desist Orders and Clean Up and Abatement Orders did not include the project site location.

5. The list of hazardous facilities submit to corrective action do not include the project site location.

As the Proposed Project is not listed on one of the five websites provided to fulfill the Cortese List, the Proposed Project will not create a significant hazard to the public or the environment. There are no hazardous waste facilities and sites with known contamination, or sites where there may be reasons to investigate further located on the project site or in its vicinity. There would be no impact.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 for people residing or working in the project area?	☐	☐	☐	☒

The Proposed Project is not located within an airport land use plan or within two miles of a public airport or public use airport. The nearest airport to the project site is the Bob Hope Airport, located approximately 9.8 miles west of the project site. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

The Safety Element of the General Plan provides goals, objectives, and policies related to the safety and protection of citizens, visitors, structures, infrastructure, and public facilities from natural and human-

made hazards. The Safety Element also provides a summary of technical information related to seismic and other geologic hazards, flooding and other hydrologic hazards, fires and fire-related hazards, hazardous material and sites, crime, and emergency preparedness (City of La Cañada Flintridge 2013).

In 2019 the City updated its Hazard Mitigation Plan (HMP) in collaboration and coordination with the La Cañada Unified School District (LCUSD). The HMP is intended to serve as a mechanism for the community to promote sound public policy to reduce the risk and impact of disaster events. It identifies natural hazards to the community; determines likely impacts from those hazards; sets mitigation goals; and provides action items, including ideas for implementation, identification of the coordinating organization, and a proposed timeline. The HMP will assist the community in allocating appropriate resources and setting priorities and standards to ensure the safety of people, property, infrastructure, and the environment (City of La Canada Flintridge 2013).

The City is also part of a Disaster Management Area through a Joint Powers Agreement with Los Angeles County. It is part of Disaster Management Area C that also includes Monterey Park, Alhambra, Burbank, and Glendale. The goal of this program is to coordinate in planning for preparedness, mitigation, and recovery from emergencies or disasters (City of La Canada Flintridge 2013).

Temporary construction activities and staging areas would generally be confined to the project site and would not physically impair access to other existing roadways within the project vicinity. Access to local roads and residences would be maintained at all times. Additionally, the Proposed Project does not include the reconfiguration of any nearby roadways that could result in inadequate emergency access. Therefore, the potential for impacts that could impair implementation of or physically interfere with the Local Hazard Mitigation Plan are less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

According to CALFIRE, the project site is located on land designated as Very High Fire Hazard Severity Zone (VHFHSZ) (CALFIRE 2011). The entire city of La Cañada Flintridge is designated a VHFHSZ Zone by the City Council (City of La Cañada Flintridge 2013). In 2019 the City updated its Local Hazard Mitigation Plan, which aims to reduce the loss of life, personal injury, and property damage that can result from natural disasters through short- and long-term strategies. Temporary construction activities and staging areas would generally be confined to the project site and would not physically impair access to other existing roadways within the project vicinity. Access to local roads and residences would be maintained at all times. Additionally, the Proposed Project does not include the reconfiguration of any nearby roadways that could result in inadequate emergency access. The Proposed Project does not propose to build any habitable structures, nor does it include the installation or maintenance of infrastructure that would exacerbate fire risk or environmental impacts. Therefore, the potential to expose people or structures to wildfires is less than significant.

4.9.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.10 Hydrology and Water Quality

4.10.1 Hydrology and Water Quality (X) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐

Since construction of the Proposed Project would disturb one acre or more, a SWPPP is required for compliance with the California General Permit for Stormwater Discharges Associated with Construction Activity. Potential water quality impacts associated with the Proposed Project would include short-term construction-related erosion/sedimentation. Short-term water quality impacts related to erosion/sedimentation would be less than significant based on conformance with existing regulatory requirements (i.e., acquisition of an NPDES General Construction Permit and implementation of a SWPPP). The focus of a construction SWPPP is to manage soil disturbance, non-storm water discharges, construction materials, and construction wastes during the construction phase of a project. Since the SWPPP is specifically prepared to manage storm water quality and quantity, and prevent discharge of polluted runoff from the site, adherence to mandated SWPPP requirements would ensure potential impacts that could cause a violation of any water quality standards or waste discharge requirements is less than significant.

The Proposed Project aims to prevent further degradation and improve water quality by reducing stream temperatures, reducing non-point sources of pollution, and avoiding actions that would mobilize or result in exposure to groundwater contaminants. The proposed staircase wall for gabions, terraced retaining walls, riparian benches, native vegetation, and erosion monitoring would help meet water quality objectives by reducing fine sediment sources. A less than significant impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐

The Sustainable Groundwater Management Act (SGMA) applies to all California Groundwater Basins and requires that high-and medium-priority groundwater basins form Groundwater Sustainability Agencies and be managed in accordance with locally developed Groundwater Sustainability Plans or Alternative

Plans (DWR 2019). The Proposed Project falls within the Raymond Groundwater Basin, Basin 4-023. The Raymond Basin underlies the northwesterly portion of the San Gabriel Valley and is located in Los Angeles County about 10 miles northeasterly of downtown Los Angeles. The basin covers 26,048.8 acres (DWR 2019). The basin is prioritized in the Very Low priority category based on the consideration of the eight components required in Water Code Section 10933(b) (DWR 2019). As a result, the groundwater basin is not required to develop a sustainable groundwater management plan at this time. The basin is currently not over-drafted (DWR 2019).

The Proposed Project would not consume water during operation, and would not require the construction of groundwater wells. Furthermore, the Proposed Project would not inhibit groundwater recharge within the project limits. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant 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 that would:				
i) result in 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?	☐	☐	☐	☒

i) The Flint Canyon Trail has undergone serious erosion on the downslope due to severe rainstorms and runoff from the Flint Wash which is located below the trail. The ultimate goal of the Proposed Project is to stabilize a portion of the trail and prevent further erosion. Stabilization of the slopes above the stream would also prevent washouts of sediment that will ultimately make their way to Devils Gate Reservoir. BMPs would be prepared for the Proposed Project and would be implemented to manage erosion and the loss of topsoil during construction-related activities. BMPs would include measures such as straw wattles, silt fences, straw and wood mulch, and preservation of existing vegetation. Soil erosion impacts would be reduced to a less than significant impact.

ii) Flint Canyon wash experiences intermittent flows during dry periods largely from urban runoff and large-volume, high-velocity flows during rainy periods. The Proposed Project intends to re-establish flow and substrate conditions that support aquatic habitat and ecological functions. The Proposed Project would not substantially alter existing runoff conditions. Impacts would be less than significant.

iii) The Proposed Project aims to prevent further degradation and improve water quality by reducing stream temperatures, reducing non-point sources of pollution, and avoiding actions that would mobilize or result in exposure to groundwater contaminants. The Proposed Project would not create or contribute runoff water greater than existing conditions. The SWPPP would identify BMPs to be incorporated during Proposed Project construction. With adherence to the BMPS identified in the SWPPP and the construction designs, construction-related impacts with respect to polluted runoff would be less than significant.

iv) According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, the project site is located in Zone X, which is outside of the 100-Year Flood Hazard Area. As such, the Proposed Project would not impede or redirect flood flows. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒

According to the FEMA Flood Insurance Rate Map, the project site is located in Zone X, which is outside of the 100-Year Flood Hazard Area (FEMA 2022). The project site is not located near an enclosed body of water and thus no risk of release of pollutants due to a seiche would occur. Furthermore, the Pacific Ocean is located approximately 22 miles southwest of the project site; consequently, there is no potential for the project site to be inundated by a tsunami. Thus, implementation of the Proposed Project would not risk release of pollutants due to project inundation from flooding, tsunami or seiche. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

As discussed above in 4.10.2 a), the Proposed Project falls within the Raymond Groundwater Basin. The basin is prioritized in the Very Low priority category based on the consideration of the eight components required in Water Code Section 10933(b) (DWR 2019). As a result, the groundwater basin is not required to develop a sustainable groundwater management plan at this time. The basin is currently not over-drafted (DWR 2019).

The Proposed Project would not consume water during operation and would not construct groundwater wells. Furthermore, the Proposed Project would not inhibit groundwater recharge within the project limits, and thus would not conflict with implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.

4.10.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.11 Land Use and Planning

4.11.1 Environmental Setting

The project site is located within the boundaries of the cities of La Cañada Flintridge and Pasadena. La Cañada Flintridge is approximately 8.5 square miles in area and is bordered by the Angeles National Forest on the north, and the cities of Pasadena and Glendale on the east and south, and the unincorporated portion of the County of Los Angeles on the west (Figure 1). The City is 13 miles northeast of the City of Los Angeles. The City was incorporated in 1976 and is home to the Jet Propulsion Laboratory, the Descanso Gardens, and the Lanterman House.

The Flint Canyon Trail is a 2.4 mile-long trail running through the Flintridge area of the City, connecting Hahamongna Watershed Park (formerly Oak Grove Park) located in the City of Pasadena on the east, to San Rafael Hills (Glendale) to the west and Angeles National Forest to the north. The site is designated Parks by the City General Plan and zoned as Public/Semi-public and R-1-40,000.

The project site is bordered by the 210 Freeway to the northeast, open space to the south, the Flint Canyon Tennis Club and single-family homes to the west. Surrounding land uses are described in Table 4.11-1 below.

Table 4.11-1. Surrounding Zoning and Land Use Designations

	Land Use Designation	Zoning Designation	Existing Land Use
Project Site	Parks	PS (Public / Semi-public), R-1-40,000	Recreational Trail
North	Estate Residential	R-1-40,000	Single Family Homes, 210 Freeway
East	Institutional	PS (Public / Semi-public)	210 Freeway, School, Church
South	Estate Residential	R-1-40,000	Open Space
West	Estate Residential, Parks and Recreation	R-1-40,000	Flint Canyon Tennis Club, Single Family Homes

Source: City of La Canada Flintridge 2013, 2020

4.11.2 Land Use and Planning (XI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒

The project site is situated amongst residential communities to the north, south and west. No part of the Proposed Project would extend beyond the existing site boundaries along Flint Canyon Trail, and no part of the Proposed Project would create a barrier to movement within the established communities. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The site is designated Parks by the City General Plan and zoned as Public/Semi-public and R-1-40,000. The Proposed Project would improve the existing Flint Canyon Trail and continue its use as a recreational facility. As such, no conflict with any land use, policy, or regulation would occur.

4.11.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.12 Mineral Resources

4.12.1 Mineral Resources (XII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

According to the Los Angeles County 2035 General Plan Update Draft EIR, the project site is not located in an area with known mineral resources (Los Angeles County 2014). No mining operations exist on or in the vicinity of the project site, and no mining activities are proposed by the Proposed Project. As such, no impacts to mineral resources would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The Proposed Project would not 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, because no mining operations exist on or in the vicinity of the project site. No mineral resource related policies are identified in the General Plan's Conservation Element (La Canada Flintridge 2013). Furthermore, no mining activities are proposed as part of the Proposed Project. Therefore, no impact would occur.

4.12.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.13 Noise

4.13.1 Environmental Setting

Noise Fundamentals

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the average hourly noise level (in L_{eq}) and the average daily noise levels/community noise equivalent level (in L_{dn}/CNEL). The L_{eq} is a measure of ambient noise, while the L_{dn} and CNEL are measures of community noise. Each is applicable to this analysis and defined as follows:

- **Equivalent Noise Level (L_{eq})** is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- **Day-Night Average (L_{dn})** is a 24-hour average L_{eq} with a 10-dBA "weighting" added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.
- **Community Noise Equivalent Level (CNEL)** is a 24-hour average L_{eq} with a 5-dBA weighting during the hours of 7:00 pm to 10:00 pm and a 10-dBA weighting added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the evening and nighttime, respectively.

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations. Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source (U.S. Environmental Protection Agency [USEPA] 1971). Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics (Federal Highway Administration [FHWA] 2011). No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. For line sources, an overall attenuation rate of 3 dB per doubling of distance is assumed (FHWA 2011).

Noise levels may also be reduced by intervening structures; generally, a single row of detached buildings between the receptor and the noise source reduces the noise level by about 5 dBA (FHWA 2008), while a solid wall or berm generally reduces noise levels by 10 to 20 dBA (FHWA 2011). However, noise barriers or enclosures specifically designed to reduce site-specific construction noise can provide a sound reduction 35 dBA or greater (Western Electro-Acoustic Laboratory, Inc. [WEAL] 2000). To achieve the most potent noise-reducing effect, a noise enclosure/barrier must physically fit in the available space, must completely break the “line of sight” between the noise source and the receptors, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. Noise barriers must be sizable enough to cover the entire noise source and extend length-wise and vertically as far as feasibly possible to be most effective. The limiting factor for a noise barrier is not the component of noise transmitted through the material, but rather the amount of noise flanking around and over the barrier. In general, barriers contribute to decreasing noise levels only when the structure breaks the "line of sight" between the source and the receiver.

The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows (Caltrans 2002). The exterior-to-interior reduction of newer residential units is generally 30 dBA or more (Harris Miller, Miller & Hanson Inc 2006).

Sensitive Noise Receptors

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

The project site is positioned just west of the I-210 and just east of Flint Canyon Tennis Club. The nearest noise-sensitive land use receptor is a residence with a yard as close as 85 feet west of the Proposed

Project boundary, Hillside School and Learning Center approximately 305 feet to the east, and La Canada Unified Methodist Church approximately 415 feet to the east of the Proposed Project boundary.

Existing Ambient Noise Environment

The project site is impacted by typical urban noise sources experienced in an urban area, such as traffic and day-to-day urban-related activities. Due to the proximity of I-210, mobile sources are the dominate source of noise affecting the area.

The La Cañada Flintridge General Plan states that the primary source of noise in the City is from roadway traffic on I-210 and SR-2 freeways, which traverse the City. The project site is located immediately adjacent to the west side of I-120. Existing peak-hour noise levels measured at land uses adjacent to the I-210 right-of-way ranged from 59 to 81 dBA (L_{eq}). The General Plan states existing freeway traffic noise levels in many locations along the freeway exceed the noise abatement criteria established by FHWA, Caltrans, and the Los Angeles Metropolitan Transportation Authority (Metro) (City of La Cañada Flintridge 2013).

Vibration Fundamentals

Ground vibration can be measured several ways to quantify the amplitude of vibration produced. This can be through peak particle velocity or root mean square velocity. These velocity measurements measure maximum particle at one point or the average of the squared amplitude of the signal, respectively. Vibration impacts on people can be described as the level of annoyance and can vary depending on an individual's sensitivity. Generally, low-level vibrations may cause window rattling but do not pose any threats to the integrity of buildings or structures.

Local Noise Standards

The Proposed Project is the restoration of an existing portion of the Flint Canyon Wash Trail which has been damaged due to erosion. As such, the Proposed Project would not result in the generation of operational noise above existing baseline levels. During the construction phase, the Proposed Project would be subject to *Section 5.02.110 Temporary Construction Activities* of the La Cañada Flintridge Municipal Code, which regulates construction noise as follows:

> *Where technically and economically feasible, temporary construction activity shall be conducted in such a manner that the one hour average sound levels at affected properties shall not exceed the following dBA levels:*

Table 4.13-1. La Cañada Flintridge Construction Noise Thresholds

Noise Regulation Day and time	Zoning		
	R-1 Zone (Single-Family Residential)	R-3, RPD, Mixed Use Zones (Multifamily Residential)	CPD, FCD, Public/Semi-Public, Open Space Zones (Commercial)
Weekdays[1] 7:00 a.m. to 6:00 p.m.	75 dBA	80 dBA	85 dBA
Saturdays[2] 9:00 a.m. to 5:00 p.m.	60 dBA	65 dBA	70 dBA

Notes: [1]During Daylight Savings Time, weekday hours shall be from 7:00 a.m. to 7:00 p.m. [2]Construction, except emergency work, is not permitted on Sunday or holidays.
Source: La Cañada Flintridge Municipal Code

The City's Municipal Code and General Plan also include noise thresholds and land use compatibility guidelines aimed at new land use projects. The Proposed Project is the restoration of an existing trail which would not result in operational noise above the existing baseline, and as such these standards do not directly apply to the Proposed Project.

4.13.2 Noise (XIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in 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?	☐	☒	☐	☐

Land Use Noise Compatibility

The Proposed Project is the restoration of a portion of the Flint Canyon Wash Trail which has undergone extensive erosion. The Proposed Project is located adjacent to the I-210 corridor right of way, adjacent to land designated by the La Cañada Flintridge General Plan as *Open Space*, *Parks and Recreation*, and *Estate Residential*. This adjacent property is zoned *OS (Open Space)* and *PS (Public/ Semi-Public)*.

As stated previously, the Project involves is the restoration of an existing trail. The Proposed Project would not establish a new use nor permanently increase noise above existing baseline levels following completion of the construction phase. As such, the noise and land use compatibility guidelines and interior and exterior noise guidelines set forth in the General Plan are not directly applicable to the Proposed Project.

Thus, the project site is considered an appropriate noise environment for the use of the existing trail following restoration.

Construction Noise Impacts

Construction noise associated with the Proposed Project would be temporary and would vary depending on the nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road equipment for onsite construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., asphalt removal, paving). Noise generated by construction equipment, including material handlers and portable generators, can reach high levels. Typical operating cycles for these types of construction equipment may involve one or two minutes of full-power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). During construction, exterior noise levels could negatively affect sensitive receptors in the vicinity of the construction site.

Nearby noise-sensitive land uses consist of a residence with yard as close as 85 feet west of the Proposed Project boundary, Hillside School and Learning Center approximately 305 feet east, and La Canada Unified Methodist Church approximately 415 feet east of the Proposed Project boundary. The nearest noise sensitive land use to the project site is the residence with the yard located approximately 85 feet north of the project site boundary. As previously described, *Section 5.02.110 Temporary Construction Activities* of the La Cañada Flintridge Municipal Code regulates construction noise. Per the Municipal Code, both the *OS* and *PS* zones are subject to the 85 dBA construction noise limitation between 7:00 a.m. and 6:00 p.m. on weekdays (7:00 a.m. to 7:00 p.m. during Daylight Savings Time), and 70 dBA between 9:00 a.m. and 5:00 p.m. on Saturdays.

To estimate the worst-case construction noise levels that may occur at the nearest noise-sensitive receptors in the project vicinity, the construction equipment noise levels were calculated using the Roadway Noise Construction Model. The anticipated short-term construction noise levels generated for the necessary equipment is presented in Table 4.13-2.

Table 4.13-2. Construction Average (dBA) Noise Levels at Nearest Receptor

Equipment	Estimated Exterior Construction Noise Level @ Nearest Residence	Weekday Construction Noise Standards (dBA Leq)	Exceeds Standard at Nearest Sensitive Receptor?	Saturday Construction Noise Standards (dBA Leq)	Exceeds Standard at Nearest Sensitive Receptor?
Site Preparation					
Off-Highway Trucks (1)	65.7	*85*	**No**	*70*	**No**
Graders (1)	76.4	*85*	**No**	*70*	**Yes**
Tractors/Loaders/Backhoes (1)	69	*85*	**No**	*70*	**No**
Combined Site Preparation Equipment	77.4	*85*	**No**	*70*	**Yes**
Grading					
Concrete/ Industrial Saws (1)	78	*85*	**No**	*70*	**Yes**
Rubber Tired Dozers (1)	73.1	*85*	**No**	*70*	**Yes**
Tractors/Loaders/Backhoes (2)	69 (each)	*85*	**No**	*70*	**No**
Combined Grading Equipment	80	*85*	**No**	*70*	**Yes**

Source: Construction noise levels were calculated by ECORP Consulting, Inc. (ECORP 2020b) using the FHWA Roadway Noise Construction Model (FHWA 2006). Refer to Appendix H for Model Data Outputs.

Notes: Construction equipment used during construction derived from CalEEMod 2020.4.0. CalEEMod is designed to calculate air pollutant emissions from construction activity and contains default construction equipment and usage parameters for typical construction projects based on several construction surveys conducted in order to identify such parameters. The distance to the nearest sensitive receptor was calculated from the center of the project site to the edge of the yard of the residence (approximately 85 feet).

As shown in Table 4.13-2, no individual piece of construction equipment nor the combined use of construction equipment would exceed the City's weekday threshold of 85 dBA at the nearest sensitive receptor. However, as shown above, some of the individual equipment and all cumulative construction equipment would exceed the City's Saturday construction threshold of 70 dBA at the closest residence. Therefore, Mitigation Measure **NOI-1** is required (see below).

The Proposed Project would be required to comply with the construction noise standards, and construction work would be scheduled in a manner to comply with the Municipal Code standards (*Section 5.02.110 Temporary Construction Activities*). Furthermore, the City is a developing urban community and construction noise is generally accepted as a reality within the urban environment. Additionally, construction would occur throughout the project site and would not be concentrated at one point. As such, with implementation of Mitigation Measure **NOI-1**, a less than significant impact would occur.

Operational Noise Impacts

The Proposed Project is the restoration of the existing Flint Canyon Trail in the area where erosion has degraded the trail over the course of the past several years. The Proposed Project would not result in an increase in traffic or other sources of noise above the baseline levels. As such, operational noise would result in a less than significant impact.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in generation of excessive ground borne vibration or ground borne noise levels?	☐	☐	☐	☒

Construction activities have the potential to result in varying degrees of temporary ground vibration and noise levels, depending on the specific construction equipment used and operations involved. The ground vibration levels associated with various types of construction equipment are summarized in Table 4.13-3. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and slight damage to nearby structures at the highest levels.

Table 4.13-3. Vibration Source Amplitudes for Construction Equipment

Equipment Type	Peak Particle Velocity at 25 Feet (inches per second)
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Rock Breaker	0.082
Jackhammer	0.035
Small Bulldozer/Tractor	0.003

Source: FTA 2018

The City does not regulate vibration applicable to trail construction. However, a discussion of construction vibration is included for full disclosure purposes. For comparison purposes, the Caltrans's (2013) recommended standard of 0.2 inches per second peak particle velocity with respect to the prevention of structural damage for normal buildings is used as a threshold. This is also the level at which vibrations may begin to annoy people in buildings.

It is acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the nearest structure. The nearest structure of concern to the construction site is a residence as close as 220 feet west of the project site. Based on the vibration levels presented in Table 4.13-3, ground vibration generated by heavy-duty equipment would not be anticipated to exceed approximately 0.089 inches per second peak particle velocity at 25 feet. Thus, the residence located more than 85 feet from construction activity would not be negatively affected. Since predicted vibration levels at the nearest structures would not exceed recommended criteria, no impact would occur.

Project operations would not include the use of any stationary equipment that would result in excessive vibration levels. As stated previously, the Proposed Project is the restoration of an existing trail. The Proposed Project would not increase traffic or other noise-generating sources above baseline levels.

For this reason, no impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The project site is not located within an airport land use plan and is not within two miles of an airport. The Burbank–Bob Hope Airport is the nearest airport to the project site, located approximately 9 miles to the west. Implementation of the Proposed Project would not affect airport operations nor result in increased exposure of noise-sensitive receptors to aircraft noise. For this reason, no impact would occur.

4.13.3 Mitigation Measures

NOI-1: Project construction taking place on Saturdays shall be limited between the hours of 9:00 a.m. to 5:00 p.m. and shall employ the use of handheld equipment that does not require the use of electrical power or handheld equipment with electric motors only.

4.14 Population and Housing

4.14.1 Environmental Setting

The City of La Canada Flintridge was incorporated in 1976 and is home to the Jet Propulsion Laboratory, the Descanso Gardens, and the Lanterman House. The City has a population of 20,550 and is primarily a bedroom community comprising largely of owner-occupied single-family homes. The Foothill Boulevard Downtown Village offers a variety of small shops, restaurants, and services. Residents also have access to parks; a community center; a YMCA; a multiplex movie theater; public and private libraries; golf tennis and riding clubs; and scenic hiking and equestrian trails.

4.14.2 Population and Housing (XIV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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)?	☐	☐	☐	☒

The Proposed Project is located within the I-210 corridor right of way, adjacent to land designated Open Space, Parks and Recreation, and Estate Residential. The Proposed Project would not increase density in the area nor conflict with the adjacent land use designations. In addition, the Proposed Project would improve portions of the existing Flint Canyon Trail. The Proposed Project does not propose the construction of new housing, businesses, or extended infrastructure and therefore is not anticipated to directly or indirectly induce population growth in the area. Upon completion, the trail would continue be maintained by existing City staff. As such, the Proposed Project is not expected to generate a substantial permanent increase in employment opportunities in the area capable of inducing population growth. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

As described above, the project site does not contain any residential structures and no people live on the property under existing conditions. The Proposed Project would not remove housing; therefore, it would not displace people. Accordingly, implementation of the Proposed Project would not displace substantial numbers of people and would not necessitate the construction of housing elsewhere. No impact would occur.

4.14.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.15 Public Services

4.15.1 Environmental Setting

Police Services

The City provides law enforcement through the Los Angeles County Sheriff. The Los Angeles County Sheriff Department is responsible for investigating crimes, and enforcing the Municipal, Vehicle, and Penal codes. The City is served by the Crescenta Valley Sheriff's Station located at 4554 Briggs Avenue, approximately 3.5 miles northwest of the project site (City of La Cañada Flintridge 2020a).

Fire Services

The City provides fire services through the Los Angeles County Fire Department (LACFD) (City of La Cañada Flintridge 2020a). LACFD Station 19 is located at 1729 W. Foothill Boulevard, approximately 2.4 miles northwest of the project site. Station 82 is located at 352 W. Foothill Boulevard, approximately 0.5 miles northwest of the site.

Schools

The City is served by the La Cañada Unified School District. The school district operates three elementary schools and one combined middle/high school. All three elementary schools and middle/high school combined serve approximately 4000 students.

Parks

The City has a significant amount of natural open spaces, public parks, areas devoted to public and private recreation facilities, and trails which contribute to the semi-rural feel of the community and its distinctive character. The City is situated between the foothills of the San Gabriel Mountains and the Angeles National Forest to the north, and the San Rafael Hills to the south. Since its incorporation, the community has made preservation and protection of its open space areas a high priority. The City has approximately 983 acres of public and private land devoted to parkland. The City owns and manages five developed parks totaling 4.4 acres, including Glenhaven, Glenola, Mayors' Discovery, Memorial, and Olberz Parks. (City of La Cañada Flintridge 2013).

Other Public Facilities

Organized recreation is also offered through non-City organizations, such as the Community Center of La Cañada Flintridge and the Crescenta-Cañada YMCA. Private recreational facilities include the Flintridge Riding Club, the La Cañada Flintridge Country Club, and the Flint Canyon Tennis Club (City of La Cañada Flintridge 2013).

4.15.2 Public Services (XV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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:				
Fire Protection?	☐	☐	☐	☒
Police Protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other Public Facilities?	☐	☐	☐	☒

As discussed in Section 4.14 Population and Housing, the Proposed Project would improve portions of the existing Flint Canyon Trail. The Proposed Project does not propose the construction of new housing, businesses, or extended infrastructure and therefore is not anticipated to directly or indirectly induce population growth in the area. As such, the Proposed Project would not impact emergency response times for police or fire services. Furthermore, the Proposed Project would not increase demand for schools, parks, or other public facilities. No impact to public services would occur.

4.15.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.16 Recreation

4.16.1 Environmental Setting

La Cañada Flintridge has a significant amount of natural open spaces, public parks, areas devoted to public and private recreation facilities, and trails which contribute to the semi-rural feel of the community and its distinctive character. The City is situated between the foothills of the San Gabriel Mountains and the Angeles National Forest to the north, and the San Rafael Hills to the south. Since its incorporation, the community has made preservation and protection of its open space areas a high priority. The City has approximately 983 acres of public and private land devoted to parkland (City of La Cañada Flintridge 2013).

Flint Canyon Trail has been an asset to the community before the City was incorporated in 1976. The trail is used by hikers, equestrians, and bicyclists which allows them access to enter 40 acres of Cherry Canyon, which is owned by the City. The 2.03-mile-long trail runs through the Flintridge area of the City, connecting Hahamongna Watershed Park (formerly Oak Grove Park) located in the city of Pasadena on the east, to San Rafael Hills (Glendale) to the west and Angeles National Forest to the north. The Hahamongna Watershed Park is a 1,300-acre open space area that serves as stream drainage of the Arroyo Seco as it exits the San Gabriel Mountains and flows south through Pasadena, South Pasadena, and Highland Park to the Los Angeles River. The Hahamongna Watershed Park hosts five unique habitat zones and a prime oak woodland zone. To the west and southwest, the Flint Canyon Trail connects to Cherry Canyon in the City of Glendale. In addition, the Flint Canyon Trail connects to the Arroyo Seco Trail, which leads to the Gabrielino Trail in the Angeles National Forest abutting the City.

4.16.2 Recreation (XVI) Materials Checklist

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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?	☐	☐	☐	☒

The Proposed Project would restore an existing trail making it safer for users. The Proposed Project is a recreational facility and therefore would not cause the physical deterioration of neighboring facilities to occur. Therefore, Proposed Project would have no adverse effect on surrounding recreational facilities. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒	☐

The Proposed Project would additionally improve the general condition of the trail over the adjoining 1,000 feet, which can be considered a potentially beneficial addition to the community. The environmental impacts of construction and operation of the Proposed Project, including required mitigation measures, are discussed in this Initial Study. Impacts would be less than significant.

4.16.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.17 Transportation

4.17.1 Transportation (XVII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐

The Proposed Project is the restoration of a portion of the Flint Canyon Wash Trail which has undergone extensive erosion. Once construction is complete, operations would not result in the addition of new vehicle trips, thus there would be no increase in traffic from the Proposed Project during post construction operations. Construction would generally be confined to the project site and no lane closures are anticipated. Operational impacts are anticipated to be similar to existing conditions because the Proposed Project would continue an existing use. Therefore, the Proposed Project would not conflict with any program, plan, policy, or ordinance addressing the circulation system. A less than significant impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒

The Proposed Project does not propose any buildings or habitable structures. Although the Proposed Project would generate traffic during construction, these additional trips would have a negligible effect on the area roadway system. Therefore, the Proposed Project would not conflict with CEQA Guidelines Section 15064.3 subdivision (b) as the Proposed Project would generate fewer than 50 peak-hour trips and fewer than 110 daily trips as the CEQA vehicle miles traveled (VMT) screening threshold. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒

The Proposed Project does not include any component that would alter existing roadway design features. The Proposed Project does not include any component that would introduce new hazards since the Proposed Project does not propose any new roadways or modifications to existing roadways. Furthermore, the Proposed Project is not proposing a new use that could introduce incompatible elements to area roadways. Therefore, no impacts are anticipated.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in inadequate emergency access?	☐	☐	☒	☐

The City of La Canada Flintridge 2019 HMP is intended to serve as a mechanism for the community to promote sound public policy to reduce the risk and impact of disaster events. It identifies natural hazards to the community; determines likely impacts from those hazards; sets mitigation goals; and provides action items, including ideas for implementation, identification of the coordinating organization, and a proposed timeline. The HMP will assist the community in allocating appropriate resources and setting priorities and standards to ensure the safety of people, property, infrastructure, and the environment (City of La Canada Flintridge 2013).

The City is also part of a Disaster Management Area through a Joint Powers Agreement with Los Angeles County. It is part of Disaster Management Area C that also includes Monterey Park, Alhambra, Burbank, and Glendale. The goal of this program is to coordinate in planning for preparedness, mitigation, and recovery from emergencies or disasters (City of La Canada Flintridge 2013).

Temporary construction activities and staging areas would generally be confined to the project site and would not physically impair access to other existing roadways within the project vicinity. Access to local roads and residences would be maintained at all times. Additionally, the Proposed Project does not include the reconfiguration of any nearby roadways that could result in inadequate emergency access. Therefore, the potential for impacts that could impair implementation of or physically interfere with the Local Hazard Mitigation Plan is less than significant.

4.17.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.18 Tribal Cultural Resources

4.18.1 Environmental Setting

Prior to the arrival of Europeans, ethnographic accounts of Native Americans indicate that the Gabrielino people (also known as Tongva) once occupied the region that encompasses the project area. At the time of European contact, the Gabrielino were the main occupants of the southern Channel Islands, the Los Angeles basin, and much of Orange County, extending as far east as the western San Bernardino Valley. The term "Gabrielino" came from the group's association with Mission San Gabriel Arcángel, established in 1771. The Gabrielino are believed to have been one of the most populous and wealthy Native American

tribes in southern California prior to European contact. The Gabrielino spoke a Takic language. The Takic group of languages is part of the Uto-Aztecan language family.

The Gabrielino occupied villages located along rivers and at the mouths of canyons. Village populations ranged from 50 to 200 inhabitants. Residential structures within the villages were domed, circular, and made from thatched tule or other available wood material. Gabrielino society was organized by kinship groups, with each group composed of several related families who together owned hunting and gathering territories. Settlement patterns varied according to the availability of floral and faunal resources. Vegetal staples consisted of acorns, chia, seeds, piñon nuts, sage, cacti, roots, and bulbs. Animals hunted included deer, antelope, coyote, rabbits, squirrels, rodents, birds, and snakes. The Gabrielino also fished and collected marine shellfish.

By the late eighteenth century, Gabrielino population had significantly dwindled due to introduced European diseases and dietary deficiencies. Gabrielino communities disintegrated as families were taken to the missions. However, current descendants of the Gabrielino are preserving Gabrielino culture (ECORP 2020b).

4.18.2 Regulatory Setting

Assembly Bill 52

Effective July 1, 2015, Assembly Bill 52 (AB 52) amended CEQA to require that: 1) a lead agency provide notice to those California Native American tribes that requested notice of projects proposed by the lead agency; and 2) for any tribe that responded to the notice within 30 days of receipt with a request for consultation, the lead agency must consult with the tribe. Topics that may be addressed during consultation include Tribal Cultural Resources (TCRs), the potential significance of project impacts, type of environmental document that should be prepared, and possible mitigation measures and project alternatives.

Pursuant to AB 52, Section 21073 of the Public Resources Code defines California Native American tribes as "a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of the Statutes of 2004." This includes both federally and non-federally recognized tribes.

Section 21074(a) of the Public Resource Code defines TCRs for the purpose of CEQA as:

1. Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
    a. included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or
    b. included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or

c. 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Because criteria a and b also meet the definition of a historical resource under CEQA, a TCR may also require additional consideration as a historical resource. TCRs may or may not exhibit archaeological, cultural, or physical indicators.

Recognizing that California tribes are experts in their tribal cultural resources and heritage, AB 52 requires that CEQA lead agencies provide tribes that requested notification an opportunity to consult at the commencement of the CEQA process to identify TCRs. Furthermore, because a significant effect on a TCR is considered a significant impact on the environment under CEQA, consultation is used to develop appropriate avoidance, impact minimization, and mitigation measures.

4.18.3 Summary of AB 52 Consultation

The City of La Cañada Flintridge notified the Gabrieleño Band of Mission Indians – Kizh Nation, the Gabrieleño Band of Mission Indians-Tongva, and the Soboba Band of Luiseño Indians of the Proposed Project in accordance to AB 52 via letters sent on June 12, 2020. Each recipient was provided a brief description of the Proposed Project and its location, the lead agency contact information, and a notification that the tribe had 30 days to request consultation.

As a result of the initial notification letters, on June 23, 2020, the Gabrieleño Band of Mission Indians – Kizh Nation requested to consult with the City about the Proposed Project pursuant to Public Resources Code section 21080.3.1. No responses to the notification letter were received from the Gabrieleño Band of Mission Indians-Tongva or the Soboba Band of Luiseño Indians.

On July 22, 2020, the City initiated consultation with the Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation) via an initiation letter. The City held a meeting with representatives from the Kizh Nation on September 24, 2020. During that meeting the Kizh Nation representatives expressed concerns that the Proposed Project has the potential to significantly impact previously-unidentified TCRs. On October 8, 2020, the Kizh Nation provided the City with supporting documentation and maps illustrating the sensitivity of the area as well mitigation language for consideration. On October 13, 2020, the City adopted a portion of the suggested mitigation language (TCR-1) and sent an email to the Kizh Nation requesting comments or concerns on the approach. No response was received to the City's October 13, 2020, request for comments. The City subsequently followed up with an email on February 4, 2021, requesting comments or concerns on the proposed mitigation measure. No response was received. Subsequently, the City closed consultation on March 3, 2021 via a letter. The City received a response from the Kizh Nation on March 24, 2021 that they agree with the mitigation language.

4.18.4 Tribal Cultural Resources (XVIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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:				
i) 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), or	☐	☒	☐	☐
ii) 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.	☐	☒	☐	☐

The Kizh Nation identified the potential for TCRs within the project area. In order to reduce potential impacts to TCRs to a less than significant level, the following mitigation measure was developed by the Tribe and agreed to by the City during the consultation process. With the implementation of Mitigation Measure **TCR-1** impacts from encountering unanticipated TCRs during ground disturbing construction activities would be less than significant.

4.18.5 Mitigation Measures

TCR-1: Prior to the commencement of any ground-disturbing activity at the project site, the City shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this Project pursuant to Assembly Bill (AB) 52 – Senate Bill (SB) 18 (the "Tribe" or the "Consulting Tribe"). The Native American Monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground-disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the Project Area. The Native American Monitor will complete daily

monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by Project activities shall be evaluated by the qualified archaeologist and Native American Monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural, and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project site, all ground disturbance shall immediately cease, and the Los Angeles County Medical Examiner-Coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic-period archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

4.19 Utilities and Service Systems

4.19.1 Utilities and Service Systems (XIX) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

The Proposed Project would not require water or wastewater treatment as no potable water and/or toilets would be provided as part of trail construction. Therefore, the Proposed Project would not require the construction of new water or wastewater treatment facilities or expansion of existing facilities. Furthermore, the Proposed Project would not require electricity, natural gas, or telecommunications facilities. The Proposed Project involves restoration of an existing recreational trail. Therefore, this impact is considered less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐

As discussed in Section 4.10.2 *Hydrology and Water Quality*, the Proposed Project falls within the Raymond Groundwater Basin, Basin 4-023. The Raymond Basin underlies the northwesterly portion of the San Gabriel Valley and is located in Los Angeles County about 10 miles northeasterly of downtown Los Angeles. The basin covers 26,048.8 acres (DWR 2019). The basin is prioritized in the Very Low priority category based on the consideration of the eight components required in Water Code Section 10933(b) (DWR 2019). As a result, the groundwater basin is not required to develop a sustainable groundwater management plan at this time. The basin is currently not over-drafted (DWR 2019).

The Proposed Project would not consume water during operation and would not construct groundwater wells. Furthermore, the Proposed Project would not inhibit groundwater recharge within the project limits. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The Proposed Project proposes trail improvements to the existing Flint Canyon Wash Trail. As stated above, the Proposed Project would not require wastewater treatment as no potable water and/or toilets would be provided as part of trail construction. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant 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?	☐	☐	☒	☐

The Proposed Project involves the improvements to the existing Flint Canyon Wash Trail. Any solid waste debris as a result of construction would be minimal and would be disposed of at a permitted landfill. The nearest landfill facility to the project site is the Scholl Canyon Landfill, which accepts construction and demolition waste (CalRecycle 2020). The limited quantity of waste generated by the Proposed Project would not contribute significantly to the exceedance of landfill capacity, or breach statutes and regulations related to solid waste. The potential for adverse impacts related to landfill capacity and regulations for solid waste are considered less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

The waste that could be generated from construction of the Proposed Project would be hauled off and disposed of in an appropriately licensed facility by the construction contractor. For these reasons, the potential for adverse impacts related to landfill capacity and regulations for solid waste are considered less than significant.

4.19.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.20 Wildfire

4.20.1 Environmental Setting

Government Code 51175-89 directs the California Department of Forestry and Fire Protection (CALFIRE) to identify areas of very high fire hazard severity zones within Local Responsibility Areas. Mapping of the areas, referred to as Very High Fire Hazard Severity Zones (VHFHSZ), is based on data and models of potential fuels over a 30 to 50-year time horizon and their associated expected fire behavior, and expected burn probabilities to quantify the likelihood and nature of vegetation fire exposure to buildings.

The most significant fire hazard in the City is the potential for wildfires. There are several factors that contribute to the susceptibility of wildfire danger in the City, including climate, winds, steep terrain, vegetation (e.g., chaparral), subdivision design, and water supply. Much of the hillsides and mountainous terrain on the northern and southern slopes within the City are largely covered in chaparral grasses. Chaparral poses unique problems for fire prevention because its components are extremely combustible and genetically predisposed to burn.

According to CALFIRE, the project site is located on land designated as VHFHSZ (CALFIRE 2011). The entire City is designated a VHFHZ by the City Council (City of La Cañada Flintridge 2013).

4.20.2 Wildfire (XX) Environmental Checklist and Discussion

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

In 2019 the City updated its Local Hazard Mitigation Plan, which aims to reduce the loss of life, personal injury, and property damage that can result from natural disasters through short- and long-term strategies. Temporary construction activities and staging areas would generally be confined to the project site and would not physically impair access to other existing roadways within the project vicinity. Access to local roads and residences would be maintained at all times. Additionally, the Proposed Project does not include the reconfiguration of any nearby roadways that could result in inadequate emergency access. Therefore, the potential for impacts that could impair implementation of or physically interfere with the Local Hazard Mitigation Plan is less than significant.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

The Proposed Project would not substantially alter slope, wind patterns, or other factors that could exacerbate wildfire risks, beyond existing conditions. The Proposed Project includes improvements to a 1,000-foot section of the 2.4-mile-long Flint Canyon Wash Trail to prevent stream flows from eroding and undercutting the slope below the trail. As such, the Proposed Project would not substantially alter slope, wind patterns, or other factors that could exacerbate wildfire risks. Impacts would be less than significant.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The Proposed Project includes improvements to a 1,000-foot section of the Flint Canyon Wash Trail and the preparation of plans and specifications to prevent stream flows from eroding and undercutting the slope of the trail. The Proposed Project does not include the installation or maintenance of infrastructure that would exacerbate fire risk or environmental impacts. No impact would occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

The project site is not located in an area susceptible to flood hazards or landslides. The Proposed Project proposes improvements to the Flint Canyon Wash Trail to prevent stream flows from eroding and undercutting the slope of the trail. As such, the Proposed Project would reduce risks associated with downslope flooding or landslides. Furthermore, the Proposed Project does not propose to build any habitable structures. No impact would occur.

4.21 Mandatory Findings of Significance

4.21.1 Mandatory Findings of Significance (XXI) Environmental Checklist and Discussion

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially 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?	☐	☒	☐	☐

The Proposed Project would not substantially degrade the quality of the environment or substantially reduce the habitat of a fish or wildlife species. With the Mitigation Measures **BIO-1** through **BIO-9** outlined in Chapter IV Biological Resources, the Proposed Project would not cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. With Mitigation Measures **CUL-1**, **GEO-1**, and **TCR-1**, the Proposed Project would not eliminate important examples of the major periods of California history or prehistory. Therefore, the Proposed Project would have a less than significant impact with mitigation incorporated.

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a 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)?	☐	☒	☐	☐

As described in the impact analyses in this IS/MND, any potentially significant impacts of the Proposed Project would be reduced to a less than significant level. Projects completed in the past have also implemented mitigation as necessary. Accordingly, the Proposed Project would not otherwise combine with impacts of related development to add considerably to any cumulative impacts in the region. With mitigation, the Proposed Project would not have impacts that are individually limited, but cumulatively

considerable. Therefore, the Proposed Project would have a less than cumulatively considerable impact with mitigation incorporated.

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

As described in this document, the implementation of the Proposed Project could result in temporary air quality, greenhouse gas, hazardous materials, and noise impacts during the construction period. Implementation of the mitigation measures recommended in this document would ensure that the Proposed Project would not result in environmental effects that would cause substantial adverse effects on human beings. Impacts would be less than significant after mitigation.

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SECTION 7.0 LIST OF APPENDICES

Appendix A – Air Quality Emissions Model Output

Appendix B – Biological Resources Assessment

Appendix C – Aquatic Resources Delineation

Appendix D – Cultural Resources Assessment

Appendix E – Geotechnical Investigation

Appendix F – Greenhouse Gas Emissions Model Output

Appendix G – Fuel Consumption

Appendix H – Roadway Construction Noise Model Output

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