



**MITIGATED NEGATIVE DECLARATION
PACOIMA WASH BIKEWAY
MOUNTAINS RECREATION AND CONSERVATION AUTHORITY
JUNE, 2016**

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**INITIAL STUDY, ENVIRONMENTAL CHECKLIST
AND MITIGATED NEGATIVE DECLARATION**

FOR THE PACOIMA WASH BIKEWAY

**PREPARED FOR THE
MOUNTAINS RECREATION AND CONSERVATION AUTHORITY
570 West Avenue 26, Suite 100, Los Angeles, CA 90065
JUNE 2016**

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Attachments

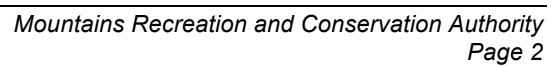
- A. Construction Plans - Phase 1
- B. Natural Environment Study
- C. Visual Analysis
- D. Traffic Memo
- E. MND Comments and Responses
- F. Mitigation Monitoring and Reporting Program
- G. NEPA Categorical Exclusion

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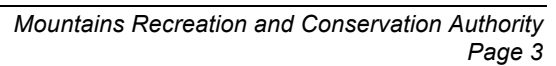
INITIAL STUDY, ENVIRONMENTAL CHECKLIST AND MITIGATED NEGATIVE DECLARATION

- 1. Project Title:** Pacoima Wash Bikeway
- 2. Lead Agency Name and Address:** Mountains Recreation and Conservation Authority (MRCA)
L.A. River Center & Gardens
570 West Avenue 26, Suite 100
Los Angeles California 90065
- 3. Contact Person and Phone Number:** Liz Jennings, ASLA
(323) 221-9944 Ext. 185
Liz.jennings@mrca.ca.gov
- 4. Project Location:** Along the eastern edge of the City of San Fernando and the Pacoima area of the City of Los Angeles from the Lopez Earthen Dam and Debris Basin to the existing pedestrian and bicycle bridge at Haddon Avenue. (See **Figure 1**)
- 5. Project Sponsor's Name and Address:** Mountains Recreation and Conservation Authority
L.A. River Center & Gardens
570 West Avenue 26, Suite 100
Los Angeles California 90065
- 6. General Plan Designation:** Various
City of Los Angeles –Open Space and Public Facility
- 7. Zoning:** Various
City of Los Angeles – A1-1XL-CUGU, OS-1XL-CUGU, OS-1XL, A1-1XL, PF-1XL
- 8. Surrounding Land Uses and Settings.** Surrounding land uses include residential, commercial, industrial and park uses (See **Figure 2**)

*Pacoima Wash Bikeway
Initial Study and Mitigated Negative Declaration*



*Pacoima Wash Bikeway
Initial Study and Mitigated Negative Declaration*



9. Description of Project:

The Pacoima Wash Bikeway project's vision is to create a 3.25 mile Class 1 Regional Bikeway that will weave adjacent to the banks of Pacoima Wash (wash), connect to a string of smaller existing stream-side parks, and ultimately connect to the Angeles National Forest. The bikeway will also connect the communities of the Northeast San Fernando Valley to each other, and will ultimately connect to new parks. Linkages will be provided to the existing San Fernando Road Rail Right-of-Way Bike Path and other existing and planned bikeways within the Cities of San Fernando and Los Angeles.

The existing wash has a channel structure that is mainly an engineered V-shape with concreted rock. Vertical concrete walls exist near the Debris Basin. The banks of the wash consist mainly of fairly flat right-of-way on both sides. The bikeway would be constructed along the existing embankment, which depending on location, is either dirt or asphalt.

The proposed bikeway would include several design features including a 12 foot wide paved bikeway, several new crossings of the wash, fencing along the channel, increased access points, mileage markers, interpretive signage where appropriate, solar powered lighting, pedestrian amenities such as seating, trash receptacles, and water fountains, erosion control measures, and native landscape plantings. The project is not anticipated to require acquiring easements or utility relocations.

Project Background

The bikeway is a recommended project in the City of Los Angeles' Bicycle Master Plan and the County of Los Angeles' Master Plan. The bikeway was also recommended in the Pacoima Wash Greenway Master plan (2007) and the Pacoima Wash Vision Plan (2010). The current use of the land is as a maintenance access road for the Los Angeles County Flood Control district and closed to the public.

Project Need

The future Class 1 Bikeway will be located within some of the most densely populated areas of the San Fernando Valley, along the eastern edge of the City of San Fernando and the Pacoima area of the City of Los Angeles. The bikeway route will connect visitors to current and future urban parklands including MRCA's Pacoima Wash Natural Park and El Dorado Park (in planning). The Bikeway will increase opportunities for active and passive recreation and create a community focal point that promotes healthy lifestyles. The project will enhance the area by re-introducing native plants.

Project Characteristics

Street Crossing - The project will result in new bikeway on-street crossings at Glenoaks Boulevard, 5th Street, and 4th Street/Bradley Avenue.

Under Crossing - The project will make use of the existing undercrossing at the Foothill Freeway. The undercrossing at San Fernando Road will be deepened under the rail line for use by the bikeway.

**FIGURE 3 – TYPICAL VIEWS OF EXISTING CONDITIONS - PACOIMA WASH
ALONG BIKEWAY ROUTE**



3A – View North From Hadden Avenue



3B – View South From Foothill Blvd.

**FIGURE 3 – TYPICAL VIEWS OF EXISTING CONDITIONS - PACOIMA WASH
ALONG BIKEWAY ROUTE**

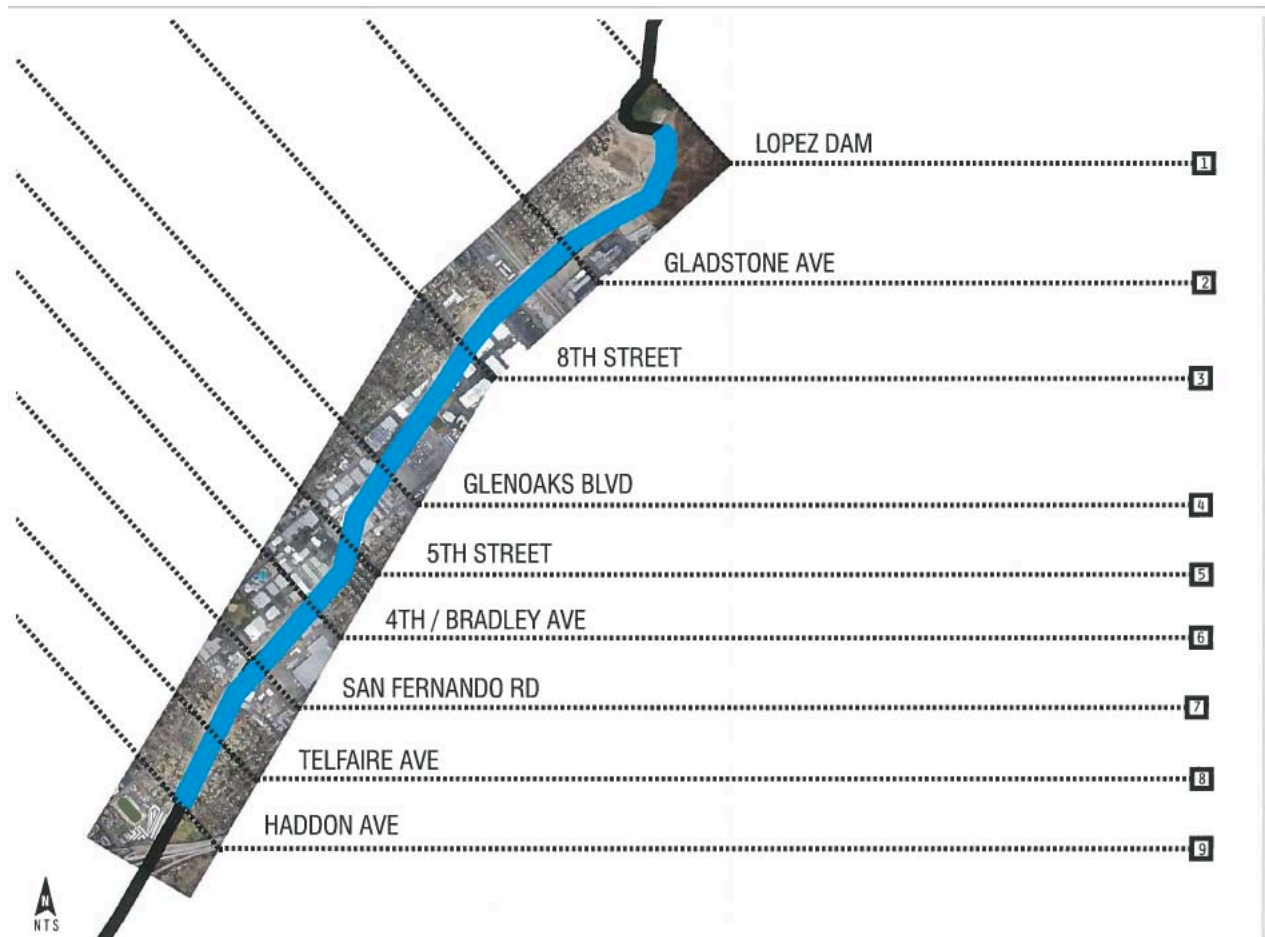


3C – View North From Glenoaks Boulevard



**3D – View North From Glenoaks Boulevard Showing Flood Control District
Vehicle in Channel**

FIGURE 4 – PRIMARY STEETS ALONG PACOIMA WASH BIKEWAY ROUTE



New Channel Crossings - New channel crossings will be constructed at approximately 8th Street, Telfair Avenue and Gladstone Avenue. (See **Figure 4** for a map of the key streets along the bikeway route). The specific locations shown in the figures and appendices for these new channel crossings is conceptual and is subject to change as project design is refined and the project moves from conceptual to final construction design. However, this will not affect the environmental conclusions in this MND. There are several prefabricated pedestrian/bicycle bridge designs under consideration. All bridges would be constructed with foundations outside the channel perimeter. The MRCA has confirmed with the bridge manufacturer that there is no need for a crane to be located within the channel during bridge construction and placement. The prefabricated bridges will be swung into place by a crane or cranes located on the top of the embankment, with the crane(s) placed either on one, or both sides of the wash, depending on the control required for placement. Foundations will be constructed in accordance with the recommendations of the Geotechnical Investigation conducted for the proposed Pedestrian Bridges.

Bike Path Connection - The project will connect with the existing bikeway on San Fernando Road.

Lighting – Lighting along the bike path will be provided using solar lighting. The light stands will include shielding to ensure that spillage of light beyond the bikeway limits will not occur.

Fencing – Galvanized fencing will be provided along the channel. Access to the bikeway will be controlled with fencing, locking gate(s) and signage. Potential locations are described in **Attachment A**.

Landscaping – Native landscaping will be incorporated into the proposed landscaping for the bikeway. The plant selection is designed to:

- Create habitat that supports local fauna
- Sustain local and migrating bird populations
- Ensure biodiversity to strengthen plans against pests and disease
- Increase water infiltration
- Improve air and water quality
- Dampen noise pollution
- Lower ambient temperatures

Construction Schedule – Project construction will be phased based on funding availability. It is anticipated that the first phase will be from Bradley Avenue to 8th Street, with the second phase to extend from San Fernando Road to Haddon Avenue. Metrolink currently has plans to add a dual track to the rail line at San Fernando road, so the undercrossing at San Fernando will be phased to coordinate with Metrolink’s construction plans. Portions of the bikeway north of 8th Street would be constructed as funds become available. It is anticipated that in total, the bikeway will require 2,900 cubic yards of fill. No cutting of existing soil is proposed. It is anticipated that Phase 1 of the bikeway will include 5,923 cubic yards of unclassified excavation, with 481 cubic yards of borrow.

NEPA

The proposed project was included in the 2013 Federal State Transportation Improvement Program.¹ Because it is funded in part with federal funding in the form of local assistance funds,

1. Project Number: DEMLO5-6115(008).

the proposed project is subject to the National Environmental Policy Act (NEPA) as well as the California Environmental Quality Act (CEQA). Because the proposed project is a bikeway, it is eligible for a Categorical Exclusion (CE) under NEPA pursuant to 23 CFR 771, activity (c)(3)-bicycle and pedestrian lanes, paths, facilities. A CE with supporting studies is being prepared by Caltrans.

10. Other public agencies whose approval is or may be required (e.g., permits, financing approval, or participation agreement)

Caltrans

- Approval of a Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA)
- Encroachment Permit
- Transportation Permit

County of Los Angeles

- Flood Control permit
- Use Agreement
- Building permit for portions within jurisdiction

Metro and or SCRRA

- License Agreement and/or other approvals for the portion of the bikeway under the railroad right-of-way

California Public Utilities Commission (CPUC)

- Approval of the undercrossing of the railroad line.

State Water Resources Control Board

- Storm Water Pollution Prevention Plan (SWPPP) approval

Cities of Los Angeles and/or San Fernando

- Approval of proposed roadway crossing designs
- Building permit for portions within jurisdiction

Army Corps of Engineers

- Section 408 Permit

11. References

See footnotes.

12. Attachments

- A. Construction Plans – Phase 1
- B. Natural Environment Study
- C. Visual Analysis
- D. Traffic Memo
- E. MND Comments and Responses
- F. Mitigation Monitoring and Reporting Program
- G. NEPA Categorical Exclusion

CONSULTATION AND COORDINATION

The MND for the Pacoima Wash Bikeway was circulated for public review and comment from June 3, 2016 to July 6, 2016. Four letters were received on the document.

1. Letter from the State Clearinghouse dated July 6, 2016.
2. Letter from the Department of Transportation dated June 22, 2016.
3. Letter from the Los Angeles Department of Public Works dated July 6, 2016
4. Letter from the Los Angeles County Fire Department dated June 23, 2016.

Each of the letters is reproduced in Attachment E, followed by responses to any comments on the environmental analysis contained in the MND. Caltrans as part of the Categorical Exclusion process separately reviewed the technical studies for the project. Any changes made to the MND circulated for public review in response to comments or Caltrans review are identified using redline and strikeout.

REPORT PREPARERS

The following consulting firms assisted in the preparation of this Initial Study:

Pareto Planning
1411 West Clark Avenue
Burbank, CA 91506
(818) 406-5962

Willdan Engineering
13191 Crossroads Parkway North, Suite 405
Industry, California 91746
(562) 908-6200

INITIAL STUDY CHECKLIST

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:

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation / Traffic | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant 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 address by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier 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 proposed project, nothing further is required.

Signature

Date

Paul Edelman
Printed Name

Mountains Recreation and Conservation Authority
For

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers, except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factor as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis.)
- 2) All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, “Earlier Analyses,” may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiring, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

-
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
 - 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
 - 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL CHECKLIST:

I AESTHETICS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments:

- I(a). **Less Than Significant** – The proposed project is a bikeway along an existing flood-control channel with a concrete bottom (**see Figure 3**). Views of the nearby San Gabriel Mountains would not be obstructed by the proposed project, which largely consists of paving of a bikeway along the existing banks and installation of landscaping and other amenities. The proposed project would provide more viewpoints for trail/park users to see the mountains from the trail.
- I(b). **Less Than Significant** – The proposed project is a bikeway along an existing flood-control channel with a concrete bottom (**see Figure 3**). There are no trees, rock outcroppings or historic buildings along the existing Pacoima Wash banks. The proposed bikeway would not be constructed within a state scenic highway. No construction for the bikeway would occur within the limits of the existing concrete-bottomed wash. The Pacoima Wash is not a component of the Wild and Scenic River System, nor is it tributary to any such components.²
- I(c). **Less Than Significant** – A Visual Impact Analysis (VIA) has been conducted for the project as part of the preparation of the NEPA-CE documentation for the project. It is included in **Attachment C**. The VIA questionnaire and memorandum discuss the potential effects of the project on visual and scenic resources and find that the project would not adversely affect any designated scenic resources as defined by State statutes or by policy guidelines developed by Caltrans.

There are no notable visual or scenic resources that would be affected by the project. Rather, project construction would improve the aesthetics of an existing concrete flood-control channel by adding a formal bikeway, native landscape plantings, and pedestrian/bicycle bridges. Views of the nearby San Gabriel Mountains would not be obstructed; rather, the proposed project would provide more viewpoints for trail/park users to see the mountains from the trail. Existing views may be affected by short-term

2. See Interagency Wild & Scenic Rivers Coordinating Council, *National Wild and Scenic Rivers System, California*, <http://www.rivers.gov/california.php> (accessed 5/5/15).

construction activities of each segment. These impacts to the visual quality of the area would be short-term and temporary, and would not be considered significant.

- I(d). **Less Than Significant** - The solar lighting for the bikeway has been designed to avoid spillage of light beyond the bikeway route. The new sources of lighting would be localized and would not adversely affect nighttime views in the area. The project is a bikeway and does not include any components that would result in glare.

II AGRICULTURE RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist Judgments:

- II(a). **No Impact** - The proposed project is a bikeway along an existing flood-control channel with a concrete bottom (**see Figure 3**). Improvements would be located beside the channel, in areas that currently are dirt or asphalt. There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance along the banks of the Pacoima Wash in the project area.
- II(b). **No Impact** - The proposed project is a bikeway along an existing flood-control channel with a concrete bottom (**see Figure 3**). Improvements would be located beside the channel, in areas that currently are dirt or asphalt. There are no Williamson Act contracts along the banks of the Pacoima Wash in the project area.
- II(c). **No Impact** - The proposed project is a bikeway along an existing flood-control channel with a concrete bottom (**see Figure 3**). Improvements would be located beside the

channel, in areas that currently are dirt or asphalt. There is no forestland along the banks of the Pacoima Wash in the project area.

II(d). **No Impact** - The proposed project is a bikeway along an existing flood-control channel with a concrete bottom (**see Figure 3**). Improvements would be located beside the channel, in areas that currently are dirt or asphalt. There is no forestland along the banks of the Pacoima Wash in the project area.

II(e). **No Impact** - The proposed project is a bikeway along an existing flood-control channel with a concrete bottom (**see Figure 3**). It does not include any components, which due to their location or nature, could result in conversion of farmland or forestland to non-agricultural use.

III AIR QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relief upon to make the following determinations. Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments:

III(a). **Less Than Significant** - The proposed project is within the South Coast Air Basin (SCAB), which is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the Pacific Ocean to the south and west. The air quality in the SCAB is managed by the South Coast Air Quality Management District (SCAQMD).

The SCAB has a history of recorded air quality violations and is an area where both state and federal ambient air quality standards are exceeded. Because of the violations of the California Ambient Air Quality Standards (CAAQS), the California Clean Air Act requires triennial preparation of an Air Quality Management Plan (AQMP). The AQMP analyzes air quality on a regional level and identifies region-wide attenuation methods to achieve the air quality standards. These region-wide attenuation methods include regulations for stationary-source polluters; facilitation of new transportation technologies, such as low-emission vehicles; and capital improvements, such as park-and-ride facilities and public transit improvements. The most recently adopted plan is the 2012 AQMP that was adopted by the SCAQMD Governing board on December 7, 2012. The SCAQMD is the process of developing the 2016 AQMP. The AQMP is the South Coast Air Basin's portion of the State Implementation Plan (SIP).

The SCAQMD's CEQA Handbook identifies two key indicators of consistency with the AQMP:

- (1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP (except as provided for CO in Section 9.4 for relocating CO hot spots).
- (2) Whether the project will exceed the assumptions in the AQMP in 2010 or increments based on the year of project buildout and phase.

In terms of Criterion 1, the proposed project is a bikeway along an existing flood-control channel, and does not contain any operational components that would generate operational emissions. The project would encourage the use of an alternate mode of transportation and includes landscape features that would result in a limited air quality benefit. It therefore would not increase the frequency or severity of existing air quality violations or contribute to new violations.

In terms of Criterion 2, the bikeway is a recommended project in the City of Los Angeles' Bicycle Master Plan and the County of Los Angeles' Master Plan. The bikeway was also recommended in the Pacoima Wash Vision Plan, generated in 2010. It would not generate population growth. It is thus consistent with the assumptions in the AQMP, which are based on local planning documents. Impacts would therefore be less than significant.

III(b)

& (c). **Less Than Significant** - The South Coast Air Basin (SCAB), is an airshed that regularly exceeds ambient air quality standards (AAQS) – i.e., a non-attainment area. The SCAB is designated a non-attainment area for respirable particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and ozone (O₃). The SCAB is currently a designated attainment area for the remaining criteria pollutants, which include carbon monoxide (CO), nitrogen oxides (NO_x), and sulfur dioxide (SO₂).

Project construction would include grading and paving of the 3.2-mile bikeway, installation of the prefabricated bridges, and landscaping. Based on calculations for the project made using the SCAQMD's CalEEMod.2013.2.2 model, and assuming construction of the entire project in one phase, project construction would result in emission levels well below SCAQMD thresholds, as shown in the following table. Project construction would, however, be phased, based on funding availability and sufficiently limited in scale that emissions would be below both the SCAQMD thresholds and project emissions estimates listed in the table below.

SCAQMD Construction Emissions Thresholds (lbs/day on the worst day)						
	ROG	NOx	CO	SO ₂	PM ₁₀	PM _{2.5}
SCAQMD Regional Thresholds	75	100	550	150	150	55
Project Emissions	7.57	75.11	58.06	.08	22.52	13.92
Significant?	No	No	No	No	No	No

However, because of the basin's non-attainment status for PM₁₀/PM_{2.5}, SCAQMD recommends use of standard fugitive dust control mitigation measures for any project in

the region. Because of the role of NO_x in basin smog formation, use of reasonably available NO_x control measures is also recommended. These recommended dust emissions mitigation measures are as follows and will be required of the project by the MRCA in order to further ensure that construction air quality emissions are less than significant:

Mitigation III-1: In order to reduce fugitive dust emissions during construction, the MRCA shall require the construction contractor to:

- Apply soil stabilizers or moisten inactive areas.
- Prepare a high wind dust control plan.
- Address previously disturbed areas if subsequent construction is delayed.
- Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 3 times/day).
- Cover all stock piles with tarps at the end of each day or as needed.
- Provide water spray during loading and unloading of earthen materials.
- Minimize in-out traffic from construction zone

Mitigation III-2: In order to reduce combustion engine emissions and diesel exhaust the MRCA shall require the construction contractor to:

- Utilize well-tuned off-road construction equipment.
- Establish a preference for contractors using upgraded (Tier 3 or better) heavy equipment.
- Enforce 5-minute idling limits for both on-road trucks and off-road equipment.

During operation, the project is not expected to generate substantial air pollutants, since it consists of a bikeway and associated improvements, which do not generate operational emissions. Lighting would be provided by solar fixtures. Operational emissions would be well below the SCAQMD thresholds for project operation shown in the following table.

SCAQMD Operational Thresholds (peak lbs/day)						
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
SCAQMD Regional Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

As discussed above, neither construction nor operation of the proposed project would generate air pollutants in excess of the SCAQMD's regional significance thresholds. Therefore, the proposed project would not cause or substantially contribute to an existing or projected air quality violation, would not generate pollutants in excess of SCAQMD standards, and would not result in a cumulative considerable net increase in any criteria pollutant. Impacts would be less than significant.

- III(d). **Less Than Significant** - Certain residents, such as the very young, the elderly and those suffering from certain illnesses or disabilities, are particularly sensitive to air pollution and are considered sensitive receptors. Land uses where sensitive air pollutant receptors congregate include residential neighborhoods, schools, day care centers,

parks, recreational areas, medical facilities, rest homes, and convalescent care facilities. The proposed project is a bikeway along an existing flood-control channel, and does not contain any operational components that would generate emissions that would impact sensitive receptors. The proposed project would result in limited grading associated with the paving of the bikeway route and installation of landscape improvements, with the exception of excavation to deepen the undercrossing at San Fernando Road. Metrolink currently has plans to add a dual track to the rail line at San Fernando Road, so the undercrossing at San Fernando will be phased to coordinate with Metrolink's construction plans. Excavation in the vicinity of San Fernando Road would generate some short-term PM₁₀ and PM_{2.5} emissions. However, excavation would occur below the existing street level, and uses in the immediate vicinity of San Fernando Road are primarily commercial and industrial. Impacts to sensitive receptors are therefore anticipated be less than significant.

- III(e). **Less Than Significant** - The proposed project is a bikeway along an existing flood control channel. It does not include any components that would generate objectionable odors, which are generally associated with agricultural activities; landfills and transfer stations; generation or treatment of sewage; use or generation of chemicals; food processing or other activities that generate unpleasant odors. Any trash placed in bikeway receptacles would be regularly removed as part of the MRCA's management of the facility. Limited odors would be generated by diesel equipment and paving during construction, but such odors would be limited and would dissipate quickly given the small scale of the project and construction. Odor impacts would therefore be less than significant.

IV <u>BIOLOGICAL RESOURCES</u>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments:

- IV(a). **Less Than Significant With Mitigation-** The project area is in an urban, developed area adjacent to industrial and residential land uses. The banks of the wash where the bikeway would be constructed are relatively flat and appear to be mostly paved. Vegetation in, and adjacent to, the project area is limited to sparse, weedy vegetation along the edges of the wash banks. (See **Figure 3**). There is no vegetation within the wash, and water flow in the wash appears to be intermittent.

The Pacoima Wash is a channelized stream, consisting of an open-box concrete channel with an impermeable concrete base. The existing wash has a channel structure that is mainly an engineered v-shape with concreted rock. (see **Figure 3** and **A**). Vertical concrete walls exist near the Debris Basin. The banks of the wash consist mainly of fairly flat right-of-way on both sides. The bikeway would be constructed along the existing embankment, which depending on location is either dirt or asphalt. There are no trees within the alignment. There is a remote possibility that the Arroyo Toad (*Anaxyrus californicus*), a federally-endangered species may occur within the wash, but suitable habitat is absent in the immediate project area (i.e. no sandy riverbanks, riparian areas with willows, sycamores, oaks, cottonwoods, exposed sandy stream sides with stable terraces for burrowing with scattered vegetation for shelter, or areas of quiet water or pools free of predatory fishes with sandy or gravel bottoms without silt for breeding). However, the project area is within the species' historic range, and there is a remote possibility for species movement south from the detention basin located approximately 0.7 km northeast of Gladstone Avenue, since adult males have been observed to move along streams through discontinuous habitat areas up to 1 km.³ However, the proposed bikeway would be constructed on the existing banks of the wash. Given the lack of vegetation, the existing paving, prior disturbance of the banks, the nature of the channel, and the fact that no construction will take place within the existing wash, impacts to sensitive species are anticipated to be less than significant.

As part of the preparation of the NEPA CE for the project, a Natural Environment Study (NES) has been prepared for the project. It is included as **Attachment B**. A biological survey conducted on March 25, 2016. While no evidence of roosting bats under the existing bridges was seen during preliminary site inspections, the following standard bat mitigation measure is included, to ensure that any impacts to bat species roosting along the alignment would be mitigated to a level considered less than significant in the event that the NES identifies the presence of roosting bat species along the project alignment.

Mitigation IV-1: In the event that the presence of, or potential for roosting bats is detected during fieldwork associated with preparation of the NES for the proposed project, and the NES indicates the need for bat-related mitigation, the MRCA shall require the following:

- Prior to construction, surveys shall be conducted by a qualified bat specialist within 100 feet of the construction area of concern, to identify the presence of bats and any active or potential bat-roosting cavities. During the non-breeding and active season (typically October-November and February-March), any bats roosting in cavities in the area, either in trees or structures, would be

3. See U.S. Fish and Wildlife Service, Recovery Plan for the Arroyo Southwestern Toad, July 24, 1999, available at http://ecos.fws.gov/docs/recovery_plan/990724.pdf (accessed May 5, 2015).

safely evicted under the direction of a bat specialist and under consultation with the CDFW if warranted. Once it has been determined that all roosting bats have been safely evicted from roosting cavities, exclusionary devices approved by the CDFW would be installed and maintained to prevent bats from roosting in these cavities prior to and during construction.

- Pre-construction bat surveys in the specified construction area of concern shall be conducted by a qualified bat specialist no more than seven days prior to the removal of any trees within 100 feet of the construction area to confirm that exclusionary measures have been successful and there are not bats within the construction area. If no roosting bats are detected, no further surveys are required provided construction is initiated within seven days. If removal is delayed more than seven days, additional surveys would be conducted no more than seven days prior to construction to ensure that no bats have moved into the area.
- Surveys and exclusion measures are expected to prevent maternal colonies from becoming established in the construction area. In the event that a maternal colony of bats is found in the construction area, the CDFW would be consulted, and no work would be conducted within 100 feet of the roosting site until the maternal season is over or the bats have left the site, or as otherwise directed by the CDFW. The site would be designated as a sensitive area and protected as such until the bats have left the site, as determined by a qualified biologist in coordination with the CDFW. No clearing and grubbing would be authorized adjacent to the roosting site. Combustion equipment, such as generators, pumps, and vehicles, would not to be parked nor operated under or adjacent to the roosting site. Construction personnel would not enter into areas beneath the colony, especially during the evening exodus (typically between 15 minutes prior to sunset and one hour following sunset).

As detailed on page 28 of the NES:

The coastal California gnatcatcher was not observed during the biological surveys. There is a small area (approximately 0.58 acre) of coastal sage scrub in the BSA, near Lopez Dam; therefore, there is suitable habitat for this species in the northeastern portion of the BSA. However, the coastal sage scrub habitat is disturbed, and is only marginal habitat for the coastal California gnatcatcher. In addition, the habitat is on the opposite side of the wash from where the bikeway would be constructed; therefore, there is no suitable habitat present within the project construction area. Because there is no habitat for this species within the project area, the coastal California gnatcatcher would not be directly impacted by vegetation removal or other construction activities, or indirectly impacted by loss of habitat resulting from vegetation removal. This species could be indirectly impacted if individuals were nesting within the near (typically within construction activities, and were disturbed by construction effects such as noise, vibration, or construction staff activity. However, because construction would be limited to areas on the opposite side of the wash channel from the coastal sage scrub, the potential for indirect impacts is considered low. With implementation of the proposed avoidance measures listed below, the project is expected to have no effect on coastal California gnatcatcher.

Mitigation IV-2: The following measures would be implemented to avoid impacts on the coastal California gnatcatcher:

- Construction within 300 feet of the coastal sage scrub habitat would be avoided during the typical nesting season for the coastal California Gnatcatcher, which is February 15 through ~~August 30~~ September 1.
- If construction within 300 feet of the coastal sage scrub habitat is scheduled to begin between February 15 and August 30, nesting surveys would be completed no more than 48 hours prior to construction to determine if there are any nesting coastal California gnatcatchers within 300 feet of the construction area. Surveys would be repeated if construction activities are suspended for three days or more. If gnatcatchers are found within 300 feet of the construction area, appropriate buffers consisting of orange flagging/fencing or similar (typically 300 feet) would be installed and maintained until nesting activity has ended, as determined in coordination with the project biologist and regulatory agencies, as appropriate.

According to the NES, there are several invasive plant species growing in the project area. Soil disturbance, improper disposal of graded and excavated soils, or landscaping with invasive species could result in the spread of invasive species.

Mitigation IV-3: The following measures would be implemented to prevent the spread of invasive species:

- Vegetation removed from the project site would be treated and disposed of in a manner that would prevent the spread of invasive species onsite or offsite.
- New landscaping materials, including erosion control seed mixes and other plantings, would be composed of non-invasive species and would be clear of weeds, and all erosion control and landscape planting would be conducted in a manner that would not result in the spread of invasive species.
- Plants listed in the Pest Ratings of Noxious Weed Species and Noxious Weed Seed (California Department of Food and Agriculture, 2003) would not be used as part of the project.

IV(b). **Less Than Significant** - The Pacoima Wash is a channelized stream, consisting of an open-box concrete channel with an impermeable concrete base and currently does not contain any riparian habitat along the project reach. The banks of the wash are relatively flat and appear to be mostly paved. Vegetation in and adjacent to the project area is limited to sparse, weedy vegetation along the edges of the wash banks. (**See Figure 3**). No riparian habitat or other sensitive natural community is present along the banks of the wash in the project vicinity. Impacts to riparian habitat and sensitive communities are therefore anticipated to be less than significant.

IV(c). **Less Than Significant** – According to the NES, there are no wetlands within the project's area of effect. The Pacoima Wash is a tributary of the Tujunga Wash and both are tributaries to the L.A. River. The Pacoima Wash, is deemed a "Water of the United States," and under the control of the Los Angeles County Flood Control District (Department of Public Works).⁴ However, the Pacoima Wash is a channelized stream, consisting of a channel structure that is mainly an engineered v-shape with concreted rock. (see **Figure 3 and Attachment A**). Vertical concrete walls exist near the Debris

4. [http://dpw.lacounty.gov/fcd/stormdrain/Waters%20of%20the%20US%20SYMBOLS%207-16-13%20\(STREAMS\).pdf](http://dpw.lacounty.gov/fcd/stormdrain/Waters%20of%20the%20US%20SYMBOLS%207-16-13%20(STREAMS).pdf)

Basin. The banks of the wash consist mainly of fairly flat right-of-way on both sides. The bikeway would be constructed along the top of existing banks, which depending on location, are either dirt or asphalt. The existing wash currently does not contain any riparian or wetlands habitat along the project reach.

Construction of the proposed bikeway would be adjacent to and outside the existing concrete channel. The proposed bridges would be prefabricated off-site and lifted into place by cranes located on the channel banks. No disturbance or work within the existing channel is anticipated. The potential for impacts to wetlands is anticipated to be minimal, since the stream has been channelized for decades, and all construction work is proposed to occur outside the channel. Impacts are therefore anticipated to be less than significant. (See also Section IX and Mitigation IX-1).

- IV(d). **Less Than Significant With Mitigation-** The project area is in an urban, developed area, adjacent to industrial and residential land uses. The banks of the wash are relatively flat and appear to be mostly paved. Vegetation in and adjacent to the project area is limited to sparse, weedy vegetation along the edges of the wash banks. (See **Figure 3**). There is no vegetation within the wash, and water flow in the wash appears to be intermittent. Wildlife may forage and move locally in the general project area, but because the project area is mostly surrounded by urban development, the project area is not likely to function as a regional wildlife movement corridor. Habitat for avian species is limited to ornamental trees bordering the project area that would not be affected by project construction and operation, and existing bridges that would not be directly affected by project construction associated with bridge underpasses. Given the characteristics of the project area, it is unlikely to function as a wildlife corridor or nursery area. There is, however, the potential for migratory birds to be in the area during construction. Nesting birds could be directly impacted by construction activities if they were to be nesting in structures or vegetation within the construction area. In addition, these species could be indirectly impacted by loss of habitat resulting from vegetation or structure removal. The following mitigation measure would reduce the potential for impacts to a level considered less than significant.

Mitigation IV-4: If construction is scheduled to begin during bird nesting season (typically February 15 to ~~September 15~~ September 1), the following avoidance and minimization measures would be implemented:

- Trimming and removal of vegetation and trees shall be minimized and performed outside of the nesting season (typically February 15 to ~~September 15~~ September 1) to the extent feasible.
- In the event that trimming or removal of vegetation and trees must be conducted during the nesting season, nesting bird surveys would be completed by a qualified biologist no more than 48 hours prior to trimming or clearing activities to determine if nesting birds are within the affected vegetation. Nesting bird surveys would be repeated if trimming or removal activities are suspended for five days or more.
- In the event construction is scheduled during bird nesting season, in the areas identified in the NES as potential nesting areas, a nesting bird surveys shall be completed no more than 48 hours prior to construction to determine if nesting birds, raptors, or active nests are in or within 500 feet of the construction area. Surveys

would be repeated if construction activities are suspended for five days or more.

- In the event nesting birds or raptors are found within 500 feet of the construction area, appropriate buffers (typically ~~up to 300~~ 150 feet for songbirds and ~~up to~~ 500 feet for raptors) would be implemented, in coordination with the CDFW, to ensure that nesting birds and active nests are not harmed. Buffers would include fencing or other barriers around the nests to prevent any access to these areas and would remain in place until birds have fledged and/or the nest is no longer active, as determined through coordination with the CDFW.

IV(e). **Less Than Significant** – The proposed bikeway project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The bikeway is a recommended project in the City of Los Angeles' Bicycle Master Plan and the County of Los Angeles' Master Plan. The bikeway was also recommended in the Pacoima Wash Vision Plan, generated in 2010. Impacts are therefore anticipated to be less than significant.

IV(f). **Less Than Significant** - The proposed bikeway project is not within an area governed by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Impacts would therefore be less than significant.

V <u>CULTURAL RESOURCES</u>		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
a)	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments:

V(a) –

(c). **Less Than Significant**– The proposed project consists of the construction and operation of a bikeway along a 3.2-mile stretch of the Pacoima Wash. The Pacoima Wash is a channelized stream, consisting of an engineered v-shape with concreted rock. (see **Figure 3 and Attachment A**). Vertical concrete walls exist near the Debris Basin. The banks of the wash consist mainly of fairly flat right-of-way on both sides. The banks of the wash where the bikeway would be constructed are relatively flat and appear to be mostly paved. As part of the preparation of the NEPA-CE document for the project, the project was screened by Caltrans Professionally Qualified Staff, who determined that the

project does not have the potential to affect historic properties.⁵ No known historical, archaeological or paleontological resources would be affected by the project. Impacts are therefore anticipated to be less than significant.

- V(d). **Less Than Significant** - The proposed project consists of the construction and operation of a bikeway along a 3.2-mile stretch of the Pacoima Wash. There are no known human remains, formal cemeteries, or areas known to have been used for disposal of historic or prehistoric human remains along the project alignment. Thus, human remains are not expected to be encountered during construction of the proposed project. Existing regulatory requirements provide for the treatment of unanticipated remains if discovered. If human remains are encountered during a public or private construction activity, other than at a cemetery, State Health and Safety Code 7050.5 states that no further disturbance shall occur until the Los Angeles County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The Los Angeles County Coroner must be notified within 24 hours. If the coroner determines that the burial is not historic, but prehistoric, the Native American Heritage Commission (NAHC) must be contacted to determine the most likely descendent (MLD) for this area. Given the nature of the project and its location and existing regulatory requirements, impacts would be less than significant.

VI <u>GEOLOGY AND SOILS</u>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risk to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5. Caltrans Preliminary Environmental Study (PES) for the proposed project, determination signed January 28, 2016.

Explanation of Checklist Judgments:

VI(a). **Less Than Significant** – i) The portion of the project alignment south of approximately the Foothill Freeway is not located within an Alquist-Priolo Earthquake Fault Zone or within any other fault zones identified by the State of California.⁶ The portion of the alignment north of approximately the Foothill Freeway passes through a Special Study Zone. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Alquist-Priolo Earthquake Fault Zoning was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. This state law was a direct result of the 1971 San Fernando Earthquake, which was associated with extensive surface fault ruptures that damaged numerous homes, commercial buildings, and other structures. Under the Act, before a project can be permitted that involves a structure for human habitation, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults.⁷ The proposed project is a bikeway, and does not include construction of any structures for human habitation. Impacts are therefore less than significant.

ii) The project area is within a seismically active region of Southern California. Consequently, the proposed bikeway may be subject to strong seismic ground shaking at some point during its lifespan. However, the risks of exposure to strong seismic ground shaking is no greater for users of the proposed bikeway, than users of other facilities in the project area. Bikeway users exposed to strong ground shaking would be outside, and not in a structure potentially subject to collapse. Bridges along the project alignment have been constructed in accordance with applicable building codes and requirements, and the new pedestrian/bicycle bridges are also being constructed in conformance with applicable building codes designed to ensure adequate seismic safety. The potential for impacts associated with ground shaking is therefore anticipated to be less than significant.

iii) With the exception of a small stretch of the bikeway in the vicinity of Lopez Dam, the bikeway is not located within a liquefaction area according to the State of California Seismic Hazard Zones Map for the area.⁸ The bikeway would be constructed along the banks of an engineered flood control channel that has been constructed in accordance with engineering standards. Liquefaction-related Impacts are therefore anticipated to be less than significant.

iv) None of the project alignment is within an area identified on the State of California Seismic Hazard Zones Map for the area as subject to earthquake-induced landslides.⁹ The project alignment is relatively flat and there are no steep slopes that would be subject to landslides. Impacts are therefore anticipated to be less than significant.

VI(b). **Less Than Significant** - The proposed project consists of the construction and operation of a bikeway along a 3.2-mile stretch of the Pacoima Wash. The Pacoima Wash is a channelized stream, consisting of an engineered v-shape with concreted rock.

6 . State of California Special Studies Zones, San Fernando Quadrangle, Revised Official Map, effective January 1, 1979.

7. <http://www.conservation.ca.gov/cgs/rghm/ap>

8 . State of California Seismic Hazard Zones, San Fernando Quadrangle, Official Map Released: March 25, 1999.

9. State of California Seismic Hazard Zones, San Fernando Quadrangle, Official Map Released: March 25, 1999.

(see **Figure 3 and Attachment A**). Vertical concrete walls exist near the Debris Basin. The banks of the wash consist mainly of fairly flat right-of-way on both sides. The banks of the wash where the bikeway would be constructed are relatively flat and appear to be mostly paved. The proposed project would involve limited grading, paving of the bikeway, and installation of landscaping and other amenities. The project therefore should not result in substantial erosion or loss of topsoil. Impacts are anticipated to be less than significant.

VI(c). **Less Than Significant** - See discussion under VI(a). Impacts are therefore anticipated to be less than significant.

VI(d). **Less Than Significant** - The proposed project consists of the construction and operation of a bikeway along a 3.2-mile stretch of the Pacoima Wash. The Pacoima Wash is a channelized stream, consisting of an engineered v-shape with concreted rock. (see **Figure 3 and Attachment A**). Vertical concrete walls exist near the Debris Basin. The banks of the wash consist mainly of fairly flat right-of-way on both sides. The banks of the wash where the bikeway would be constructed are relatively flat and appear to be mostly paved. The proposed project would involve limited grading, paving of the bikeway, and installation of landscaping and other amenities. The proposed project does not involve the construction of habitable structures. Soil conditions would therefore not pose a substantial risk to life or property. Impacts are therefore anticipated to be less than significant.

VI(e). **Less Than Significant** - No septic tanks or alternative wastewater disposal systems are included as part of the project. Impacts are therefore anticipated to be less than significant.

VII <u>GREENHOUSE GAS EMISSIONS</u>		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments:

VII(a)

& (b). **Less Than Significant** -“Greenhouse gases” (GHG - so called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as “global warming.” These greenhouse gases contribute to an increase in the temperature of the earth’s atmosphere by transparency to short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation. The principal greenhouse gases (GHGs) include carbon dioxide (CO₂), methane, and nitrous oxide. Collectively GHGs are measured as carbon dioxide equivalent (CO₂e).

Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. Industrial and commercial sources are

the second largest contributors of GHG emissions with about one-fourth of total emissions.

The California legislature adopted the public policy position that global warming is a “serious threat to the economic well-being, public health, natural resources, and the environment of California.” (California Health and Safety code §38501) California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. GHG statutes and executive orders (EO) include Assembly Bill (AB) 32, Senate Bill (SB) 1368, Executive Order (EO) S-03-05, EO S-20-06 and EO S-01-07. AB 32, the California Global Warming Solutions Act of 2006, is one of the most significant pieces of environmental legislation that California has adopted. AB32 is now codified as Sections 38500-38599 of the California Health and Safety code. Thus, the principal State Plan and Policy adopted for the purpose of reducing GHG emission is AB32. The quantitative goal of AB32 is to reduce statewide GHG emissions to 1990 levels by the year 2020. Statewide plans and regulations, such as GHG emissions standards and the Low Carbon Fuel Standard, are being implemented; but compliance by individual projects is not addressed. The proposed project would not conflict with GHG plans and regulations. No impact would occur.

Pursuant to CEQA Guidelines Section 15064.4, when determining the significance of impacts from greenhouse gas emissions a lead agency has the discretion to use either a model or methodology to quantify greenhouse gas emissions or rely on a qualitative analysis or performance based standards. The SCAQMD has published a “Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold”. This document establishes a five-tiered process for evaluating the GHG impacts of a project. Tier 1 involves determining if the project qualifies for a CEQA exemption. The proposed project has been determined by Caltrans to be eligible for a NEPA Categorical Exclusion (CE), since it is a bikeway project, but an IS/MND rather than a Categorical Exemption is being prepared for the project under CEQA.

If the project is not exempt, under the SCAQMD’s “Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold”, Tier 2 involves determining whether the project is consistent with an adopted GHG reduction plan that might be part of a local general plan. If a City has not adopted a Climate Action Plan a Tier 3 GHG analysis is conducted. The proposed project spans the cities of San Fernando and Los Angeles. The City of Los Angeles adopted its Climate Action Plan *Green LA – An Action Plan to Lead the Nation in Fighting Global Warming*, in May of 2007. Since it is a bikeway project and uses solar power for lighting, the proposed project is consistent with the City of Los Angeles’s Climate Action Plan, which includes the following applicable goals:

- Promote walking and biking to work, within neighborhoods, and to large events and venues.
- Meet the goal to increase renewable energy from solar, wind, biomass and geothermal sources to 20% by 2010.

In September 2010, the SCAQMD’s GHG CEQA Significance Threshold Working Group released the following recommended Tier 3 threshold and analysis recommendations, which are commonly used for CEQA analysis of greenhouse gas emissions in the SCAQMD when a project is not covered by a Tier 2 GHG reduction plan:

- Project-related construction emissions should be amortized over 30 years and should be added back to the Project’s operational emissions.

- 3,000 MTCO₂e per year for all land use types; or
- 3,500 MTCO₂e per year for residential, 1,400 MTCO₂e per year for commercial, or 3,000 MTCO₂e per year for mixed-use projects.

The proposed project is a bikeway, and will not generate operational greenhouse gas emissions. The project will generate limited construction GHG emissions (estimated at 365.37 MTCO₂e), which when amortized over 30 years, are negligible. In addition, the proposed project includes new landscaping that would help with carbon sequestration, and provision of a bikeway that would facilitate non-motorized transportation and reduction in vehicular use in the area. The project's GHG impacts are thus clearly less than significant.

VIII HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments:

VIII(a).

- (b) **Less Than Significant** – The proposed project is a bikeway project and does not involve the routine transport, use, or disposal of hazardous materials. The types of hazardous materials associated with routine, day-to-day operation of the project would include small amounts of pesticides, fertilizers and cleaning agents required for normal maintenance of landscaping and the facilities. The transport, use, and disposal of these materials would not pose a significant hazard to the public or the environment. Project impacts related to the routine transport, use or disposal of small quantities of landscape and cleaning products would therefore be less than significant.

VIII(c). **Less Than Significant** – The following schools are located within approximately ½ mile of the bikeway alignment: San Fernando Senior High School, Mission High School, O'Melveny Elementary School, San Fernando Middle School, San Fernando Institute of Applied Media, Vaughn Next Century Learning Center, Nueva Esperanza Charter Academy, Morningside Elementary School, Lakeview Charter High School, Vista Del Valle Dual Language School, Telfair Elementary School, First Lutheran School and Harding Street Elementary School. Cesar Chavez Learning Academies, San Fernando Senior High School, Mission High School, Lakeview Charter High School, and Vista Del Valle Dual Language School are located within approximately ¼ mile of the proposed bikeway. The proposed project is a bikeway project and does not involve the routine transport, use, emission or disposal of hazardous materials. The types of hazardous materials associated with routine, day-to-day operation of the project would include small amounts of pesticides, fertilizers and cleaning agents required for normal maintenance of landscaping and the facilities, similar to what would be used at the High School. Project impacts are therefore anticipated to be less than significant.

VIII(d). **Less Than Significant** – The proposed project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 There are no mapped hazardous sites within or immediately adjacent to the project area.¹⁰ Impacts associated with proximity to hazardous sites would therefore be less than significant.

VIII(e).

&(f) **Less Than Significant** – The proposed project is not located within an airport land use plan. The nearest public use (general aviation) airport is Whiteman Airport¹¹, which is located approximately 1.3 miles from the nearest part of the project alignment. However, construction of the proposed project in proximity to the airport would not result in a safety hazards for people residing or working in the project area, as it would have no effect on airport operations and airport-related safety risks would be no greater than currently experienced by residential, industrial, commercial and recreational uses in the vicinity of the proposed project. Impacts are therefore anticipated to be less than significant.

VIII(g). **Less Than Significant** – The proposed project is a bikeway along the banks of an existing flood control channel. It does not include any components that would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts are therefore anticipated to be less than significant.

VII(h). **Less Than Significant** – The proposed project is not located in or adjacent to wildlands, except a limited portion at the the north end, which is adjacent to the Angeles Forest. It

10. See California Department of Toxic Substance Control, *Envirostor* database:

http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=&x=-

[119&y=37&z=18&ms=640,480&mt=m&findaddress=True&city=Pacoima&zip=&county=&federal_superfund=true&state_response=true&voluntary_cleanup=true&school_cleanup=true&ca_site=true&tiered_permit=true&evaluation=true&military_evaluation=true&school_investigation=true&operating=true&post_closure=true&non_operating=true](http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=&x=-119&y=37&z=18&ms=640,480&mt=m&findaddress=True&city=Pacoima&zip=&county=&federal_superfund=true&state_response=true&voluntary_cleanup=true&school_cleanup=true&ca_site=true&tiered_permit=true&evaluation=true&military_evaluation=true&school_investigation=true&operating=true&post_closure=true&non_operating=true)

(accessed May 5, 2015).

California Department of Water Resources *Geotracker*:

<http://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Pacoima#> (accessed May 5, 2015))

11. <http://dpw.lacounty.gov/avi/airports/Whiteman.aspx>

<http://dpw.lacounty.gov/avi/airports/documents/WHP%20IS%20MND.pdf>

would therefore not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. Impacts are therefore anticipated to be less than significant.

IX	<u>HYDROLOGY AND WATER QUALITY</u>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
	<i>Would the project:</i>				
a)	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j)	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments:

IX(a). **Less Than Significant** - Section 303 of the federal Clean Water Act requires states to develop water quality standards to protect the beneficial uses of receiving waters. In accordance with California's Porter/Cologne Act, the Regional Water Quality Control Boards (RWQCBs) of the State Water Resources Control Board (SWRCB) are required to develop water quality objectives that ensure their region meets the requirements of Section 303 of the Clean Water Act.

The proposed project is located within the Cities of Los Angeles and San Fernando which are within the greater Los Angeles River watershed, and thus, within the jurisdiction of the Los Angeles RWQCB. The Los Angeles RWQCB adopted water quality objectives in its Stormwater Quality Management Plan (SMQMP). This SMQMP is designed to ensure stormwater achieves compliance with receiving water limitations.

Thus, stormwater generated by a development that complies with the SMQMP does not exceed the limitations of receiving waters, and thus does not exceed water quality standards.

Compliance with the SMQMP is ensured by Section 402 of the Clean Water Act, which is known as the National Pollution Discharge Elimination System (NPDES). Under this section, municipalities are required to obtain permits for the water pollution generated by stormwater in their jurisdiction. These permits are known as Municipal Separate Storm Sewer Systems (MS4) permits. Los Angeles County and 85 incorporated Cities therein, including the Cities of Los Angeles and San Fernando, obtained an MS4 (Permit # 01-182) from the Los Angeles RWQCB, most recently in 2001. Under this MS4, each permitted municipality is required to implement the SMQMP.

In accordance with the County-wide MS4 permit, all new developments must comply with the SMQMP. In addition, as required by the MS4 permit, the Cities of Los Angeles and San Fernando have adopted a Standard Urban Stormwater Mitigation Plan (SUSMP) ordinance to ensure new developments comply with SMQMP. This ordinance requires most new developments to submit a plan to the City that demonstrates how the project will comply with the City's SUSMP.

The project consists of development of a bikeway. The proposed use is not a point source generator of water pollutants, and thus, no quantifiable water quality standards apply to the project. As an urban bikeway development, the proposed project would add typical, urban, nonpoint-source pollutants to storm water runoff. As discussed, these pollutants are permitted by the County-wide MS4 permit, and would not exceed any receiving water limitations.

Depending on the type of project, either a *Standard Urban Stormwater Mitigation Plan (SUSMP)* or a *Site Specific Mitigation Plan* is required by the City of Los Angeles to reduce the quantity and improve the quality of rainfall runoff that leaves the site. Projects which include 2,500 square feet or more of impervious area that are located in, adjacent to, or draining directly to designated Environmentally Sensitive Areas (ESA) are subject to SUSMP requirement.¹² Site drainage alternatives include provision of a "vegetated infiltration trench or bio-swale (planter strip) that captures infiltrates, and/or filters the stormwater runoff." The proposed project involves the paving of a 3.2-mile long bikeway, although much of the alignment is already covered with impervious surfaces. The proposed project landscaping has been designed to address stormwater runoff requirements. The proposed project will conform to all requirements of the Regional Water Quality Control Board and Los Angeles and San Fernando Municipal Codes and will not result in un-permitted discharges into the sanitary sewer and stormwater systems. Therefore, the proposed project would not violate any water quality standards or waste discharge requirements, and would have less than significant water quality impacts.

- IX(b). **Less Than Significant** - The project is not within a designated sole-source aquifer, nor would it adversely affect groundwater quality or recharge since it is proposed along an area that is generally developed with urban uses, largely impermeable and is not considered a groundwater-recharge zone.¹³ The project would not install any groundwater wells, and would not otherwise directly withdraw any groundwater. In

12. <http://www.lastormwater.org/siteorg/businesses/susmp/susmpintro.htm>

13. See <http://dpw.lacounty.gov/fcd/stormdrain/index.cfm> , accessed 5/1/2014.

addition, there are no known aquifer conditions at the project site or in the surrounding area, which could be intercepted by the limited excavation required for the project. Therefore, the proposed project would not physically interfere with any groundwater supplies. Additionally, water usage associated with the project would be supplied by the Los Angeles Department of Water and Power (DWP) and City of San Fernando Water Department and would not be supplied by drawing on any aquifer within the project area. Project groundwater impacts are therefore considered less than significant.

- IX(c). **Less Than Significant** - The proposed project consists of the construction and operation of a bikeway along a 3.2-mile stretch of the Pacoima Wash. The Pacoima Wash is a channelized stream, consisting of an engineered v-shape with concreted rock. (see **Figure 3 and Attachment A**). Vertical concrete walls exist near the Debris Basin. The banks of the wash consist mainly of fairly flat right-of-way on both sides. The banks of the wash where the bikeway would be constructed are relatively flat and appear to be mostly paved. The proposed project requires limited grading to construct the bikeway along the existing banks of the wash and to install landscaping. No construction activity would occur within the channel and the project would not alter in any way the existing course of the wash. The proposed project therefore would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or offsite. Impacts are anticipated to be less than significant.
- IX(d). **Less Than Significant** - The proposed project consists of the construction and operation of a bikeway along a 3.2-mile stretch of the Pacoima Wash. The Pacoima Wash is a channelized stream, consisting of an engineered v-shape with concreted rock. (see **Figure 3 and Attachment A**). Vertical concrete walls exist near the Debris Basin. The banks of the wash consist mainly of fairly flat right-of-way on both sides. The banks of the wash where the bikeway would be constructed are relatively flat and appear to be mostly paved. The proposed project requires limited grading to construct the bikeway along the existing banks of the wash and to install landscaping. No construction activity would occur within the channel and the project would not alter in any way the existing course of the wash. The proposed project therefore would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite. Impacts are anticipated to be less than significant.
- IX(e). **Less Than Significant** - The proposed project consists of the construction and operation of a bikeway along a 3.2-mile stretch of the Pacoima Wash. The Pacoima Wash is a channelized stream, consisting of an engineered v-shape with concreted rock. (see **Figure 3 and Attachment A**). Vertical concrete walls exist near the Debris Basin. The banks of the wash consist mainly of fairly flat right-of-way on both sides. The banks of the wash where the bikeway would be constructed are relatively flat and appear to be mostly paved already. The proposed project requires limited grading to construct the bikeway along the existing banks of the wash and to install landscaping and fencing. No construction activity would occur within the channel and the project would not alter in any way the existing course of the wash. The proposed project therefore would not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff or otherwise degrade water quality.
- IX(f) **Less Than Significant With Mitigation** - The proposed project consists of the construction and operation of a bikeway along a 3.2-mile stretch of the Pacoima Wash.

The Pacoima Wash is a channelized stream, consisting of an engineered v-shape with concreted rock. (see **Figure 3 and Attachment A**). Vertical concrete walls exist near the Debris Basin. The banks of the wash consist mainly of fairly flat right-of-way on both sides. The banks of the wash where the bikeway would be constructed are relatively flat and appear to be mostly paved already. The proposed project requires limited grading to construct the bikeway along the existing banks of the wash and to install landscaping and fencing. No construction activity would occur within the channel and the project would not alter in any way the existing course of the wash. Although construction and operation of the bikeway should result in less than significant water quality impacts (see discussion under IX(a)), standard construction Best Management Practices (BMPs) for projects located in proximity to water bodies should be implemented to ensure that impacts are less than significant.

Mitigation IX-1: The following standard BMPs for work near, but not within waterways shall be implemented for the proposed project:

- Work areas would be reduced to the maximum extent feasible, and staging areas would be located along a roadway, pathway or parking lot and outside of the wash channel.
- Best management practices (BMP), such as silt fencing, fiber rolls, straw bales, or other measures shall be implemented during construction to minimize dust, dirt, and construction debris from leaving the construction area.
- Appropriate hazardous material BMPs shall be implemented to reduce the potential for chemical spills or contaminant releases into the wash, including any non-stormwater discharge.
- All equipment refueling and maintenance shall be conducted in an upland staging area away from the wash and other sensitive areas per standard specifications and regulatory permits. In addition, vehicles and equipment shall be checked daily for fluid and fuel leaks, and drip pans would be placed under all equipment that is parked and not in operation.
- Non-native and invasive vegetation removed from shall be treated and disposed of in a manner following the recommendations of the California Invasive Plant Council to prevent the spread of invasive species onsite or offsite. BMPs may include, but are not limited to, identification of existing invasive species, avoidance of invasive species in erosion control, staff training, equipment cleaning, and monitoring.

Mitigation IX-3: All existing facilities and appurtenant structures within Los Angeles County Flood Control District (LACFCD) shall be protected in place during construction. Los Angeles County, Department of Public Works, Flood Maintenance Division, West Area maintains flood control facilities that are located in Pacoima Wash, Wilson Canyon Channel, Storm Drains BL 256 and BL 7001, and Lopez Spreading Grounds which are within the proposed project limits. The Los Angeles County,

Department of Public Works, Flood Maintenance Division shall be notified prior to the start of any work in proximity to these facilities.

- IX(g). **No Impact-** The proposed project consists of the construction and operation of a bikeway along a 3.2-mile stretch of the Pacoima Wash. No new housing would be constructed as part of the project. The project would therefore result in no housing-related impacts.
- IX(h). **Less Than Significant** - The Pacoima Wash is not mapped as a regulatory floodway or a floodplain. The portion of the wash north of Foothill Boulevard is within FEMA Flood Zone A.¹⁴ Flood Zone A is defined as areas with a 1 percent annual change of flooding and a 26 percent chance of flooding over the life of a 30-year mortgage. Because detailed analyses are not performed for such areas, no depths or base flood elevations are shown within this zone. The proposed project consists of the construction and operation of a bikeway along a 3.2-mile stretch of the Pacoima Wash. No construction activity would occur within the channel and the project would not alter in any way the existing course of the wash. The proposed project would therefore not impede or redirect flood flows. Impacts are therefore anticipated to be less than significant.
- IX(i). **Less Than Significant With Mitigation-** The Pacoima Wash is not mapped as a regulatory floodway or a floodplain.¹⁵ According to Exhibit G of the Safety Element of the City of Los Angeles's General Plan, portions of the wash, along with most of the eastern portion of the San Fernando Valley, is located within a potential inundation area.¹⁶ The northern portion of the bikeway ends south of Lopez Earthen Dam and Debris Basin. According to the US Army Corps of Engineers:¹⁷

Lopez Dam is a flood risk management project located on the Pacoima Wash in the north central part of the San Fernando Valley, about 22 miles northwest of Los Angeles, two miles northeast of San Fernando and three miles northwest of Hansen Dam. It lies entirely within the city and county of Los Angeles.

Lopez Dam is designed to reduce the risk of damage from debris-laden flood waters for large areas between the dam and the Los Angeles River. It is an integral unit on the Pacoima-Tujunga Wash system of tributaries to the Los Angeles River. Lopez Dam operates under the approved comprehensive plan for flood risk management in the Los Angeles County Drainage Area, or LACDA.

The Los Angeles District operates and maintains the dam, reservoir and outlet works and develops the flood risk management plan for Lopez Dam.

Lopez Dam received a Dam Safety Action Class II, or DSAC II, rating based on a Screening Portfolio Risk Analysis, or SPRA, conducted in July 2009. A DSAC II rating is given to dams where failure could begin during normal operations or be initiated as the consequence of an event. The

14. See <http://dpw.lacounty.gov/wmd/floodzone/> (accessed 5/1/2014).

15. See <http://dpw.lacounty.gov/wmd/floodzone/> (accessed 5/1/2014).

16. <http://planning.lacity.org/cwd/gnpln/safteyelt.pdf>

17. <http://www.spl.usace.army.mil/Media/FactSheets/tabid/1321/Article/477344/dam-safety-program.aspx>

likelihood of failure from one of these occurrences, prior to remediation, is too high to assure public safety; or the combination of life or economic consequences with probability of failure is very high.

Lopez Dam received a DSAC II rating because of the potential for:

- Embankment Seepage and Piping under the Probable Maximum Flood (PMF) event
- Foundation Seepage and Piping under the Probable Maximum Flood (PMF) event

As a result of Lopez Dam's DSAC II rating, the Corps has implemented the following Interim Risk Reduction Measures, or IRRMs:

- Inspection and monitoring
- Pre-positioning of materials
- Updating the Emergency Action Plan and coordinating with downstream agencies
- Conducting a tabletop emergency exercise
- Updating flood mapping
- Building a downstream berm
- The Corps will conduct an Issue Evaluation Study (IES), based on the national priority list and availability of future funding and staffing, to be completed approximately one year after initiation, in order to reevaluate the Lopez Dam DSAC Rating.
- If modifications are needed to address potential failure modes at the dam, the Corps will begin a Dam Safety Modification Study (DSMS) to be completed approximately 36 months after initiation.

The Army Corps is required to prepare Interim Risk Reduction Measures Plans (IRRMP) for all DSAC I, II, & III dams. IRRMP's for dams in the Los Angeles area were finalized in FY12.¹⁸

While the proposed project does have the potential to expose a limited number of bikeway users to risk associated with the potential failure of a dam, that risk is similar to other areas of the eastern portion of the San Fernando Valley, and the Army Corps of Engineers is taking steps to study and reduce the risk of injury or death associated with such failure. With implementation of the following mitigation measure, risks associated with the proposed project would be similar to other nearby areas, and thus reduced to a level considered less than significant.

Mitigation Measure IX-2: The MRCA shall annually check on the DSAC Rating for Lopez Dam by accessing the Army Corps of Engineers website (<http://www.spl.usace.army.mil/Media/FactSheets/tabid/1321/Article/477440/civil-works-program.aspx>) for the area. In the event that Lopez Dam is reclassified with a rating of DSAC-I (critically near failure or extreme high risk), or the MRCA receives word from the County of Los Angeles, City of San Fernando or City of Los Angeles of potential safety issues with Lopez Dam, the MRCA shall close the bikeway facility until Lopez Dam receives a DSAC Rating of DSAC-II or lower. The MRCA shall provide the Director of Public Works for Los Angeles County, and for the cities of Los

18. <http://www.spl.usace.army.mil/Media/FactSheets/tabid/1321/Article/477440/civil-works-program.aspx>

Angeles and San Fernando with a contact to notify in the event of dam-safety issues.

- IX(j). **Less Than Significant** – The bikeway alignment is located far from the Pacific Ocean and thus is not within an area subject to tsunami. Impacts associated with seiche, tsunami and mudflows are anticipated to be less than significant given the project's location and topography.

X	LAND USE AND PLANNING	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
a)	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments:

- X(a). **Less Than Significant** – The proposed bikeway project would be located along the existing Pacoima Wash. It would provide additional connectivity across the wash, through the installation of pedestrian/bicycle bridges. The proposed project therefore would not divide an established community, but rather would provide additional connectivity. Impacts are therefore anticipated to be less than significant.
- X(b). **Less Than Significant** - The proposed bikeway is a recommended project in the City of Los Angeles' Bicycle Master Plan and the County of Los Angeles' Master Plan. The bikeway was also recommended in the Pacoima Wash Vision Plan, generated in 2010. The proposed project therefore would not conflict with any applicable land use plan, policy or regulations. Impacts are therefore anticipated to be less than significant.
- X(c). **Less Than Significant** - The propose project is not within a habitat conservation plan or natural community conservation plan area. Impacts are therefore anticipated to be less than significant.

XI	MINERAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
a)	Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments:

XI(a).

& (b) **Less Than Significant** –The proposed project consists of the construction and operation of a bikeway and associated improvements along a 3.2-mile stretch of the Pacoima Wash. The Pacoima Wash is a channelized stream, consisting of an engineered v-shape with concreted rock. (see **Figure 3 and Attachment A**). Vertical concrete walls exist near the Debris Basin. The banks of the wash consist mainly of fairly flat right-of-way on both sides. Given the nature and location of the project, it would not result in the loss of availability of a known mineral resource that would be of future value to the region or which are delineated as locally-important on a local general or specific plan. No mineral resources will be extracted from the project area as part of the project. Impacts are therefore anticipated to be less than significant.

XI(b). **Less Than Significant -**

XII NOISE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project result in:</i>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments:

XII(a). **Less Than Significant** - The proposed project consists of the construction and operation of a bikeway and associated improvements along a 3.2-mile stretch of the Pacoima Wash. All construction would be conducted in accordance with applicable City of Los Angeles and City of San Fernando municipal code requirements regarding construction noise and limitations on the hours of construction.

City of Los Angeles – City of Los Angeles Noise Regulations Standards for protecting sensitive land uses from short-term noise are established in the City of Los Angeles Noise Ordinances (Nos. 156,363 and 161,574). Ordinance No. 156,363 generally focuses on the enforcement of noise standards based on a residential decibel level of 40 dBA during the day and 50 dBA at night. The burden of proof is on the violator regarding the technical feasibility to conform to Federal EPA standards. This measure affects stationary and mobile noise sources, including construction activities, the operation of

equipment and machinery, amplified sound and other nuisance noise sources. As a general rule, the ordinance restricts the hours for noisy activities and also permits up to a 5 decibel increase over ambient conditions for noise sources of short duration. The ordinance provides sound level measurement procedures, methods to reconcile conflicting noise limits and factors to correct noise problems. Ordinance 161,574 specifies a five-minute duration of time within a sixty minute period between 7:00 a.m.-10:00 p.m. for a violation period. Definitive decibel limits and time periods are given for construction tools, garbage, and vehicle loadings. The basic premise of the Ordinances is to establish criteria to define when noise levels disturb the tranquillity of neighborhoods or cause discomfort or annoyance to normal human sensitivity by new sound level measurements, define limited periods of time for noise frequencies and specify enforcement actions. With respect to construction noise, the City of Los Angeles Noise Ordinance does not permit an intruding noise to raise the ambient noise level by more than 5 dBA. Construction noise in the City of Los Angeles is regulated by the provisions of Sections 112.03 and 41.40 of the noise ordinance. Section 112.03 of the ordinance does not permit construction work in residential areas or within 500 feet of an area that creates noise that "is loud unnecessary and unusual and substantially exceeds the noise customarily and necessarily attendant to reasonable and efficient performance of such work." Section 41.40 states:

(a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power driven drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and wilfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code. **(Amended by Ord. No. 158,587, Eff. 1/29/84.)**

City of San Fernando – Noise is addressed in Article II of Chapter 34 of the City's Municipal Code. As specified in Section 34-31:

(5) Noise sources associated with construction, repair, remodeling or grading of any real property are allowed up to 70 dB measured at the property line, provided such activities do not take place between the hours of 6:00 p.m. and 7:00 a.m. on weekdays and 6:00 p.m. and 8:00 a.m. on Saturdays, or at any time on Sundays or on federal holidays.

(6) Noise sources associated with the maintenance of real property, provided the activities take place between the hours of 7:00 a.m. and 6:00 p.m. on any day except Saturdays, Sundays, or on federal holidays, or between the hours of 9:00 a.m. and 6:00 p.m. on Saturdays, Sundays or on federal holidays.

Project construction will comply with these time restrictions aimed at ensuring that construction impacts are less than significant. Bikeway use is not anticipated to generate a substantial increase in existing noise levels. Impacts are therefore anticipated to be less than significant.

XII(b). **Less Than Significant** - The proposed project consists of the construction and operation of a bikeway and associated improvements along a 3.2-mile stretch of the Pacoima Wash. Bikeway construction is not anticipated to require any construction equipment that would generate excessive ground borne vibration. Impacts are therefore anticipated to be less than significant.

XII(c). **Less Than Significant** – The proposed project consists of the construction and operation of a bikeway and associated improvements along a 3.2-mile stretch of the Pacoima Wash. Given the nature of the project, it is not anticipated to result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Impacts are therefore anticipated to be less than significant.

XII(d). **Less Than Significant** - The proposed project consists of the construction and operation of a bikeway and associated improvements along a 3.2-mile stretch of the Pacoima Wash. Project construction may result in a temporary increase in ambient noise levels in the project vicinity above levels existing without the project. However, all construction would be conducted in accordance with applicable City of Los Angeles and City of San Fernando municipal code requirements regarding construction noise and limitations on the hours of construction and would not occur in close proximity to noise sensitive uses. Temporary noise impacts are therefore anticipated to be less than significant.

XII(e).

& (f) **Less Than Significant** - The proposed project is not located within an airport land use plan. The nearest private or public use (general aviation) airport is Whiteman Airport¹⁹, which is located approximately 1.3 miles from the nearest part of the project alignment. The proposed project consists of the construction and operation of a bikeway and associated improvements along a 3.2-mile stretch of the Pacoima Wash. The project therefore will not expose people residing or working in the project area to excessive noise levels beyond those currently experienced in the vicinity. Airport-related noise impacts on bikeway users are anticipated to be less than significant.

XIII <u>POPULATION AND HOUSING</u>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Induce substantial 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

19. <http://dpw.lacounty.gov/avi/airports/Whiteman.aspx>
<http://dpw.lacounty.gov/avi/airports/documents/WHP%20IS%20MND.pdf>

Explanation of Checklist Judgments:

XIII(a). **Less Than Significant** - The proposed project consists of the construction and operation of a bikeway and associated improvements along a 3.2-mile stretch of the Pacoima Wash. The proposed project does not include any components that would be population growth-inducing, such as the construction of homes or commercial or industrial facilities. The proposed project is located within a heavily urbanized area and would not extend additional transportation facilities into an undeveloped area, thus leading to indirect population growth. Impacts are therefore anticipated to be less than significant.

XIII(b).

& (c) **Less Than Significant Impact** - The proposed project consists of the construction and operation of a bikeway and associated improvements along a 3.2-mile stretch of the Pacoima Wash. No homes or other structures would be demolished as part of the project. It is possible that the proposed project may displace one or more homeless individuals living under bridges along the project alignment, however, this is not a permitted use and the numbers of displaced persons would be very limited and should be able to be accommodated with existing homeless shelters or other public service facilities. No permitted replacement house would be required to be constructed elsewhere. Impacts are therefore anticipated to be less than significant.

XIV PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project: 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?				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments:

XIV(a). **Less Than Significant - Less Than Significant** – The proposed project consists of the construction and operation of a bikeway and associated improvements along a 3.2-mile stretch of the Pacoima Wash. The proposed project does not meet the City of Los Angeles' screening criteria for a project with the potential to impact fire services²⁰ since the portion of the alignment south of approximately Mountain View Street is located within 1.5 miles of an Engine or Truck Company (Fire Station at 13035 Van Nuys Blvd). The remainder of the alignment is within 2.25 miles of the fire station, and also does not

20. Section K1, L.A. CEQA Thresholds Guide, City of Los Angeles, 2006. Available at: <http://www.ci.la.ca.us/EAD/programs/thresholdsguide.htm>

meet criteria for a project with the potential to impact fire services since it is not in a brush fire hazard area, does not involve use of combustible or otherwise hazardous material, and is not within an area with inadequate response times. The proposed project is not the type of project that would require the addition of a new fire station or expansion or relocation of existing facilities, since it is a bikeway intended to serve local residents and is not a growth-inducing project. Fire service impacts are anticipated to be less than significant.

XIV(b). **Less Than Significant** - The proposed project consists of the construction and operation of a bikeway and associated improvements along a 3.2-mile stretch of the Pacoima Wash. The proposed project does not meet the City of Los Angeles' screening criteria for a project with the potential to impact police services²¹ since it would not result in a net increase of 75 residential units, 100,000 square feet of commercial floor area, or 200,000 square feet of industrial floor area.

XIV(c). **Less Than Significant** – The proposed project consists of the construction and operation of a bikeway and associated improvements along a 3.2-mile stretch of the Pacoima Wash. School impact fee are required under California law from new development with population growth-generating potential. By law, payment of the fee constitutes full mitigation for any school impacts due to new development. The proposed project is intended to serve existing residents. It is growth accommodating, and not the type of project that generates new students. School impacts would be less than significant.

XIV(d). **Less Than Significant** - The proposed project consists of the construction and operation of a bikeway and associated improvements along a 3.2-mile stretch of the Pacoima Wash. The proposed project is designed to assist with meeting existing demand for park services by providing improved access to existing and anticipated parks along the bikeway route. It thus has a potential beneficial impact on park services in the area.

XIV(e). **Less Than Significant** - The proposed project consists of the construction and operation of a bikeway and associated improvements along a 3.2-mile stretch of the Pacoima Wash. Impacts on other governmental services, such as library service, are therefore anticipated to be less than significant.

XV RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

21. Section K2, L.A. CEQA Thresholds Guide, City of Los Angeles, 2006. Available at: <http://www.ci.la.ca.us/EAD/programs/thresholdsguide.htm>

Explanation of Checklist Judgments:

XV(a). **Less Than Significant** - The proposed project consists of the construction and operation of a bikeway and associated improvements along a 3.2-mile stretch of the Pacoima Wash. It is designed to provide improved access to existing and anticipated parks along the bikeway route (see **Attachment A**). However, the likely potential increase in park use would not be of an order of magnitude that would cause a substantial physical deterioration of these facilities (see Traffic Memo in **Attachment D**). Impacts on existing parks are anticipated to be less than significant.

XV(b). **Less Than Significant** - The proposed project consists of the construction and operation of a bikeway and associated improvements along a 3.2-mile stretch of the Pacoima Wash. The project does not include the construction or expansion of facilities other than what is described and analyzed in this Initial Study/Mitigated Negative Declaration (IS/MND). No impacts, beyond those described elsewhere in this IS/MND are anticipated.

XVI TRANSPORTATION/TRAFFIC		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e)	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments:

XVI(a). **Less Than Significant** - The proposed project consists of the construction and operation of a bikeway and associated improvements along a 3.2-mile stretch of the Pacoima Wash. It does not include any components that would result in the generation of vehicular trips. It therefore does not conflict with applicable plans, ordinances or policies establishing measures of effectiveness for the performance of the circulation system. See also XVI(d) The bikeway is a recommended project in the City of Los Angeles' Bicycle Master Plan and the County of Los Angeles' Master Plan. The bikeway

was also recommended in the Pacoima Wash Vision Plan, generated in 2010. Impacts to the circulation system are therefore anticipated to be less than significant.

XVI(b). **No Impact**– The proposed project consists of the construction and operation of a bikeway and associated improvements along a 3.2-mile stretch of the Pacoima Wash. It does not involve or would not affect any Congestion Management Program (CMP) facilities. No CMP impacts would result from the proposed project.

XVI(c). **No Impact** - The proposed project consists of the construction and operation of a bikeway and associated improvements along a 3.2-mile stretch of the Pacoima Wash. It does not include any components that would result in a change in air traffic pattern. No air traffic impacts would result from the proposed bikeway.

XVI(d). **Less Than Significant With Mitigation** - The proposed project consists of the construction and operation of a bikeway and associated improvements along a 3.2-mile stretch of the Pacoima Wash. It includes three at-grade crossings: at Glenoaks Boulevard, 5th Street and Bradley Avenue. A mid-block crosswalk analyses has been conducted for the crossings of Glenoaks Boulevard, 5th Street and Bradley Avenue along the proposed Pacoima Wash Bikeway (Bikeway) by a traffic engineer with Willdan Engineering²² (see **Attachment D**). The purpose of this evaluation was to determine the appropriate type of crosswalk and traffic control devices for each of these three locations in order to ensure pedestrian and bicycle safety. The evaluation was conducted using the methodology and warrants specified the US Department of Transportation's Manual on Uniform Traffic Control Devices (MUTCD). California MUTCD was not met for Pedestrian Hybrid Beacons (PHB) at the proposed crossings on Glenoaks Boulevard, 5th Street and Bradley Avenue. The study also found that Rectangular Rapid Flashing Beacons (RRFB) are not needed at the proposed crossing on 5th Street and Bradley Avenue, since both of these roadways have only one lane in each direction, relatively low Average Daily Trips (ADT) (less than 9,000) and low speeds (30 mph speed limit). Consistent with the findings of the study the following crossing improvements shall be incorporated into the project design in order to ensure that potential safety impacts are less than significant:

Mitigation Measure XVI-1: Given the relatively high ADT (23,000+ vehicles per day) and high speeds (40 mph speed limit), Rectangular Rapid Flashing Beacon (RRFB), advance TRAIL X-ING warning signs, and high visibility crosswalk shall be installed at the proposed crossing on Glenoaks Boulevard. The RRFB would be activated by pedestrians and bicyclists who push the button on the pole. **Exhibit 2 in Attachment D** shows the conceptual layout of the RRFB and associated markings and signs at the Glenoaks crossing. The MRCA shall require completion of these improvements prior to the opening of the bikeway in the vicinity of the Glenoaks crossing.

Mitigation Measure XVI-2: The signing (without RRFB) and markings shown on **Exhibit 2 in Attachment D** will be installed at the crossings at 5th Street and Bradley Avenue. Given the lower speeds on 5th Street and Bradley Avenue, the advance trail crossing signs shall be located approximately 250 feet in advance of the crossing. The MRCA shall

22. Evaluation of Proposed Mid-block Crosswalk on Glenoaks Boulevard, 5th Street, and Bradley Avenue along the Pacoima Wash Bikeway, January 14, 2016, Gordon Lum, TE, Willdan Engineering and Bradley Avenue along the Pacoima Wash Bikeway, Willdan Engineering, January 14, 2016.

require completion of these improvements prior to the opening of the bikeway in the vicinity of each of these crossings.

Mitigation Measure XVI-3: Pedestrian counts shall be conducted at the crossings at 5th Street and Bradley Avenue a year after the bikeway is completed in order to determine if RRFB is required. A 20 PPH is an acceptable threshold for the installation of RRFB on a two-lane roadway. If it is determined that RRFB is required at either of these locations, the MRCA shall be responsible for arranging for installation of the RRFB within six months of the finding.

Mitigation XVI-4: Ingress/egress access by LACFCD maintenance vehicles along LACFCD's right of way shall be preserved during and after construction of the proposed project.

XVI(e). **Less Than Significant** - The proposed project consists of the construction and operation of a bikeway and associated improvements along a 3.2-mile stretch of the Pacoima Wash. Other than the three at-grade crossing, it does not include any components affecting the local street system, would not generate additional vehicular traffic, and would not alter emergency access. Emergency access impacts are therefore anticipated to be less than significant.

XVI(f). **Less Than Significant** - The bikeway is a recommended project in the City of Los Angeles' Bicycle Master Plan and the County of Los Angeles' Master Plan. The bikeway was also recommended in the Pacoima Wash Vision Plan, generated in 2010. Impacts to the circulation system are therefore anticipated to be less than significant. The proposed project is thus consistent with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. The proposed project would increase the provision of bicycle and pedestrian facilities in the area and thus would have a beneficial effect.

XVII UTILITIES AND SERVICE SYSTEMS		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments:

XVII(a). **Less Than Significant** - The proposed project consists of the construction and operation of a bikeway and associated improvements along a 3.2-mile stretch of the Pacoima Wash. No restrooms are included in the project design. The bikeway is not growth-inducing and thus would not increase the amount of wastewater generated within the region. Wastewater impacts would therefore be less than significant.

XVII(b). **Less Than Significant** - The proposed project consists of the construction and operation of a bikeway and associated improvements along a 3.2-mile stretch of the Pacoima Wash. It does not include any restrooms and will not result in an increase in wastewater generation. It will require water for landscape maintenance purposes, but the landscaping has been designed with drought tolerant native plants, and watering would be accomplished using a state-of-the art system that complies with latest landscape water conservation practices. The proposed increase to water service demand is negligible in comparison to the existing service area of the purveyor. The facilities currently maintained by the service purveyors are adequate to serve the proposed increase in demand. The only water improvements required for the project are on-site connections to the existing systems. Therefore, the proposed project would not require or result in the construction or expansion of new water or wastewater treatment facilities off-site, and the project would have less than significant impacts.

XVII(c). **Less Than Significant** - The proposed project consists of the construction and operation of a bikeway and associated improvements along a 3.2-mile stretch of the Pacoima Wash. The Pacoima Wash is a channelized stream, consisting of an engineered v-shape with concreted rock. (see **Figure 3 and Attachment A**). Vertical concrete walls exist near the Debris Basin. The banks of the wash consist mainly of fairly flat right-of-way on both sides, much of which is currently paved. The proposed project will not require or result in the construction of new storm water drainage facilities or expansion of existing facilities. Impacts are therefore anticipated to be less than significant.

XVII(d). **Less Than Significant** - The proposed project consists of the construction and operation of a bikeway and associated improvements along a 3.2-mile stretch of the Pacoima Wash. It will require water for landscape maintenance purposes, but the landscaping has been designed with drought tolerant native plants, and watering would be accomplished using a state-of-the art system that complies with latest landscape water conservation practices. There are sufficient water supplies available to serve the project from existing entitlements and resources. Impacts are anticipated to be less than significant.

XVII(e). **Less Than Significant** - The proposed project consists of the construction and operation of a bikeway and associated improvements along a 3.2-mile stretch of the Pacoima Wash. It does not include any restrooms and will not result in an increase in wastewater generation. It therefore will not require wastewater treatment and impacts are thus anticipated to be less than significant

XVII(f).

& (g) **Less Than Significant** – It is anticipated that users of the proposed bikeway facility may place a limited amount of trash in receptacle provided along the alignment. The project is located in a developed urban area and within a refuse collection area. In September 1989, the California Integrated Solid Waste Management (ISWM) Act (also known as AB 939) was passed. It required each city in the state to divert at least 25 percent of its solid

waste from landfill disposal through source reduction, recycling, and composting, by the end of 1995. Cities must now divert at least 50 percent of their waste stream. AB 939 further requires each city to conduct a Solid Waste Generation Study and to prepare annually a Source Reduction and Recycling Element (SRRE) to describe how it will reach its goals. The City of Los Angeles has prepared a Solid Waste Management Policy Plan (CiSWMPP), which was adopted by the City Council in November 1994. The CiSWMPP is a long-term planning document containing goals, objectives and policies for solid waste management for the City. It specifies citywide diversion goals and disposal capacity needs.²³ The proposed project will comply with the policies of the CiSWMPP and waste from the project will be collected and disposed of by a hauler that complies with City requirements.

XVIII MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Does the project:</i>				
a) Does the project have the potential to 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, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project 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.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments:

XVIII(a). **Less Than Significant** – As detailed above, the project does not have the potential to 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, 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. Impacts would be less than significant.

XVIII(b). **Less Than Significant** – As detailed above, the project will not have impacts that are individually limited but cumulatively considerable. The projects contribution to cumulative air quality, greenhouse gas and other impacts would be less than cumulatively considerable.

XVIII(c). **Less Than Significant** – As detailed above, the project will not cause a substantial adverse effect on human beings. Impacts would be less than significant.

23. Section M3, L.A. CEQA Thresholds Guide, City of Los Angeles, 2006. Available at: <http://www.ci.la.ca.us/EAD/programs/thresholdsguide.htm>

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Attachment A. Construction Plans – Phase 1

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FOR THE
MOUNTAINS, RECREATION, AND CONSERVATION AUTHORITY (MRCA)
570 W. AVE 26 STE. 100, LOS ANGELES, CA 90065

MOUNTAINS, RECREATION, AND CONSERVATION AUTHORITY (MRCA)

570 W. AVE 26 STE.100, LOS ANGELES, CA 90065

1. INSTALL ALL IMPROVEMENTS IN ACCORDANCE WITH CITY OF SAN FERNANDO, CITY OF LOS ANGELES, AND COUNTY OF LOS ANGELES REQUIREMENTS. IN CASE OF DISCREPANCY BETWEEN THESE PLANS AND THE CITY OF SAN FERNANDO, CITY OF LOS ANGELES, AND COUNTY OF LOS ANGELES REQUIREMENTS, THE CITY OF SAN FERNANDO, CITY OF LOS ANGELES, AND COUNTY OF LOS ANGELES REQUIREMENTS SHALL PREVAIL.
2. A VISIT TO THE SITE IS REQUIRED. VERIFY ALL CONDITIONS PRIOR TO SUBMITTING A PROPOSAL OF COST FOR CORRECTIONS TO THE CITY OF SAN FERNANDO, CITY OF LOS ANGELES, AND COUNTY OF LOS ANGELES.
3. REVIEW THESE PLANS AND NOTICES COMPLETELY. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE CITY OF SAN FERNANDO, CITY OF LOS ANGELES, AND COUNTY OF LOS ANGELES PRIOR TO THE COMMENCEMENT OF WORK.
4. EXTRA WORK TO BE APPROVED IN WRITING BY THE OWNER PRIOR TO COMMENCEMENT OF WORK. GRASS DIFFERENCES, LOCATION OF WALLS, UTILITIES, SEWERS, WATER LINES, ETC. COORDINATE WITH THE WORK OTHER SUB-CONTRACTORS FOR THE LOCATION AND INSTALLATION OF PIPE SLEEVES UNDER PAVING, ELECTRICAL CONNECTIONS, WATER HOOD-UPS, ETC. COORDINATE WITH THE WORK OTHER SUB-CONTRACTORS FOR THE WORK SPECIFIED HEREIN UNLESS OTHERWISE MODIFIED BY THESE DOCUMENTS.
5. THE CONTRACTOR SHALL BE RESPONSIBLE TO COMPLETE THE WORK SPECIFIED PRIOR TO COMMENCEMENT OF WORK.
6. BEFORE COMMENCING ANY WORK, OBTAIN AN UNDERGROUND SERVICE ID. BY CALLING 811-800-272-2860 OR 811-800-272-2860.
7. CONTRACTOR TO OBTAIN ALL NECESSARY PERMITS FROM THE CITY OF SAN FERNANDO, CITY OF LOS ANGELES, AND COUNTY OF LOS ANGELES.
8. CONTRACTOR TO COORDINATE A PRE-CONSTRUCTION MEETING ON SITE TWO (2) WORKING DAYS PRIOR TO START OF CONSTRUCTION. NOTIFY OWNER, LANDSCAPE ARCHITECT, AND ALL SUB-CONTRACTORS.
9. SUBMIT REQUESTS FOR MEETINGS, OBSERVATIONS, AND APPROVALS BY THE LANDSCAPE ARCHITECT TWO (2) WORKING DAYS PRIOR TO THE MEETING.
10. OBTAIN CITY OF SAN FERNANDO, CITY OF LOS ANGELES, OR COUNTY OF LOS ANGELES INSPECTOR'S AND LANDSCAPE ARCHITECT'S REVIEW AND APPROVAL OF WORK IN PROGRESS AT VARIOUS TIMES DURING CONSTRUCTION, THE FOLLOWING: *PRE-CONSTRUCTION MEETING *CONSTRUCTION IN PROGRESS TWO (2) WORKING DAYS NOTICE FOR EACH REQUESTED VISIT *PRE-JOB CONFERENCE *CONSTRUCTION CLOSING
11. MAIN LINE PRESSURE TEST AND TRENCH DEPTHS PRIOR TO BACKFILL OF TRENCHES
12. COVERAGE TEST AFTER COMPLETION OF SPRINKLER INSTALLATION
13. FINAL GRADING REVIEW
14. PLANT MATERIAL LOCATION REVIEW
15. PLANT MATERIAL, APPEARANCE, AND QUALITY REVIEW
16. SOIL PREPARATION AND PLANTING INSTALLATION METHODS
17. FINAL WALK THROUGH (AT COMPLETION OF CONSTRUCTION AND MAINTENANCE ALLOWANCE)
18. FINAL WALK THROUGH (AT PLANIFICATION OF MAINTENANCE PERIOD)

ATTN: Jeff Hutchins Jeff@miogreen.com
 Kat Superfisky Kat@miogreen.com

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Authority (MRCA)
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Phone:323-221-9944 x185
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Fax: 213.384.3833
Contact: Jeff Hutchins, Project Manager

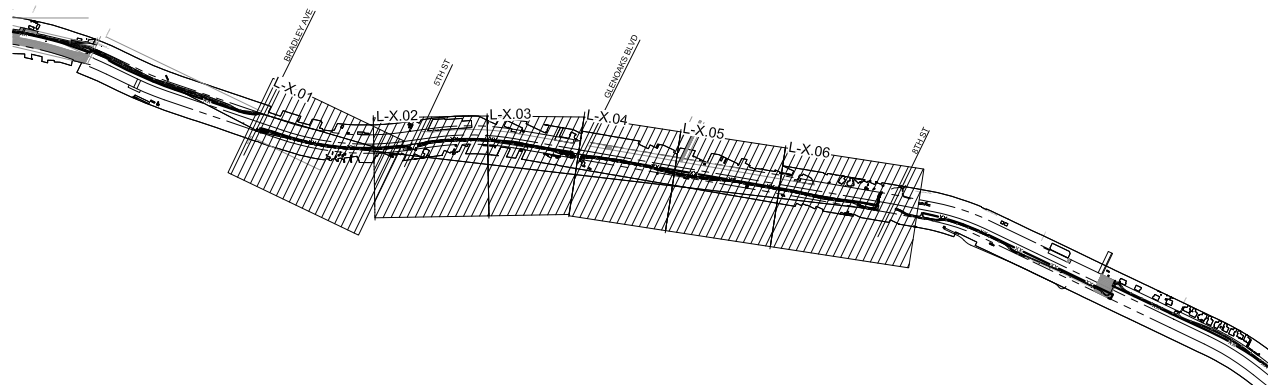
TETRA TECH
17885 Von Karman, Suite 500
Irvine, CA 92614
949.809.5198
949.809.5010
Contact: Joseph Dietz, Project Manager

L1.00	CONSTRUCTION	LEGEND
L1.01-L1.06	CONSTRUCTION	PLAN
L2.01	CONSTRUCTION	DETAILS
L2.02	CONSTRUCTION	DETAILS

REVISIONS:

SHOP DRAWINGS MUST BE SUBMITTED TO THE LANDSCAPE ARCHITECT FOR REVIEW BEFORE PROCEEDING WITH FABRICATION.

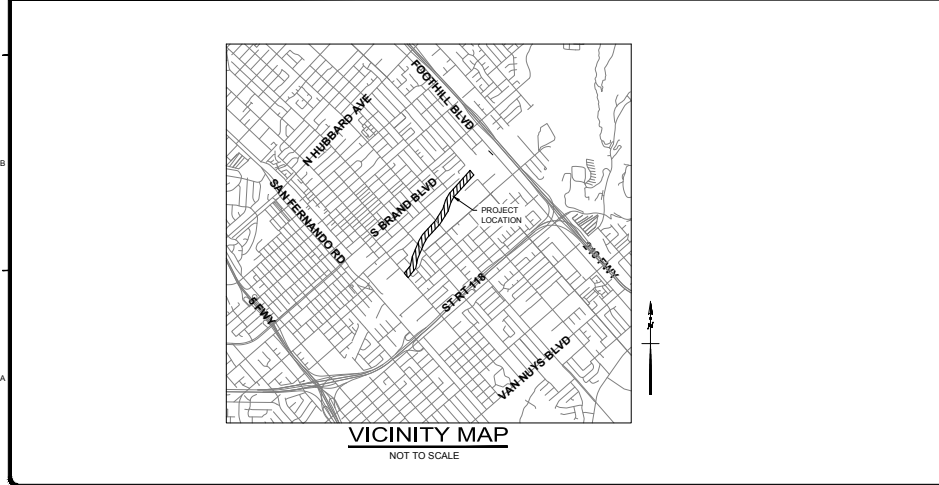
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PACOIMA WASH BIKEWAY

NOTICE TO CONTRACTORS

- | | | | | |
|--|---|---|--|---|
| | <p>SPECIFICATIONS: ALL WORK SHALL CONFORM TO THE LATEST EDITION AND SUPPLEMENTS OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.</p> <p>2. PLAN REFERENCES: THIS IMPROVEMENT CONSISTS OF WORK CALLED FOR ONLY ON THIS PLAN.</p> <p>3. STANDARD PLANS FOR THIS PROJECT: SEE SHEET G-002</p> <p>4. INSPECTION: ALL WORK AND MATERIAL ARE SUBJECT TO INSPECTION BY THE CITY.</p> <p>5. THE CONTRACTOR SHALL OBTAIN A USA INQUIRY IDENTIFICATION NUMBER PER SECTION 5-1 OF THE STANDARD SPECIFICATIONS 48 HOURS PRIOR TO CONSTRUCTION. PHONE (800) 227-2600 OR 811.</p> <p>6. REASONABLE NOTICE SHALL BE GIVEN TO ADJACENT OWNERS OR OCCUPANTS OF THE PROPERTIES FRONTING THIS IMPROVEMENT PER PUBLIC INFORMATION PLAN.</p> <p>7. THE CONTRACTOR SHALL REESTABLISH ALL PERTINENT SURVEY AS PER SSPWC 2-9.1.</p> <p>8. THE CONTRACTOR SHALL PROVIDE AN ALTERNATIVE ACCESSIBLE ROUTE FOR DISABLED PEDESTRIANS WHENEVER AN EXISTING ROUTE IS BLOCKED DUE TO SIDEWALK OR ROADWAY CONSTRUCTION. THE ALTERNATIVE ROUTE SHALL BE PROVIDED AT ALL TIMES EXCEPT AS APPROVED BY THE INSPECTOR OR ENGINEER. THE FOLLOWING TEMPORARY ALTERATIONS MAY BE EMPLOYED, SUBJECT TO PRIOR APPROVAL BY THE INSPECTOR OR ENGINEER ON A SPECIFIC LOCATION BASIS.</p> <p>A. PROVIDE A MINIMUM 5-FOOT WIDE WALK.</p> <p>B. PROVIDE TEMPORARY SIGNING WITH A DISABLED ACCESS LOGO POINTING TO AN ALTERNATIVE ACCESSIBLE ROUTE WITHIN 300 FEET.</p> <p>C. A 5-FOOT WIDE CLEAR WALKWAY IN A PARKING OR CLOSED CURB LANE, CORDONED OFF ON THE STREET SIDE WITH BRIGHTLY COLORED PLASTIC TAPE AND "CANDLESTICK" DELINEATORS.</p> <p>D. TEMPORARY AC CURB RAMPS IN A PARKING OR CLOSED CURB LANE NEXT TO THE CURB. THEY SHALL BE 4- FEET WIDE, PARALLEL TO THE STREET, WITH A 4-FOOT BY 4-FOOT LEVEL CLEAR LANDING AT THE TOP AND A MAXIMUM RAMP SLOPE OF 1:12. USE PLASTIC TAPE AND "CANDLESTICK" DELINEATORS TO BLOCK OFF THE STREET SIDES (2) OF THE RAMP.</p> <p>E. MOVABLE WOODEN CURB RAMPS AS IN "D" ABOVE SHALL HAVE WOODEN OR METAL HAND RAILS ON THE NONRAMP STREET SIDES.</p> <p>F. OTHER TEMPORARY ARRANGEMENTS AS THE INSPECTOR OR ENGINEER MAY AUTHORIZE.</p> <p>9. PAVING: PAVING OR ROADWAY AREAS SHALL BE WITHHELD UNTIL CONTEMPLATED UTILITY CHANGES OR INSTALLATIONS HAVE BEEN MADE UNDER CITY PERMIT. FINAL AC PAVING SHALL NOT BE PLACED UNTIL ALL AC BASE IS PLACED.</p> | <p>10. LIMITS OF COLDFLANE AND OVERLAY TO BE DETERMINED BY THE CITY ENGINEER PRIOR TO CONSTRUCTION.</p> <p>11. TEMPORARY AC PMVT SHALL BE PLACED ADJACENT TO ALL CONCRETE EDGES AND OTHER ROUGH AREAS WITHIN THE AREA OF REMOVAL, SO AS TO PROVIDE A SMOOTH SURFACE FOR VEHICULAR TRAFFIC.</p> <p>12. CURB AND GUTTERS:</p> <p>A. REPAIR AND/OR REPLACE ANY EXISTING BROKEN OR OFF GRADE CONCRETE CURB, GUTTER, SIDEWALK, ALLEY OR STREET PAVEMENT IMMEDIATELY ADJACENT TO OR WITHIN THE AREA OF THIS IMPROVEMENT TO THE SATISFACTION OF THE CITY ENGINEER.</p> <p>B. CONSTRUCTION STAKES FOR CURB AND LONGITUDINAL GUTTER, WITH GRADE LESS THAN 0.5% SHALL BE SET AT 12.5 FEET ON CENTER.</p> <p>14. IN ADDITION TO SIGNS REQUIRED BY THE PROVISIONS OF THE "WORK AREA TRAFFIC CONTROL HANDBOOK" 2012 EDITION OR LATEST EDITION, AND APPROVED SITE SPECIFIC WORKSITE TRAFFIC CONTROL PLANS, THE CONTRACTOR SHALL FURNISH AND POST "ADVANCED NOTICE" CONSTRUCTION SIGNS AS PART OF THIS PROJECT IN ACCORDANCE WITH STANDARD SIGNS T-191.1. TRAFFIC CONTROL SIGNS SHALL BE COORDINATED THROUGH LADOT BEFORE INSTALLATION.</p> <p>15. REMOVALS: REMOVE EXISTING IMPROVEMENTS THAT INTERFERE WITH THE CONSTRUCTION OF THIS PROJECT AND COORDINATE WITH ALL OWNERS OF EXISTING FACILITIES.</p> <p>16. CONTACT "UNDERGROUND SERVICE ALERT" BEFORE COMMENCING ANY EXCAVATION. THE CONTRACTOR SHALL OBTAIN UNDERGROUND SERVICE ALERT I.D. NUMBER BY CALLING 1-800-227-2600. TWO WORKING DAYS SHALL BE ALLOWED AFTER THE I.D. NUMBER IS OBTAINED AND BEFORE THE EXCAVATION WORK IS STARTED SO THAT UTILITY OWNERS CAN BE NOTIFIED. THE I.D. NUMBER MUST BE REPORTED TO THE CITY.</p> <p>17. PRIOR TO WORKING WITHIN THE PUBLIC RIGHT-OF-WAY, NOTIFY THE CITY FOR APPROVAL TO CLOSE TRAFFIC LANES AND/OR SIDEWALKS. THE CONTRACTOR WILL BE REQUIRED TO MEET WITH THE CITY TO DETERMINE THE NEED FOR WORKSITE TRAFFIC CONTROLS PER MUTCD AND/OR SITE SPECIFIC WORKSITE TRAFFIC CONTROL PLANS AND DETOUR PLANS, HOURS AND DURATION OF TRAFFIC LANE CLOSURES SHALL COMPLY WITH TRAFFIC LANE REQUIREMENTS PREVIOUSLY ESTABLISHED AND PROVIDED BY THE CITY.</p> <p>18. THE CONTRACTOR SHALL PROTECT ALL EXISTING DRAINAGE STRUCTURES DURING CONSTRUCTION AND KEEP THEM FREE OF CONCRETE, TRASH, AND OTHER CONSTRUCTION DEBRIS. THE STORM WATER POLLUTION PREVENTION PLAN SHALL BE REVIEWED AND APPROVED BY THE CITY.</p> <p>19. ALL EXISTING MANHOLES WITHIN THE WORK AREA WILL REMAIN IN OPERATION AFTER CONSTRUCTION SHALL BE ADJUSTED TO MATCH FINISHED GRADE.</p> | <p>20. SURVEY BENCH MARKS:</p> <p>A. B.M NO. 03-06950, ELEV. 1130.43 YEAR 1980
SPK NW CURB CLENOAKS FLVD; 3FT NW OF BCR NW OF MACLAY ST.</p> <p>B. B.M NO. 03-05030, ELEV. 1062.878 YEAR 1980
WIRE SPK IN SW CURB BRADLEY AVE; 3 FT NW OF BC CURB RET NW OF VAUGHN ST.</p> <p>21. SPECIAL NOTE: THE CONTRACTOR SHALL HAVE GRADE SHEETS AND DESIGN CHANGES APPROVED BY THE PRIVATE ENGINEER OF RECORD</p> <p>22. PROPOSED CONCRETE AND ASPHALT PAVEMENT IMPROVEMENTS SHALL JOIN TO EXISTING BY SAWCUTTING.</p> <p>23. THE FACT THAT ANY PIPE OR UNDERGROUND FACILITY IS NOT SHOWN DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY TO ASCERTAIN THE EXISTENCE OF ANY STRUCTURE THAT MAY BE SUBJECT TO DAMAGE BY ITS OPERATIONS. IN CASE OF AN EMERGENCY OR DAMAGE TO A UTILITY, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE CORRESPONDING UTILITY COMPANY FOR REPAIR. IF IT IS NECESSARY FOR THE CITY TO REPAIR SUCH DAMAGE, THE CONTRACTOR SHALL BE BILLED FOR AND PAY THE ACTUAL COST TO THE CITY FOR LABOR AND MATERIALS PLUS ADMINISTRATIVE COSTS.</p> <p>24. THE CONTRACTOR SHALL VISIT THE PROJECT SITE WHEN PREPARING A BID FOR THE PROJECT. THE REMOVALS OF ALL ITEMS WHICH OBVIOUSLY MUST BE REMOVED, BUT MAY NOT BE SHOWN ON THE PLANS TO BE REMOVED, SHALL BE INCLUDED IN THE BID ITEM FOR CLEARING AND GRUBBING.</p> <p>25. SIGNS AND MARKINGS MAINTENANCE: THE CONTRACTOR SHALL RESTORE ALL DAMAGED OR REMOVED PAVEMENT MARKINGS, MISSING OR DAMAGED SIGNS, CURB MARKINGS, STAMPED CROSSWALKS, PARKING METERS, ETC..</p> <p>26. BUS LINE NOTIFICATIONS: THE CONTRACTOR SHALL CONTACT BUS LINE OPERATIONS AT LEAST TWO WEEKS IN ADVANCE OF ANY WORK THAT AFFECTS BUS ROUTES OR BUS STOPS.</p> <p>27. THE CONTRACTOR SHALL EXERCISE CARE THAT NO EXCAVATED MATERIAL OR DEBRIS RESULTING FROM HIS OR HER OPERATIONS ARE DEPOSITED INTO THE PACOMIA WASH CHANNEL WATER. ANY SUCH SLOUGHED MATERIAL OR DEBRIS SHALL BE REMOVED AND DISPOSED OF AT THE CONTRACTOR'S EXPENSE. EXISTING TREES AND SHRUBBERY WHEN NOT IN DIRECT CONFLICT WITH CONSTRUCTION ACTIVITIES SHALL BE PROTECTED, UNLESS OTHERWISE NOTED.</p> <p>28. CONSTRUCTION IN CLOSE PROXIMITY TO HIGH-VOLTAGE OVERHEAD LINES SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST PROVISIONS OF ARTICLE 86, STAGE OF CALIFORNIA HIGH VOLTAGE ELECTRIC SAFETY ORDER.</p> <p>29. ALL PROVISIONS OF THE LOS ANGELES COUNTY FLOOD CONTROL</p> | <p>DISTRICT PERMIT SHALL BE COMPLIED WITH. THE CONTRACTOR SHALL NOT ENTER THE PACOMIA WASH CHANNEL AT ANY TIME DURING THE RAINY SEASON (OCTOBER 15TH THRU APRIL 15TH) WITHOUT PRIOR NOTICE AND AUTHORIZATION BY THE ENGINEER.</p> <p>30. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ALL RIGHTS TO USE PROPERTIES OUTSIDE THE PUBLIC RIGHT OF WAY AND TEMPORARY EASEMENTS SHOWN ON THESE PLANS WHICH HE DEEMS NECESSARY TO PERFORM ANY OF THE WORK UNDER THIS CONTRACT AT NO ADDITIONAL COST TO THE CITY.</p> |
|--|---|---|--|---|



VICINITY MAP
NOT TO SCALE

PROJECT TEAM

CITY OF SAN FERNANDO	CONSULTANTS
PROJECT MANAGEMENT:	LANDSCAPE ARCHITECT:
DEPARTMENT OF PUBLIC WORKS YING KWAN	MIA LEHRER & ASSOCIATES JEFF HUTCHINS PROJECT MANAGER
	ROADWAY/ BIKEWAY/ SURVEY/ TRAFFIC:
	TETRA TECH JOSEPH DIETZ, P.E., S.E.
	GEOTECHNICAL:
	RT FRANKIAN & ASSOCIATES ALAN RASPLICKA, P.E., G.E.

TE **TETRA TECH**
www.tetra-tech.com
17885 VON KARMAN AVE., SUITE 500
IRVINE, CA 92614
PHONE: 949.809.5000 FAX: 949.809.5006

[illegible]

Project No.: 135-80589-14001
Designed By:
Drawn By:
Checked By:
G-001
SHEET 1 OF 18

Bar Measures 1 inch

2/10/2016 7:50:07 AM - P:\0589\135-00589-14001\CAD\SHET\LEG.DWG - CONROY, JOE

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4 OF 18	C-101	BIKEWAY PLAN AND PROFILE
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CONSTRUCTION NOTES

- 1" 4" ASPHALT CONCRETE PAVEMENT
- 4" CMB COMPACTED TO 95%
- 6" HIGH WELDED WIRE FENCE
- PROTECT IN PLACE
- 6" DOUBLE SWING WELDED WIRE GATE
- REMOVE EXISTING GATE
- RAMP
- BOLLARD
- 8" CONC CURB A1-8 PER SPWVC STD PLAN 120-2
- 8" CONC CURB AND GUTTER PER SPWVC PLAN 120-2
- RETAINING WALL

GENERAL NOTES

- THE ENGINEER SHALL EXERCISE SUFFICIENT SUPERVISORY CONTROL DURING GRADING AND CONSTRUCTION TO ENSURE COMPLIANCE WITH THE APPROVED PLANS.
- THE SOILS ENGINEER MUST APPROVE ALL GRADING INCLUDING THE STABILITY OF ANY SLOPES CREATED, EXISTING, OR REMAINING. THE SOILS ENGINEER SHALL ALSO CERTIFY THAT THE REQUIRED INSPECTIONS AND TEST HAVE BEEN PERFORMED AND THAT SUCH TESTS COMPLY WITH THE CODE.
- NO WORK SHALL BE STARTED WITHOUT FIRST NOTIFYING THE CITY PROJECT MANAGER AT LEAST TWO WORKING DAYS IN ADVANCE.
- DUST SHALL BE CONTROLLED BY WATERING TO THE SATISFACTION OF THE CITY PROJECT MANAGER.
- ALL PUBLIC STREETS SHALL BE MAINTAINED FREE OF DUST AND MUD CAUSED BY GRADING OPERATIONS.
- CONTOURS SHOWN IN PARENTHESIS REPRESENT ORIGINAL GROUND.
- A COPY OF THE GRADING PERMIT AND APPROVED GRADING PLANS MUST BE IN THE POSSESSION OF AN ON-SITE FOREMAN OR SUPERINTENDENT AND AVAILABLE AT THE JOBSITE TRAILER AT ALL TIMES.
- ANY MODIFICATIONS OF, OR CHANGES TO, APPROVED GRADING PLANS MUST BE APPROVED BY THE CITY PROJECT MANAGER PRIOR TO IMPLEMENTATION IN THE FIELD.
- SEPARATE PLANS FOR TEMPORARY DRAINAGE AND EROSION CONTROL MEASURES TO BE USED DURING THE RAINY SEASON MUST BE SUBMITTED PRIOR TO OCTOBER 1. THE EROSION CONTROL DEVICES SHOWN ON SAI PLANS MUST BE INSTALLED BY NO LATER THAN OCTOBER 1 AND MAINTAINED IN OPERABLE CONDITION UNTIL APRIL 15 OF THE FOLLOWING YEAR. (17.25.030 U.D.C.) THIS WORK SHALL BE INCLUDED IN THE COST OF ALL SLOPES.
- THE FACES OF CUT AND FILL SLOPES SHALL BE PREPARED AND MAINTAINED TO CONTROL EROSION. THIS CONTROL MUST CONSIST OF JUTE NETTING AND EFFECTIVE PLANTING, OR OTHER DEVICES SATISFACTORY TO THE CITY PROJECT MANAGER. (17.28.020(A) U.D.C.)
- A PREVENTIVE PROGRAM TO PROTECT THE SLOPES FROM POTENTIAL DAMAGE FROM BURROWING RODENTS IS REQUIRED. OWNER TO INSPECT SLOPES PERIODICALLY FOR EVIDENCE OF BURROWING RODENTS AND AT FIRST EVIDENCE OF THEIR EXISTENCE SHALL EMPLOY AN EXTERMINATOR FOR THEIR REMOVAL. (17.28.020(B) U.D.C.)
- WHERE NECESSARY, CHECK DAMS, RIPRAP, OR OTHER DEVICES OR METHODS SHALL BE EMPLOYED FOR EROSION CONTROL. ALSO, JUTE NETTING SHALL BE IMMEDIATELY INSTALLED ON ANY SLOPES HAVING A VERTICAL HEIGHT OF FIVE FEET OR MORE AND STEEPER THAN 3:1 (H:V) TO MINIMIZE OR CONTROL EROSION PROBLEMS.
- ALL TRASH, RUBBLE, AND DEBRIS, INCLUDING BURIED TRASH, RUBBLE, AND DEBRIS, ENCOUNTERED WITHIN THE PROJECT LIMITS SHALL BE REMOVED AND DISPOSED OFF SITE BY THE CONTRACTOR AT AN APPROVED LOCATION. CONTRACTOR SHALL PAY ALL ASSOCIATED DUMPING FEES.
- CONTRACTOR SHALL BE RESPONSIBLE FOR SITE SECURITY AT THE STAGING AND STORAGE AREA DURING CONSTRUCTION. TEMPORARY FENCING NOTED IN THE CONTRACTOR'S SITE SECURITY PLAN SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR DURING THE ENTIRE CONSTRUCTION OF THE PROJECT.
- THE CONTRACTOR SHALL COMPLY WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS RELATED TO THE SAFETY OF PERSONNEL AND THE PUBLIC ON THE JOB SITE, INCLUDING APPLICABLE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) REGULATIONS AND, IN PARTICULAR, THOSE DEALING WITH TRENCHING AND SHORING AS WELL AS USAGE EM 385-1-1.
- DURING THE COURSE OF ALL WORK ON THE PROJECT, THE CONTRACTOR SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR ALL JOB SITE CONDITIONS INCLUDING SAFETY OF ALL PERSONS AND SECURITY OF ALL PROPERTY. THE CONTRACTOR SHALL SUPERVISE AND DIRECT THE WORK USING THE SKILLS AND ATTENTION UTILIZED WITHIN THE INDUSTRY. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES AND PROCEDURES AND FOR COORDINATING ALL PORTIONS OF THE WORK UNDER THIS CONTRACT. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE CITY AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF THE WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE CITY OR ENGINEER.
- THE CONTRACTOR SHALL PROTECT ALL ADJACENT PROPERTY AND EXISTING AND NEW IMPROVEMENTS, AND SHALL PROVIDE POSITIVE CONTROL OF EARTH SPILLAGE, CONSTRUCTION WATER AND RUNOFF WATER FROM THE SITE.
- THE CONTRACTOR SHALL PERFORM EXCAVATION IN A SAFE CONDITION. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SHORING, SHEETING, OR OTHER PROTECTIVE MEASURES TO PREVENT DAMAGE TO ADJACENT PROPERTIES, STRUCTURES OR UTILITY FACILITIES.
- IF UNANTICIPATED CONDITIONS ARE ENCOUNTERED DURING THE COURSE OF CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY BRING THE CONDITION TO THE ATTENTION OF THE CITY PROJECT MANAGER.

FILL NOTES

- ALL FILL SHALL BE COMPACTED TO THE FOLLOWING MINIMUM RELATIVE COMPACTION CRITERIA:
 - 90 PERCENT OF MAXIMUM DRY DENSITY WITHIN 40 FEET BELOW FINISH GRADE.
 - 95 PERCENT OF MAXIMUM DRY DENSITY DEEPER THAN 40 FEET BELOW FINISH GRADE, UNLESS A LOWER RELATIVE COMPACTION (NOT LESS THAN 90 PERCENT OF MAXIMUM DRY DENSITY IS JUSTIFIED BY THE GEOTECHNICAL ENGINEER.
 - 95 PERCENT OF MAXIMUM DRY DENSITY IS REQUIRED ON ALL SLOPES GREATER THAN 2:1.THE RELATIVE COMPACTION SHALL BE DETERMINED BY ASTM SOIL COMPACTION TEST D1557-91, WHERE APPLICABLE; WHERE NOT APPLICABLE A TEST ACCEPTABLE TO THE CITY PROJECT MANAGER SHALL BE USED. (17.27.020(A) U.D.C.)
- FIELD DENSITY SHALL BE DETERMINED BY A METHOD ACCEPTABLE TO THE CITY PROJECT MANAGER. HOWEVER, A MINIMUM OF 10 PERCENT OF THE REQUIRED DENSITY TESTS SHALL BE OBTAINED BY THE SAND CONE METHOD (ASTM D1556). THE REQUIRED 10 PERCENT BY SAND CONE METHOD SHALL BE UNIFORMLY DISTRIBUTED THROUGHOUT THE DEPTHS AND LIMITS OF THE FILL.
- SUFFICIENT TESTS OF THE FILL SOILS SHALL BE MADE TO DETERMINE THE RELATIVE COMPACTION OF THE FILL IN ACCORDANCE WITH THE FOLLOWING MINIMUM GUIDELINES:
 - ONE TEST FOR EACH TWO-FOOT VERTICAL LIFT.
 - ONE TEST FOR EACH 1,000 CUBIC YARDS OF MATERIAL PLACED.
 - ONE TEST AT THE LOCATION OF THE FINAL FILL SLOPE FOR EACH BUILDING SITE(LOT) IN EACH FOUR-FOOT VERTICAL LIFT OR PORTION THEREOF.
 - ONE TEST IN THE VICINITY OF EACH BUILDING PAD FOR EACH FOUR-FOOT VERTICAL LIFT OR PORTION THEREOF.
 - ONE TEST AT THE LOCATION OF THE FINAL FILL SLOPE FOR EACH BUILDING SITE(LOT) PER SAND CONE CURVE TEST.SUFFICIENT TESTS OF FILL SOILS SHALL BE MADE TO VERIFY COMPLIANCE OF THE SOIL PROPERTIES WITH THE DESIGN REQUIREMENTS INCLUDING SOIL TYPES AND SHEAR STRENGTHS. THE RESULTS OF SUCH TESTING SHALL BE INCLUDED IN THE REPORTS REQUIRED BY SECTION 17.29.020(C) U.D.C.
- NO FILL SHALL BE PLACED UNTIL STRIPPING OF VEGETATION, REMOVAL OF UNSUITABLE SOILS, AND INSTALLATION OF SUBDRAINS (IF ANY) HAVE BEEN INSPECTED AND APPROVED BY THE GEOTECHNICAL ENGINEER. (17.27.020(B) U.D.C.)
- NO ROCK OR SIMILAR MATERIAL GREATER THAN 8 INCHES IN DIAMETER WILL BE PLACED IN THE FILL UNLESS RECOMMENDATIONS FOR SUCH PLACEMENT HAVE BEEN SUBMITTED BY THE GEOTECHNICAL ENGINEER AND APPROVED IN ADVANCE BY THE CITY PROJECT MANAGER. (17.27.020(D) U.D.C.)
- CONTINUOUS INSPECTION BY THE GEOTECHNICAL ENGINEER OR HIS RESPONSIBLE REPRESENTATIVE SHALL BE PROVIDED DURING ALL FILL PLACEMENT AND COMPACTION OPERATIONS WHERE FILLS HAVE A VERTICAL HEIGHT OR DEPTH GREATER THAN 30 FEET OR SLOPE SURFACE STEEPER THAN 2:1. (17.27.020(E) U.D.C.)
- CONTINUOUS INSPECTION BY THE GEOTECHNICAL ENGINEER OR HIS RESPONSIBLE REPRESENTATIVE SHALL BE PROVIDED DURING ALL SUBDRAIN INSTALLATIONS. (17.27.020(F) U.D.C.)
- FILL SLOPES IN EXCESS OF 2:1 STEEPNESS RATIO ARE TO BE CONSTRUCTED BY THE PLACEMENT OF SOIL AT SUFFICIENT DISTANCE BEYOND THE PROPOSED COMPACTION EQUIPMENT TO BE OPERATED TO THE COMPACTION OF THE OUTER LIMITS OF THE FINAL SLOPE SURFACE. THE EXCESS FILL IS TO BE REMOVED PRIOR TO COMPLETION OF ROUGH GRADING. (OTHER CONSTRUCTION PROCEDURES MAY BE USED WHEN IT IS DEMONSTRATED TO THE SATISFACTION OF THE CITY PROJECT MANAGER THAT THE ANGLE OF SLOPE, CONSTRUCTION METHOD AND OTHER FACTORS WILL HAVE EQUIVALENT EFFECT).

- THE GEOTECHNICAL ENGINEER SHALL PROVIDE SUFFICIENT INSPECTIONS DURING THE PREPARATION OF THE NATURAL GROUND AND THE PLACEMENT AND COMPACTION OF THE FILL TO BE SATISFIED THAT THE WORK IS BEING PERFORMED IN ACCORDANCE WITH THE PLAN AND APPLICABLE CODE REQUIREMENTS. (17.29.010 U.D.C.)
- THE GRADING CONTRACTOR SHALL SUBMIT THE STATEMENT REQUIRED BY SECTION 17.29.020 U.D.C. AT THE COMPLETION OF ROUGH GRADING.

INSPECTION NOTES

- THE CONTRACTOR SHALL NOTIFY THE CITY PROJECT MANAGER AT LEAST ONE WORKING DAY IN ADVANCE OF REQUIRED INSPECTIONS AT FOLLOWING STAGES OF THE WORK:
 - INITIAL, WHEN THE SITE HAS BEEN CLEARED OF VEGETATION AND UNAPPROVED FILL AND IT HAS BEEN SCARIFIED, BENCHED OR OTHERWISE PREPARED FOR FILL. NO FILL SHALL HAVE BEEN PLACED PRIOR TO THIS INSPECTION.
 - ROUGH, WHEN APPROXIMATE FINAL ELEVATIONS HAVE BEEN ESTABLISHED, DRAINAGE TERRACES, SWALES AND BERMS INSTALLED AT THE TOP OF THE SLOPES, AND THE STATEMENTS REQUIRED IN SECTION 17.29.020 U.D.C. HAVE BEEN RECEIVED.
 - FINAL, WHEN GRADING HAS BEEN COMPLETED, ALL DRAINAGE DEVICES INSTALLED, SLOPE PLANTING ESTABLISHED, IRRIGATION SYSTEMS INSTALLED AND THE AS-BUILT PLANS, REQUIRED STATEMENTS, AND REPORTS HAVE BEEN SUBMITTED. (17.29.010(C) U.D.C.)

ENGINEERED GRADING REQUIREMENTS

- IN ADDITION TO THE INSPECTION REQUIRED BY THE DEVELOPMENT SERVICES DIVISION FOR REGULAR GRADING, REPORTS AND STATEMENTS SHALL BE SUBMITTED TO THE CITY PROJECT MANAGER IN ACCORDANCE WITH SECTION 17.29.020 U.D.C.

AGENCY NOTES

- SECURE PERMISSION FROM THE DEVELOPMENT SERVICES DIVISION THROUGH THE CITY PROJECT MANAGER FOR CONSTRUCTION OR GRADING WITHIN STREET RIGHT-OF-WAY.
- GRADING IN FUTURE STREET RIGHT-OF-WAY MUST BE INSPECTED BY THE CITY.
- A STORMWATER POLLUTION PREVENTION PLAN MUST BE PREPARED AND A COPY AVAILABLE FOR REVIEW AT THE PROJECT SITE AT ALL TIMES. ALL MEASURES OUTLINED IN THE PROJECT STORMWATER POLLUTION PREVENTION PLAN MUST BE IMPLEMENTED THROUGHOUT THE DURATION OF THE PROJECT.

PAVEMENT MARKINGS/STRIPING

- ALL PAVEMENT MARKINGS/STRIPING SHALL BE PER CALTRANS STANDARD PLANS (2010 EDITION). ALL PAVEMENT MARKINGS/STRIPING ON AC PAVEMENT AND PARKING STALLS SHALL BE TWO COATS OF YELLOW TRAFFIC PAINT, GLASS BEAD IN THE SECOND COAT. NO THERMOPLASTIC PAINT SHALL BE USED ON THE PREVIOUS CONCRETE PAVEMENT UNLESS OTHERWISE INDICATED. CONTACT DTC (DISPENSING TECHNOLOGY CORPORATION) FOR EQUIPMENT USE. (SEN. 805 529-7733)

TOPOGRAPHIC DATA

- TOPOGRAPHIC FEATURES SHOWN HEREON ARE BASED ON AN AERIAL SURVEY PERFORMED IN JUNE 2014 BY ARROWHEAD MAPPING.

PROJECT BENCHMARK

BENCHMARK: CITY OF LA BENCHMARK 03-06950
SPRUE CURB GLENDALES BLVD 3 FT
NW OF BCR NW OF MACLAY ST
ELEVATION: 1130.43
DATUM: NAD83 1929

OWNER

CITY OF SAN FERNANDO
117 MACNEL ST.
SAN FERNANDO, CA 91340

DEPARTMENT: PUBLIC WORKS
TELEPHONE: (818) 899-1223
REPRESENTATIVE: YING KWAN

LEGEND

	EXISTING	PROPOSED
CENTER LINE	---	---
CUT/FILL LINE	---	---
CONTOUR	---	---
DIRECTION OF FLOW AND SLOPE	(2%)	2%
SIGN	---	---
FENCE	---	---

ABBREVIATIONS

A	DELTA
AC	ASPHALT CONCRETE
AGG	AGGREGATE
APPROX	APPROXIMATELY
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
BE	BEGIN CURVE
BEG	BEGIN
BM	BENCHMARK
C	CUT
CFS	CUBIC FEET PER SECOND
C	CENTERLINE OF ROADWAY
CMB	CRUSHED MISCELLANEOUS BASE
CONC	CONCRETE
EC	END CURVE
ELEV	ELEVATION
EP	EDGE OF PAVEMENT
EX	EXISTING
FG	FINISHED GRADE
FL	FLOW LINE
FS	FINISHED SURFACE
FT	FOOT (FEET)
GB	GRADE BREAK

HP	HIGH POINT
IN	INCH (INCHES)
L	LENGTH
LOL	LAY OUT LINE
LP	LOW POINT
MAX	MAXIMUM
MIN	MINIMUM
NC	NATURAL GROUND
OG	ORIGINAL GROUND
PC	POINT OF CURVATURE
PCC	PORTLAND CEMENT CONCRETE
PROP	PROPOSED
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVATURE
R	POINT OF VERTICAL INFLECTION
PVT	POINT OF VERTICAL TANGENCY
R	RADIUS
ROW	RIGHT OF WAY
RW	RIGHT OF WAY
SPWVC	STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION
STA	STATION
STD	STANDARD
TYP	TYPICAL
VAR	VARIABLE
W	WITH

EARTHWORK

UNCLASSIFIED EXCAVATION: XXX CY
IMPORTED BORROW: XXX CY

TETRA TECH



www.tetratech.com
17005 CON VALLEY BLVD
IRVINE, CA 92614
PHONE: 949.803.5000 FAX: 949.803.5000

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Project No.: 135-00589-14001

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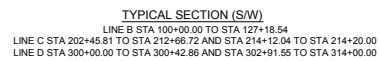
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G-002

SHEET 2 OF 18

Bar Measures 1 inch

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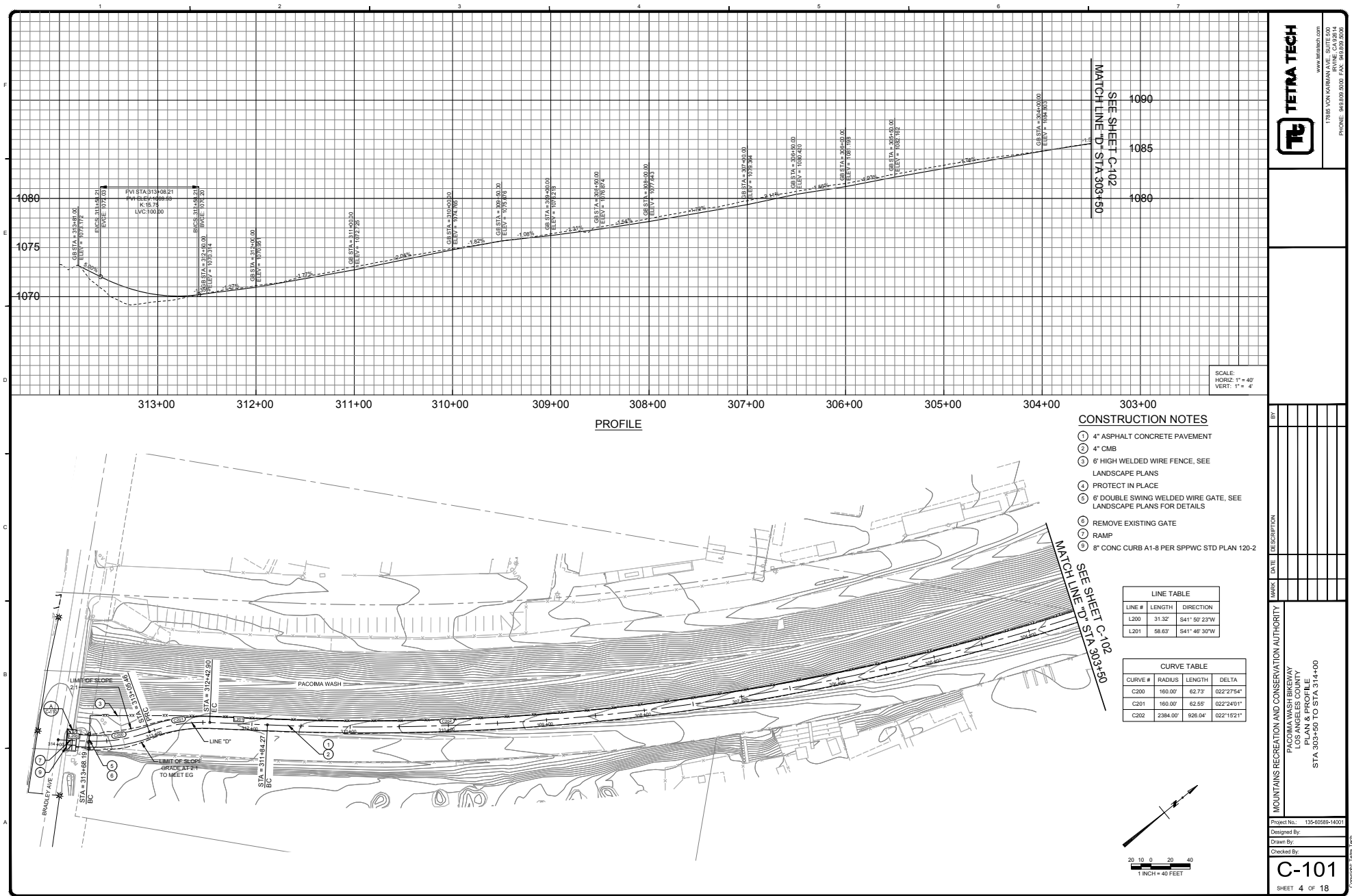
- TETRA TECH**
www.tetratech.com
- 17685 VON KARMAN AVE., SUITE 500
IRVINE, CA 92614
PHONE: 949.809.5000 FAX: 949.809.5006

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Project No.:	135-60589-14001
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C-001
SHEET 3 OF 18

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17885 CON KARLAN AVE., SUITE 100
IRVINE, CA 92614
PHONE: 949.838.8000 FAX: 949.838.8008

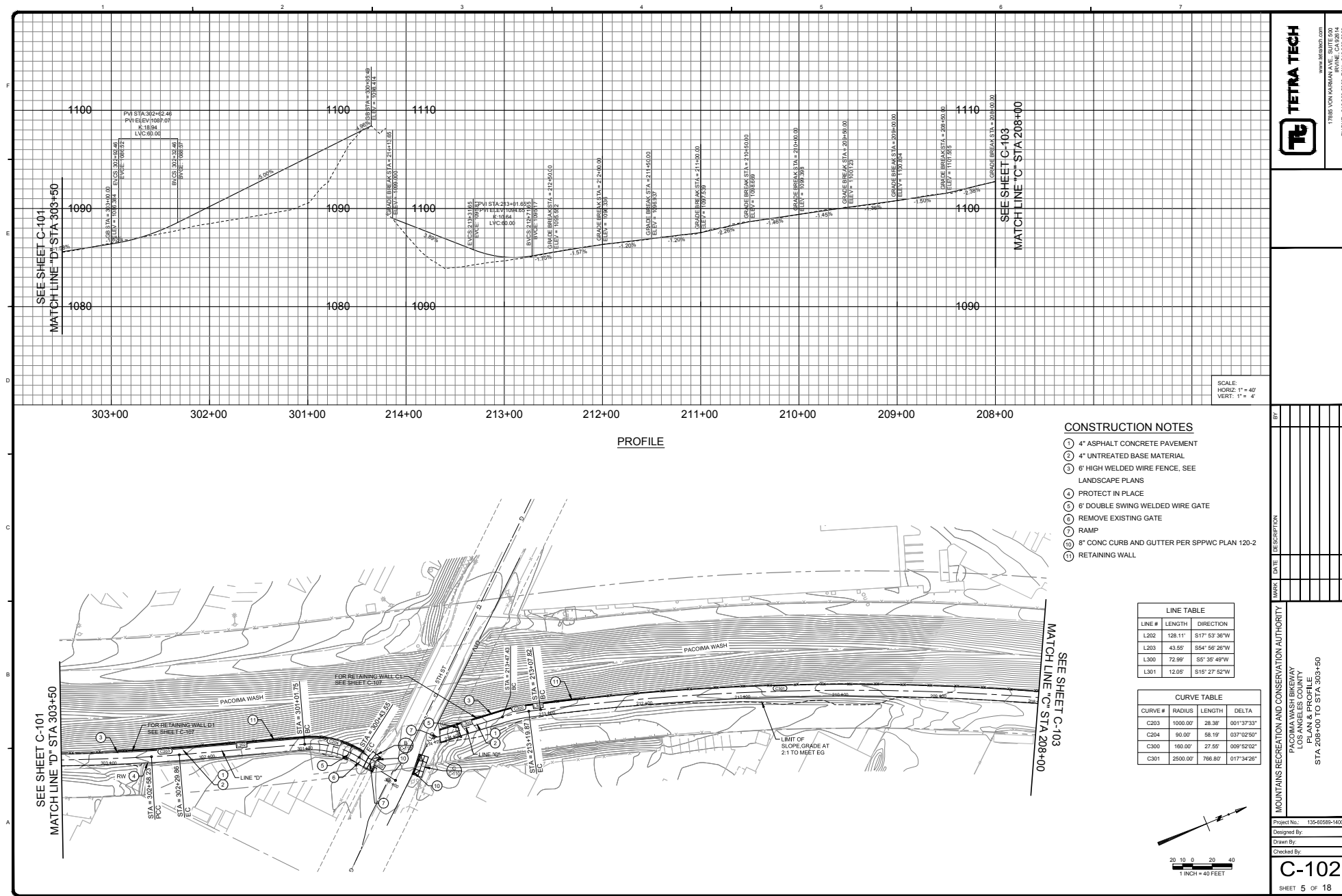
MOUNTAINS RECREATION AND CONSERVATION AUTHORITY

PACOMA WASH BIKEWAY
LOS ANGELES COUNTY
PACOMA WASH BIKEWAY
STA 303+00 TO STA 314+00

Project No: 135-00000-14001
Designed By:
Drawn By:
Checked By:

C-101
SHEET 4 OF 18
Bar Measures 1 inch

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208+00 207+00 206+00 205+00 204+00 203+00 202+00 201+00 200+00

PROFILE

CONSTRUCTION NOTES

- 4" ASPHALT CONCRETE PAVEMENT
- 4" UNTREATED BASE MATERIAL
- 6" HIGH WELDED WIRE FENCE. SEE LANDSCAPE PLANS
- 6" DOUBLE SWING WELDED WIRE GATE
- RAMP
- 8" CONC CURB AND GUTTER PER SPPWC PLAN 120-2

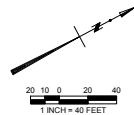
LINE #	LENGTH	DIRECTION
L302	295.21'	S33° 02' 17"W
L303	228.38'	S39° 59' 47"W

CURVE #	RADIUS	LENGTH	DELTA
C301	2500.00'	766.80'	517°34'28"
C302	160.00'	19.43'	006°57'29"

1" CH = 40 FEET

LINE TABLE		
LINE #	LENGTH	DIRECTION
L302	295.21'	S33° 02' 17"W
L303	226.38'	S39° 59' 47"W

CURVE TABLE			
CURVE #	RADIUS	LENGTH	DELTA
C301	2500.00'	766.80'	017°34'26"
C302	160.00'	19.43'	006°57'29"



17865 VON KARMAN AVE., SUITE 500
IRVINE, CA 92614
PHONE: 949.809.5000 FAX: 949.809.5006
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MARK	DATE	DESCRIPTION
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MOUNTAINS RECREATION AND CONSERVATION AUTHORITY

Project No.:	135-60589-14001
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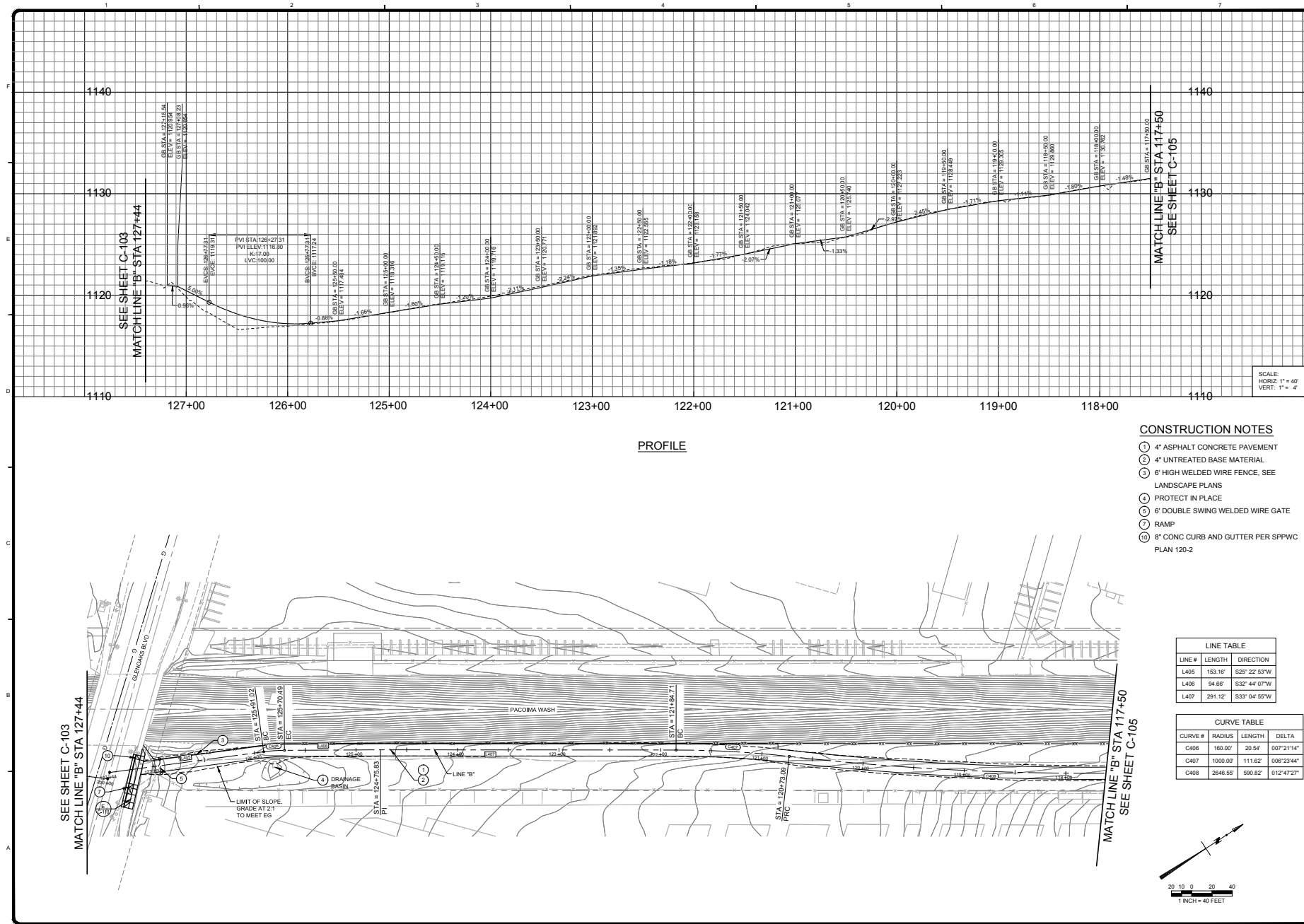
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SHEET 6 OF 18

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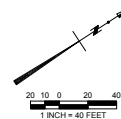
PROFILE

CONSTRUCTION NOTES

- 1 4" ASPHALT CONCRETE PAVEMENT
- 2 4" UNTREATED BASE MATERIAL
- 3 6" HIGH WELDED WIRE FENCE, SEE LANDSCAPE PLANS
- 4 PROTECT IN PLACE
- 5 6" DOUBLE SWING WELDED WIRE GATE
- 6 RAMP
- 8 8" CONC CURB AND GUTTER PER SPPWC PLAN 120-2

LINE TABLE		
LINE #	LENGTH	DIRECTION
L405	153.16'	S32° 22' 53"W
L406	94.66'	S32° 44' 07"W
L407	291.12'	S33° 04' 55"W

CURVE TABLE			
CURVE #	RADIUS	LENGTH	DELTA
C406	160.00'	20.54'	007° 21' 14"
C407	1000.00'	111.62'	008° 23' 44"
C408	2848.55'	590.82'	012° 47' 27"



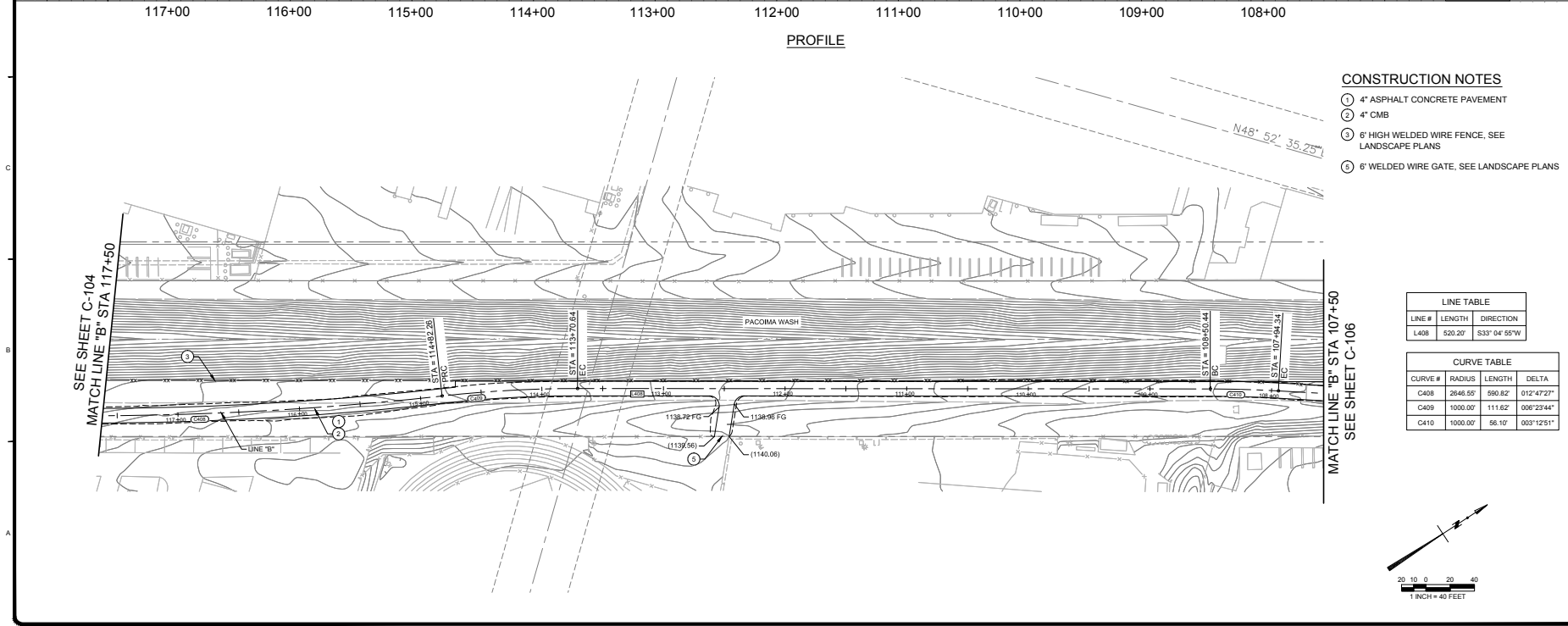
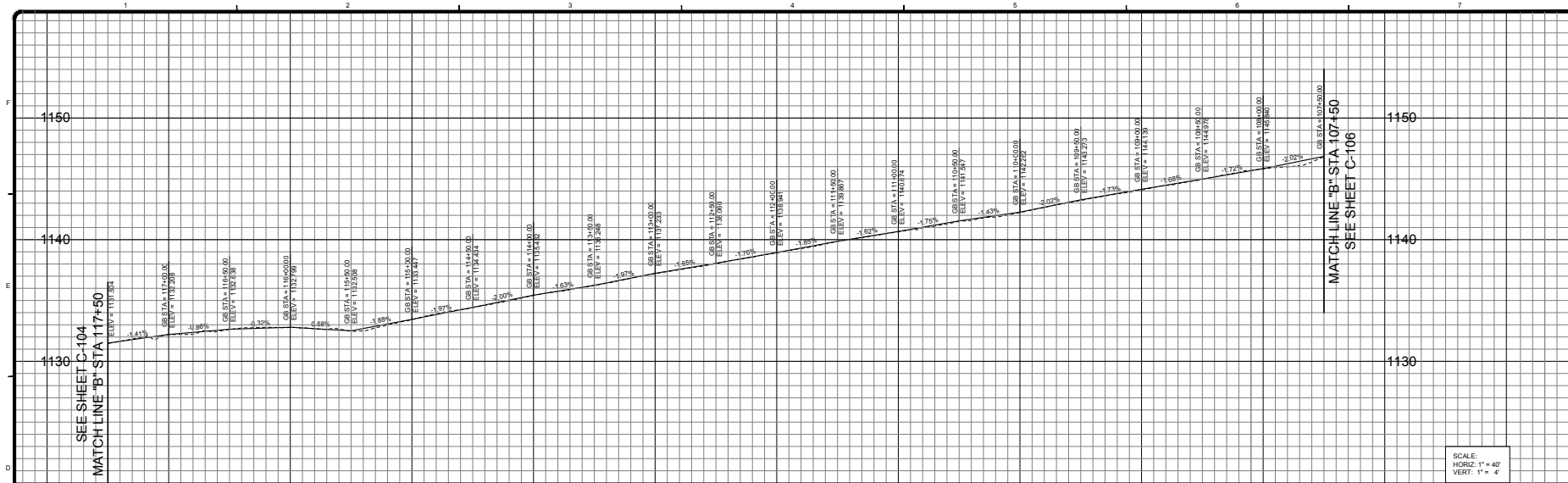
DATE	DESCRIPTION

MOUNTAINS RECREATION AND CONSERVATION AUTHORITY
PACOMA WASH BIKEWAY
LOS ANGELES COUNTY
STA 117+00 TO STA 200+00

Project No: 135-00000-14001
Designed By:
Drawn By:
Checked By:

C-104
SHEET 7 OF 18

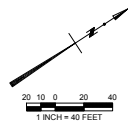
Bar Measures 1 inch




- CONSTRUCTION NOTES**
- ① 4" ASPHALT CONCRETE PAVEMENT
 - ② 4" CMB
 - ③ 6" HIGH WELDED WIRE FENCE, SEE LANDSCAPE PLANS
 - ④ 6" WELDED WIRE GATE, SEE LANDSCAPE PLANS

LINE TABLE			
LINE #	LENGTH	DIRECTION	
L408	520.20'	S33° 04' 55"W	

CURVE TABLE			
CURVE #	RADIUS	LENGTH	DELTA
C408	2646.55'	590.82'	012° 47' 21"
C409	1000.00'	111.62'	006° 29' 44"
C410	1000.00'	56.10'	003° 12' 51"





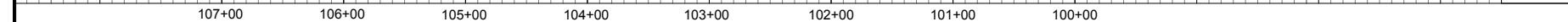
TETRA TECH
www.tetrattech.com
17885 CON KARLAN AVENUE, SUITE 100
IRVINE, CA 92614
PHONE: 949.838.2009 FAX: 949.838.2008

DATE	DESCRIPTION

MOUNTAINS RECREATION AND CONSERVATION AUTHORITY
PACOIMA WASH BIKEWAY
LOS ANGELES COUNTY
PACOIMA WASH BIKEWAY
STA 107+50 TO STA 117+50

Project No: 135-00000-14001
Designed By: _____
Drawn By: _____
Checked By: _____

C-105
SHEET 8 OF 18
Bar Measures 1 inch



PROFILE

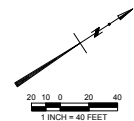
CONSTRUCTION NOTES

- ① 4" ASPHALT CONCRETE PAVEMENT
- ② 4" UNTREATED BASE MATERIAL
- ③ 6' HIGH WELDED WIRE FENCE, SEE LANDSCAPE PLANS
- ④ 6' DOUBLE SWING WELDED WIRE GATE, SEE LANDSCAPE PLANS
- ⑤ BOLLARDS

- ① 4" ASPHALT CONCRETE PAVEMENT
- ② 4" UNTREATED BASE MATERIAL
- ③ 6' HIGH WELDED WIRE FENCE, SEE LANDSCAPE PLANS
- ⑤ 6' DOUBLE SWING WELDED WIRE GATE, SEE LANDSCAPE PLANS
- ⑧ BOLLARDS

LINE TABLE		
LINE #	LENGTH	DIRECTION
L409	115.71'	S36° 17' 45"W
L410	93.12'	S29° 27' 46"W
L411	70.00'	S33° 08' 23"W
L412	81.09'	S56° 40' 52"E

CURVE #	RADIUS	LENGTH	DELTA
C411	2006.00'	239.24'	008°49'59"
C412	160.00'	79.21'	028°21'51"
C413	160.00'	68.94'	024°41'14"
C414	30.00'	47.03'	089°49'15"



TETRA TECH
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IRVINE, CA 92614
PHONE: 949.809.5000 FAX: 949.809.5006

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MOUNTAINS RECREATION AND CONSERVATION AUTHORITY

Project No.: 135-60589-14001

Designed By:

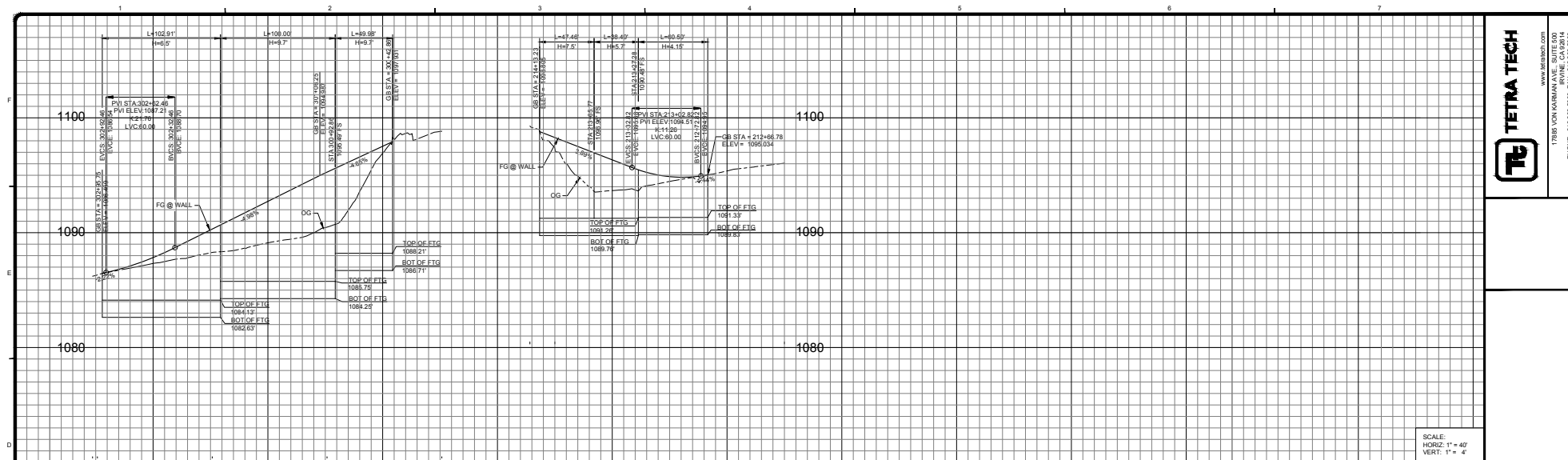
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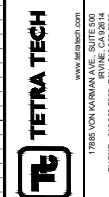
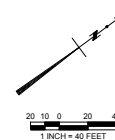
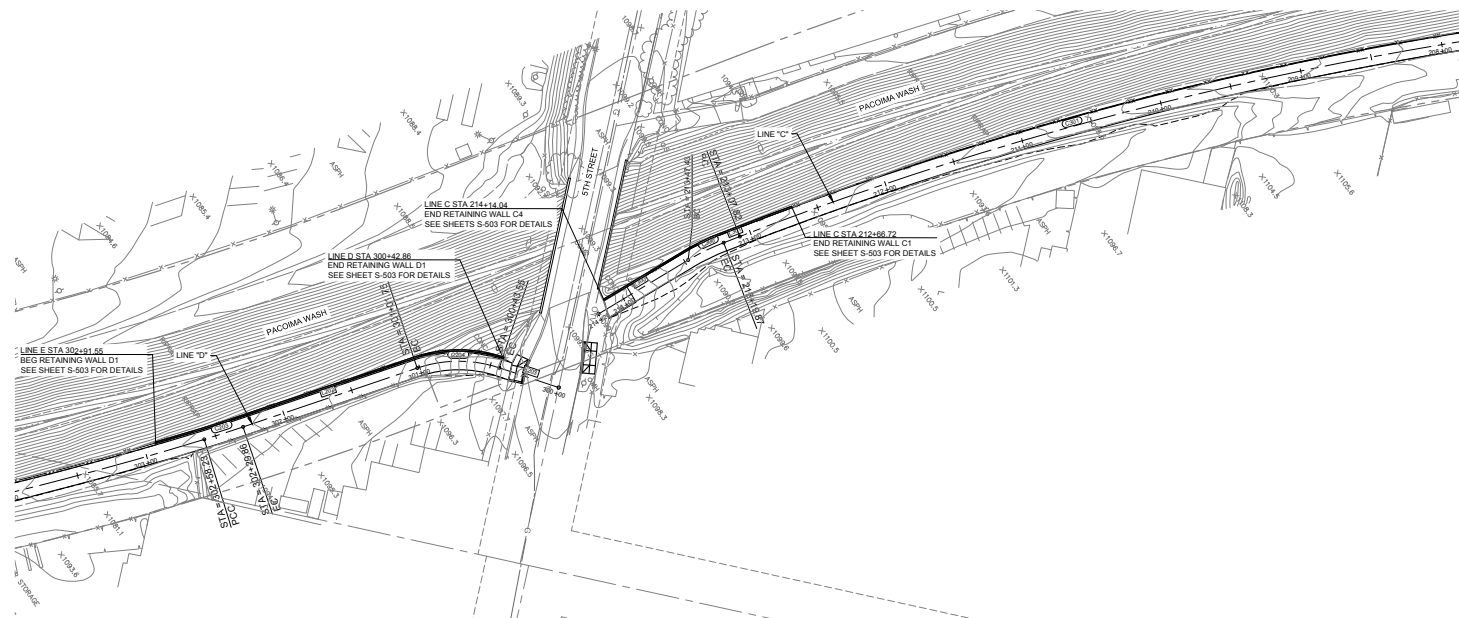
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SCALE:
HORIZ. 1" = 40'
VERT. 1" = 4'

RETAINING WALL D1
PROFILE

RETAINING WALL C1
PROFILE



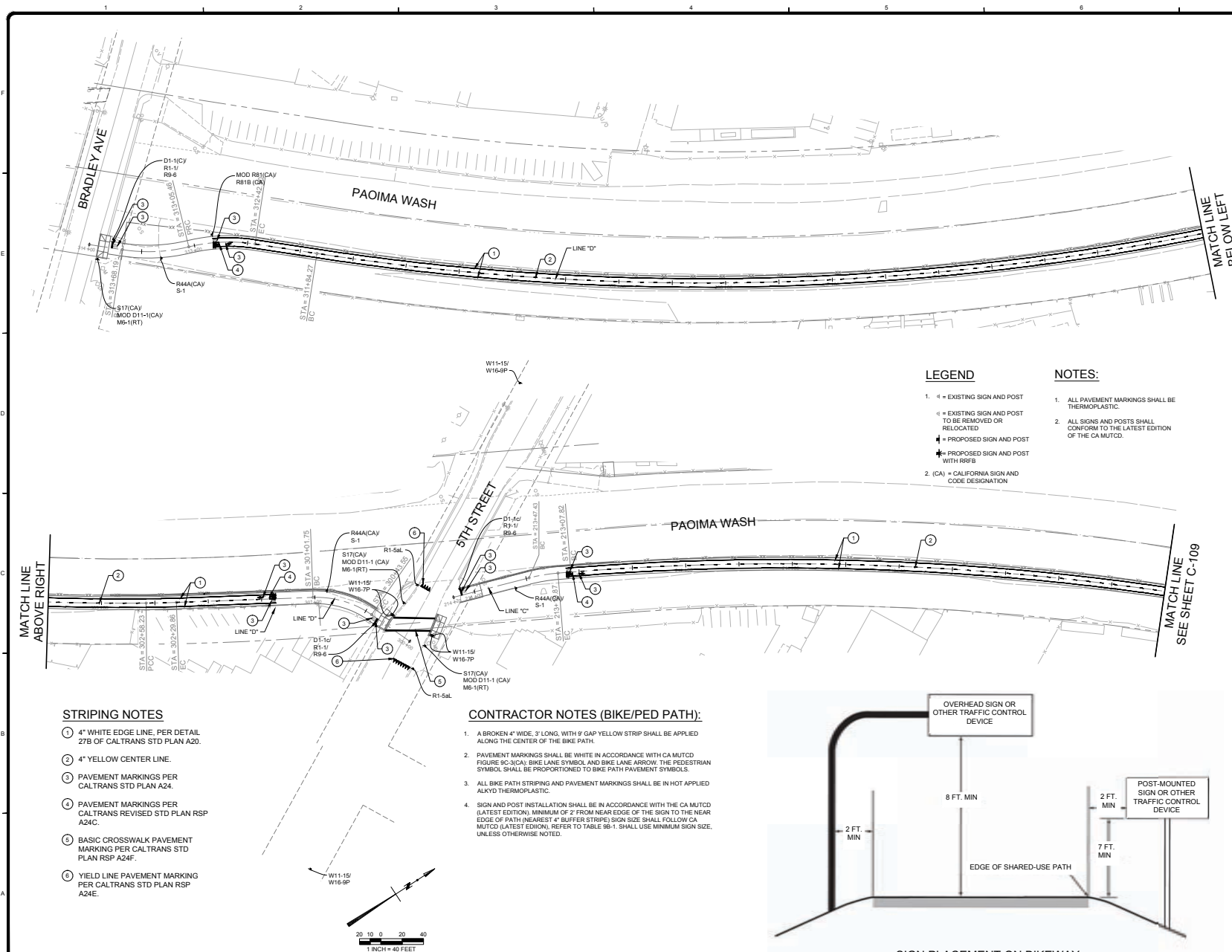
MOUNTAINS RECREATION AND CONSERVATION AUTHORITY
PACOMA WASH BIKEWAY
LOS ANGELES COUNTY
RETAINING WALLS C4 & D1

Project No. 135-60589-1403
Designed By:
Drawn By:
Checked By:

C-107
SHEET 10 OF 18

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Bar Measures 1 inch



STRIPING NOTES

- ① 4" WHITE EDGE LINE, PER DETAIL 278 OF CALTRANS STD PLAN A20.
- ② 4" YELLOW CENTER LINE.
- ③ PAVEMENT MARKINGS PER CALTRANS STD PLAN A24.
- ④ PAVEMENT MARKINGS PER CALTRANS REVISED STD PLAN RSP A24C.
- ⑤ BASIC CROSSWALK PAVEMENT MARKING PER CALTRANS STD PLAN RSP A24F.
- ⑥ YIELD LINE PAVEMENT MARKING PER CALTRANS STD PLAN RSP A24E.

CONTRACTOR NOTES (BIKE/PED PATH):

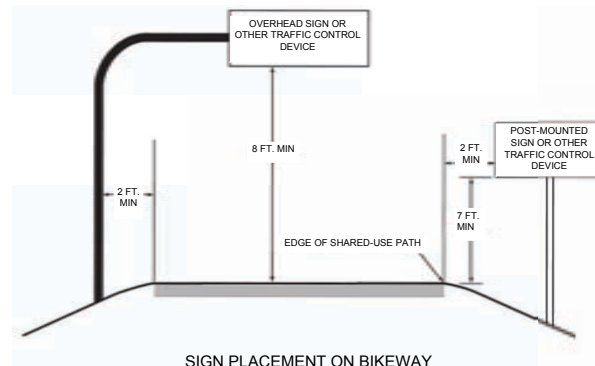
1. A BROKEN 4" WIDE, 3' LONG, WITH 9" GAP YELLOW STRIP SHALL BE APPLIED ALONG THE CENTER OF THE BIKE PATH.
2. PAVEMENT MARKINGS SHALL BE WHITE IN ACCORDANCE WITH CA MUTCD FIGURE 9C-3(CA); BIKE LANE SYMBOL AND BIKE LANE ARROW, THE PEDESTRIAN SYMBOL SHALL BE PROPORTIONED TO BIKE PATH PAVEMENT SYMBOLS.
3. ALL BIKE PATH STRIPING AND PAVEMENT MARKINGS SHALL BE IN HOT APPLIED ALKYL THERMOPLASTIC.
4. SIGN AND POST INSTALLATION SHALL BE IN ACCORDANCE WITH THE CA MUTCD (LATEST EDITION), MINIMUM OF 2' FROM NEAR EDGE OF THE SIGN TO THE NEAR EDGE OF PATH (NEAREST 4" BUFFER STRIPE) SIGN SIZE SHALL FOLLOW CA MUTCD (LATEST EDITION), REFER TO TABLE 9B-1. SHALL USE MINIMUM SIGN SIZE, UNLESS OTHERWISE NOTED.

LEGEND

1. ◊ = EXISTING SIGN AND POST
- ◊ = EXISTING SIGN AND POST TO BE REMOVED OR RELOCATED
- ◊ = PROPOSED SIGN AND POST
- ◊ = PROPOSED SIGN AND POST WITH RRB
2. (CA) = CALIFORNIA SIGN AND CODE DESIGNATION

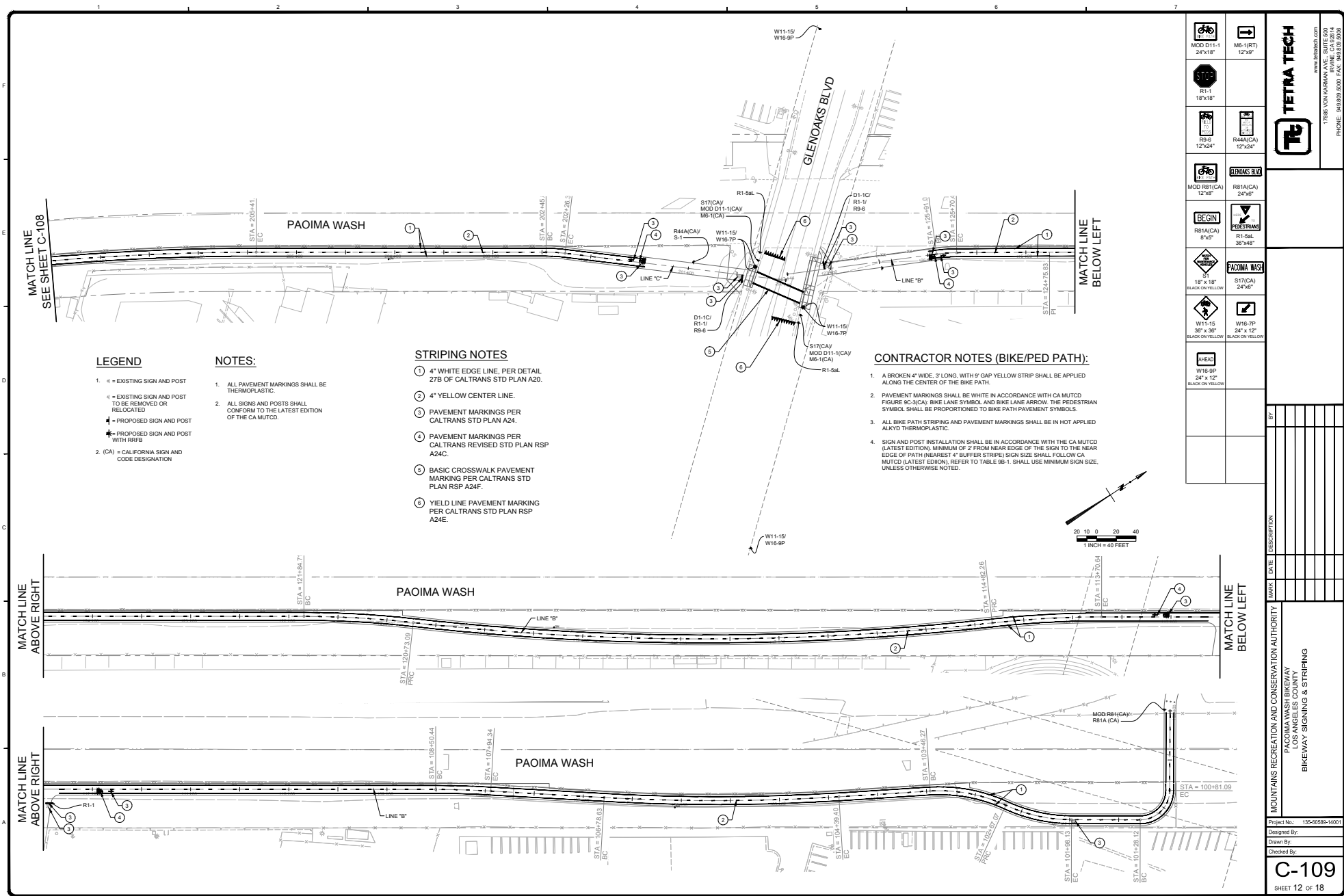
NOTES:












1. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.
2. ALL SIGNS AND POSTS SHALL CONFORM TO THE LATEST EDITION OF THE CA MUTCD.



SIGN PLACEMENT ON BIKEWAY

		TETRA TECH 17805 VAN KAMMAN AVE., SUITE 100 IRVINE, CA 92614 PHONE: 949.239.2000 FAX: 949.239.2008	
PROJECT INFORMATION		REVISIONS	
PROJECT NO.: 135-00000-1001 DESIGNED BY: DRAWN BY: CHECKED BY:		DATE DESCRIPTION BY	
MOUNTAINS RECREATION AND CONSERVATION AUTHORITY PACOMA WASH BIKEWAY LOS ANGELES COUNTY BIKEWAY SIGNING & STRIPING			
C-108 SHEET 11 OF 18			



 MOB D11-1 24"x18"		 MO-1(RT) 12"x6"		 R1-1 18"x18"		 RS-6 12"x24"		 R44A(CA) 12"x24"		 TETRA TECH www.tetratech.com		17885 VON KARMAN AVE. SUITE 500 VAN NUYS, CA 91411 PHONE: 818.939.5000 FAX: 818.939.5008	
 MOB RS1(CA) 12"x6"		 REMOVES BLDG		 R81A(CA) 24"x6"		 BEGIN		 PEDESTRIANS		 R1-58L 36"x48"			
 R81A(CA) 8"x5"		 PACOMA WASH		 S17(CA) 24"x6"		 S1 18" x 18" BLACK ON YELLOW		 W11-15 36" x 36" BLACK ON YELLOW		 W16-7P 24" x 12" BLACK ON YELLOW			
 W16-6P 24" x 12" BLACK ON YELLOW													

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GENERAL STRUCTURAL NOTES
THESE NOTES SHALL APPLY UNLESS SHOWN/INDICATED OTHERWISE ELSEWHERE IN THE STRUCTURAL DRAWINGS.

GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE 2014 COUNTY OF LOS ANGELES BUILDING CODE (L.A.C.B.C.) BASED UPON THE 2012 EDITION OF THE INTERNATIONAL BUILDING CODE (I.B.C.).

2. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS BEFORE STARTING WORK. SHOULD ANY DISCREPANCIES OR CONDITIONS BE CONTRARY TO THOSE SHOWN ON PLANS, THE ENGINEER SHALL BE NOTIFIED IN WRITING BEFORE ANY WORK IS INITIATED.

3. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ALL WORK IS ADEQUATELY BRACED AND SHORED DURING CONSTRUCTION, ALL BRACING/SHORING SHALL BE DESIGNED BY A REGISTERED ENGINEER (R.E.) BY THE CONTRACTOR.

4. UNLESS DETAILED, SPECIFIED, OR INDICATED OTHERWISE, CONSTRUCTION SHALL BE AS INDICATED IN THE APPLICABLE TYPICAL DETAILS AND THESE GENERAL NOTES. TYPICAL DETAILS ARE MEANT TO APPLY EVEN THOUGH NOT REFERENCED AT SPECIFIC LOCATIONS ON DRAWINGS WHERE THEY OCCUR.

5. THE CONTRACT DRAWINGS AND SPECIFICATIONS REPRESENT THE FINISHED STRUCTURE, THEY DO NOT INDICATE THE METHODS OF CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE ALL MEASURES NECESSARY TO PROTECT THE STRUCTURE, WORKERS AND METHODS DURING CONSTRUCTION. SUCH MEASURES SHALL INCLUDE, BUT NOT BE LIMITED TO BRACING, SHORING, PROVISIONS FOR LOADS DUE TO CONSTRUCTION EQUIPMENT, TEMPORARY STRUCTURES, AND PARTIALLY COMPLETED WORK, ETC. OBSERVATION VISITS TO THE SITE BY THE ENGINEER SHALL NOT BE CONSIDERED AS INSPECTION OF SUCH ITEMS.

6. THE CONTRACTOR ACKNOWLEDGES RESPONSIBILITY FOR JOBSITE SAFETY AND ACKNOWLEDGES THAT THE ENGINEER WILL NOT HAVE SUCH RESPONSIBILITY. IF A LARER DISCREPANCY OR CONDITIONS ARE DISCOVERED BY SUBCONTRACTORS EMPLOYEES, OR ANY ONE ELSE, THE CONTRACTOR WILL IMMEDIATELY NOTIFY THE OWNER AND TETRA TECH, INC., THEIR PARENT AND SUBSIDIARY COMPANIES HARMLESS OF ANY AND ALL SUCH CLAIMS.

7. DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALES SHOWN ON DRAWINGS.

8. ALL WORK SHALL CONFORM TO THE PLANS AND SPECIFICATIONS IN ALL RESPECTS AND SHALL BE SUBJECT TO APPROVAL BY THE ENGINEER.

9. CONTRACTOR SHALL VERIFY LOCATION OF ALL SITE UTILITIES PRIOR TO STARTING WORK, BOTH ABOVE GROUND AND BELOW GROUND, WHICH MAY BE IMPACTED BY THE WORK SHOWN ON THE PLANS. ANY CONFLICTS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER.

10. ALL ITEMS SHOWN ON THESE PLANS ARE NEW UNLESS NOTED (E), EXIST, OR EXISTING.

11. SOIL PROPERTIES, ALLOWABLE DESIGN VALUES, GRADING AND COMPACTION REQUIREMENTS AS PER GEOTECHNICAL REPORT BY RTPA, PROJECT 2015-008-001, DATED OCTOBER 23, 2015, THIS REPORT SHALL BE CONSIDERED A PART OF THESE PLANS AND SHALL BE KEPT AT THE JOB SITE AT ALL TIMES. A COPY OF THIS REPORT IS AVAILABLE FOR REVIEW IN THE ENGINEER'S OFFICE.

12. SEE CIVIL DRAWINGS FOR SIZE AND LOCATION OF ALL OPENINGS, PIPING, ETC.

13. BY ACCEPTING THIS CONTRACT, CONTRACTOR HEREBY RELEASES AND AGREES TO INDEMNIFY, DEFEND, HOLD HARMLESS THE OWNER, ENGINEER, HEREINAFTER TETRA TECH, INC., THEIR PARENT AND SUBSIDIARY COMPANIES, AGENTS, EMPLOYEES, CONSULTANTS AND REPRESENTATIVES FOR ANY AND ALL DAMAGE TO PERSONS OR PROPERTY OR WRONGFUL DEATH, REGARDLESS OF WHETHER OR NOT IN PART BY THE NEGLIGENCE, ACTIVE OR PASSIVE, OF OWNER, ENGINEER, THEIR PARENT AND SUBSIDIARY COMPANIES AS WELL AS AGENTS, EMPLOYEES, CONSULTANTS AND REPRESENTATIVES TO THE FULLEST EXTENT PERMITTED BY LAW. SUCH INDEMNIFICATION SHALL EXTEND TO ALL CLAIMS, DEMANDS, ACTIONS OR LIABILITY FOR INJURIES, DEATH OR DAMAGES OCCURRING AFTER COMPLETION OF THE PROJECT, AS WELL AS DURING THE WORK'S PROGRESS. CONTRACTOR FURTHER AGREES THAT IT SHALL ACCOMPLISH THE ABOVE AT ITS OWN COST, EXPENSE AND RISK EXCLUSIVE OF AND REGARDLESS OF ANY APPLICABLE INSURANCE POLICY OR POSITION TAKEN BY ANY INSURANCE COMPANY REGARDING COVERAGE.

14. CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE CLIENT AND TETRA TECH, INC., THEIR PARENT AND SUBSIDIARY COMPANIES, ITS EMPLOYEES, OFFICERS, OR AGENTS, HARMLESS AGAINST ANY AND ALL CLAIMS BY ANY PARTIES ARISING FROM, OR RELATED TO, ANY AND ALL DAMAGES INCLUDING LEGAL COSTS AND ATTORNEY'S FEES, RESULTING FROM INTERFERENCE WITH, INTERRUPTION OF, DAMAGE TO, OR ANY AND ALL INJURIES WHICH RESULT FROM DAMAGE CAUSED TO SUBSURFACE INSTALLATION, WHICH IS UNFORESEEN AND DESPITE ENGINEER'S EFFORT DURING THE DESIGN PROCESS WAS NOT LOCATED, EXCEPTING ONLY THE GROSS NEGLIGENCE OR WILLFUL MISCONDUCT OF ENGINEER IN PROVIDING ITS SERVICES.

REINFORCING NOTES

1. REINFORCEMENT FOR CONCRETE SHALL BE DEFORMED BARS CONFORMING TO A.S.T.M. SPECIFICATION A615, GRADE 60 STEEL. SHALL BE USED EXCEPT THAT #3 BARS AND SMALLER MAY BE GRADE 40 STEEL.

2. WIRE MESH SHALL CONFORM TO A.S.T.M. A185, LAP 12" WHERE SPLICED.

3. ALL REINFORCEMENT, ANCHOR BOLTS, AND OTHER ANCHORAGES PLACED IN CONCRETE SHALL BE ACCURATELY PLACED AND POSITIVELY SECURED AND SUPPORTED BY CONCRETE BLOCKS, METAL CHAIRS, SPACERS, OR METAL HANGERS, AND SHALL BE IN POSITION BEFORE CONCRETE PLACING. DETAILING AND PLACING OF BARS SHALL CONFORM TO THE A.C.I. MANUAL OF STANDARD PRACTICES.

4. BARS SPECIFIED AS "CONTINUOUS" SHALL EXTEND THE FULL LENGTH OF THE MEMBER CONTAINING THEM AND MAY BE SPLICED (UNLESS NOTED OR SHOWN WITHOUT SPLICES ON THE PLANS). IN CONCRETE, PROVIDE LAPS PER DETAIL C, ON DRAWING #4, STAGGERED AL SPLICES.

5. DOWELS SHALL BE PROVIDED AT ALL JOINTS AND SHALL BE THE SAME SIZE AND SPACING AS REINFORCING DIRECTLY BEYOND FOUR JOINTS.

6. WELDING OF REINFORCING STEEL IN REINFORCED CONCRETE CONSTRUCTION IS NOT PERMITTED.

7. THE SPECIFIED DIMENSIONS OF THE VERTICAL LEGS OF "U" DOWELS, WHERE HORIZONTAL LEGS ARE CAST INTO A FOOTING OR SLAB CAST ON TOP OF EARTH, ARE BASED UPON THE SLAB THICKNESS AS SHOWN ON THE DRAWINGS. IF A SLAB IS POURED THICKER THAN SHOWN ON THE DRAWINGS, SUCH AS FOR THE BURISARGE OCCURRING AT A LOWER ELEVATION THAN SHOWN, THE VERTICAL LEGS MUST BE FABRICATED TO A LONGER LENGTH OR THE HORIZONTAL TAIL MUST BE SUPPORTED ABOVE BURISARGE HIGH ENOUGH TO PROVIDE THE SAME AMOUNT OF LAP LENGTH BETWEEN THE DOWEL AND THE WALL VERTICAL REINFORCING.

8. ANCHOR BOLTS SHALL BE PLACED IN A STEEL GROUT CONTAINER AS SHOWN.

CONCRETE NOTES

1. ALL CONCRETE SHALL HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH (F_c) OF 4000 PSI AT 28 DAYS, REQUIRED AVERAGE COMPRESSIVE STRENGTH (F_c) FOR MIX PROPORTIONING SHALL BE IN ACCORDANCE WITH ACI 318-11, CHAPTER 5, AGGREGATES SHALL CONFORM TO A.S.T.M. C33.

2. CEMENT FOR CONCRETE SHALL BE TYPE II PORTLAND CEMENT CONFORMING TO A.S.T.M. C150, WITH A.S.T.M. C110 TABLE 2 OPTIONAL REQUIREMENTS.

3. MAXIMUM WATER/CEMENT RATIO SHALL BE 0.45.

4. CONCRETE COVER FOR REINFORCING BARS SHALL BE: CAST AGAINST FORMWORK: MINIMUM 2" EXPOSED TO EARTH + 3" EXPOSED TO EARTH OR WEATHER - 2"

5. DRYPACK SHALL BE 1 PART CEMENT AND 3 PARTS SAND (BY VOLUME).

6. NO PIPES OR DUCTS SHALL BE PLACED IN STRUCTURAL CONCRETE UNLESS SPECIFICALLY DETAILED.

7. THE LOCATION OF ALL CONSTRUCTION JOINTS NOT SPECIFICALLY NOTED OR SHOWN SHALL BE APPROVED BY THE ENGINEER.

8. "ROUGHENED SURFACES," WHERE SPECIFIED ON THE DRAWINGS, SHALL BE MECHANICALLY ROUGHENED SUCH THAT A 1/4" AMPLITUDE (a) IS ACHIEVED BETWEEN HIGH AND LOW SPOTS OF THE ROUGHENED SURFACE. THE SURFACE SHALL BE CLEAN AND FREE OF LANTAGE.

9. BOTH FACES OF CONCRETE WALLS, EDGES OF CONCRETE FOUNDATIONS, AND OTHER FORMED CONCRETE SURFACES WHERE THE SPECIFIED CONCRETE COVER IS 1 INCHES, SHALL BE PLACED AGAINST FORMWORK WHICH COMPLIES WITH ACI 347, CONCRETE FOR THESE ELEMENTS SHALL NOT BE CAST AGAINST EARTH.

10. CONCRETE SLUMP SHALL NOT EXCEED 3" WHEN TESTED IN ACCORDANCE WITH ASTM STANDARD NO. C143 FOR FOOTINGS, SLABS, BEAMS, AND GIRDERS, 3" FOR CAST-IN-PLACE WALLS AND COLUMNS.

11. ALL CONCRETE EDGES, CORNERS AND INTERSECTIONS SHALL BE TOOLED OR CHAMFERED NO LESS THAN 3/4" WHETHER SHOWN OR NOT ON THE DRAWINGS.

12. NON-SHREW GROUT OR DRY PACK, A PREMIXED NONMETALLIC GRADE HAVING THE FOLLOWING CHARACTERISTICS: NO SHRINKAGE AFTER PLACEMENT OR EXPANDED AFTER SET (ASTM C-407), ONE DAY COMPRESSIVE STRENGTH OF AT LEAST 3000 PSI (ASTM C-109) AND INITIAL SET TIME OF NOT LESS THAN 45 MINUTES (ASTM C-191), MINIMUM 4" AT DAYS = 5000 PSI.

STEEL NOTES

1. UNLESS OTHERWISE NOTED, ALL STRUCTURAL AND MISCELLANEOUS STEEL FOR BRIDGES AND ACCESS STAIRS SHALL BE UNPAINTED WEATHERING STEEL FABRICATED FROM A.S.T.M. A36 OR A.S.T.M. A588 STEEL FOR PLATES AND STRUCTURAL SHAPES, AND A.S.T.M. A572, TYPE 3, T.M. 40 FOR TUBULAR SECTIONS. MINIMUM YIELD (F_y) SHALL BE GREATER THAN 50 KSI. STRUCTURAL STEEL SHALL BE FABRICATED AND ERECTED IN ACCORDANCE WITH THE AISC SPECIFICATION FOR THE DESIGN, FABRICATION AND ERECTION OF STRUCTURAL STEEL FOR BUILDINGS, STRUCTURAL STEEL FABRICATION AND ERECTION SHALL BE SPECIALLY INSPECTED OR FABRICATOR SHALL BE AN A.I.S.C. CERTIFIED SHOP.

AT THE COMPLETION OF FABRICATION, THE APPROVED FABRICATOR SHALL SUBMIT A CERTIFICATE OF COMPLIANCE TO THE CITY BUILDING OFFICIAL OR OWNER IF THE PROJECT IS NOT UNDER THE JURISDICTION OF A BUILDING DEPARTMENT) AND TO THE ENGINEER STATING THAT THE WORK WAS PERFORMED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.

2. ALL HANDRAIL SHALL BE STEEL PIPE CONFORMING TO A.S.T.M. A53, GRADE B, HANDRAIL SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH ASTM A153 OR A153, AS APPLICABLE. REPAIR OF DAMAGED GALVANIZED COATING SHALL BE IN ACCORDANCE WITH ASTM A755.

3. ALL STEEL BAR GRATING USED FOR BRIDGE DECKING, STAIR LANDING AND STAIR TREADS SHALL CONFORM TO ASTM A91, BAR GRATING SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH ASTM A153, REPAIR OF DAMAGED GALVANIZED COATING SHALL BE IN ACCORDANCE WITH ASTM A755.

4. UNLESS NOTED OTHERWISE, BOLTS FOR WEATHERING STEEL CONNECTIONS SHALL CONFORM TO A.S.T.M. A325, TYPE 3, HEX NUTS FOR WEATHERING STEEL SHALL CONFORM TO ASTM A563, GRADE C3 OR D4.

5. UNLESS NOTED OTHERWISE, STEEL ANCHOR BOLTS CAST IN NEW CONCRETE SHALL CONFORM TO ASTM F1554, GRADE 8, AND SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH ASTM A153, CARBON STEEL NUTS SHALL CONFORM TO ASTM A563, GRADE D4.

6. HOLES FOR BOLTS IN STEEL SHALL BE OF SAME DIAMETER AS BOLT + 1/16" MAXIMUM.

7. ALL WELDING SHALL BE SHIELDED ARC TYPE AND SHALL BE PERFORMED BY A LICENSED WELDER. WELDING SHALL BE PERFORMED IN A FABRICATION SHOP, REBUTTERED AND APPROVED IN ACCORDANCE WITH NOTE 1 ABOVE, OR WELDING SHALL BE INSPECTED IN ACCORDANCE WITH AWS D1.1. CONTINUOUS INSPECTION IS REQUIRED OF ALL FIELD WELDING IN ACCORDANCE WITH AWS D1.1.

8. NO STRUCTURAL STEEL MEMBER SHALL BE CUT FOR PIPES, DUCTS, ETC., UNLESS SPECIFICALLY DETAILED AND APPROVED BY STRUCTURAL ENGINEER.

9. WHERE SPECIFIED, USE OF HIGH-STRENGTH BOLTS SHALL CONFORM TO THE PROVISIONS OF THE "SPECIFICATION FOR STRUCTURAL JOINTS USING HIGH STRENGTH BOLTS" APPROVED BY THE RESEARCH COUNCIL ON STRUCTURAL CONNECTIONS OF THE ENGINEERING FOUNDATION (RCSC). SPECIAL INSPECTION OF HIGH-STRENGTH BOLT CONNECTIONS IS REQUIRED.

10. THE SLOPE OF THE "SPECIFICATION FOR STRUCTURAL JOINTS USING HIGH STRENGTH BOLTS" APPROVED BY THE RESEARCH COUNCIL ON STRUCTURAL CONNECTIONS OF THE ENGINEERING FOUNDATION (RCSC). SPECIAL INSPECTION OF HIGH-STRENGTH BOLT CONNECTIONS IS REQUIRED.

11. THE SLOPE OF THE "SPECIFICATION FOR STRUCTURAL JOINTS USING HIGH STRENGTH BOLTS" APPROVED BY THE RESEARCH COUNCIL ON STRUCTURAL CONNECTIONS OF THE ENGINEERING FOUNDATION (RCSC). SPECIAL INSPECTION OF HIGH-STRENGTH BOLT CONNECTIONS IS REQUIRED.

12. THE SLOPE OF THE "SPECIFICATION FOR STRUCTURAL JOINTS USING HIGH STRENGTH BOLTS" APPROVED BY THE RESEARCH COUNCIL ON STRUCTURAL CONNECTIONS OF THE ENGINEERING FOUNDATION (RCSC). SPECIAL INSPECTION OF HIGH-STRENGTH BOLT CONNECTIONS IS REQUIRED.

13. THE SLOPE OF THE "SPECIFICATION FOR STRUCTURAL JOINTS USING HIGH STRENGTH BOLTS" APPROVED BY THE RESEARCH COUNCIL ON STRUCTURAL CONNECTIONS OF THE ENGINEERING FOUNDATION (RCSC). SPECIAL INSPECTION OF HIGH-STRENGTH BOLT CONNECTIONS IS REQUIRED.

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16. THE SLOPE OF THE "SPECIFICATION FOR STRUCTURAL JOINTS USING HIGH STRENGTH BOLTS" APPROVED BY THE RESEARCH COUNCIL ON STRUCTURAL CONNECTIONS OF THE ENGINEERING FOUNDATION (RCSC). SPECIAL INSPECTION OF HIGH-STRENGTH BOLT CONNECTIONS IS REQUIRED.

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DESIGN CRITERIA

DESIGN CODES AND REFERENCES:
COUNTY OF LOS ANGELES BUILDING CODE, 2014 EDITION
ASCE 7-10 MINIMUM DESIGN LOADS FOR BUILDINGS AND OTHER STRUCTURES
AISC MANUAL OF STEEL CONSTRUCTION, 14TH EDITION
ACI 318-11 BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 7TH EDITION
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FOR CONNECTION DETAILS

LIVE LOADING:
30 PSF PEDESTRIAN LOAD AND H10 MAINTENANCE VEHICLE LOADING
H10 MAINTENANCE LOADING

WIND LOADING:
WIND SPEED, V = 100 MPH

SEISMIC ANALYSIS:
SEISMIC CATEGORY = II
IMPORTANCE FACTOR, I = 1.00
SITE CLASS = D
SEISMIC DESIGN CATEGORY = D
SEISMIC GROUND MOTION VALUES PER GEOTECH:
S₁ = 2.088g, S_{0.5} = 1.059g
S_{0.1} = 1.059g, S_{0.01} = 1.059g
PGA = 0.891

SOIL DESIGN PROPERTIES:
ALLOWABLE BEARING PRESSURE = 3000 PSF (DEAD + LIVE LOAD)
MAY BE INCREASED BY 1/3 FOR SHORT DURATION LOADING (SEISMIC AND WIND LOAD)
FRICTION COEFFICIENT = 0.4
LATERAL EARTH PRESSURE:
ACTIVE (LEVEL BACKFILL) = 40 PSF/FT (DRAINED)
ACTIVE (LEVEL BACKFILL) = 40 PSF/FT (UNDRAINED)
SEISMIC SOIL LOAD = 30 PSF/FT (INVERTED TRIANGLE)
PEDESTRIAN LIVE LOAD = 34 PSF/FT (UNIFORM)
PASSIVE (LEVEL BACKFILL) = 325 PSF/FT (250 PCF MAX. @ 10' FT)

MATERIAL PROPERTIES:
REINFORCED CONCRETE: F_c = 4000 PSI MIN AT 28 DAYS
REINFORCING STEEL: ASTM A415, GRADE 60, F_y = 60 KSI
BRIDGE STRUCTURAL STEEL: F_y = 36 KSI
ANCHOR BOLTS: ASTM F1554, GRADE 8, F_y = 36 KSI

BRIDGE DESIGN VALUES:
ASSUMED BRIDGE DESIGN WEIGHT = 30,240 LBS (TOTAL SUPERSTRUCTURE WEIGHT w/ DECKING IN PLACE)

SPECIAL INSPECTION REQUIRED:
SPECIAL INSPECTIONS REQUIRED FOR THIS PROJECT SHALL BE PERFORMED IN ACCORDANCE WITH C.B.C. CHAPTER 17.

1. FOUNDATIONS:
A. VISUAL EXAMINATION & APPROVAL OF ALL FOUNDATION EXCAVATIONS
2. CONCRETE
A. CAST-IN-PLACE CONCRETE
3. REINFORCING STEEL
A. PLACING OF REINFORCING FOR ALL CONCRETE REQUIRING SPECIAL INSPECTION

STRUCTURAL OBSERVATION:
STRUCTURAL OBSERVATIONS AS REQUIRED BY C.B.C. CHAPTER 17, AND AS DEFINED BY C.B.C. SECTION 1702, STRUCTURAL OBSERVATIONS SHALL BE PROVIDED DURING THE STAGES OF CONSTRUCTION LISTED BELOW.

1. CONCRETE
REINFORCING STEEL AND EMBEDDED STRUCTURAL ANCHORAGES PRIOR TO PLACEMENT OF CONCRETE
FOR THE FOLLOWING:
A. FOUNDATIONS
B. RETAINING WALLS
C. BRIDGE ABUTMENT FOUNDATIONS

DEFERRED SUBMITTAL SPECIFICATIONS:
1. OFF-SITE FABRICATION:
FABRICATORS SHALL BE CITY, COUNTY AND/OR C.B.C. APPROVED FABRICATORS. FABRICATORS FOR ALL OFF-SITE FABRICATION OF THE ITEMS LISTED BELOW:
A. STRUCTURAL STEEL (MILL REPORTS AND IDENTIFICATION OF STEEL, AFFIDAVIT OF COMPLIANCE)

2. DEFERRED SUBMITTALS:
SUBMITTAL DOCUMENTS FOR THE DEFERRED SUBMITTAL ITEMS LISTED BELOW SHALL BE DESIGNED BY A LICENSED P.E. OR S.E. AND SUBMITTED BY THE CONTRACTOR TO THE BUILDING DEPARTMENT APPROVAL AGENCY AND STRUCTURAL ENGINEER FOR REVIEW AND APPROVAL. THE DEFERRED SUBMITTAL ITEMS SHALL NOT BE INSTALLED UNTIL THEIR DESIGN AND SUBMITTAL DOCUMENTS HAVE BEEN APPROVED BY THE BUILDING OFFICIAL.

A. CONCRETE MIX DESIGN
B. REINFORCING STEEL
C. DOWELS
D. GROUT MIX
E. ADHESIVE MIXTURES
F. SHORING METHODS
G. JOINT SEALS

STRUCTURAL ABBREVIATIONS

AB	ANCHOR BOLT	HORIZH	HORIZONTAL
AFB	ABOVE FINISH FLOOR	HSH	HIGH STRENGTH BOLT
ARCH	ARCHITECTURAL	INT	INTERIOR
ANGLE	ANGLE	JST	JOIST
BLDG	BUILDING	JT	JOINT
BLKG	BLOCKING	MAX	MAXIMUM
BM	BEAM	MB	MACHINE BOLTS
BOF	BOTTOM OF FOOTING	MIN	MINIMUM
BOW	BOTTOM OF WALL	MAS	MASONRY
CTR	CENTER	MFR	MANUFACTURER
CJ	CONTROL JOINT	MO	MASONRY OPENING
CMU	CONCRETE MASONRY UNIT	MECH	MECHANICAL
CTSK	COUNTERSINK	IN	NEW
CONC	CONCRETE	NS	NEAR SIDE
CONN	CONNECTION	NTS	NOT TO SCALE
CONSTR	CONSTRUCTION	OC	ON CENTER
DA	DAMETER	OPEN	OPENING
DO	DOWEL	OSB	ORIENTED STRAND BOARD
DWL	DOWEL	PL	PLATE
EXSTIE	EXISTING	PLYWD	PLYWOOD
EXP RT	EXPANDED BOLT	PT	PRESSURE TREATED
EL	ELEVATION (DATUM)	RENF	REINFORCEMENT
ELEV	ELEVATION (VIEW)	REQD	REQUIRED
EN	EDGE NAILING	SHG	SHEDDING
ES	EACH SIDE	STD	STANDARD
EA	EACH	STF	STIFFENER
EW	EACH WAY	SYM	SYMMETRICAL
EXT	EXTENSION	T&B	TOP & BOTTOM
FIN	FINISH	TOC	TOP OF CONCRETE
FLR	FLOOR	TOP	TOP OF PLYWOOD
FOUND	FOUNDATION	TOP	TOP OF STEEL
FS	FACE OF STUD	TOW	TOP OF WALL
FTG	FOOTING	TYP	TYPICAL
GALV	GALVANIZED	VERTV	VERTICAL
GUS	GUSSET	VIF	VERTICAL IN FIELD
HDR	HEADER	WNT	WELDED UNLESS NOTED OTHERWISE
		W/	WELDED WIRE FABRIC
			WITH



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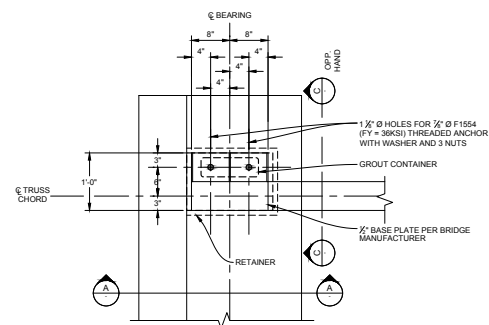
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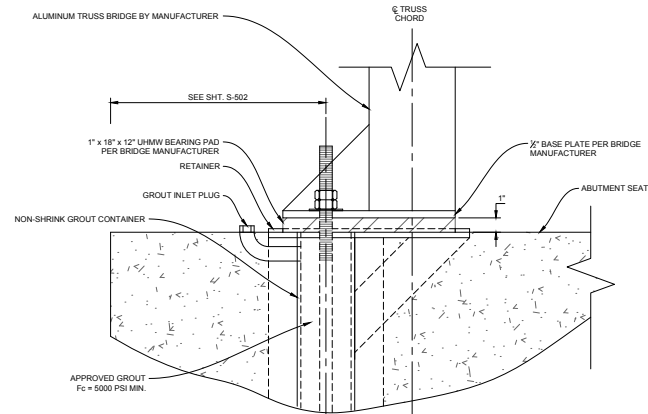
Project No.: 132-0008-14001
Designed By:
Drawn By:
Checked By:

S-001
SHEET 14 OF 18

Bar Measures 1 inch



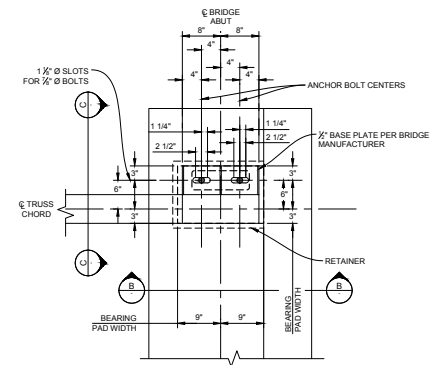
PLAN AT FIXED END (ABUTMENT 1)
SCALE 1" = 1'



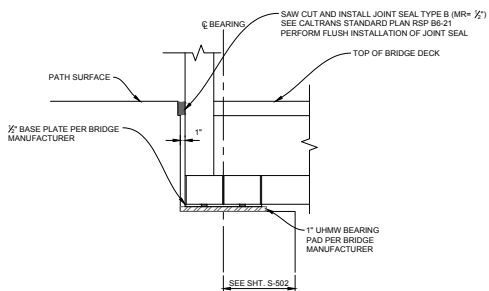
SECTION C-C
SCALE 3" = 1'

NOTES:

1. SECTION C-C MIRRORED AT FIXED END.



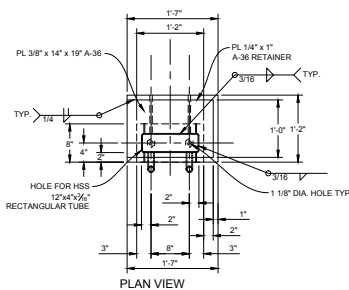
PLAN AT EXPANSION END (ABUTMENT 2)



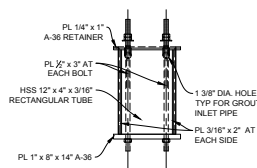
SECTION A-A
SCALE 1" = 1'

NOTES TO CONTRACTOR:

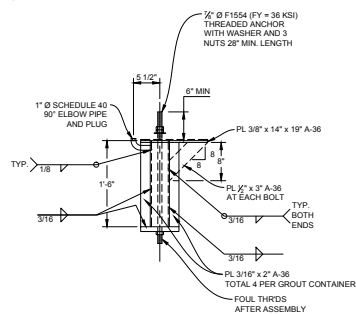
1. CONTRACTOR TO VERIFY FIXED END OF TRUSS LOCATION.
2. TRUSS SHOP DRAWING SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT OF ANCHOR BOLTS OR GROUT CONTAINERS.
3. AT EXPANSION END, NUTS AT TOP OF ANCHOR BOLTS SHALL BE FINGER TIGHTENED AFTER CONCRETE BRIDGE DECK IS POURED.



PLAN VIEW



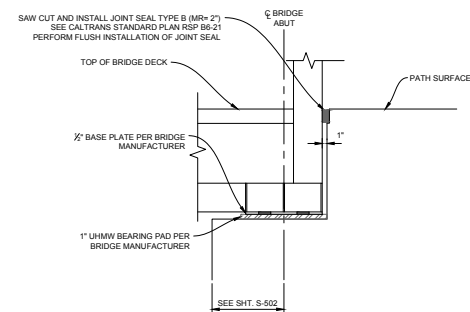
SIDE VIEW



SECTION VIEW

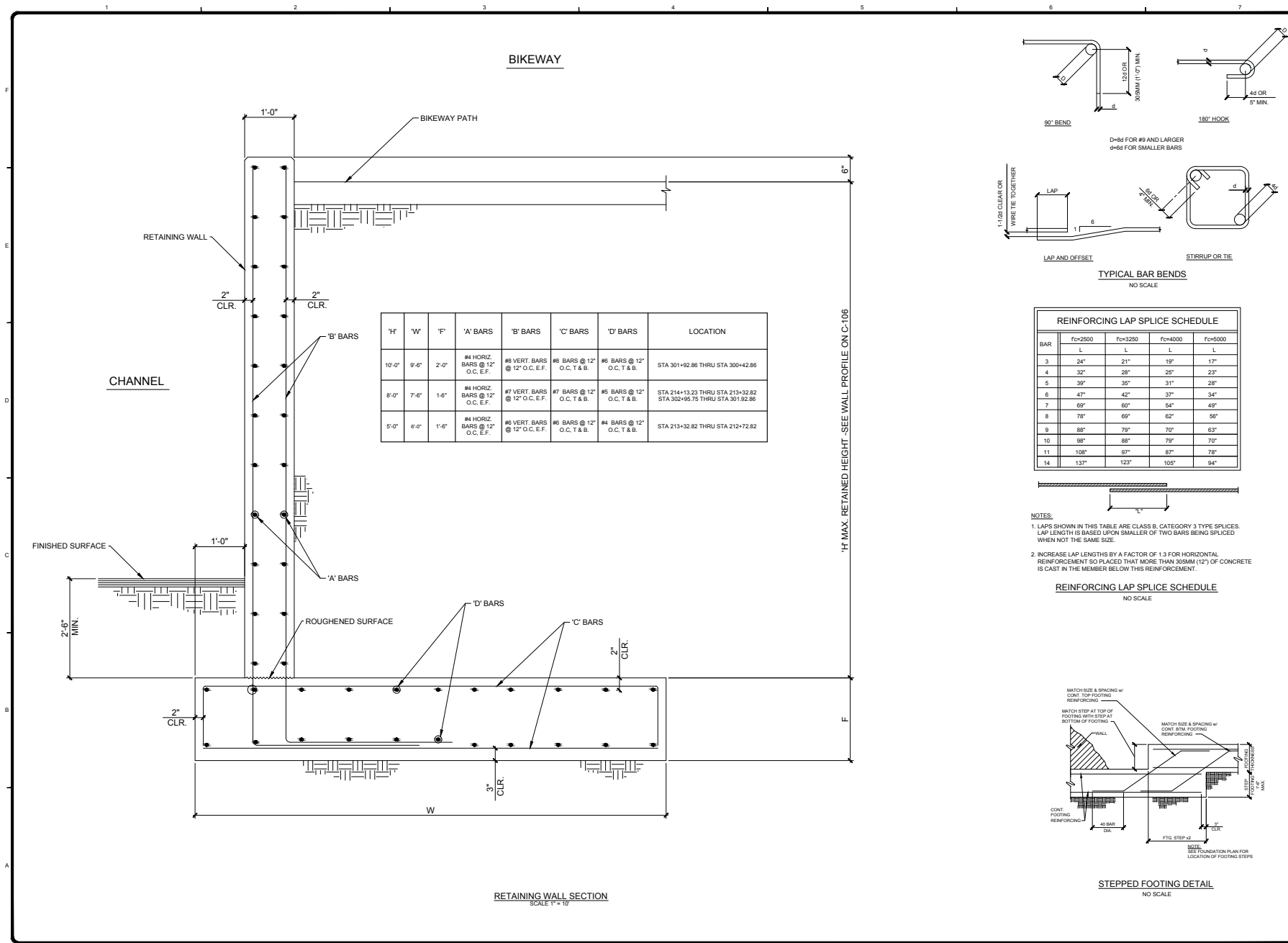
GROUT CONTAINER DETAILS
SCALE 1" = 1'

- NOTES:
1. GROUT CONTAINER FOR FIXED END SHOWN. EXPANSION END SIMILAR.
 2. GROUT CONTAINERS SHALL BE SANDBLASTED, THEN HOT DIP GALVANIZED, AFTER FABRICATION. SEE SPECIAL PROVISIONS.
 3. ANCHORS, NUTS, AND WASHERS SHALL BE HOT DIP GALVANIZED.

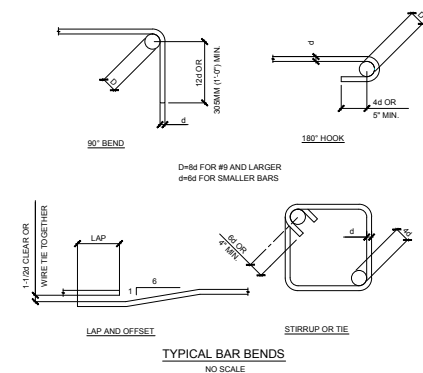


SECTION B-E
SCALE 1" = 1'

[illegible]



RETAINING WALL SECTION
SCALE 1" = 10'

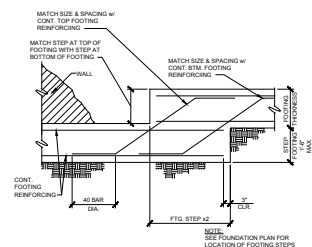


BAR	f _{cy} =2500	f _{cy} =3250	f _{cy} =4000	f _{cy} =5000
	L	L	L	L
3	24"	21"	19"	17"
4	32"	28"	25"	23"
5	39"	35"	31"	28"
6	47"	42"	37"	34"
7	69"	60"	54"	49"
8	78"	68"	62"	56"
9	88"	79"	70"	63"
10	96"	86"	79"	70"
11	108"	97"	87"	78"
14	137"	123"	105"	94"

NOTES

1. LAPS SHOWN IN THIS TABLE ARE CLASS B, CATEGORY 3 TYPE SPLICES. LAP LENGTH IS BASED UPON SMALLER OF TWO BARS BEING SPLICED WHEN NOT THE SAME SIZE.
2. INCREASE LAP LENGTHS BY A FACTOR OF 1.3 FOR HORIZONTAL REINFORCEMENT SO PLACED THAT MORE THAN 305MM (12") OF CONCRETE IS CAST IN THE MEMBER BELOW THIS REINFORCEMENT.

REINFORCING LAP SPLICE SCHEDULE
NO SCALE



STEPPED FOOTING DETAIL
NO SCALE

[illegible]

Project No.: 135-60589-14001
 Designed By:
 Drawn By:
 Checked By:
S-504
 SHEET 19 OF

CONSTRUCTION NOTES

1. DRAWING IS DIAGRAMMATIC. VERIFY ALL CONDITIONS AND LOCATIONS ON SITE PRIOR TO THE START OF CONSTRUCTION. NOTIFY LANDSCAPE ARCHITECT IMMEDIATELY IF ANY ERRORS OR DISCREPANCIES ARE FOUND, BEFORE PROCEEDING WITH ANY WORK.
2. DO NOT SCALE DRAWINGS. USE DIMENSIONS AS INDICATED ON PLAN.
3. DO NOT WILLFULLY PROCEED WITH CONSTRUCTION WHEN IT IS OBVIOUS THAT OBSTRUCTIONS AND/OR GRADE DIFFERENCES EXIST THAT MAY NOT HAVE BEEN APPARENT DURING DESIGN. OBTAIN DIRECTION BEFORE PROCEEDING WITH CONSTRUCTION IN SUCH CASES.
4. THE LOCATION OF ALL SERVICE RUNS, SUCH AS WATER SUPPLY, ELECTRICAL (OVERHEAD AND UNDERGROUND), TELEPHONE, SANITARY SEWER, ETC. SHOULD BE ASCERTAINED BEFORE WORK IS STARTED. WHERE THEY WILL BE AFFECTED BY EXCAVATION OR WHERE MACHINES MAY BE WORKING NEARBY, THEY SHOULD BE CAREFULLY SEALED, PROTECTED, OR DIVERTED. NOTIFY LANDSCAPE ARCHITECT OF ANY CONFLICT WITH PROPOSED IMPROVEMENTS.
5. COORDINATE ALL UTILITY RUNS AND INSTALLATIONS (EXISTING AND NEW) PRIOR TO PAVING INSTALLATION. VERIFY ALL SLEEVES AND ELECTRIC SOURCES FOR IRRIGATION CLOCK AND LIGHTING WITH PROPER SUBCONTRACTORS.
6. CLEAN OUT AND ADJUST EXISTING DRAINS TO ACCOMMODATE PROPOSED DRAINAGE. ADJUST LATERAL DRAIN LINES AS NECESSARY TO BEST LINK EXISTING MAIN LINES.
7. OBTAIN INSPECTION AND APPROVAL OF ALL FORMS PRIOR TO PLACING ASPHALT.
8. TRANSITIONS FROM EXISTING PAVING TO NEW PAVING SHALL BE FLUSH.
9. REFER TO PLANS AND GENERAL NOTES FOR ADDITIONAL NOTES AND INFORMATION REGARDING THE CONSTRUCTION OF THIS PROJECT.
10. CONSTRUCT ALL WALLS, PAVING, DRAIN LINES, SLEEVING, ETC. PER PLAN AND DETAILS.
11. BACKFILL AND COMPACT BEHIND ALL WALLS AND MASONRY STRUCTURES, AS REQUIRED ON DRAWINGS AND DETAILS. BACKFILL PLANTERS WITH TOP GRADE SANDY-LOAM TOPSOIL PER PLANTING NOTES.
12. CLEAN UP AND REMOVE ALL DEBRIS FROM SITE PRIOR TO REQUESTING FINAL APPROVAL. GRADE ALL AREAS WITHIN .5 INCH OF FINISH GRADES. NOTE AREAS OF ADDITIONAL GRADING SHOWN. COORDINATE WITH LANDSCAPE ARCHITECT THE FINAL FORM OF LANDSCAPE MOUNDS.

REFERENCE NOTES SCHEDULE SAN FERNANDO

SYMBOL	AMENITIES DESCRIPTION	QTY	DETAIL	MANUFACTURER	MATERIALS	FINISH	COLOR	REMARKS	CONTACT
[A-101]	12X30 BRIDGE	1	3/L2.01	EXCEL	FAUX BOW	GALVANIZED STEEL			JODI SEDL (320) 762-1368
[A-103]	REMOVABLE BOLLARD	6	1/L2.02	BLOCKAIDES, INC.	STEEL	POWDER COATED	BLACK	KITCHENER HEAD	909-217-3412 X102
SYMBOL	FENCE DESCRIPTION	QTY	DETAIL	MANUFACTURER	MATERIAL	FINISH	COLOR		
[F-101]	METAL FENCE	5,412 LF	1/L2.01	DESIGNMASTER	FORTE	POWDER COAT	BLACK		
SYMBOL	GATE DESCRIPTION	QTY	DETAIL	MANUFACTURER	MATERIALS	FINISH	COLOR		
[G-101]	GATE	7	2/L2.02	DESIGNMASTER	FORTE	POWDER COAT	BLACK		
SYMBOL	LIGHTING DESCRIPTION	QTY	DETAIL	MANUFACTURER	MODEL	FINISH	COLOR	CONTACT	
[L-101]	LIGHT POLE	63	3/L2.02	SOL	TPM SERIES	POWDERCOAT	BRONZE	SCOTT DOUGLAS (772) 286-6461	
SYMBOL	PAVING DESCRIPTION	QTY	DETAIL	MATERIALS	REMARKS				
[P-101]	ASPHALT PAVING	65,308 SF	2/L2.01	ASPHALT	SEE CIVIL DWG				
SYMBOL	WALL DESCRIPTION	QTY	DETAIL	MATERIALS	FINISH	COLOR	REMARKS		
[W-101]	RETAINING WALL	400 LF		CONCRETE	SACRIFICIAL COATING	TBD	SEE CIVIL DWG		

Project Title:
**Pacoima Wash
Bikeway**

BRADLEY AVE TO PACOIMA
WASH NATURAL PARK

ML

A

landscape architecture | urban design | planning

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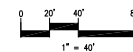
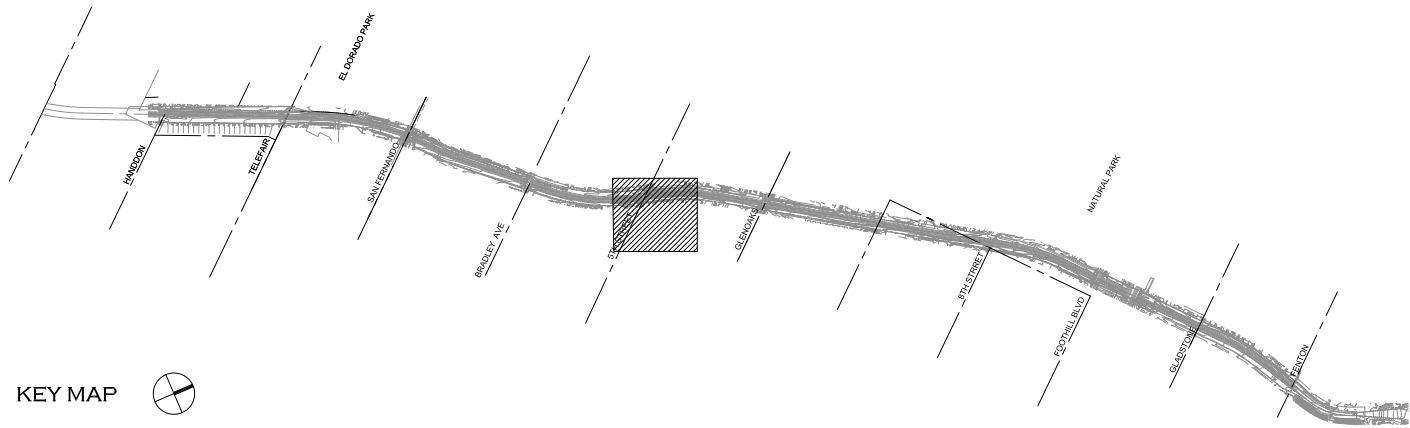
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NOTES & SCHEDULE**

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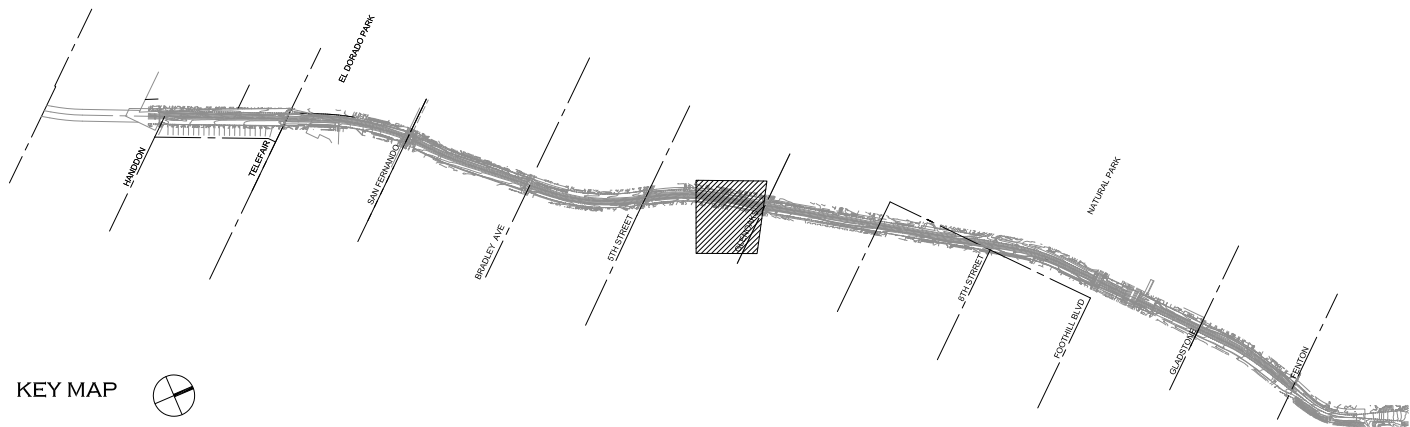
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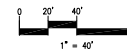
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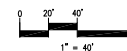
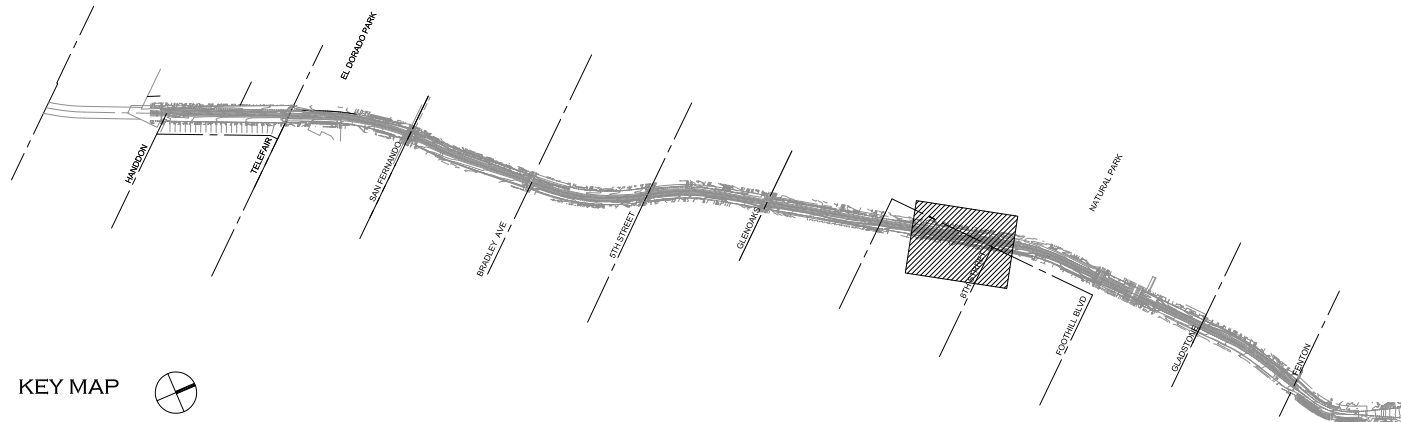
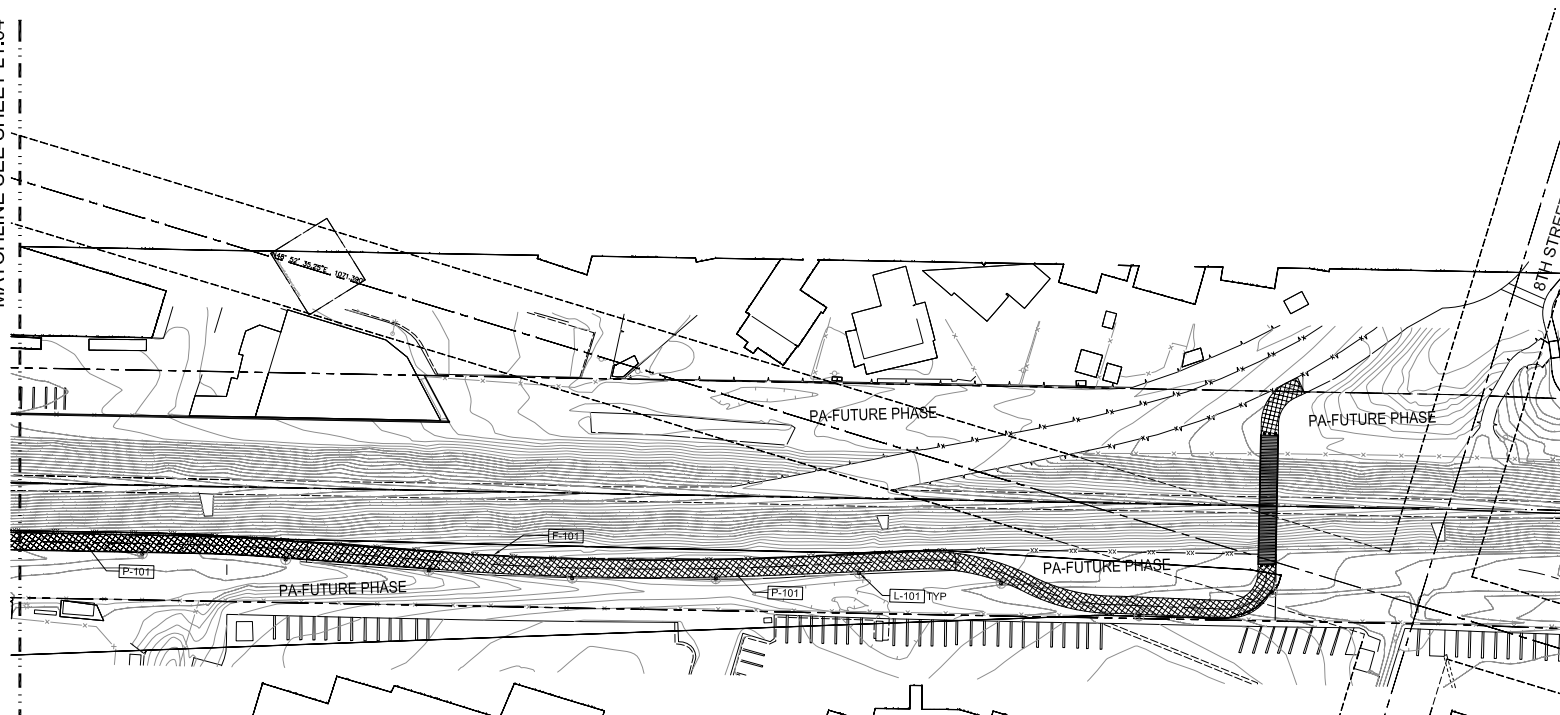
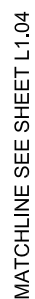


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L-1.03





Project Title:
**Pacoima Wash
Bikeway**

BRADLEY AVE TO PACOIMA
WASH NATURAL PARK

MLA
landscape architecture | urban design | planning

MIA LEHRER + ASSOCIATES
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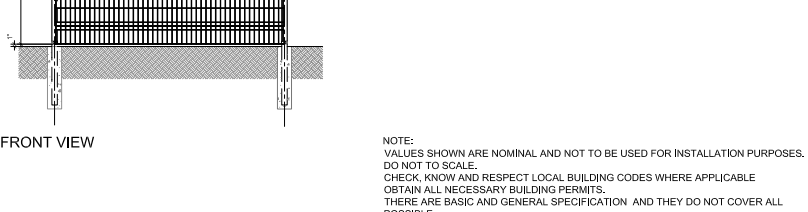
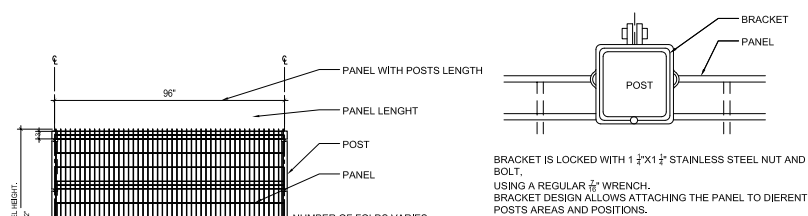
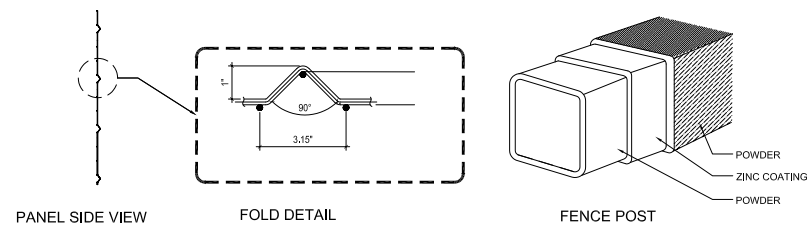
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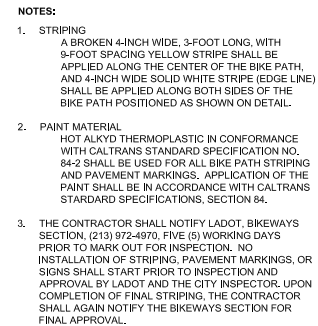
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1 WELDED WIRE METAL FENCE
1/2" x 1'0"

NOTES:

- 1. STRIPING**
A BROKEN 4-INCH WIDE, 3-FOOT LONG, WITH 9-FOOT SPACING YELLOW STRIPING SHALL BE APPLIED ALONG THE CENTER OF THE BIKE PATH AND 4-INCH WIDE SOLID WHITE STRIPE (EDGE LINE) SHALL BE APPLIED ALONG BOTH SIDES OF THE BIKE PATH POSITIONED AS SHOWN ON DETAIL.
- 2. PAINT MATERIAL**
HOT ALKYD THERMOPLASTIC IN CONFORMANCE WITH CALTRANS STANDARD SPECIFICATION NO. 703 SHALL BE USED FOR ALL BIKE PATH STRIPING AND PAVEMENT MARKINGS. APPLICATION OF THE PAINT SHALL BE IN ACCORDANCE WITH CALTRANS STANDARD SPECIFICATIONS, SECTION 8.64.
- 3. THE CONTRACTOR SHALL NOTIFY LADOT, BIKEWAYS SECTION, (213) 972-4900, FIVE (5) WORKING DAYS PRIOR TO MARK OUT FOR INSPECTION. NO INDICATION OF STRIPING OR PAVEMENT MARKINGS, OR SIGNS SHALL START PRIOR TO INSPECTION AND APPROVAL BY LADOT AND THE CITY INSPECTOR. UPON COMPLETION OF FINAL STRIPING, THE CONTRACTOR SHALL ADVISE THE BIKEWAYS SECTION FOR FINAL APPROVAL.**



FINAL APPROVAL. _____ L-2.01

MLA
landscape architecture | urban design | planning

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CONSTRUCTION
DETAILS

Date:
02/16/16

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Sheet Number

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Attachment B. Natural Environment Study

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Natural Environment Study

(Minimal Impacts)

Pacoima Wash Bikeway

7- LA - Pacoima Wash

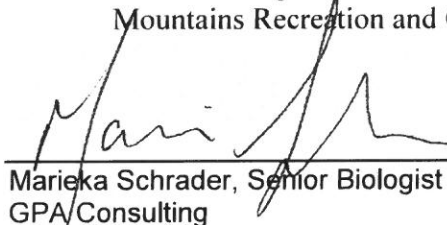
DEM05L-6115(008)

June 2016

STATE OF CALIFORNIA
Department of Transportation

Mountains Recreation and Conservation Authority

Prepared By:



Date: June 17, 2016

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Prepared By:



Date: 6/17/16

Liz Jennings, Project Manager
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Reviewed By:

Date: _____

Michael Klima, Associate Biologist
California Department of Transportation, Environmental Planning Division
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Approved By:

Date: _____

Paul Caron, Senior District Biologist
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Summary

The Mountains Recreation and Conservation Authority (MRCA) proposes to create a bikeway along the Pacoima Wash (wash) within the City of Los Angeles and City of San Fernando. The purpose of the project is to create a continuous path along the wash, increase crossings over the wash, and improve access to the wash. This Minimal Impact Natural Environment Study (NES(MI)) discusses the existing biological setting, potential project impacts, and measures that would be implemented to either avoid or minimize these impacts.

The biological study area (BSA) is an estimated 67.8 acres and includes approximately 75 feet on both sides of the wash between Lopez Dam and Haddon Avenue. The BSA is in an urban area of Los Angeles County, and surrounding land uses include residential, commercial, industrial, and park uses. The BSA is mostly developed by the wash and paved right of way at the top of the banks. Vegetation along the top of the banks consists mostly of ruderal vegetation with ornamental plantings at the edge of the right of way associated with the residences and businesses adjacent to the wash. There is no vegetation within the wash. There is a small area (approximately 0.58 acre) of coastal sage scrub at the northeastern end of the BSA near Lopez Dam. There are several invasive plant species in the BSA; however, the project would not be expected to result in the spread of invasive species with the implementation of appropriate Best Management Practices (BMP).

Several state and federally threatened or endangered species have the potential to be in the BSA based on recorded geographical distribution; however, no special status species were detected within the BSA during a biological survey conducted on March 25, 2016. The coastal sage scrub at the northeastern end of the BSA near Lopez Dam could provide suitable habitat for the coastal California gnatcatcher (*Polioptila californica californica*), a federally listed species. However, the coastal sage scrub habitat is disturbed, and is on the opposite side of the wash from the proposed project. With implementation of proposed avoidance and minimization measures, the project would be expected to have no effect on federally listed species; therefore, consultation under the Federal Endangered Species Act (FESA) would not be required. There are no state listed species with the potential to be in the BSA.

Construction activities, including grading, paving, installation of bridge overcrossings, and landscaping could result in direct impacts on existing vegetation and wildlife; however, with implementation of proposed avoidance and minimization, adverse impacts are not anticipated. Construction activities could also result in temporary, indirect impacts on existing wildlife associated with noise, vibration, and dust; however, appropriate measures would be implemented to avoid or substantially minimize these impacts, and no adverse impacts are anticipated.

There are no wetlands within the BSA. There are waters of the United States (U.S.) within the ordinary high water mark of the wash channel, and waters of the state within the banks of the wash channel. The new bridges would be constructed using pre-fabricated structures that would be placed from outside of the channel banks; therefore, the project would not require work within waters of the U.S. or state. Permits from the United States Army Corps of Engineers (USACE) and Regional Water Quality Control Board (RWQCB) would not be required; however,

because new structures would be placed over the wash channel, submittal of a 1602 Streambed Alteration Notification to California Department of Fish and Wildlife (CDFW) would be required, and a Streambed Alteration Agreement (SAA) may be required.

1. Introduction

1.1 History

The MRCA proposes to create a bikeway along the wash. The Pacoima Wash Bikeway (bikeway) is included in the City of Los Angeles Bicycle Master Plan and the County of Los Angeles Master Plan as a recommended project. The bikeway was also recommended in the 2010 Pacoima Wash Vision Plan.

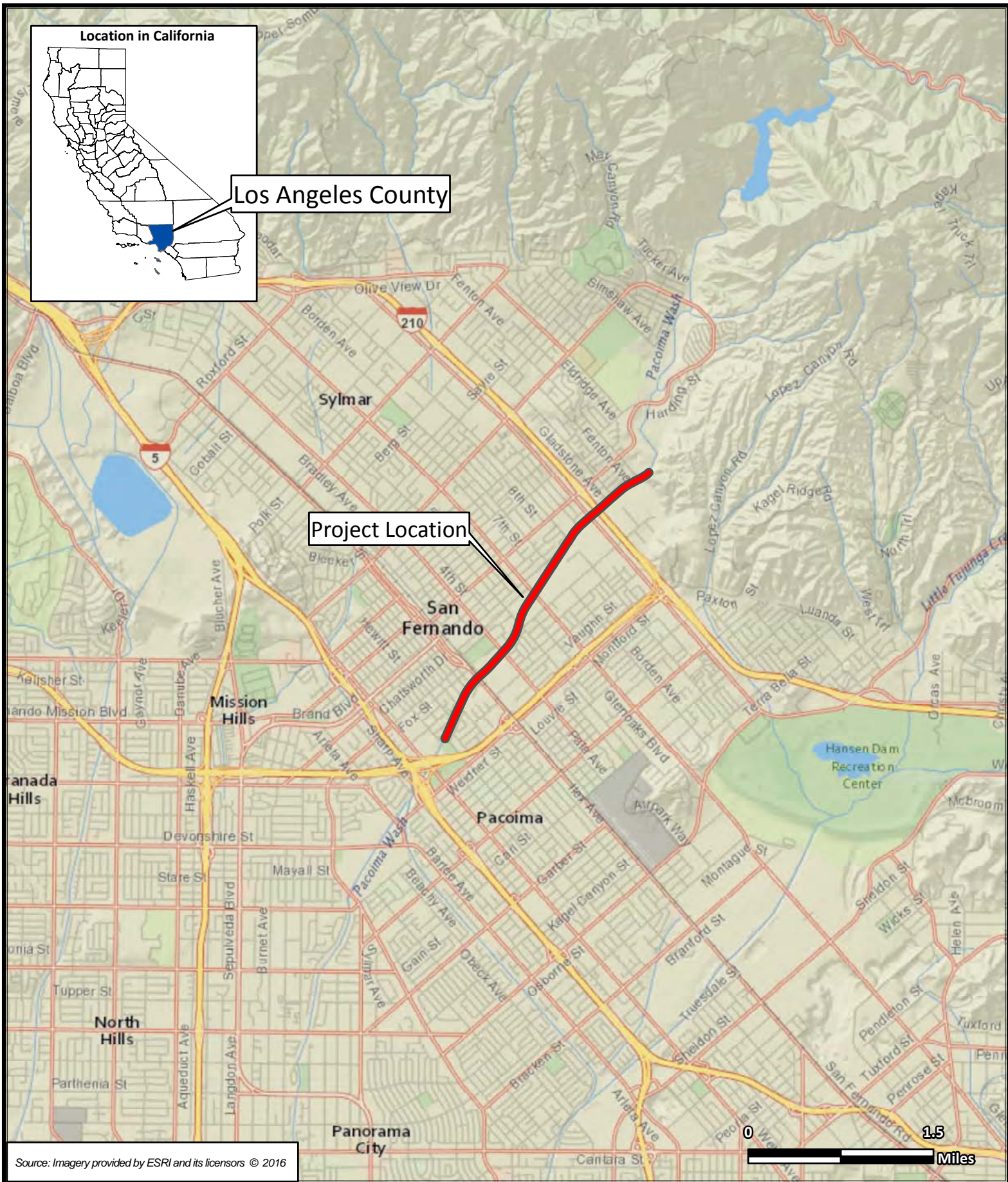
1.2 Project Purpose and Need

The purpose of the project is to create a continuous path along the wash, increase crossings over the wash, and improve access to the wash. The future Class I Bikeway would be located within some of the most densely populated areas of the San Fernando Valley, along the eastern edge of the City of San Fernando and the Pacoima area of the City of Los Angeles. There is a need for additional access to current and future urban parklands including MRCA's Pacoima Wash Natural Park and El Dorado Park (in planning), and the bikeway would help provide this access. The bikeway would also increase opportunities for active and passive recreation and create a community focal point that promotes healthy lifestyles. The project would also enhance the area by re-introducing native plants.

1.3 Project Description

The project alignment is in the Cities of Los Angeles and San Fernando in northeastern San Fernando Valley, Los Angeles County, California (see **Figure 1** and **Figure 2**). The project is located within Sections 2, 3, and 10 of Township 2N, Range 15W, Sections 35 and 36 of Township 3N, Range 15W, and is within the San Fernando United States Geological Survey 7.5-Minute Quadrangle (see **Figure 3**). The bikeway would be a 3.25-mile long Class 1 bikeway stretching from Lopez Dam to the existing pedestrian and bicycle bridge at Haddon Avenue. The existing wash is mainly an engineered V-shape channel with concreted rock; however, the portion of the channel near the northeastern end of the project has vertical concrete walls. The area at the top of the channel banks is fairly flat on both sides. The bikeway would be constructed along the existing dirt and asphalt embankments.

The proposed bikeway would include a 12-foot wide paved bikeway; fencing along the channel; additional access points; mileage markers; interpretive signage; solar powered lighting; pedestrian amenities such as seating, trash receptacles, and water fountains; erosion control measures; and native landscape plantings. The project is not anticipated to require acquiring easements or utility relocations.



**FIGURE 1. REGIONAL LOCATION
Pacoima Wash Mountain Bikeway**

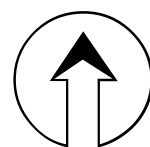
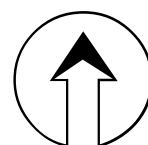


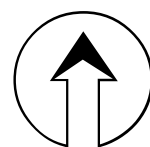


FIGURE 2. PROJECT LOCATION
Pacoima Wash Mountain Bikeway





**FIGURE 3. UNITED STATES GEOLOGICAL SURVEY
7.5-MINUTE QUADRANGLE MAP
Pacoima Wash Mountain Bikeway**



PROJECT FEATURES

Street Crossings

The project would include new bicycle path on-street crossings at Glen Oaks Boulevard, 5th Street, and Bradley Avenue.

Undercrossings

The project would include a new bikeway on the existing undercrossing at the Foothill Freeway. The undercrossing at San Fernando Road would be deepened under the rail line to accommodate the bikeway.

New Channel Crossings

New channel crossings would be constructed at approximately 8th Street, Telfair Avenue, and Gladstone Avenue. The bridges would be prefabricated and would be constructed with foundations outside of the wash perimeter. The bridges would be swung into place by a crane or cranes located on top of the embankment, with the cranes placed on one or both sides of the wash.

Bike Path Connection

The project would connect with the existing bikeway on San Fernando Road.

Lighting

Solar lighting would be installed along the bike path. The light stands would include shielding to prevent light from spilling beyond the bikeway limits.

Fencing

Galvanized fencing would be installed along the wash and access to the bikeway would be controlled with fencing, locking gates, and signage.

Landscaping

Native landscaping would be incorporated into the project landscaping. The plant palette is designed to:

- Create habitat that supports local fauna;
- Sustain local and migrating bird populations;
- Ensure biodiversity to strengthen plans against pests and disease;
- Increase water infiltration;
- Improve air and water quality;
- Dampen noise pollution; and
- Lower ambient temperatures.

Construction Schedule

Project construction would be phased based on funding availability. It is anticipated that the first phase would be from Bradley Avenue/Fourth Street to Foothill Boulevard, with subsequent phases to extend from Bradley Avenue/Fourth Street to Haddon Avenue, and from Foothill Boulevard to Lopez Dam.

2. Study Methods

The following discussion provides a summary of state and federal laws and regulations pertaining to the project, environmental permits that are required for the project, and study methods that were undertaken as required by resource agencies and environmental laws. Biological studies for the project included a literature search and field review. Available literature was reviewed to identify any special status plants, wildlife, and/or sensitive habitats previously recorded within or near the BSA. A biological survey of the BSA was conducted on foot by associate biologists Sheri Mayta and Katherine Warner on March 25, 2016 to inventory existing biological resources and identify the potential for special-status or otherwise protected plant and wildlife species and/or their habitat to be within the project area, and to identify the need for avoidance, minimization, and/or mitigation measures.

2.1 Regulatory Requirements

CLEAN WATER ACT

The USACE regulates the placement of dredged and fill material into waters of the U.S., including wetlands, under Section 404 of the Clean Water Act (CWA). The limits of USACE jurisdiction extend to the ordinary high water mark of waters. No discharge of dredged or fill material into jurisdictional features is permitted unless authorized under an USACE Nationwide Permit or Individual Permit. For all work subject to a USACE Section 404 permit, project proponents must obtain a Water Quality Certification from the applicable RWQCB under CWA Section 401 stating that the project would comply with applicable water quality regulations.

FEDERAL ENDANGERED SPECIES ACT

Section 7 of FESA requires federal agencies to ensure that actions they engage in, permit, or fund do not jeopardize the continued existence of endangered or threatened species, or result in the destruction or adverse modification of designated critical habitat for these species.

MIGRATORY BIRD TREATY ACT

The Migratory Bird Treaty Act (MBTA) (50 CFR Part 10 and Part 21) protects migratory birds, their occupied nests, and their eggs from disturbance or destruction. "Migratory birds" include all nongame, wild birds found in the U.S., except for the house sparrow (*Passer domesticus*), European starling (*Sturnus vulgaris*), and rock pigeon (*Columba livia*).

EXECUTIVE ORDER 13112

Executive Order 13112 directs all federal agencies to refrain from authorizing, funding, or carrying out actions or projects that may spread invasive species. This order further directs federal agencies to prevent the introduction of invasive species, control and monitor existing invasive species populations, restore native species to invaded ecosystems, research and develop prevention and control methods for invasive species, and promote public education on invasive species. MRCA, as the project proponent, would be responsible for complying with Executive Order 13112 and ensuring that the project would not contribute to the spread of invasive species.

PORTER-COLOGNE ACT

The Porter-Cologne Act applies to surface waters, wetlands, and groundwater and to both point and nonpoint sources of pollution. The Regional Water Quality Control Boards regulate discharges under the Porter-Cologne Act through the issuance of National Pollution Discharge Elimination System (NPDES) permits for point source discharges and waste discharge requirements (WDR) for non-point source discharges. The WDR program also regulates point source discharges that are exempt from the CWA. Any entity discharging or proposing to discharge materials that could affect water quality must file a report of waste discharge. The Porter-Cologne Act also required adoption of water quality control plans that contain guiding policies of water pollution management in California.

CALIFORNIA FISH AND GAME CODE

Sections 3503, 3513, and 3800 of the California Fish and Game Code prohibit the take of birds protected under the MBTA, and protects their occupied nests. Under Section 2080.1 of the California Fish and Game Code (California Endangered Species Act (CESA)), if a project would result in take of a species that is both federally and state listed, a consistency determination with the findings of the FESA determination is required. "Take" is defined as actions that "...harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." Under Section 2081, if a project would result in take of a species that is state-only listed as threatened or endangered, then an incidental take permit from the CDFW is required.

Section 1602 of the California Fish and Game Code governs construction activities that substantially divert or obstruct natural stream flow or substantially change the bed, channel, or bank of any river, stream, or lake under the jurisdiction of CDFW. Under the California Fish and Game Code, the limits of CDFW's jurisdiction within streams and other drainages extends from the top of the stream bank to the top of the opposite bank, to the outer drip line in areas containing riparian vegetation, and/or within the 100-year floodplain of a stream or river system containing fish or wildlife resources. Under Section 1602, an SAA must be issued by the CDFW prior to the initiation of construction activities that may substantially modify a river, stream, or lake under CDFW's jurisdiction.

Section 2126 of the California Fish and Game Code states that it is unlawful for any person to take any mammal that are identified within Section 2118, including all species of bats.

2.2 Studies Required

LITERATURE SEARCH

Prior to conducting the biological survey, available literature was reviewed to identify any special status plants, wildlife, and/or sensitive habitats previously recorded within or near the BSA. Sources used to identify special status species and/or habitats with potential to be in or near the BSA include the following:

- The Natural Resources Conservation Service (NRCS) Web Soils Survey for the Los Angeles County, Southeastern Part; and Los Angeles County, California, West San Fernando Valley Area (NRCS, 2016).

- The California Native Plant Society's (CNPS) Online Inventory of Rare and Endangered Plants (CNPS, 2016);
- The CDFW's California Natural Diversity Database (CNDDDB) (CDFW, 2016) for the Agua Dulce, Burbank, Canoga Park, Mint Canyon, Newhall, Oat Mountain, San Fernando, Sunland, and Van Nuys 7.5-minute series topographic quadrangles (see **Appendix A**); and
- United States Fish and Wildlife Service (USFWS) Information for Planning and Conservation Database (USFWS, 2016) (see **Appendix B**).

FIELD REVIEWS

After a review of the results of the CNDDDB query and related information described above, a biological survey of the BSA was conducted by associate biologists Sheri Mayta and Katherine Warner on March 25, 2016. Weather conditions during the survey were sunny and clear with a temperature of approximately 70 degrees Fahrenheit.

SURVEY METHODS

The BSA was visually surveyed on foot, to the extent feasible, and all plant and animal species within the BSA were identified to determine the potential for protected species to be in the BSA. Based on the existing conditions within the BSA, no focused plant or wildlife surveys were completed. Nomenclature for common, widespread plants and animals conforms to the Jepson eFlora (Jepson Flora Project, 2015) and the CNDDDB. Species observed in the BSA during the March 25, 2016 biological survey are included in **Appendix C**.

2.3 Personal Survey Dates

A biological survey was conducted in the BSA by associate biologists Sheri Mayta and Katherine Warner on March 25, 2016. Representative photographs of the BSA were taken during the survey and are included in **Appendix D**.

2.4 Agency Coordination and Professional Contacts

No agency coordination has been conducted other than the online database literature searches. No professional inquiries beyond internal staff have been made regarding this project.

2.5 Limitations That May Influence Results

There were no limitations or constraints that might influence the results of this analysis, or the survey conducted on March 25, 2016.

3. Results: Environmental Setting

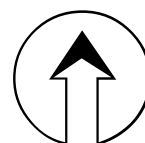
3.1 Description of the Existing Biological and Physical Conditions

BIOLOGICAL STUDY AREA

The BSA is approximately 67.8 acres and includes the wash and approximately 75 feet out from both sides of the wash between Haddon Avenue and Lopez Dam (see **Figure 4**). The northern limits of the proposed bikeway would be located just south of Lopez Dam, and the southern limits would be located at Haddon Avenue.



FIGURE 4. BIOLOGICAL STUDY AREA
Pacoima Wash Mountain Bikeway



The BSA is within a developed urban area and, according to the San Fernando General Plan and the City of Los Angeles General Plan, land use surrounding the wash consists of mostly industrial uses with some residential and commercial development (City of San Fernando, 2008; City of Los Angeles, 1987). Land within the BSA consists of the wash and the top of the banks on both sides of the wash.

Physical Conditions

The elevation in the BSA varies from approximately 1,245 feet above mean sea level (msl) at the northeastern end of the BSA to 1,000 feet above (msl) at the southwestern end of the BSA. The wash is a concrete-lined channel that is engineered in a V-shape with concrete rock and vertical concrete walls near the debris basin. The banks are fairly flat on both sides of the channel and consist of dirt and asphalt.

To the northeast of Foothill Boulevard soils consist of Capistrano-Urban land complex; Chualar-Urban land complex, two to nine percent slopes; Saugus loam, 30 to 50 percent slopes; and Soboba gravelly loam sand, zero to two percent slopes. These soils are well drained to excessively drained and the depth to water table is more than 80 inches. No soil data was available for the area between San Fernando Road and just southwest of Foothill Boulevard. Soils at the southwestern end of the BSA between Haddon Avenue and San Fernando Road consist of Capistrano-Urban land complex, zero to two percent slopes.

Biological Conditions

The BSA is mostly developed by the wash and paved right of way at the top of the banks. Vegetation along the top of the banks consists mostly of ruderal vegetation with ornamental plantings at the edge of the right of way associated with the residences and businesses adjacent to the wash. There are several invasive species in the BSA, including slender oat (*Avena barbata*), Italian thistle (*Carduus pycnocephalus*), and tree of heaven (*Ailanthus altissima*). Native species have been planted at the MRCA Park on the northwestern side of the wash, north of 8th Street.

There is a small area (approximately 0.58 acre) of coastal sage scrub near Lopez Dam; however, this habitat is relatively disturbed (see **Figures 5A to 5E**). Coastal sage scrub is a community that generally is found in coastal areas below 3,000 feet or in areas where the marine layer penetrates further inland. This vegetation community is characterized by low, aromatic and drought-deciduous shrubs including black sage (*Salvia mellifera*), white sage (*Salvia apiana*), Munz's sage (*Salvia munzii*), California sage (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum*), bush sunflower (*Encelia californica*), toyon (*Heteromeles arbutifolia*), lemonade-berry (*Rhus integrifolia*), and a diverse assemblage of other shrubs, herbaceous plants, cacti, and succulents. Coastal Sage scrub provides habitat for a number of wildlife species, including mammals, birds, reptiles, amphibians, and insects.

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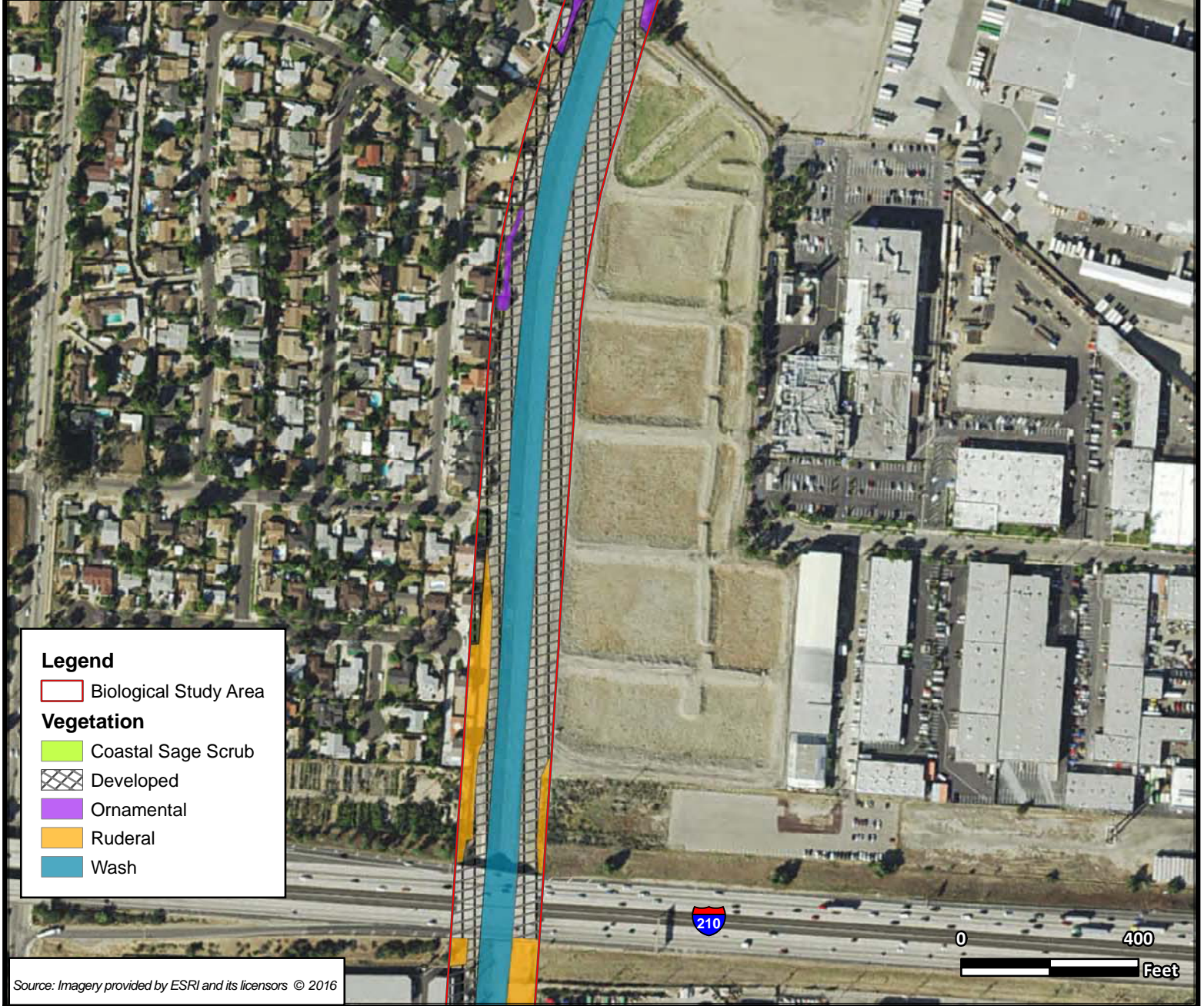
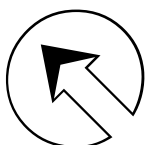


FIGURE 5A. BIOLOGICAL RESOURCES - SHEET 1 OF 5
Pacoima Wash Mountain Bikeway



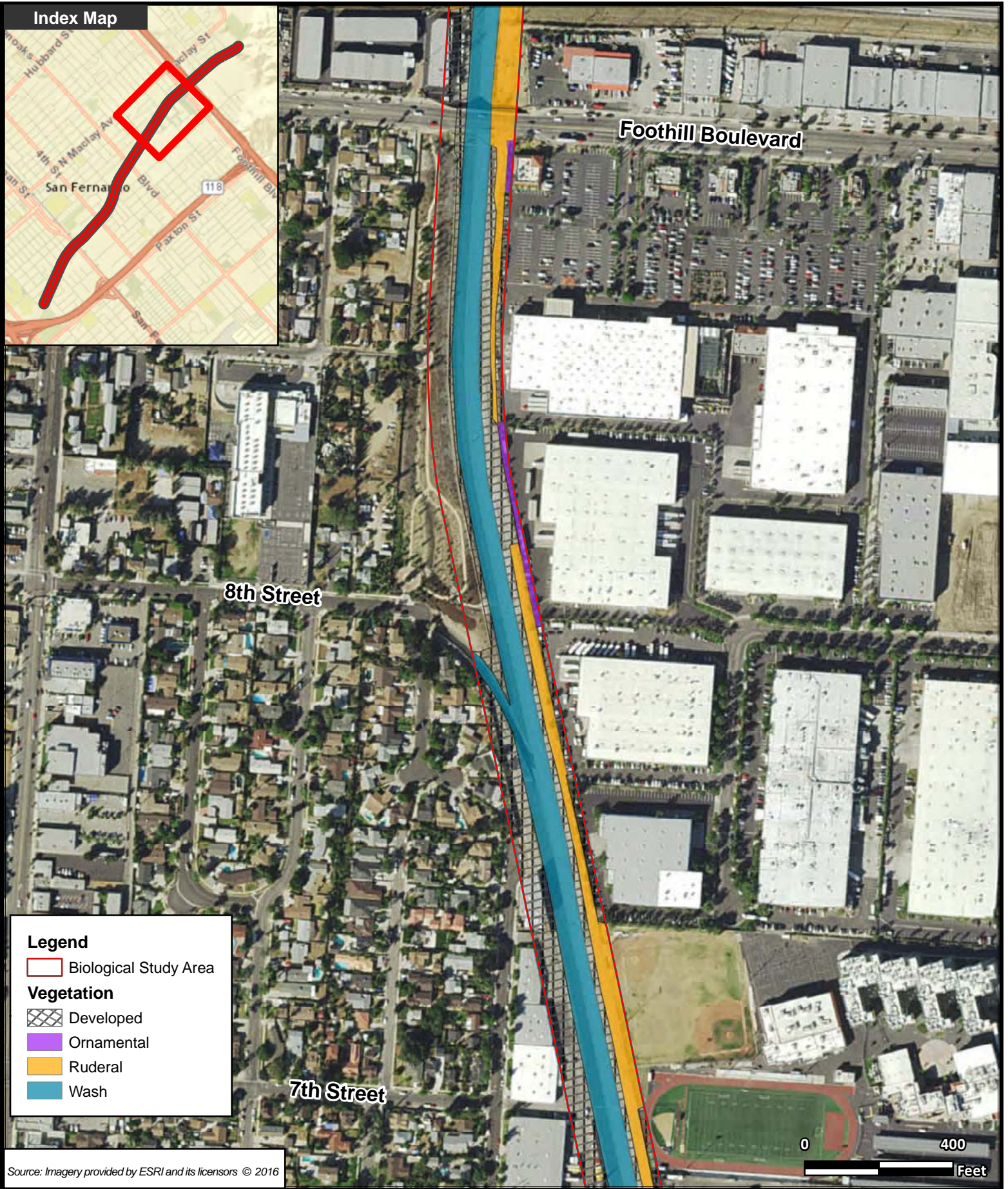


FIGURE 5B. BIOLOGICAL RESOURCES - SHEET 2 OF 5
Pacoima Wash Mountain Bikeway



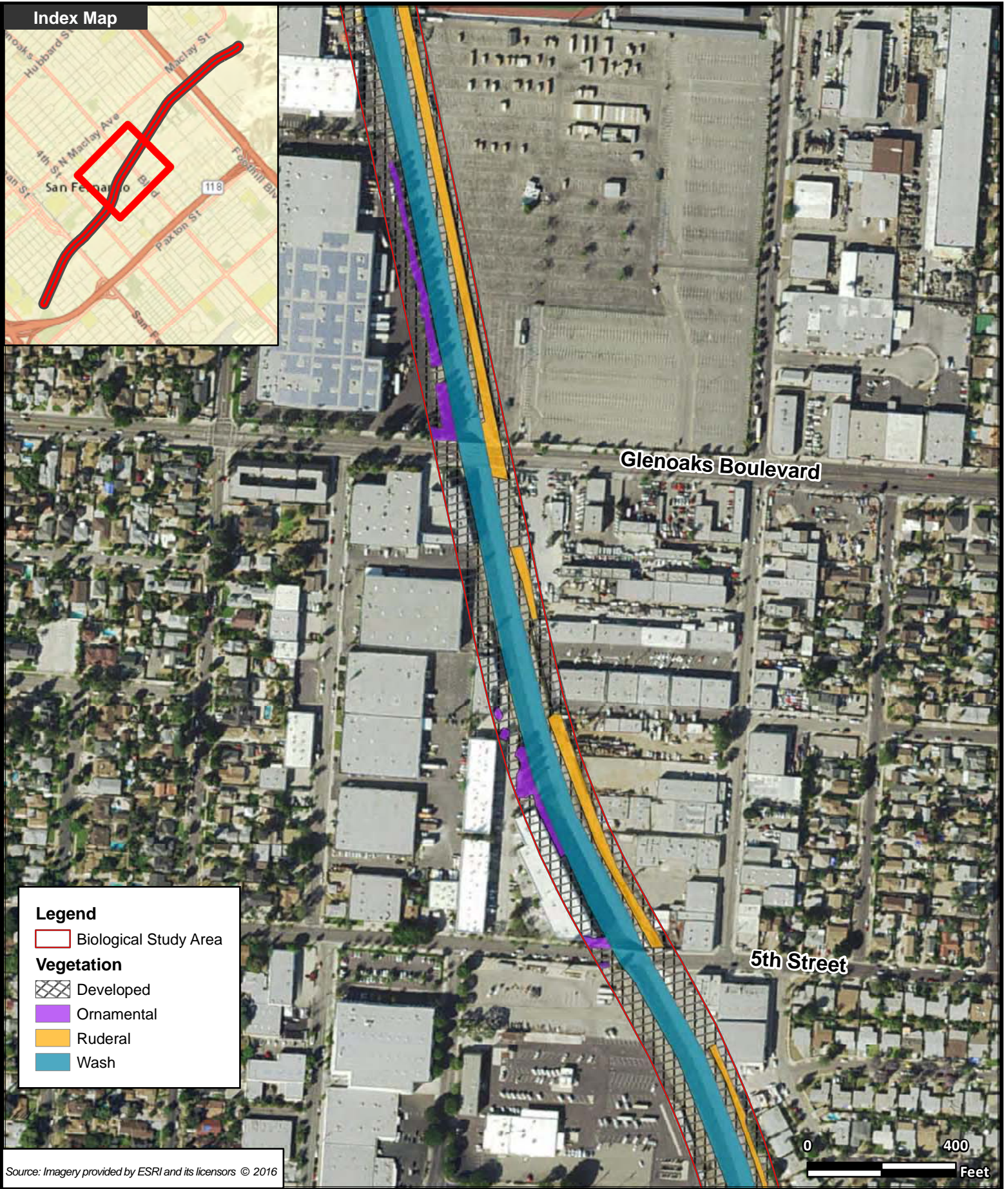


FIGURE 5C. BIOLOGICAL RESOURCES - SHEET 3 OF 5
Pacoima Wash Mountain Bikeway



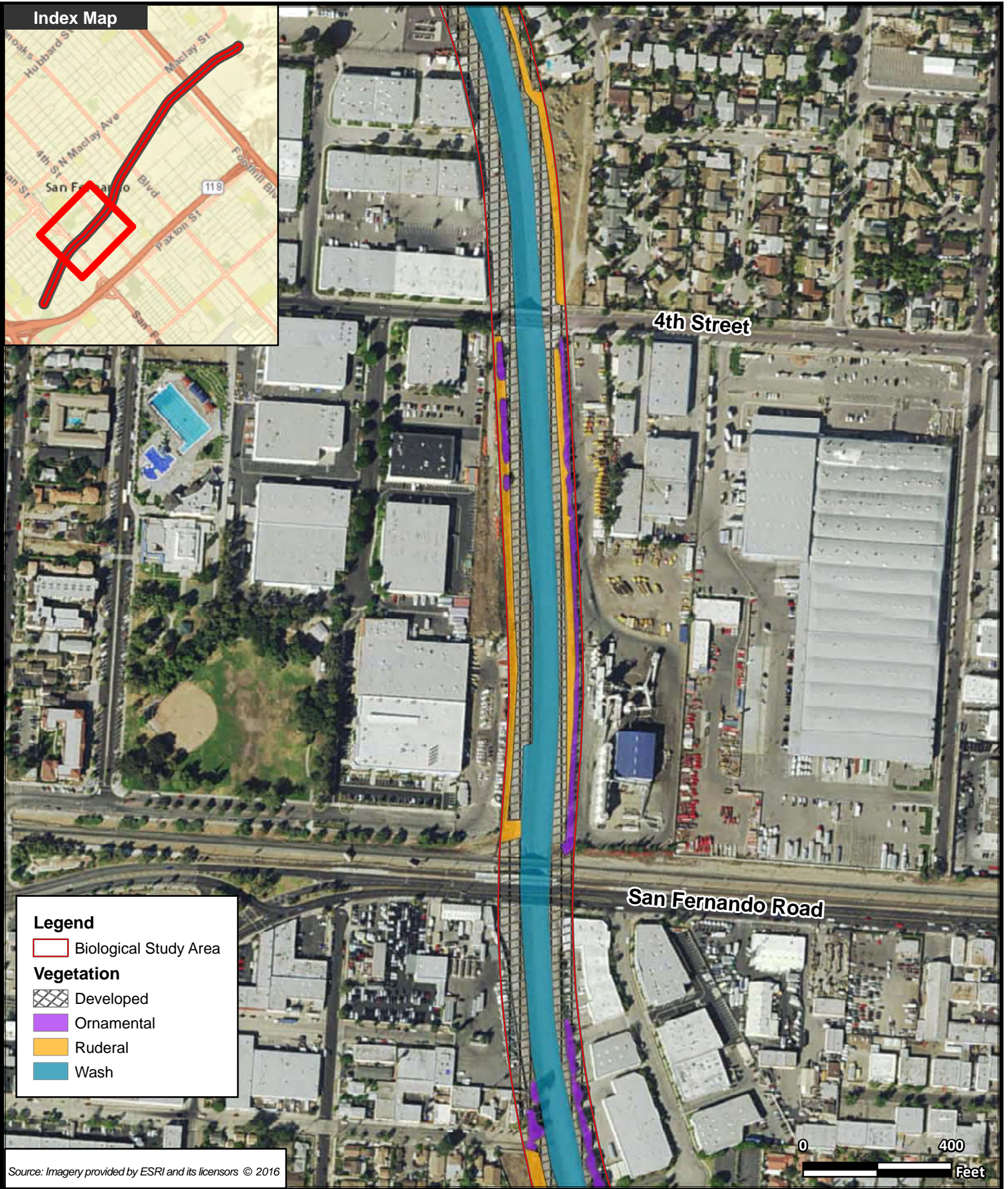
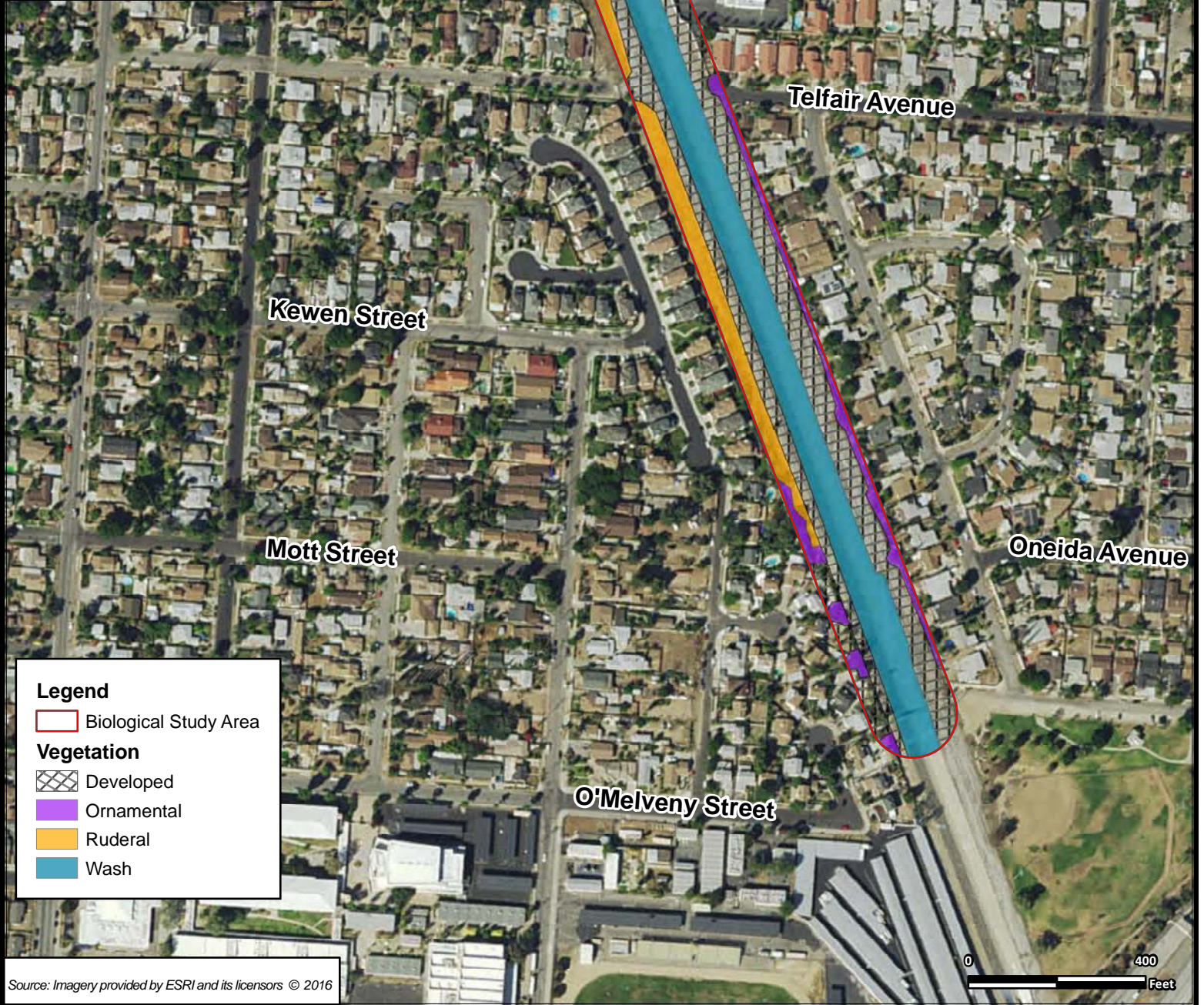


FIGURE 5D. BIOLOGICAL RESOURCES - SHEET 4 OF 5
Pacoima Wash Mountain Bikeway





Legend

Biological Study Area

Vegetation

Developed

Ornamental

Ruderal

Wash

FIGURE 5E. BIOLOGICAL RESOURCES - SHEET 5 OF 5
Pacoima Wash Mountain Bikeway



The wash begins as Pacoima Creek at Mount Gleason in the San Gabriel Mountains. Pacoima Creek flows to Pacoima Dam Reservoir; below the Pacoima Dam, the wash is known as Pacoima Wash. The wash is then joined by several unnamed drainages, and flows to Lopez Dam. Downstream of Lopez Dam, the wash is concrete lined. Downstream of the BSA, the wash flows to several diversion channels, and Tujunga Wash, before flowing to the Los Angeles River. Within the BSA, there is no vegetation within the wash, and water flow appears to be intermittent. During the biological survey conducted on March 25, 2016, the wash was dry between 8th Street and the Lopez Dam, and there was minimal flow between 8th Street and Haddon Avenue.

Habitat Connectivity

A migration or wildlife corridor is an area of habitat that connects two or more patches of habitat that would otherwise be isolated from each other. Wildlife corridors are typically adjacent to urban areas. A functional wildlife corridor allows for ease of movement between habitat patches and is important in preventing habitat fragmentation. Habitat fragmentation is typically caused by human development and can lead to a decrease in biodiversity and ecosystem functionality.

The land surrounding the BSA is developed, with the exception of the northeastern end of the project area that terminates at the foothills of Kagel Mountain. Upstream dams within the wash would substantially inhibit wildlife passage along the wash corridor, and downstream segments of the wash are within urban developed areas. According to the CDFW Biogeographic Information and Observation System, there are no essential wildlife connectivity areas or natural landscape blocks in the BSA. However, the wash may be used for local migration.

3.2 Regional Species and Habitats and Natural Communities of Concern

No special status natural communities or habitats of concern, including vernal pools, wetlands, riparian, grassland, or woodlands, were identified within the BSA.

Vegetation

According to the CNDDDB and the USFWS searches, 28 special status plant species have the potential to be in the BSA based on recorded geographical distribution (see **Appendix A** and **Appendix B**); however, based on additional research regarding existing populations and required habitat, and the results of project level surveys, no special status plant species are expected to be in the project area. A full species list with a discussion on the potential for each species to be in the BSA is in **Appendix E**.

Animals

According to the CNDDDB and the USFWS searches, 45 special status wildlife species have the potential to be in the BSA based on recorded geographical distribution (see **Appendix A** and **Appendix B**). The project area is not within a marine area and the wash does not immediately connect to any marine resources; therefore, there is no potential for any species under jurisdiction of the National Marine Fisheries Service (NMFS) to be within the BSA. There are no state listed threatened or endangered species with potential to be in the BSA. There is a small area (approximately 0.58 acre) of coastal sage scrub near Lopez Dam that could provide suitable habitat for the coastal California gnatcatcher, San Diego black-tailed jackrabbit (*Lepus*

californicus bennettii), southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*), Bell's sage sparrow (*Artemisiospiza belli belli*), and Crotch bumble bee (*Bombus crotchii*); however, none of these species is expected to be in the project construction area. A full species list with a discussion on the potential for these species to be in the BSA is in Appendix E.

4. Results: Biological Resources, Discussion of Impacts and Mitigation

4.1 Special Status Animal Species

COASTAL CALIFORNIA GNATCATCHER

The coastal California gnatcatcher is listed as threatened under FESA and is protected under this law. An obligate, permanent resident of coastal sage scrub below 2,500 feet in southern California, this species requires variable amounts of semi-open sage scrub dominated by California sagebrush on shallow slope gradients.

Survey Results

The coastal California gnatcatcher was not observed during the biological surveys. There is a small area (approximately 0.58 acre) of coastal sage scrub in the BSA, near Lopez Dam; therefore, there is suitable habitat for this species in the northeastern portion of the BSA. However, the coastal sage scrub habitat is disturbed, and is only marginal habitat for the coastal California gnatcatcher. In addition, the habitat is on the opposite side of the wash from where the bikeway would be constructed; therefore, there is no suitable habitat present within the project construction area.

Project Impacts

Because there is no habitat for this species within the project area, the coastal California gnatcatcher would not be directly impacted by vegetation removal or other construction activities, or indirectly impacted by loss of habitat resulting from vegetation removal. This species could be indirectly impacted if individuals were nesting within the near (typically within construction activities, and were disturbed by construction effects such as noise, vibration, or construction staff activity. However, because construction would be limited to areas on the opposite side of the wash channel from the coastal sage scrub, the potential for indirect impacts is considered low. With implementation of the proposed avoidance measures listed below, the project is expected to have no effect on coastal California gnatcatcher.

Avoidance and Minimization Efforts

The following measures would be implemented to avoid impacts on the coastal California gnatcatcher:

- Construction within 300 feet of the coastal sage scrub habitat would be avoided during the typical nesting season for the coastal California Gnatcatcher, which is February 15 through September 1.

- If construction within 300 feet of the coastal sage scrub habitat is scheduled to begin between February 15 and September 1, nesting surveys would be completed no more than 48 hours prior to construction to determine if there are any nesting coastal California gnatcatchers within 300 feet of the construction area. Surveys would be repeated if construction activities are suspended for three days or more. If gnatcatchers are found within 300 feet of the construction area, appropriate buffers consisting of orange flagging/fencing or similar (typically 300 feet) would be installed and maintained until nesting activity has ended, as determined in coordination with the project biologist and regulatory agencies, as appropriate.

5. Conclusions and Regulatory Determination

5.1 Federal Endangered Species Act Consultation Summary

The project area is not within a marine area and the wash is not immediately connected to any marine resources; therefore, there is no potential for any species under jurisdiction of the NMFS to be within the BSA. A USFWS species list was obtained on March 4, 2016 to identify federally-listed species with the potential to be in the BSA (see **Appendix B**). Multiple species listed as threatened or endangered under the FESA have the potential to be in the BSA based on recorded geographical distribution; however, for the most part the BSA consists of disturbed areas where there is no potential for federally listed species.

There is a small area of disturbed coastal sage scrub habitat within the BSA, near Lopez Dam, and there is a low potential for the coastal California gnatcatcher to be in the northeastern portion of the BSA. However, because the coastal sage scrub habitat is across the wash channel from the proposed bikeway, this species is not expected to be within the immediate project area, and the project would not be expected to have a direct effect on this species. With implementation of proposed avoidance measures discussed in Section 4.1, the project would not be expected to have any indirect effects on this species. Therefore, the project would have no effect on the coastal California gnatcatcher, or any other federally-listed species, and consultation with NMFS and/or USFWS is not required (see **Table 1**).

Table 1. Determination Effect for Federally-Listed Species

Common Name	Scientific Name	Status	Presence	Effect Determination
Braunton's milk-vetch	<i>Astragalus brauntonii</i>	Federally Endangered	There are disturbed areas in the BSA; therefore, there is suitable habitat present. However, this species was not observed during the biological survey, which was conducted during the typical blooming period for this species. Therefore, this species is not expected to be in the BSA.	No Effect

Nevin's barberry	<i>Berberis nevinii</i>	Federally Endangered/State Endangered	There is a small area of coastal sage scrub in the BSA near Lopez Dam; therefore, there is suitable habitat present. However, the habitat is disturbed, and is across the wash channel from the proposed bikeway. In addition, this species was not observed during the biological survey, which was conducted during the typical blooming period for this species. Therefore, this species is not expected to be in the BSA.	No Effect
San Fernando Valley spineflower	<i>Chorizanthe parryi</i> var. <i>fernandina</i>	Federal Candidate/State Endangered	There is a small area of coastal sage scrub in the BSA near Lopez Dam; therefore, there is suitable habitat present. However, the habitat is disturbed and is across the wash channel from the proposed bikeway. In addition, this species was not observed during the biological survey. Although the survey was not conducted during the typical blooming period, the survey was conducted within a week following the bloom period, and remnants of the vegetative plant parts would likely have been visible. Therefore, this species is not expected to be in the BSA.	No Effect
Slender-horned spineflower	<i>Dodecahema leptoceras</i>	Federally Endangered/State Endangered	There is a small area of coastal sage scrub in the BSA near Lopez Dam; therefore, there is suitable habitat present. However, the habitat is disturbed, and is across the wash channel from the proposed bikeway. In addition, this species was not observed during the biological survey. Although the survey was not conducted during the typical blooming period, the survey was conducted within a week following the bloom period, and remnants of the vegetative plant parts would likely have been visible.	No Effect

			Therefore, this species is not expected to be in the BSA.	
Gambel's watercress	<i>Nasturtium gambelii</i>	Federally Endangered/State Endangered	There are no freshwater or brackish marshes or swamps in the BSA; therefore, there is no suitable habitat present. This species is not expected to be in the BSA.	No Effect
spreading navarretia	<i>Navarretia fossalis</i>	Federally Threatened	There are no vernal pools, chenopod scrub, marshes and swamps, or playas in the BSA; therefore, there is no suitable habitat present. This species is not expected to be in the BSA.	No Effect
California Orcutt grass	<i>Orcuttia californica</i>	Federally Endangered/State Endangered	There are no vernal pools in the BSA; therefore, there is no suitable habitat present. This species is not expected to be in the BSA.	No Effect
Vernal pool fairy shrimp	<i>Branchinecta lynchi</i>	Federally Threatened	There are no small sandstone-depression pools, grassy swales, earth slumps, or basalt-flow depressions pools in the BSA; therefore, there is no suitable habitat present. This species is not expected to be in the BSA.	No Effect
Santa Ana sucker	<i>Catostomus santaanae</i>	Federally Threatened	There are no streams with sand-rubble boulder bottoms in the BSA; therefore, there is no suitable habitat present. This species is not expected to be in the BSA.	No Effect
Unarmored threespine stickleback	<i>Gasterosteus aculeatus williamsoni</i>	Federally Endangered/State Endangered	There are no streams with weedy pools or emergent vegetation in the BSA; therefore, there is no suitable habitat present. This species is not expected to be in the BSA.	No Effect
Arroyo toad	<i>Anaxyrus californicus</i>	Federally Threatened/State Species of	There are no sandy riverbanks, riparian habitat, willows, sycamores, oaks, or cottonwoods in the BSA. In addition, the wash	No Effect

		Concern	is within a concrete-lined channel and does not have sandy streambanks for burrowing or vegetation for shelter; therefore, there is no suitable habitat present. This species is not expected to be in the BSA.	
Southern mountain yellow-legged frog	<i>Rana muscosa</i>	Federally Endangered/State Threatened	There are no rocky streams or chaparral habitat in the BSA; therefore, there is no suitable habitat present. This species is not expected to be in the BSA.	No Effect
Western yellow-billed cuckoo	<i>Coccyzus americanus occidentalis</i>	Federally Threatened/State Threatened	There is no riparian habitat in the BSA; therefore, there is no suitable habitat present. This species is not expected to be in the BSA.	No Effect
Southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	Federally Endangered/State Endangered	There is no riparian habitat in the BSA; therefore, there is no suitable habitat present. This species is not expected to be in the BSA.	No Effect
California condor	<i>Gymnogyps californianus</i>	Federally Endangered/State Endangered	There is no scrubby chaparral, forested mountain, or open grassland habitat in the BSA; therefore, there is no suitable habitat present. This species is not expected to be in the BSA.	No Effect
Coastal California gnatcatcher	<i>Poliophtila californica californica</i>	Federally Threatened	There is a small area of coastal sage scrub in the BSA near Lopez Dam; therefore, there is suitable habitat present. However, the habitat is disturbed, and is across the wash channel from the proposed bikeway. Therefore, there is a low potential for this species to be in the BSA.	No Effect
Least Bell's vireo	<i>Vireo bellii pusillus</i>	Federally Endangered/State Endangered	There is no dense, willow dominated riparian habitat in the BSA; therefore, there is no suitable habitat and this species is not expected to be in the BSA.	No Effect

5.2 Wetlands and Other Waters Coordination Summary

There are no wetlands within the BSA. There are waters of the U.S. within the ordinary high water mark of the wash channel, and waters of the state within the banks of the wash channel. The new bridges would be constructed using pre-fabricated structures that would be placed from outside of the channel banks; therefore, the project would not require work within waters of the U.S. or state. In addition, the following standard measures would be implemented to prevent impacts on water quality within the wash.

- Work areas would be reduced to the maximum extent feasible, and staging areas would be located along the roadway or parking lot and outside of the wash channel.
- Erosion Control Best management practices (BMP), such as silt fencing, fiber rolls, straw bales, or other measures would be implemented during construction to minimize dust, dirt, and construction debris from leaving the construction area.
- Appropriate hazardous material BMPs would be implemented to reduce the potential for chemical spills or contaminant releases into the wash, including any non-stormwater discharge.
- All equipment refueling and maintenance would be conducted in the upland staging area away from the wash and other sensitive areas per standard specifications and regulatory permits. In addition, vehicles and equipment would be checked daily for fluid and fuel leaks, and drip pans would be placed under all equipment that is parked and not in operation.
- Non-native and invasive vegetation removed from the BSAs would be treated and disposed of in a manner following the recommendations of the California Invasive Plant Council to prevent the spread of invasive species onsite or offsite. BMPs may include, but are not limited to, identification of existing invasive species, avoidance of invasive species in erosion control, staff training, equipment cleaning, and monitoring.

With implementation of these measures, the project would be in compliance with the CWA and the Porter Cologne Act. Because no work would be conducted within the wash, permits from the USACE and RWQCB would not be required; however, because new structures would be placed over the wash channel, submittal of a 1602 Streambed Alteration Notification to CDFW would be required, and an SAA may be required. Permit applications/notifications would be submitted prior to construction.

5.3 Invasive Species

There are several invasive plant species growing in the BSA (see **Appendix C**). Soil disturbance, improper disposal of graded and excavated soils, or landscaping with invasive species could result in the spread of invasive species. However, the following standard measures would be implemented to prevent the spread of invasive species:

- Vegetation removed from the BSA would be treated and disposed of in a manner that would prevent the spread of invasive species onsite or offsite.
- New landscaping materials, including erosion control seed mixes and other plantings, would be composed of non-invasive species and would be clear of weeds, and all erosion control

and landscape planting would be conducted in a manner that would not result in the spread of invasive species.

- Plants listed in the Pest Ratings of Noxious Weed Species and Noxious Weed Seed (California Department of Food and Agriculture, 2003) would not be used as part of the project.

With implementation of these measures, the project would be in compliance with the Executive Order 13112.

5.4 Migratory Birds

There is the potential for migratory birds to be in the BSA and construction area during construction. Nesting birds could be directly impacted by construction activities if they were to be nesting in structures or vegetation within the construction area. In addition, these species could be indirectly impacted by loss of habitat resulting from vegetation or structure removal. If construction is scheduled to begin during bird nesting season (typically February 15 to September 1), the following avoidance and minimization measures would be implemented:

- Construction in areas that include trees, vegetation, or buildings that may provide nesting habitats for bird and raptors would be reduced to the maximum extent feasible.
- Trimming and removal of vegetation and trees would be minimized and performed outside of the nesting season (typically February 15 to September 1) to the extent feasible.
- In the event that trimming or removal of vegetation and trees must be conducted during the nesting season, nesting bird surveys would be completed by a qualified biologist no more than 48 hours prior to trimming or clearing activities to determine if nesting birds are within the affected vegetation. Nesting bird surveys would be repeated if trimming or removal activities are suspended for five days or more.
- In the event construction is scheduled during bird nesting season, nesting bird surveys would be completed no more than 48 hours prior to construction to determine if nesting birds, raptors, or active nests are in or within 500 feet of the construction area. Surveys would be repeated if construction activities are suspended for five days or more.
- In the event nesting birds or raptors are found within 500 feet of the construction area, appropriate buffers (typically 150 feet for songbirds and 500 feet for raptors) would be implemented, in coordination with the CDFW, to ensure that nesting birds and active nests are not harmed. Buffers would include fencing or other barriers around the nests to prevent any access to these areas and would remain in place until birds have fledged and/or the nest is no longer active, as determined through coordination with the CDFW.

With implementation of these measures, the project would be in compliance with the MBTA and California Fish and Game Code.

5.5 Bats

There is suitable roosting habitat for bats within existing bridges over the wash, and within larger trees within the BSA; therefore, there is potential for bats to be in the BSA. Direct impacts on

bats could result from construction on existing bridge structures or tree removal if individual bats were to roost within these structures. In addition, construction noise and vibration could indirectly impact bats if individual bats were to roost immediately adjacent to construction activities. Avoidance and minimization measures listed below would be implemented to reduce impacts to the extent feasible, and adverse impacts on bats are not anticipated.

To avoid and minimize potential impacts on bats, the following avoidance and minimization measures would be implemented:

- Prior to construction, surveys would be conducted within 100 feet of the construction area by a qualified bat specialist to identify the presence of bats and any active or potential bat-roosting cavities. During the non-breeding and active season (typically October-November and February-March), any bats roosting in cavities in the area, either in trees or structures, would be safely evicted under the direction of a bat specialist and under consultation with the CDFW if warranted. Once it has been determined that all roosting bats have been safely evicted from roosting cavities, exclusionary devices approved by the CDFW would be installed and maintained to prevent bats from roosting in these cavities prior to and during construction.
- Pre-construction bat surveys would be conducted by a qualified bat specialist no more than seven days prior to the removal of any trees within 100 feet of the construction area to confirm that exclusionary measures have been successful and there are not bats within the construction area. If no roosting bats are detected, no further surveys are required provided construction is initiated within seven days. If removal is delayed more than seven days, additional surveys would be conducted no more than seven days prior to construction to ensure that no bats have moved into the area.
- Surveys and exclusion measures are expected to prevent maternal colonies from becoming established in the construction area. In the event that a maternal colony of bats is found in the construction area, the CDFW would be consulted, and no work would be conducted within 100 feet of the roosting site until the maternal season is over or the bats have left the site, or as otherwise directed by the CDFW. The site would be designated as a sensitive area and protected as such until the bats have left the site, as determined by a qualified biologist in coordination with the CDFW. No clearing and grubbing would be authorized adjacent to the roosting site. Combustion equipment, such as generators, pumps, and vehicles, would not to be parked nor operated under or adjacent to the roosting site. Construction personnel would not enter into areas beneath the colony, especially during the evening exodus (typically between 15 minutes prior to sunset and one hour following sunset).

With implementation of these measures, the project would be in compliance with the California Fish and Game Code.

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Appendix A **CNDDB Species List**



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Query Criteria: Quad is (Agua Dulce (3411843) or Burbank (3411823) or Canoga Park (3411825) or Mint Canyon (3411844) or Newhall (3411845) or Oat Mountain (3411835) or San Fernando (3411834) or Sunland (3411833) or Van Nuys (3411824))

Pacoima Wash Mountain Bikeway

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Accipiter cooperii</i> Cooper's hawk	ABNKC12040	None	None	G5	S4	WL
<i>Agelaius tricolor</i> tricolored blackbird	ABPBXB0020	None	None	G2G3	S1S2	SSC
<i>Aimophila ruficeps canescens</i> southern California rufous-crowned sparrow	ABPBX91091	None	None	G5T3	S2S3	WL
<i>Ammodramus savannarum</i> grasshopper sparrow	ABPBXA0020	None	None	G5	S3	SSC
<i>Anaxyrus californicus</i> arroyo toad	AAABB01230	Endangered	None	G2G3	S2S3	SSC
<i>Anniella pulchra pulchra</i> silvery legless lizard	ARACC01012	None	None	G3G4T3T4Q	S3	SSC
<i>Antrozous pallidus</i> pallid bat	AMACC10010	None	None	G5	S3	SSC
<i>Artemisiospiza belli belli</i> Bell's sage sparrow	ABPBX97021	None	None	G5T2T4	S2?	WL
<i>Aspidoscelis tigris stejnegeri</i> coastal whiptail	ARACJ02143	None	None	G5T3T4	S2S3	
<i>Astragalus brauntonii</i> Braunton's milk-vetch	PDFAB0F1G0	Endangered	None	G2	S2	1B.1
<i>Athene cunicularia</i> burrowing owl	ABNSB10010	None	None	G4	S3	SSC
<i>Atriplex parishii</i> Parish's brittle scale	PDCHE041D0	None	None	G1G2	S1	1B.1
<i>Berberis nevini</i> Nevin's barberry	PDBER060A0	Endangered	Endangered	G1	S1	1B.1
<i>Bombus crotchii</i> Crotch bumble bee	IIHYM24480	None	None	G3G4	S1S2	
<i>Branchinecta lynchi</i> vernal pool fairy shrimp	ICBRA03030	Threatened	None	G3	S3	
<i>Buteo swainsoni</i> Swainson's hawk	ABNKC19070	None	Threatened	G5	S3	
<i>California macrophylla</i> round-leaved filaree	PDGER01070	None	None	G3?	S3?	1B.2
<i>California Walnut Woodland</i> California Walnut Woodland	CTT71210CA	None	None	G2	S2.1	
<i>Calochortus clavatus var. gracilis</i> slender mariposa-lily	PMLIL0D096	None	None	G4T2T3	S2S3	1B.2



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Calochortus plummerae</i> Plummer's mariposa-lily	PMLIL0D150	None	None	G4	S4	4.2
<i>Calystegia peirsonii</i> Peirson's morning-glory	PDCON040A0	None	None	G4	S4	4.2
<i>Catostomus santaanae</i> Santa Ana sucker	AFCJC02190	Threatened	None	G1	S1	
<i>Centromadia parryi ssp. australis</i> southern tarplant	PDAST4R0P4	None	None	G3T2	S2	1B.1
<i>Chorizanthe parryi var. fernandina</i> San Fernando Valley spineflower	PDPGN040J1	Candidate	Endangered	G2T1	S1	1B.1
<i>Coccyzus americanus occidentalis</i> western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
<i>Corynorhinus townsendii</i> Townsend's big-eared bat	AMACC08010	None	Candidate Threatened	G3G4	S2	SSC
<i>Danaus plexippus pop. 1</i> monarch - California overwintering population	IILEPP2012	None	None	G4T2T3	S2S3	
<i>Deinandra minthornii</i> Santa Susana tarplant	PDAST4R0J0	None	Rare	G2	S2	1B.2
<i>Dodecahema leptoceras</i> slender-horned spineflower	PDPGN0V010	Endangered	Endangered	G1	S1	1B.1
<i>Dudleya blochmaniae ssp. blochmaniae</i> Blochman's dudleya	PDCRA04051	None	None	G3T2	S2	1B.1
<i>Dudleya multicaulis</i> many-stemmed dudleya	PDCRA040H0	None	None	G2	S2	1B.2
<i>Elanus leucurus</i> white-tailed kite	ABNKC06010	None	None	G5	S3S4	FP
<i>Empidonax traillii extimus</i> southwestern willow flycatcher	ABPAE33043	Endangered	Endangered	G5T2	S1	
<i>Emys marmorata</i> western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
<i>Eremophila alpestris actia</i> California horned lark	ABPAT02011	None	None	G5T3Q	S3	WL
<i>Euderma maculatum</i> spotted bat	AMACC07010	None	None	G4	S3	SSC
<i>Eumops perotis californicus</i> western mastiff bat	AMACD02011	None	None	G5T4	S3S4	SSC
<i>Falco mexicanus</i> prairie falcon	ABNKD06090	None	None	G5	S4	WL
<i>Gasterosteus aculeatus williamsoni</i> unarmored threespine stickleback	AFCPA03011	Endangered	Endangered	G5T1	S1	FP
<i>Gila orcuttii</i> arroyo chub	AFCJB13120	None	None	G2	S2	SSC



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Harpagonella palmeri</i> Palmer's grapplinghook	PDBOR0H010	None	None	G4	S3	4.2
<i>Helianthus inexpectatus</i> Newhall sunflower	PDAST4N250	None	None	G1	S1	1B.1
<i>Horkelia cuneata</i> var. <i>puberula</i> mesa horkelia	PDROS0W045	None	None	G4T1	S1	1B.1
<i>Lanius ludovicianus</i> loggerhead shrike	ABPBR01030	None	None	G4	S4	SSC
<i>Lasionycteris noctivagans</i> silver-haired bat	AMACC02010	None	None	G5	S3S4	
<i>Lasiurus cinereus</i> hoary bat	AMACC05030	None	None	G5	S4	
<i>Lasiurus xanthinus</i> western yellow bat	AMACC05070	None	None	G5	S3	SSC
<i>Lasthenia glabrata</i> ssp. <i>coulteri</i> Coulter's goldfields	PDAST5L0A1	None	None	G4T2	S2	1B.1
<i>Lepidium virginicum</i> var. <i>robinsonii</i> Robinson's pepper-grass	PDBRA1M114	None	None	G5T3	S3	4.3
<i>Lepus californicus bennettii</i> San Diego black-tailed jackrabbit	AMAEB03051	None	None	G5T3T4	S3S4	SSC
<i>Macrotus californicus</i> California leaf-nosed bat	AMACB01010	None	None	G4	S3	SSC
<i>Mainland Cherry Forest</i> Mainland Cherry Forest	CTT81820CA	None	None	G1	S1.1	
<i>Malacothamnus davidsonii</i> Davidson's bush-mallow	PDMAL0Q040	None	None	G2	S2	1B.2
<i>Monardella hypoleuca</i> ssp. <i>hypoleuca</i> white-veined monardella	PDLAM180A3	None	None	G4T2T3	S2S3	1B.3
<i>Navarretia fossalis</i> spreading navarretia	PDPLM0C080	Threatened	None	G2	S2	1B.1
<i>Navarretia setiloba</i> Piute Mountains navarretia	PDPLM0C0S0	None	None	G2	S2	1B.1
<i>Neotoma lepida intermedia</i> San Diego desert woodrat	AMAFF08041	None	None	G5T3T4	S3S4	SSC
<i>Nyctinomops macrotis</i> big free-tailed bat	AMACD04020	None	None	G5	S3	SSC
<i>Onychomys torridus ramona</i> southern grasshopper mouse	AMAFF06022	None	None	G5T3	S3	SSC
<i>Opuntia basilaris</i> var. <i>brachyclada</i> short-joint beavertail	PDCAC0D053	None	None	G5T3	S3	1B.2
<i>Orcuttia californica</i> California Orcutt grass	PMPOA4G010	Endangered	Endangered	G1	S1	1B.1



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Perognathus longimembris brevinasus</i> Los Angeles pocket mouse	AMAFD01041	None	None	G5T1T2	S1S2	SSC
<i>Phrynosoma blainvillii</i> coast horned lizard	ARACF12100	None	None	G3G4	S3S4	SSC
<i>Polioptila californica californica</i> coastal California gnatcatcher	ABPBJ08081	Threatened	None	G3T2	S2	SSC
<i>Pseudognaphalium leucocephalum</i> white rabbit-tobacco	PDAST440C0	None	None	G4	S2	2B.2
<i>Rana muscosa</i> southern mountain yellow-legged frog	AAABH01330	Endangered	Endangered	G1	S1	SSC
<i>Rhinichthys osculus ssp. 3</i> Santa Ana speckled dace	AFCJB3705K	None	None	G5T1	S1	SSC
<i>Riversidian Alluvial Fan Sage Scrub</i> Riversidian Alluvial Fan Sage Scrub	CTT32720CA	None	None	G1	S1.1	
<i>Senecio aphanactis</i> chaparral ragwort	PDAST8H060	None	None	G3?	S2	2B.2
<i>Southern California Arroyo Chub/Santa Ana Sucker Stream</i> Southern California Arroyo Chub/Santa Ana Sucker Stream	CARE2330CA	None	None	GNR	SNR	
<i>Southern California Threespine Stickleback Stream</i> Southern California Threespine Stickleback Stream	CARE2320CA	None	None	GNR	SNR	
<i>Southern Coast Live Oak Riparian Forest</i> Southern Coast Live Oak Riparian Forest	CTT61310CA	None	None	G4	S4	
<i>Southern Cottonwood Willow Riparian Forest</i> Southern Cottonwood Willow Riparian Forest	CTT61330CA	None	None	G3	S3.2	
<i>Southern Mixed Riparian Forest</i> Southern Mixed Riparian Forest	CTT61340CA	None	None	G2	S2.1	
<i>Southern Riparian Scrub</i> Southern Riparian Scrub	CTT63300CA	None	None	G3	S3.2	
<i>Southern Sycamore Alder Riparian Woodland</i> Southern Sycamore Alder Riparian Woodland	CTT62400CA	None	None	G4	S4	
<i>Southern Willow Scrub</i> Southern Willow Scrub	CTT63320CA	None	None	G3	S2.1	
<i>Spea hammondi</i> western spadefoot	AAABF02020	None	None	G3	S3	SSC
<i>Symphotrichum greatae</i> Greata's aster	PDASTE80U0	None	None	G3	S3	1B.3
<i>Taxidea taxus</i> American badger	AMAJF04010	None	None	G5	S3	SSC
<i>Thamnophis hammondi</i> two-striped garter snake	ARADB36160	None	None	G4	S3S4	SSC
<i>Valley Oak Woodland</i> Valley Oak Woodland	CTT71130CA	None	None	G3	S2.1	



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Vireo bellii pusillus</i> least Bell's vireo	ABPBW01114	Endangered	Endangered	G5T2	S2	

Record Count: 83

Appendix B USFWS Species List



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Carlsbad Fish and Wildlife Office
2177 SALK AVENUE - SUITE 250
CARLSBAD, CA 92008

PHONE: (760)431-9440 FAX: (760)431-5901

URL: www.fws.gov/carlsbad/

Consultation Code: 08ECAR00-2016-SLI-0442

March 04, 2016

Event Code: 08ECAR00-2016-E-00614

Project Name: Pacoima Wash Bikeway

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, and proposed species, designated critical habitat, and candidate species that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment



United States Department of Interior
Fish and Wildlife Service

Project name: Pacoima Wash Bikeway

Official Species List

Provided by:

Carlsbad Fish and Wildlife Office
2177 SALK AVENUE - SUITE 250
CARLSBAD, CA 92008
(760) 431-9440
<http://www.fws.gov/carlsbad/>

Consultation Code: 08ECAR00-2016-SLI-0442

Event Code: 08ECAR00-2016-E-00614

Project Type: RECREATION CONSTRUCTION / MAINTENANCE

Project Name: Pacoima Wash Bikeway

Project Description: The Mountains Recreation and Conservation Authority proposes to create a bikeway along the Pacoima Wash. The project alignment would be located in the cities of Los Angeles and San Fernando in the northeastern San Fernando Valley, in Los Angeles County. The Pacoima Wash Bikeway would be a 3.25-mile long Class I bikeway stretching from the Lopez Earthen Dam and Debris Basin to the existing pedestrian and bicycle bridge at Haddon Avenue.

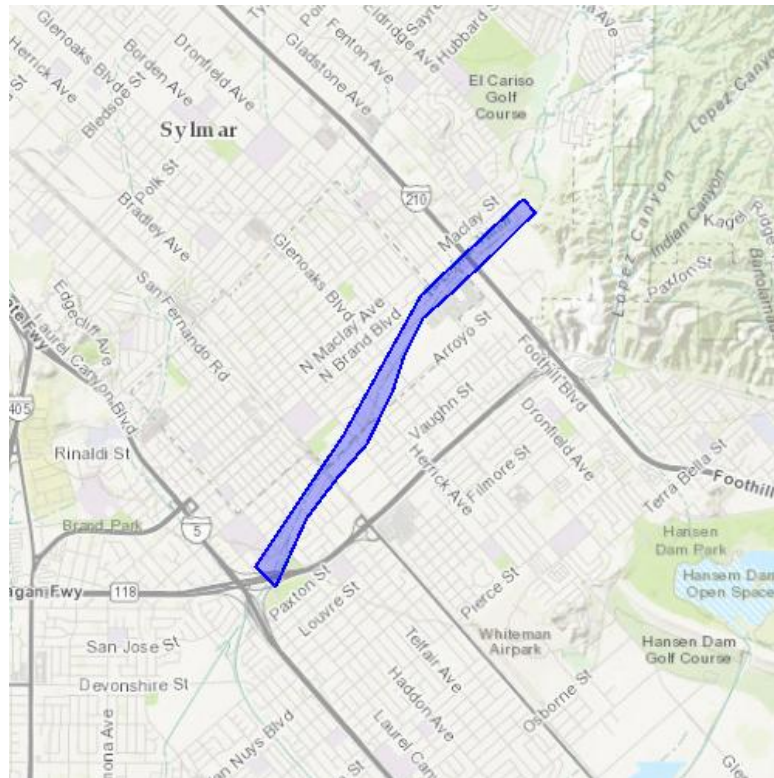
Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.



United States Department of Interior
Fish and Wildlife Service

Project name: Pacoima Wash Bikeway

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-118.4417152404785 34.26842432440939, -118.43948364257812 34.266580092204784, -118.4358787536621 34.27296380059998, -118.43261718749999 34.276651944546444, -118.42901229858398 34.279914398549934, -118.42609405517577 34.28502059409368, -118.42489242553711 34.28828272327636, -118.4226608276367 34.29182837223449, -118.41974258422852 34.29395568979055, -118.41459274291992 34.29792653843918, -118.41081619262694 34.30090455174585, -118.40978622436523 34.30161358697055, -118.41115951538086 34.30303163946266, -118.42283248901366 34.29395568979055, -118.43167304992676 34.28083637347223, -118.4417152404785 34.26842432440939)))

Project Counties: Los Angeles, CA



United States Department of Interior
Fish and Wildlife Service

Project name: Pacoima Wash Bikeway

Endangered Species Act Species List

There are a total of 8 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Birds	Status	Has Critical Habitat	Condition(s)
California condor (<i>Gymnogyps californianus</i>) Population: Entire, except where listed as an experimental population	Endangered	Final designated	
Coastal California gnatcatcher (<i>Polioptila californica californica</i>) Population: Entire	Threatened	Final designated	
Least Bell's vireo (<i>Vireo bellii pusillus</i>) Population: Entire	Endangered	Final designated	
Southwestern Willow flycatcher (<i>Empidonax traillii extimus</i>) Population: Entire	Endangered	Final designated	
Fishes			
Santa Ana sucker (<i>Catostomus santaanae</i>) Population: 3 CA river basins	Threatened	Final designated	
Flowering Plants			



United States Department of Interior
Fish and Wildlife Service

Project name: Pacoima Wash Bikeway

Braunton's milk-vetch (<i>Astragalus brauntonii</i>)	Endangered	Final designated	
Gambel's watercress (<i>Rorippa gambellii</i>)	Endangered		
Nevin's barberry (<i>Berberis nevinii</i>)	Endangered	Final designated	



United States Department of Interior
Fish and Wildlife Service

Project name: Pacoima Wash Bikeway

Critical habitats that lie within your project area

There are no critical habitats within your project area.

Appendix C Species Observed During Field Survey

Pacoima Wash Mountain Bikeway
Species observed on March 25, 2016

Plants

<u>Scientific Name</u>	<u>Common Name</u>	<u>Native/Non-native(nn)/Invasive</u>
<i>Ailanthus altissima</i>	tree of heaven	nn/invasive
<i>Artemisia californica</i>	California sagebrush	native
<i>Arundo donax</i>	giant reed	nn/invasive
<i>Avena barbata</i>	slender oat	nn/invasive
<i>Baccharis pilularis</i>	coyote bush	native
<i>Bromus diandrus</i>	ripgut brome	nn/invasive
<i>Bromus madritensis</i>	foxtail brome	nn
<i>Carduus pycnocephalus</i>	Italian thistle	nn/invasive
<i>Centaurea solstitialis</i>	yellow star thistle	nn/invasive
<i>Conyza canadensis</i>	Canadian horseweed	native
<i>Cynodon dactylon</i>	Bermuda grass	nn
<i>Elymus condensatus</i>	giant wild rye	native
<i>Elymus triticoides</i>	beardless wild rye	native
<i>Encelia californica</i>	California brittlebush	native
<i>Eriogonum fasciculatum</i>	California buckwheat	native
<i>Eschscholzia californica</i>	California poppy	native
<i>Euphorbia</i> sp.	spurge	unknown
<i>Hirschfeldia incana</i>	summer mustard	nn/invasive
<i>Hordeum murinum</i>	foxtail barley	nn/invasive
<i>Hylocereus undatus</i>	dragonfruit	nn
<i>Hypochaeris glabra</i>	smooth cat's ear	nn/invasive
<i>Juglans californica</i>	southern California black walnut	native
<i>Lactuca serriola</i>	prickly lettuce	nn
<i>Lantana</i> sp.	lantana	nn
<i>Lepidospartum squamatum</i>	California broomsage	native
<i>Lepidium</i> spp.	peppergrass	nn
<i>Malosma laurina</i>	laurel sumac	native
<i>Malva parviflora</i>	cheeseweed mallow	nn
<i>Marah macrocarpa</i>	chilicothe	native
<i>Melia azedarach</i>	chinaberry tree	nn
<i>Muhlenbergia rigens</i>	deergrass	native
<i>Myoporum parvifolium</i>	creeping myoporum	nn
<i>Nerium oleander</i>	oleander	nn
<i>Nicotiana glauca</i>	tree tobacco	nn/invasive
<i>Opuntia</i> sp.	prickly pear	nn
<i>Pennistemon</i> spp.	fountaingrass	nn
<i>Phacelia distans</i>	wild heliotrope	native
<i>Photinia</i> sp.	photinia	nn
<i>Pinus canariensis</i>	Canary Island pine	nn
<i>Pinus pinea</i>	stone pine	nn
<i>Plantago lanceolata</i>	English plantain	nn/invasive
<i>Platanus racemosa</i>	California sycamore	native
<i>Pseudognaphalium luteoalbum</i>	Jersey cudweed	nn
<i>Pyracantha</i> sp.	firethorn	nn
<i>Quercus</i> sp.	coast live oak hybrid	nn
<i>Rhus ovata</i>	sugar bush	native
<i>Ribes aureum</i>	golden currant	native
<i>Salsola tragus</i>	Russian thistle	nn/invasive

<i>Salvia apiana</i>	white sage	native
<i>Salvia mellifera</i>	black sage	native
<i>Sambucus nigra</i>	black elderberry	nn
<i>Schinus molle</i>	Peruvian pepper	nn/invasive
<i>Schinus terebinthifolius</i>	Brazilian pepper	nn/invasive
<i>Senecio vulgaris</i>	groundsel	nn
<i>Silybum marianum</i>	milk thistle	nn/invasive
<i>Solanum xanti</i>	purple nightshade	native
<i>Sonchus oleraceus</i>	common sow thistle	nn
<i>Sorghum halepense</i>	Johnson grass	nn/invasive
<i>Toxicodendron diversilobum</i>	poison oak	native
<i>Umbellularia californica</i>	California bay	native
<i>Vulpia</i> spp.	fescue	nn
<i>Washingtonia robusta</i>	Mexican fan palm	nn/invasive
<i>Xanthium strumarium</i>	rough cocklebur	native
<i>Yucca</i> sp.	yucca	unknown

Wildlife

<i>Aeronautes saxatalis</i>	white-throated swift
<i>Buteo jamaicensis</i>	red-tailed hawk
<i>Charadrius vociferus</i>	killdeer
<i>Columba livia</i>	rock pigeon
<i>Corvus corax</i>	common raven
<i>Haemorhous mexicanus</i>	house finch
<i>Hirundo rustica</i>	barn swallow
Laridae family	seagull
<i>Mimus polyglottos</i>	northern mockingbird
<i>Passer domesticus</i>	house sparrow
<i>Poocetes gramineus</i>	vesper sparrow
<i>Sayornis nigricans</i>	black phoebe
<i>Sceloporus occidentalis</i>	western fence lizard
<i>Selasphorus sasin</i>	Allen's hummingbird
<i>Spinus psaltria</i>	lesser goldfinch
<i>Stelgidopteryx serripennis</i>	northern rough-winged swallow
<i>Streptopelia decaocto</i>	Eurasian collared dove
<i>Sturnus vulgaris</i>	European starling
<i>Zenaida macroura</i>	mourning dove

Appendix D BSA Photographs

Pacoima Wash Mountain Bikeway – BSA Photographs



Photo 1. Southern limits of the BSA, view to the northeast



Photo 2. Pacoima Wash invert under the Metrolink crossing near San Fernando Road, view to the north

Pacoima Wash Mountain Bikeway – BSA Photographs



Photo 3. Pacoima Wash and paved right of way near Glen Oaks Boulevard, view to the northeast



Photo 4. Pacoima Wash and paved right of way near Glen Oaks Boulevard, view to the southwest

Pacoima Wash Mountain Bikeway – BSA Photographs



Photo 5. Small mammal burrows near Glen Oaks Boulevard on the south side of the wash



Photo 6. Pacoima Wash and paved right of way near MRCA Park, view to the northeast

Pacoima Wash Mountain Bikeway – BSA Photographs



Photo 7. MRCA Park southwest of the wash, view to the north



Photo 8. Pacoima Wash from Foothill Boulevard overpass, view to the northeast

Pacoima Wash Mountain Bikeway – BSA Photographs



Photo 9. Coastal sage scrub on south side of wash near Lopez Dam, view to the northeast



Photo 10. Northern limits of the BSA near Lopez Dam, view to the northeast

Pacoima Wash Mountain Bikeway – BSA Photographs



Photo 11. North side of wash near Lopez Dam, view to the southwest

Appendix E Listed and Proposed Species and Natural Communities with Potential to be in the BSA

Listed and Proposed Species and Natural Communities with Potential to be in the BSA

Common and Scientific Names	Status			General Habitat Description*	Habitat Present/Absent	Rationale for Species Presence/Absence
	Federal USFWS	State CDFW	CNPS			
Plants						
<i>Astragalus brauntonii</i> Braunton's milk-vetch	FE	S2	1B.1	The Braunton's milk-vetch is a perennial herb found in chaparral, coastal scrub, valley and foothill grassland. It may be found in recently burned or disturbed areas; usually in sandstone with carbonate layers. A soil specialist; it requires shallow soils to defeat pocket gophers and also open areas, preferably on hilltops, saddles or bowls between hills. Typical blooming period: January to August Elevation range: 13 to 2,100 feet	HP	There are disturbed areas in the BSA; therefore, there is suitable habitat present. However, this species was not observed during the biological survey, which was conducted during the typical blooming period for this species. Therefore, this species is not expected to be in the BSA and the project would have no effect on this species.
<i>Atriplex parishii</i> Parish's brittle scale	--	S1	1B.1	The Parish's brittle scale is an annual herb found in vernal pools, chenopod scrub, and playas. It is usually found on drying alkali flats with fine soils. Typical blooming period: June to October Elevation range: 82 to 6,234 feet	A	There are no vernal pools, chenopod scrub, or playas in the BSA; therefore, there is no suitable habitat present and this species is not expected to be in the BSA.
<i>Berberis nevinii</i> Nevin's barberry	FE	SE	1B.1	The Nevin's barberry is a perennial evergreen shrub, found in chaparral, cismontane woodland, coastal scrub, and riparian scrub. It often occurs on steep, north facing slopes or in low grade sandy washes. Typical blooming period: February to June	HP (Marginal)	There is a small area of coastal sage scrub in the BSA near Lopez Dam; therefore, there is suitable habitat present. However, the habitat is disturbed, and is across the wash channel from the proposed bikeway. In addition, this species was not observed during the biological survey, which was

				Elevation range: 230 to 2,707 feet		conducted during the typical blooming period for this species. Therefore, this species is not expected to be in the BSA and the project would have no effect on this species.
<i>California macrophylla</i> Round-leaved filaree	--	--	1B.2	The round-leaved filaree is an annual herb found in cismontane woodlands and valley and foothill grasslands in clay soils Typical blooming period: March to May Elevation range: 49 to 3,937 feet	A	There are no cismontane woodlands or valley and foothill grasslands in the BSA; therefore, there is no suitable habitat present. In addition, this species was not observed during the biological survey, which was conducted during the typical blooming period for this species. Therefore, this species is not expected to be in the BSA.
<i>Calochortus clavatus</i> var. <i>gracilis</i> Slender mariposa-lily	--	--	1B.2	The slender mariposa-lily is a perennial bulbiferous herb found in chaparral, coastal scrub, and valley and foothill grassland. It may be found in shaded foothill canyons; often on grassy slopes within other habitat. Typical blooming period: March to November Elevation range: 1,050 to 3,281 feet	HP (Marginal)	There is a small area of coastal sage scrub in the BSA near Lopez Dam; therefore, there is suitable habitat present. However, the habitat is disturbed, and is across the wash channel from the proposed bikeway. In addition this species was not observed during the biological survey, which was conducted during the typical blooming period. Therefore, this species is not expected to be in the BSA.
<i>Calochortus plummerae</i> Plummer's mariposa-lily	--	--	4.2	The Plummer's mariposa-lily is a perennial bulbiferous herb, found in coastal scrub, chaparral, valley and foothill grassland, cismontane woodland, and lower montane coniferous forest. This species is found on rocky and sandy sites, usually of granitic or alluvial material and can be very common after fire.	HP (Marginal)	There is a small area of coastal sage scrub in the BSA near Lopez Dam; therefore, there is suitable habitat present. However, the habitat is disturbed, and is across the wash channel from the proposed bikeway. In addition, this species was not observed during the biological survey. Although the

				Typical blooming period: May to July Elevation range: 328 to 5,577 feet		survey was not conducted during the typical blooming period, because this species is a perennial, it is likely that it would have been detected (observation of stems or rosettes) during the biological survey. Therefore, this species is not expected to be in the BSA.
<i>Calystegia peirsonii</i> Peirson's morning-glory	--	--	4.2	The Peirson's morning-glory is a perennial rhizomatous herb found in chaparral, coastal scrub, chenopod scrub, cismontane woodland, lower montane coniferous forest, and valley and foothill grassland. It is often found in disturbed areas or along roadsides or in grassy, open areas. Typical blooming period: April to June Elevation range: 98 to 4,921 feet	HP (Marginal)	There is a small area of coastal sage scrub in the BSA near Lopez Dam; therefore, there is suitable habitat present. However, the habitat is disturbed, and is across the wash channel from the proposed bikeway. In addition, this species was not observed during the biological survey. Although the survey was not conducted during the typical blooming period, because this species is a perennial, it is likely that it would have been detected (observation of stems or rosettes) during the biological survey. Therefore, this species is not expected to be in the BSA.
<i>Centromadia parryi</i> ssp. <i>australis</i> Southern tarplant	--	--	1B.1	The southern tarplant is an annual herb found in marshes and swamps (margins), valley and foothill grassland, and vernal pools. This species is often found in disturbed sites near the coast at marsh edges. It is also found in alkaline soils sometimes with saltgrass. Typical blooming period: May to November Elevation range: Zero to 1,378 feet	A	There are no marshes and swamps, valley and foothill grassland, vernal pools, or disturbed coastal areas in the BSA; therefore, there is no suitable habitat present and this species is not expected to be in the BSA.
<i>Chorizanthe parryi</i> var. <i>fernandina</i>	FC	SE	1B.1	The San Fernando Valley spineflower is an annual herb found	HP	There is a small area of coastal sage scrub in the BSA near Lopez

San Fernando Valley spineflower				in coastal scrub and valley and foothill grasslands. This species is found in sandy soils. Typical blooming period: April to July Elevation range: 492 to 4,002 feet	(Marginal)	Dam; therefore, there is suitable habitat present. However, the habitat is disturbed and is across the wash channel from the proposed bikeway. In addition, this species was not observed during the biological survey. Although the survey was not conducted during the typical blooming period, the survey was conducted within a week following the bloom period, and remnants of the vegetative plant parts would likely have been visible. Therefore, this species is not expected to be in the BSA and the project would have no effect on this species.
<i>Deinandra minthornii</i> Santa Susana tarplant	--	SR	1B.2	The Santa Susana tarplant is a perennial deciduous shrub found in chaparral and coastal scrub on sandstone outcrops and crevices. Typical blooming period: July to November Elevation range: 919 to 2,493 feet	HP (Marginal)	There is a small area of coastal sage scrub in the BSA near Lopez Dam; therefore, there is suitable habitat present. However, the habitat is disturbed, and is across the wash channel from the proposed bikeway. In addition, this species was not observed during the biological survey. Although the survey was not conducted during the typical blooming period, because this species is a perennial, it is likely that it would be detected (observation of stems or rosettes) during the biological survey. Therefore, this species is not expected to be in the BSA.
<i>Dodecahema leptoceras</i> Slender-horned spineflower	FE	SE	1B.1	The slender-horned spineflower is an annual herb found in chaparral, cismontane woodland, and coastal scrub (alluvial fan sage scrub). This species is found on flood deposited	HP (Marginal)	There is a small area of coastal sage scrub in the BSA near Lopez Dam; therefore, there is suitable habitat present. However, the habitat is disturbed, and is across

				terraces and washes on sandy soils. Typical blooming period: April to June Elevation range: 656 to 2,493 feet		the wash channel from the proposed bikeway. In addition, this species was not observed during the biological survey. Although the survey was not conducted during the typical blooming period, the survey was conducted within a week following the bloom period, and remnants of the vegetative plant parts would likely have been visible. Therefore, this species is not expected to be in the BSA and the project would have no effect on this species.
<i>Dudleya blochmaniae</i> ssp. <i>blochmaniae</i> Blochman's dudleya	--	--	1B.1	The Blochman's dudleya is a perennial herb found on open, rocky slopes in coastal scrub, coastal bluff scrub, chaparral, valley and foothill grassland. This species is often found in shallow clays over serpentine or in rocky areas with little soil. Typical blooming period: April to June Elevation range: 16 to 1,476 feet	A	There are no open, rocky slopes or rocky areas in the BSA; therefore, there is no suitable habitat present and this species is not expected to be in the BSA
<i>Dudleya multicaulis</i> Many-stemmed dudleya	--	--	1B.2	The many-stemmed dudleya is a perennial herb found in chaparral, coastal scrub, and valley and foothill grassland. This species is found in heavy, often clayey soils or grassy slopes. Typical blooming period: April to July Elevation range: 49 to 2,592 feet	HP (Marginal)	There is a small area of coastal sage scrub in the BSA near Lopez Dam; therefore, there is suitable habitat present. However, the habitat is disturbed, and is across the wash channel from the proposed bikeway. In addition, this species was not observed during the biological survey. Although the survey was not conducted during the typical blooming period, because this species is a perennial, it is likely that it would have been detected (observation of stems or rosettes)

						during the biological survey. Therefore, this species is not expected to be in the BSA.
<i>Harpagonella palmeri</i> Palmer's grapplinghook	--	--	4.2	The Palmer's grapplinghook is an annual herb found in chaparral, coastal scrub, and valley and foothill grassland. This species is found on clay soils in open grassy areas within shrubland. Typical blooming period: March to May Elevation range: 66 to 3,133 feet	HP (Marginal)	There is a small area of coastal sage scrub in the BSA near Lopez Dam; therefore, there is suitable habitat present. However, the habitat is disturbed, and is across the wash channel from the proposed bikeway. In addition, this species was not observed during the biological survey, which was conducted during the typical blooming period. Therefore, this species is not expected to be in the BSA.
<i>Helianthus inexpectatus</i> Newhall sunflower	--	--	1B.1	The Newhall sunflower is a perennial rhizomatous herb found in marshes and swamps and riparian woodland. Typical blooming period: August to October Elevation range: 1,001 feet	A	There are no marshes and swamps or riparian woodland in the BSA; therefore, there is no suitable habitat present and this species is not expected to be in the BSA.
<i>Horkelia cuneata</i> var. <i>puberula</i> Mesa horkelia	--	--	1B.1	The mesa horkelia is a perennial herb found in chaparral (maritime), cismontane woodland, and coastal scrub habitats in sandy or gravelly soils. Typical blooming period: February to September Elevation range: 229 to 2,657 feet	HP (Marginal)	There is a small area of coastal sage scrub in the BSA near Lopez Dam; therefore, there is suitable habitat present. However, the coastal scrub habitat is disturbed, and is across the wash channel from the proposed bikeway. In addition, this species was not observed during the biological survey, which was conducted during the typical blooming period. Therefore, this species is not expected to be in the BSA.
<i>Lasthenia glabrata</i> ssp. <i>coulteri</i>	--	--	1B.1	The Coulter's goldfield is an annual herb found in coastal salt marshes,	A	There are no coastal salt marshes, playas, or vernal pools in the BSA;

Coulter's goldfields				<p>playas, and vernal pools. This species is usually found on alkaline soils in playas, sinks, and grasslands.</p> <p>Typical blooming period: February to June</p> <p>Elevation range: Three to 4,003 feet</p>		therefore, there is no suitable habitat present and this species is not expected to be in the BSA.
<p><i>Lepidium virginicum</i> var. <i>robinsonii</i></p> <p>Robinson's pepper-grass</p>	--	--	4.3	<p>Robinson's pepper-grass is an annual herb found in chaparral and coastal scrub. This species is found on dry soils.</p> <p>Typical blooming period: January to July</p> <p>Elevation range: Three to 2,904 feet</p>	HP (Marginal)	There is a small area of coastal sage scrub in the BSA near Lopez Dam; therefore, there is suitable habitat present. However, the habitat is disturbed, and is across the wash channel from the proposed bikeway. In addition, this species was not observed during the biological survey, which was conducted during the typical blooming period. Therefore, this species is not expected to be in the BSA.
<p><i>Malacothamnus davidsonii</i></p> <p>Davidson's bush-mallow</p>	--	--	1B.2	<p>Davidson's bush-mallow is a perennial deciduous shrub found in coastal scrub, riparian woodland, chaparral and cismontane woodland. This species is found in sandy washes.</p> <p>Typical blooming period: June to January</p> <p>Elevation range: 607 to 2,805 feet</p>	HP (Marginal)	There is a small area of coastal sage scrub in the BSA near Lopez Dam; therefore, there is suitable habitat present. However, the habitat is disturbed, and is across the wash channel from the proposed bikeway. In addition, this species was not observed during the biological survey. Although the survey was not conducted during the typical blooming period, because this species is a perennial, it is likely that it would have been detected (observation of stems or rosettes) during the biological survey. Therefore, this species is not expected to be in the BSA.

<i>Monardella hypoleuca</i> <i>ssp. hypoleuca</i> White-veined monardella	--	--	1B.3	The white-veined monardella is a perennial herb found in chaparral and cismontane woodland. Typical blooming period: April to December Elevation range: 164 to 5,003 feet	A	There is no chaparral or cismontane woodland in the BSA; therefore, there is no suitable habitat present and this species is not expected to be in the BSA.
<i>Nasturtium gambelii</i> Gambel's watercress	FE	SE	1B.1	Gambel's watercress is a perennial rhizomatous herb found in freshwater or brackish marshes and swamps. Typical blooming period: April to October Elevation range: 16 to 1,082 feet	A	There are no freshwater or brackish marshes or swamps in the BSA; therefore, there is no suitable habitat present. This species is not expected to be in the BSA and the project would have no effect on this species.
<i>Navarretia fossalis</i> spreading navarretia	FT	--	1B.1	The spreading navarretia is an annual herb found in vernal pools, chenopod scrub, marshes and swamps, and playas. This species is found on San Diego hardpan and San Diego claypan vernal pools in swales. Typical blooming period: April to June Elevation range: 98 to 2,149 feet	A	There are no vernal pools, chenopod scrub, marshes and swamps, or playas in the BSA; therefore, there is no suitable habitat present. This species is not expected to be in the BSA and the project would have no effect on this species.
<i>Navarretia setiloba</i> Piute Mountains navarretia	--	--	1B.1	The Piute Mountains navarretia is an annual herb found in cismontane woodland, pinyon-juniper woodland, and valley and foothill grassland. This species is found on clay soils or on gravelly loam. Typical blooming period: April to July Elevation range: 935 to 6,890 feet	A	There is no cismontane woodland, pinyon-juniper woodland, or valley and foothill grassland in the BSA; therefore, there is no suitable habitat present and this species is not expected to be in the BSA.
<i>Opuntia basilaris</i> var. <i>brachyclada</i> Short-joint beavertail	--	--	1B.2	The short-joint beavertail cactus is a perennial stem succulent found in chaparral, Joshua tree woodland, Mojavean desert scrub, and pinyon-juniper woodland. This species is found on sandy soil or coarse,	A	There is no chaparral, Joshua tree woodland, Mojavean desert scrub, or pinyon-juniper woodland in the BSA; therefore, there is no suitable habitat present and this species is

				<p>granitic loam.</p> <p>Typical blooming period: April to August.</p> <p>Elevation range: 1,394 to 5,906 feet.</p>		not expected to be in the BSA.
<p><i>Orcuttia californica</i></p> <p>California Orcutt grass</p>	FE	SE	1B.1	<p>The California Orcutt grass is an annual herb found in vernal pools.</p> <p>Typical blooming period: April to August</p> <p>Elevation range: 49 to 2,165 feet</p>	A	There are no vernal pools in the BSA; therefore, there is no suitable habitat present. This species is not expected to be in the BSA and the project would have no effect on this species.
<p><i>Pseudognaphalium leucocephalum</i></p> <p>White rabbit-tobacco</p>	--	--	2B.2	<p>The white rabbit-tobacco is a perennial herb found in riparian woodland, cismontane woodland, coastal scrub and chaparral. This species is found on sandy, gravelly sites.</p> <p>Typical blooming period: July to December</p> <p>Elevation range: Zero to 6,890 feet</p>	HP (Marginal)	There is a small area of coastal sage scrub in the BSA near Lopez Dam; therefore, there is suitable habitat present. However, the habitat is disturbed, and is across the wash channel from the proposed bikeway. In addition, this species was not observed during the biological survey. Although the survey was not conducted during the typical blooming period, because this species is a perennial, it is likely that it would have been detected (observation of stems or rosettes) during the biological survey. Therefore, this species is not expected to be in the BSA.
<p><i>Senecio aphanactis</i></p> <p>Chaparral ragwort</p>	--	--	2B.2	<p>Chaparral ragwort is an annual herb found in chaparral, cismontane woodland, and coastal scrub on drying alkaline flats.</p> <p>Typical blooming period: January to April</p> <p>Elevation range: 49 to 2,625 feet</p>	A	There are no drying alkaline flats in the BSA; therefore, there is no suitable habitat present and this species is not expected to be in the BSA.
<p><i>Symphyotrichum greatae</i></p>	--	--	1B.3	<p>The Greata's aster is a perennial rhizomatous herb found in chaparral, cismontane woodland, broadleaved</p>	A	There is no chaparral, cismontane woodland, broadleaved upland forest, lower montane coniferous

Greata's aster			upland forest, lower montane coniferous forest, riparian woodland, and mesic canyons. Typical blooming period: June to October Elevation range: 984 to 6,594 feet		forest, riparian woodland, or mesic canyons in the BSA; therefore, there is no suitable habitat present and this species is not expected to be in the BSA.
Invertebrates					
<i>Bombus crotchii</i> Crotch bumble bee	--	S1S2	The crotch bumblebee is found in open grassland and scrub habitats and nests underground in abandoned rodent burrows. This species feeds on <i>Antirrhinum</i> sp., <i>Phacelia</i> sp., <i>Clarkia</i> sp., <i>Dendromecon</i> sp., <i>Eschscholzia</i> sp., and <i>Erigonum</i> sp.	HP (Marginal)	There is a small area of coastal sage scrub in the BSA near Lopez Dam; therefore, there is suitable habitat present. However, the habitat is disturbed, and is across the wash channel from the proposed bikeway. Therefore, there is a low potential for this species to be in the BSA, but it is not likely to be in the construction area.
<i>Danaus plexippus</i> pop. 1 Monarch butterfly – California overwintering population	--	S2S3	The monarch butterfly requires milkweed for breeding and as a food source for larvae. This species roosts in eucalyptus, Monterey pines, and Monterey cypresses in California.	A	There are no eucalyptus, Monterey pines, Monterey cypresses, or milkweed in the BSA; therefore, there is no suitable habitat present and this species is not expected to be in the BSA.
Crustaceans					
<i>Branchinecta lynchi</i> Vernal pool fairy shrimp	FT	--	The vernal pool fairy shrimp is endemic to the grasslands of the Central Valley, Central Coast mountains, and South Coast mountains, and is found in astatic rain-filled pools. This species is found in small, clear-water sandstone-depression pools and grassy swales, earth slumps, or basalt-flow depression pools.	A	There are no small sandstone-depression pools, grassy swales, earth slumps, or basalt-flow depressions pools in the BSA; therefore, there is no suitable habitat present. This species is not expected to be in the BSA and the project would have no effect on this species.
Fish					

<i>Catostomus santaanae</i> Santa Ana sucker	FT	S1	The Santa Ana sucker is endemic to Los Angeles Basin south coastal streams. This species is a habitat generalist and prefers sand-rubble-boulder bottoms, cool, clear water, and algae.	A	There are no streams with sand-rubble boulder bottoms in the BSA; therefore, there is no suitable habitat present. This species is not expected to be in the BSA and the project would have no effect on this species.
<i>Gasterosteus aculeatus williamsoni</i> Unarmored threespine stickleback	FE	SE	The unarmored threespine stickleback is found in small Southern California streams in weedy pools, backwaters, and among emergent vegetation at stream edges. This species is found in cool (less than 24 degrees Celsius), clear water with abundant vegetation.	A	There are no streams with weedy pools or emergent vegetation in the BSA; therefore, there is no suitable habitat present. This species is not expected to be in the BSA and the project would have no effect on this species.
<i>Gila orcuttii</i> Arroyo chub	--	SSC	The arroyo chub is native to streams from Malibu Creek to San Luis Rey River basin. This species was introduced into streams in Santa Clara, Ventura, Santa Ynez, Mohave and San Diego river basins. This species is found in slow water stream sections with mud or sand bottoms, and feeds heavily on aquatic vegetation and associated invertebrates.	A	There are no streams with mud or sand bottoms and aquatic vegetation in the BSA; therefore, there is no suitable habitat present and this species is not expected to be in the BSA.
<i>Rhinichthys osculus</i> ssp. 3 Santa Ana speckled dace	--	SSC	The Santa Ana speckled dace is found in perennial streams fed by cool springs that maintain summer water temperatures below 68 degrees Fahrenheit. This species is found in streams with gravel, cobble, sand, or boulder substrates. The Santa Ana speckled dace is found in the headwaters of the Santa Ana and San Gabriel rivers and may be	A	There are no perennial streams with gravel, cobble, sand, or boulder substrates in the BSA; therefore, there is no suitable habitat present and this species is not expected to be in the BSA.

			extirpated from the Los Angeles River system.		
Amphibians					
<i>Anaxyrus californicus</i> Arroyo toad	FT	SSC	The arroyo toad is found in washes, arroyos, sandy riverbanks, and riparian habitats with willows, sycamores, oaks, and cottonwoods. This species requires exposed sandy streambanks with stable terraces for burrowing with scattered vegetation for shelter, and areas of quiet water or pools free of predatory fish.	A	There are no sandy riverbanks, riparian habitat, willows, sycamores, oaks, or cottonwoods in the BSA. In addition, the wash is within a concrete-lined channel and does not have sandy streambanks for burrowing or vegetation for shelter; therefore, there is no suitable habitat present. This species is not expected to be in the BSA and the project would have no effect on this species.
<i>Rana muscosa</i> Southern mountain yellow-legged frog	FE	ST	The southern mountain yellow-legged frog is found in rocky streams in narrow canyons and in chaparral habitat in the San Gabriel, San Jacinto and San Bernardino Mountains (southern DPS). This species is always encountered within a few feet of water. Tadpoles may require two to four years to complete their aquatic development.	A	There are no rocky streams or chaparral habitat in the BSA; therefore, there is no suitable habitat present. This species is not expected to be in the BSA and the project would have no effect on this species.
<i>Spea hammondi</i> Western spadefoot toad	--	SSC	The western spadefoot is found in open areas with sandy or gravelly soils in a variety of habitats including mixed woodlands, grasslands, coastal sage scrub, chaparral, sandy washes, lowlands, river floodplains, alluvial fans, foothills, and mountains. This species breeds and lays eggs almost exclusively in shallow, temporary pools, formed by heavy winter rains. The pool must not contain bullfrogs, fish, or crayfish.	A	There is a small area of coastal sage scrub in the BSA near Lopez Dam; however, the habitat is disturbed and there are no shallow temporary pools with suitable substrate for egg-laying within in the BSA or several meters of the BSA. Therefore, there is no suitable habitat present and this species is not expected to be in the BSA.

			Egg masses are attached to plant material or the upper surfaces of submerged rocks. Adults remain in underground burrows during most of the year, but will travel up to several meters on rainy nights.		
Reptiles					
<i>Anniella pulchra pulchra</i> Silvery legless lizard	--	SSC	The silvery legless lizard is found in moist, warm loose soils with plant cover, and moisture is essential. This species is found in sparsely vegetated areas of beach dunes, chaparral, pine-oak woodlands, desert scrub, sandy washes, and stream terraces with sycamores, cottonwoods, or oaks. This species is also found in Riversidean Alluvial Fan Sage Scrub.	A	There is a small area of coastal sage scrub in the BSA near Lopez Dam; however the habitat is disturbed, there are no moist, loose soils in this area, and vegetation is sparse. Therefore, there is no suitable habitat present and this species is not expected to be in the BSA.
<i>Aspidoscelis tigris stejnegeri</i> Coastal whiptail	--	S2S3	The coastal whiptail is found primarily in hot and dry open areas with sparse foliage, including chaparral, woodland, and riparian areas. This species is also found in woodland and riparian areas where the ground may be firm soil, sandy, or rocky.	A	There are no chaparral, woodland, or riparian areas in the BSA; therefore, there is no suitable habitat present and this species is not expected to be in the BSA.
<i>Emys marmorata</i> Western pond turtle	--	SSC	The western pond turtle is found in slow moving rivers, streams, lakes ponds, wetlands, reservoirs, and brackish estuarine waters. This species prefers areas that provide logs, algae, or vegetation for cover, and boulders for basking, and is found below 6,000 feet elevation.	A	The wash is concrete lined and does not support vegetation, algae, logs, or boulders for basking. Therefore, there is no suitable habitat present and this species is not expected to be within the BSA.
<i>Phrynosoma blainvillii</i> Coast horned lizard	--	SSC	The coast horned lizard is found in open areas of sandy soil and low vegetation in valleys, foothills, and	A	There are no grasslands, coniferous forests, woodlands, chaparral, or open areas of loose, sandy soil in

			semiarid mountains. This species is also found in grasslands, coniferous forests, woodlands, and chaparral, with open areas and patches of loose soil. Key habitat elements for this species are the presence of loose, fine soils, with a high sand content; an abundance of native ants; open areas for basking; and areas with low dense shrubs for refuge.		the BSA; therefore, there is no suitable habitat present and this species is not expected to be in the BSA.
<i>Thamnophis hammondi</i> Two-striped garter snake	--	SSC	The two-striped garter snake is found in coastal California from the vicinity of Salinas to northwest Baja California. This species is highly aquatic, found in or near permanent fresh water. This species is often found along streams with rocky beds and riparian growth, and has an elevational range from sea level to about 7,000 feet.	A	There are no streams with rocky beds and riparian vegetation in the BSA; therefore, there is no suitable habitat present and this species is not expected to be in the BSA.
Birds					
<i>Accipiter cooperii</i> Cooper's hawk	--	WL	The Cooper's hawk is found in mature forests, open woodlands, wood edges, and river groves. This species nests in coniferous, deciduous, and mixed woods, typically those with tall trees.	A	There are no mature forests, open woodlands, wood edges, or river groves in the BSA; therefore, there is no suitable habitat present and this species is not expected to be in the BSA.
<i>Agelaius tricolor</i> Tricolored blackbird	--	SSC	The tricolored blackbird is found in cattail or tule marshes and forages in fields and farms. This species breeds in large freshwater marshes, in dense strands of cattails or bulrushes.	A	There are no cattail or tule marshes in the BSA; therefore, there is no suitable habitat present and this species is not expected to be in the BSA.
<i>Aimophila ruficeps canescens</i> Southern California rufous-crowned	--	WL	The California rufous-crowned sparrow is a resident in Southern California coastal sage scrub and sparse mixed chaparral. This species	HP (Marginal)	There is a small area of coastal sage scrub in the BSA near Lopez Dam; therefore, there is suitable habitat present. However, the

sparrow			frequents relatively steep, often rocky hillsides with grass and forb patches.		habitat is disturbed, and is across the wash channel from the proposed bikeway. Therefore, there is a low potential for this species to be in the BSA, but it is not likely to be in the project construction area.
<i>Ammodramus savannarum</i> Grasshopper sparrow	--	SSC	The grasshopper sparrow is found in dense grasslands on rolling hills, lowland plains, in valleys and on hillsides on lower mountain slopes. Loosely colonial when nesting, this species favors native grasslands with a mix of grasses, forbs and scattered shrubs. This species breeds in dry fields and prairies and builds cup nests on the ground with grass stems and blades. The grasshopper sparrow feeds on insects, especially grasshoppers.	A	There are no dense grasslands, dry fields, or prairies in the BSA; therefore, there is no suitable habitat present and this species is not expected to be in the BSA.
<i>Artemisiospiza belli belli</i> Bell's sage sparrow	--	WL	The Bell's sage sparrow nests in chaparral dominated by fairly dense stands of chamise. This species is found in coastal sage scrub in the southern end of their range. Nests are located on the ground beneath a shrub or in a shrub six to 18 inches above ground with territories about 50 yards apart.	HP (Marginal)	There is a small area of coastal sage scrub in the BSA near Lopez Dam; therefore, there is suitable habitat present. However, the habitat is disturbed, and is across the wash channel from the proposed bikeway. Therefore, there is a low potential for this species to be in the BSA, but it is not likely to be in the project construction area.
<i>Athene cunicularia</i> Burrowing owl	--	SSC	The burrowing owl is found in open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. This species is a subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel. Also common in disturbed	HP (Marginal)	There are small areas of vacant land adjacent to the wash and ground squirrel burrows were observed during the biological survey; therefore, there is suitable habitat present. However, the burrows were in an area surrounded on all sides by urban development, and there is likely no prey base for this species.

			areas, including roadsides, and may develop burrows in debris piles.		Therefore, this species is not expected to be in the BSA.
<i>Buteo swainsoni</i> Swainson's hawk	--	ST	The Swainson's hawk forages in prairies, grasslands, and agricultural fields that support rodent populations. This species nests in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees.	A	There are no prairies, grasslands, agricultural fields, juniper-sage flats, riparian areas, or savannahs in the BSA; therefore, there is no suitable habitat present and this species is not expected to be in the BSA.
<i>Coccyzus americanus occidentalis</i> Western yellow-billed cuckoo	FT	ST	The Western yellow-billed cuckoo breeds in large blocks, or contiguous areas of riparian habitat, primarily cottonwood-willow riparian woodlands. Optimum patches are greater than 200 acres in size and wider than 1,950 feet. Sites smaller than 50 to 100 acres in size and 325 to 65 feet wide are not suitable. This species forages on caterpillars and large insects, and occasionally on small lizards, frogs, eggs, and young birds.	A	There is no riparian habitat in the BSA; therefore, there is no suitable habitat present. This species is not expected to be in the BSA and the project would have no effect on this species.
<i>Elanus leucurus</i> White-tailed kite	--	FP	The white-tailed kite is found in rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. This species favors open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.	A	There are no foothills or valley margins with scattered oaks, marshes, deciduous woodlands, grasslands, or meadows in the BSA; therefore, there is no suitable habitat present and this species is not expected to be in the BSA.
<i>Empidonax traillii extimus</i> Southwestern willow flycatcher	FE	SE	The southwestern willow flycatcher is found in riparian habitats along rivers, streams, or other wetlands with vegetation for nesting and foraging.	A	There is no riparian habitat in the BSA; therefore, there is no suitable habitat present. This species is not expected to be in the BSA and the project would have no effect on this species.

<i>Eremophila alpestris actia</i> California horned lark	--	WL	The California horned lark is found in coastal regions, chiefly from Sonoma County to San Diego County. This species is also found in the main part of San Joaquin Valley and east to the foothills. The California horned lark may be found in short-grass prairie, "bald" hills, mountain meadows, open coastal plains, fallow grain fields, and alkali flats.	A	There are no short-grass prairies, "bald" hills, mountain meadows, open coastal plains, fallow grain fields, or alkali flats in the BSA; therefore, there is no suitable habitat present and this species is not expected to be in the BSA.
<i>Falco mexicanus</i> Prairie falcon	--	WL	The prairie falcon is found in grasslands, shrubby deserts, shrub-steppe (a low rainfall grassland) and other open areas up to about 10,000 feet elevation. In the winter, the majority of this species are found in the Great Plains and Great Basin, where they feed mostly on other birds such as horned larks and meadowlarks. In the summer, this species eats mostly small mammals, such as ground squirrels, pikas, birds and insects. The prairie falcon nests on ledges, cavities, and crevices of cliff faces, or uses abandoned nests of eagles, hawks, or ravens.	A	There are no grasslands, shrubby deserts, shrub-steppe, ledges, cavities, or cliffs in the BSA; therefore, there is no suitable habitat present and this species is not expected to be in the BSA.
<i>Gymnogyps californianus</i> California condor	FE	SE	California condors have been reintroduced to mountains of southern and central California, Arizona, Utah, and Baja California. Nesting habitats range from scrubby chaparral to forested mountain regions up to about 6,000 feet elevation. This species forages in open grasslands and can be far from primary nesting sites.	A	There is no scrubby chaparral, forested mountain, or open grassland habitat in the BSA; therefore, there is no suitable habitat present. This species is not expected to be in the BSA and the project would have no effect on this species.
<i>Lanius ludovicianus</i> Loggerhead shrike	--	SSC	The loggerhead shrike is found in semi-open country with scattered shrubs, trees, posts, fences, utility	A	There is no semi-open country, or thorny trees or shrubs, or brush piles in the BSA; therefore, there is no

			lines, or other perches. This species builds nests in dense and often thorny trees or shrubs usually five to 30 feet above the ground. In the absence of trees or shrubs, they sometimes nest in brush piles or tumbleweeds. The loggerhead shrike eats insects and other arthropods, amphibians, reptiles, small mammals, and birds.		suitable habitat and this species is not expected to be in the BSA.
<i>Polioptila californica californica</i> Coastal California gnatcatcher	FT	--	The coastal California gnatcatcher is found in chaparral, grassland, and riparian areas near sage scrub. An obligate, permanent resident of coastal sage scrub below 2,500 feet in Southern California, this species requires variable amounts of semi-open sage scrub dominated by California sagebrush on shallow slope gradients.	HP (Marginal)	There is a small area of coastal sage scrub in the BSA near Lopez Dam; therefore, there is suitable habitat present. However, the habitat is disturbed, and is across the wash channel from the proposed bikeway. Therefore, there is a low potential for this species to be in the BSA, but it is not likely to be in the project construction area.
<i>Vireo bellii pusillus</i> Least Bell's vireo	FE	SE	The least Bell's vireo is found in dense, willow dominated riparian habitat with lush understory vegetation. This species is a summer resident of Southern California in low riparian areas in the vicinity of water or in dry river bottoms below 2,000 feet. Least Bell's vireo nests are placed along margins of bushes or on twigs projecting into pathways, usually willow, Baccharis, and mesquite.	A	There is no dense, willow dominated riparian habitat in the BSA; therefore, there is no suitable habitat and this species is not expected to be in the BSA and the project would have no effect on this species.
Mammals					
<i>Antrozous pallidus</i> Pallid bat	--	SSC	The pallid bat is found in arid locations in rocky, mountainous areas near water or open, sparsely vegetated grasslands. This species roosts in bridges, attics, rock cracks, buildings, and caves and forages one	HP (Marginal)	There are bridges within the BSA that have crevices that could provide potential roosting habitat; therefore, there is suitable roosting habitat present. However, this species is highly sensitive to disturbance, and

			to three miles from the roost. This species is highly sensitive to disturbance. Roosts must protect bats from high temperatures.		the bridges within the BSA are within developed, urban areas with high levels of disturbance both above and beneath the bridges. Therefore, this species is not expected to be in the BSA.
<i>Corynorhinus townsendii</i> Townsend's big-eared bat	--	CT/SSC	The Townsend's big-eared bat is found throughout California in a wide variety of habitats, most commonly in mesic sites. This species roosts in the open, hanging from walls and ceilings and is extremely sensitive to human disturbance.	HP (Marginal)	There are bridges within the BSA that have structural elements that could provide potential roosting habitat. However, this species typically roosts in caves and cave-like structures, which are not present in the BSA; therefore, roosting habitat is marginal. In addition, this species is highly sensitive to disturbance, and the bridges within the BSA are within developed, urban areas with high levels of disturbance both above and beneath the bridges. Therefore, this species is not expected to be in the BSA.
<i>Euderma maculatum</i> Spotted bat	--	SSC	The spotted bat requires rock crevices in cliffs or caves for roosting. The spotted bat occupies a variety of habitats from arid deserts and grasslands through mixed conifer forests. This species feeds over water and along washes, feeding almost entirely on moths. This species prefers open areas.	A	There are no rocky crevices in the BSA; therefore, there is no suitable roosting habitat present and this species is not expected to be in the BSA.
<i>Eumops perotis californicus</i> Western mastiff bat	--	SSC	The western mastiff bat is a cliff dwelling species that generally roosts under rock slabs or crevices on high vertical cliffs or surfaces (including buildings). Because of their large size, they require a larger drop distance from roosting sites	A	There bridges in the BSA; however, the abutments are generally low, and there are no crevices on high vertical surfaces from which to drop. In addition, crevices are relatively narrow. Therefore, there is no suitable roosting habitat present and

			(referenced distances vary by source). Roosting crevices are typically at least 12 inches in depth and entrances are at least two inches wide. This species forages in dry desert washes, flood plains, chaparral, oak woodland, grassland, agricultural, and urban areas.		this species is not expected to be in the BSA.
<i>Lasionycteris noctivagans</i> Silver-haired bat	--	S3S4	The silver haired bat is a solitary tree-roosting species that is found in forested areas. This species roosts in small tree hollows, beneath tree bark, in buildings, rock crevices, in wood piles, and on cliff faces. The silver-haired bat feeds over streams, ponds and open brushy areas. This species requires drinking water.	A	There are no forested areas in the BSA; therefore, there is no suitable roosting habitat present and this species is not expected to be in the BSA.
<i>Lasiurus cinereus</i> Hoary bat	--	S4	The hoary bat is found in woodlands and forests and roosts in medium to large trees and dense foliage. This species forages primarily on moths.	A	There are no woodlands or forests in the BSA; therefore, there is no suitable roosting habitat present and this species is not expected to be in the BSA.
<i>Lasiurus xanthinus</i> Western yellow bat	--	SSC	The western yellow bat roosts in trees, particularly palm oases and riparian habitats. This species forages over water and among trees, and is not often found in urban areas.	A	There are no palm oases or riparian habitats in the BSA; therefore, there is no suitable roosting habitat present and this species is not expected to be in the BSA.
<i>Lepus californicus bennettii</i> San Diego black-tailed jackrabbit	--	SSC	The San Diego black-tailed jackrabbit is generally found in grasslands, agricultural fields, or areas of sparse coastal scrub. This species is not typically found in high grass or dense brush. The San Diego black-tailed jackrabbit uses shallow depressions under bushes or shrubs and does not construct burrows or dens.	HP (Marginal)	There is a small area of coastal sage scrub in the BSA near Lopez Dam; therefore, there is suitable habitat present. However, the coastal scrub habitat is disturbed, and is across the wash channel from the proposed bikeway. Therefore, there is a low potential for this species to be in the BSA, but it is not likely to be in the project construction area.

<i>Macrotus californicus</i> California leaf-nosed bat	--	SSC	The California leaf-nosed bat is found in desert riparian, desert wash, desert scrub, desert succulent scrub, alkali scrub and palm oasis habitats. This species requires rocky, rugged terrain with mines or caves for roosting.	A	There is no desert riparian, desert wash, desert scrub, desert succulent scrub, alkali scrub, or palm oasis habitat in the BSA; therefore, there is no suitable roosting habitat present and this species is not expected to be in the BSA.
<i>Neotoma lepida intermedia</i> San Diego desert woodrat	--	SSC	The San Diego desert woodrat is found in Joshua tree woodlands, pinyon-juniper woodlands, mixed chaparral, sagebrush, and desert habitats in Southern California from San Diego County to San Luis Obispo County. This species prefers moderate to dense canopies and is particularly abundant in rock outcrops, rocky cliffs and slopes. The San Diego desert woodrat builds dens using sticks, leaves, and other assorted materials.	A	There are no Joshua tree woodlands, pinyon-juniper woodlands, mixed chaparral, sagebrush, rocky areas, or desert habitat in the BSA; therefore, there is no suitable habitat present. In addition, no nests or evidence of this species were observed during the biological survey. Therefore, this species is not expected to be in the BSA.
<i>Nyctinomops macrotis</i> big free-tailed bat	--	SSC	The big-free tailed bat is found in low-lying arid areas in southern California. This species requires high cliffs or rocky outcrops for roosting sites and feeds principally on large moths.	A	There are no cliffs or rocky outcrops in the BSA; therefore, there is no suitable roosting habitat present and this species is not expected to be in the BSA.
<i>Onychomys torridus ramona</i> Southern grasshopper mouse	--	SSC	The southern grasshopper mouse is found in desert areas, especially scrub habitats with friable soils for digging. This species prefers low to moderate shrub cover.	A	There are no desert areas in the BSA; therefore, there is no suitable habitat present and this species is not expected to be in the BSA.
<i>Perognathus longimembris brevinasus</i> Los Angeles pocket mouse	--	SSC	The Los Angeles pocket mouse is found in lower elevation grasslands and coastal sage communities in and around the Los Angeles Basin. This species favors open ground with fine sandy soils and may not dig extensive burrows, hiding under	A	There is a small area of coastal sage scrub in the BSA near Lopez Dam; however, there are no fine, sandy soils in the BSA. Therefore, there is no suitable habitat. In addition, the BSA is outside of the current known range of this species.

			weeds and dead leaves instead. This species historically was found in the coastal basins of southern California. The current range of this species does not include the urban areas of the San Fernando Valley; however, this species may be found in the canyons of the San Fernando Valley.		Therefore, this species is not expected to be in the BSA.
<i>Taxidea taxus</i> American badger	--	SSC	The American badger is most abundant in drier open stages of most shrub, forest, and herbaceous habitats with friable soils. This species needs sufficient food, friable soils and open, uncultivated ground. The American badger feeds on burrowing rodents, reptiles, and insects and digs burrows.	A	There are no friable soils in open, uncultivated ground in the BSA. In addition; therefore, there is no suitable habitat present. In addition, no badger burrows were observed during the biological survey. This species is not expected to be in the BSA.
Natural Communities					
California Walnut Woodland	S2.1 = very threatened (2,000 to 10,000 acres)		California Walnut Woodlands are comprised of open tree canopies locally dominated by the California black walnut (<i>Juglans californica</i>).	A	There are several California black walnut trees in the BSA, but they were planted as part of a park development; therefore, there is no California Walnut Woodland in the BSA.
Mainland Cherry Forest	S1.1 = very threatened (less than 2,000 acres)		Mainland Cherry Forest is comprised of broadleaved upland forest with hollyleaf cherry (<i>Prunus ilicifolia</i>) most often seen as shrubs.	A	There are no hollyleaf cherry shrubs or trees in the BSA; therefore, there is no Mainland Cherry Forest in the BSA.
Riversidian Alluvial Fan Sage Scrub	S1.1 = very threatened (less than 2,000 acres)		Riversidian Alluvial Fan Sage Scrub communities are found in washes and on gently sloping alluvial fans. This community is made up of predominantly drought tolerant soft-leaved shrubs, but includes a significant number of larger perennial species typically found in chaparral in its mature phases. California	A	There is a small area of coastal sage scrub in the BSA; however, there are no alluvial fans or riverwash soils in the BSA and this area would not be considered Riversidian Alluvial Fan Sage Scrub.

		buckwheat (<i>Eriogonum fasciculatum</i>) and white sage (<i>Salvia apiana</i>) are equally important in this community. This community is typically found on coarse particle riverwash soils near flood channels or areas that are frequently inundated.		
Southern California Arroyo Chub/Santa Ana Sucker Stream	SNR	The arroyo chub and Santa Ana sucker prefers streams with rocky or sandy substrate, clear, cool, water, and vegetation cover on the sides. Flow must be present within the stream, but it can vary from slight to swift. Native streams frequently have large flows due to flood events, and the sucker seems capable of coping with the increase flow and turbidity.	A	There are no streams with rocky or sandy substrate in the BSA; therefore, there are no Southern California Arroyo Chub/Santa Ana Sucker Streams in the BSA.
Southern California Threespine Stickleback Stream	SNR	Southern California threespine stickleback streams are small southern California streams that have cool (less than 75 degrees Fahrenheit), clear water with abundant vegetation. The streams are generally shallow and slow moving.	A	There are no streams with abundant vegetation in the BSA; therefore, there are no Southern California Threespine Stickleback Streams in the BSA.
Southern Coast Live Oak Riparian Forest	S4 = secure within California	The Southern Coast Live Oak Riparian Forest community consists of open to locally dense evergreen sclerophyllous riparian woodlands dominated by <i>Quercus agrifolia</i> . This type of community appears to be richer in herbs and poorer in understory shrubs than other riparian communities. This community is similar to and questionably distinct from Central Coast Live Oak Riparian Forest. This community occurs in canyons and valleys of	A	There are no coast live oak dominated communities in the BSA; therefore, there is no Southern Coast Live Oak Riparian Forest in the BSA.

		coastal southern California, mostly south of Point Conception.		
Southern Cottonwood Willow Riparian Forest	S3.2 = threatened (10,000 to 50,000 acre)	The Southern Cottonwood Willow Riparian Forest community consists of tall, open, broadleaved winter-deciduous riparian forests dominated by <i>Populus fremontii</i> , <i>P. trichocarpa</i> , and several tree willows. Similar to Central Coast Cottonwood-Sycamore Riparian Forest, although apparently with less <i>Quercus agrifolia</i> or <i>Alnus rhombifolia</i> . Understories usually are shrubby willows. This community occurs along perennially wet stream reaches of the Transverse and Penninsular ranges, from Santa Barbara County south to Baja California Norte and east to the edge of the deserts.	A	There are no riparian forests dominated by cottonwood trees in the BSA; therefore, there is no Southern Cottonwood Willow Riparian Forest in the BSA.
Southern Mixed Riparian Forest	S2.1 = very threatened (2,000 to 10,000 acres)	Southern Mixed Riparian Forests are dominated by tall cottonwoods and medium sized arroyo willow (<i>Salix lasiolepis</i>) and black willow (<i>Salix gooddingii</i>). The mid-story canopy layer consists of medium sized trees and tall shrubs such as sycamores and box elder. The understory consists of small shrubs.	A	There are no riparian forests dominated by cottonwoods or willows in the BSA; therefore, there is no Southern Mixed Riparian Forest in the BSA.
Southern Riparian Scrub	S3.2 = threatened (10,000 to 50,000 acre)	Streamside thickets dominated by one or more willows, as well as by other fast-growing shrubs and vines. Most plants recolonize following flood disturbance.	A	There are no streamside thickets in the BSA; therefore, there is no Southern Riparian Scrub in the BSA.
Southern Sycamore Alder Riparian Woodland	S4 = secure within California	The Southern Sycamore Alder Riparian Woodland community consists of tall, open, broadleaved, winter-deciduous streamside woodland dominated by <i>Platanus</i>	A	There are no streamside woodlands dominated by sycamores in the BSA; therefore, there are no Southern Alder Riparian Woodlands

		<i>racemosa</i> (and often also <i>Alnus rhombifolia</i>). These stands seldom form closed canopy forests, and even may appear as trees scattered in a shrubby thicket of sclerophyllous and deciduous species. Lianas include <i>Rubus ursinus</i> and <i>Toxicodendron diversilobum</i> .		in the BSA.
Southern Willow Scrub	S2.1 = very threatened (2,000 to 10,000 acres)	The Southern Willow Scrub community consists of dense, broadleaved, winter-deciduous riparian thickets dominated by several <i>Salix</i> species, with scattered emergent <i>Populus fremontii</i> and <i>Platanus racemosa</i> . Most stands are too dense to allow much understory development.	A	There are no dense riparian thickets dominated by willows in the BSA; therefore, there is no Southern Willow Scrub in the BSA.
Valley Oak Woodland	S2.1 = very threatened (2,000 to 10,000 acres)	Valley Oak Woodland is an open woodland with a grassy-understoried savannah where valley oak (<i>Quercus lobata</i>) is usually the only tree species. Most stands consist of open-canopy growth form trees and seldom exceed 40-40 percent absolute cover. The community is found on deep, well-drained soils, usually in valley bottoms.	A	There are no valley oaks in the BSA; therefore, there is no Valley Oak Woodland in the BSA.

Table Key: Absent [A] - no habitat present and no further work needed. Habitat Present [HP] -habitat is, or may be present. The species may be present. Present [P] - the species is present. Status: Federal Endangered (FE); Federal Threatened (FT); State Endangered (SE); State Threatened (ST); Fully Protected (FP); Federally Delisted (FD); Watch List (WL); State Species of Special Concern (SSC); California Native Plant Society (CNPS), etc. 1A = Plants presumed extirpated in California and either rare, or extinct elsewhere; 1B= Plant species that are rare, threatened, or endangered in California and elsewhere; 2B= Plant species that are rare, threatened, or endangered in California, but are more common elsewhere; 3= Plants about which we need more information; 4 = Plants of limited distribution; 0.1=seriously threatened in California; 0.2 = moderately threatened in California; 0.3 = Not very threatened in California; S1 = critically imperiled, less than 1,000 individuals; S2 = imperiled, 1,000 to 3,000 individuals; S3 = vulnerable, 3,000 to 10,000 individuals; S4 = apparently secure within California, there is narrow habitat.

*Information for the habitat requirements was obtained from CNPS Rare and Endangered Plant Inventory, developed and maintained by the CNPS Rare Plant Program; the California Natural Diversity Database species habitat descriptions, updated and maintained by the CDFW; California Herps online database; Cornell Lab of Ornithology All About Birds; Audubon Guide to North American Birds; iNaturalist.org, and Preliminary Descriptions of the Terrestrial Natural Communities of California by Robert F. Holland (1986) were consulted during preparation of the species table and area listed in the references.

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Attachment C. Visual Analysis

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MOUNTAINS RECREATION & CONSERVATION AUTHORITY
Los Angeles River Center & Gardens
570 West Avenue Twenty-Six, Suite 100
Los Angeles, California 90065
Phone (323) 221-9944 Fax (323) 221-9934

MEMORANDUM

DATE: May 18, 2015

TO: Steve Novotny, Caltrans District 7
Local Assistance

FROM: Liz Jennings, ASLA
Mountains Recreation & Conservation Authority
Phone: (323) 221-9944, Ext 185

RE: Federal Project No.: DEMLO5-6115(008) - Pacoima Wash Bikeway

Scenic Resource Evaluation and Visual Impact Assessment

The creation of a bikeway along the Pacoima Wash was recommended in the Pacoima Wash Vision Plan, which was generated in 2011. The Pacoima Wash Vision Plan seeks to revitalize the Pacoima Wash as a vital community asset that will improve wildlife habitat, provide access to new recreational amenities and create a healthier, more sustainable community.

The recommendations in the Vision Plan resulted from a highly collaborative process between residents, stakeholders and a Technical Advisory Group. The design of the Pacoima Wash Bikeway will be based off of the Vision Plan and other relevant reports and guidelines. The Bikeway will help transform Pacoima Wash into a natural and recreational amenity that:

- Provides connections to neighborhoods, green and open spaces, schools, existing trails and pathways.
- Refocuses neighborhoods around a vital new public space that promotes use and enjoyment of the Wash as a place to relax, recreate, and commute.
- Increases navigability to, along, across the Wash.
- Expands open and green space opportunities.
- Improves community health.

The Bikeway will help transform Pacoima Wash into a natural and recreational amenity through the incorporation of the following design elements:

- 12' paved bikeway.
- Galvanized fencing along channel.
- Increased access points with 60" min. height fence and locking gate, and signage
- Mileage markers every 0.25 miles.

- Interpretive signage where appropriate.
- Solar powered lighting at regular intervals along path; increased lighting at over/underpasses, intersections, and trailheads.
- Other amenities, such as seating, trash receptacles, and water fountains.
- Best Management Practices, such as bio swales, curb cuts, permeable paving.
- California Alluvial Fan Sage Scrub plants species.
- Protects and enhances the Wash as a natural area.
- Improves water and air quality.
- Creates a cohesive and attractive aesthetic for the area.

The project will improve the scenic quality of the area, will introduce complementary and aesthetic native plants and bikeway improvements, will complement and enhance the Pacoima Wash and provide a much needed recreational benefit to the nearby community. This review indicates that the project would not adversely affect any "Designated Scenic Resource" as defined by CEQA statutes or guidelines or by Caltrans policy.

Questionnaire to Determine Visual Impact Assessment (VIA) Level

Use the following questions and subsequent score as a guide to help determine the appropriate level of VIA documentation. This questionnaire assists the VIA preparer (i.e. Landscape Architect) in estimating the probable visual impacts of a proposed project on the environment and in understanding the degree and breadth of the possible visual issues. The goal is to develop a suitable document strategy that is thorough, concise and defensible.

Enter the project name and consider each of the ten questions below. Select the response that most closely applies to the proposed project and corresponding number on the right side of the table. Points are automatically computed at the bottom of the table and the total score should be matched to one of the five groups of scores at the end of the questionnaire that include recommended levels of VIA study and associated annotated outlines (i.e., minor, moderate, advanced/complex).

This scoring system should be used as a preliminary guide and should not be used as a substitute for objective analysis on the part of the preparer. Although the total score may recommend a certain level of VIA document, circumstances associated with any one of the ten question-areas may indicate the need to elevate the VIA to a greater level of detail. For projects done by others on the State Highway System, the District Landscape Architect should be consulted when scoping the VIA level and provide concurrence on the level of analysis used.

Calculate VIA Level Score

PROJECT NAME: Pacoima Wash Mountain Bikeway	
CHANGE TO VISUAL ENVIRONMENT	
1. Will the project result in a noticeable change in the physical characteristics of the existing environment? Consider all project components and construction impacts - both permanent and temporary, including landform changes, structures, noise barriers, vegetation removal, railing, signage, and contractor activities.	Low Level of Change (1 point) ▼
2. Will the project complement or contrast with the visual character desired by the community? Evaluate the scale and extent of the project features compared to the surrounding scale of the community. Is the project likely to give an urban appearance to an existing rural or suburban community? Do you anticipate that the change will be viewed by the public as positive or negative? Research planning documents, or talk with local planners and community representatives to understand the type of visual environment local residents envision for their community.	High Compatibility (1 point) ▼
	Low Concern (1 point) ▼

<p>3. What level of local concern is there for the types of project features (e.g., bridge structures, large excavations, sound barriers, or median planting removal) and construction impacts that are proposed?</p> <p>Certain project improvements can be of special interest to local citizens, causing a heightened level of public concern, and requiring a more focused visual analysis</p>	
<p>4. Will the project require redesign or realignment to minimize adverse change or will mitigation, such as landscape or architectural treatment, likely be necessary?</p> <p>Consider the type of changes caused by the project, i.e., can undesirable views be screened or will desirable views be permanently obscured so a redesign should be considered?</p>	<p>No Mitigation Likely (0 points) ▼</p>
<p>5. Will this project, when seen collectively with other projects, result in an aggregate adverse change (cumulative impacts) in overall visual quality or character?</p> <p>Identify any projects (both Caltrans and local) in the area that have been constructed in recent years and those currently planned for future construction. The window of time and the extent of area applicable to possible cumulative impacts should be based on a reasonable anticipation of the viewing public's perception.</p>	<p>Cumulative Impacts Unlikely to Occur (1 point) ▼</p>
<p>VIEWER SENSITIVITY</p>	
<p>1. What is the potential that the project proposal will be controversial within the community, or opposed by any organized group?</p> <p>This can be researched initially by talking with Caltrans and local agency management and staff familiar with the affected community's sentiments as evidenced by past projects and/or current information.</p>	<p>Low Potential (1 point) ▼</p>
<p>2. How sensitive are potential viewer-groups likely to be regarding visible changes proposed by the project?</p> <p>Consider among other factors the number of viewers within the group, probable viewer expectations, activities, viewing duration, and orientation. The expected viewer sensitivity level may be scoped by applying professional judgment, and by soliciting information from other Caltrans staff, local agencies and community representatives familiar with the</p>	<p>Low Sensitivity (1 point) ▼</p>

affected community's sentiments and demonstrated concerns.	
<p>3. To what degree does the project's aesthetic approach appear to be consistent with applicable laws, ordinances, regulations, policies or standards?</p> <p>Although the State is not always required to comply with local planning ordinances, these documents are critical in understanding the importance that communities place on aesthetic issues. The Caltrans Environmental Planning branch may have copies of the planning documents that pertain to the project. If not, this information can be obtained by contacting the local planning department. Also, many local and state planning documents can be found online at the California Land Use Planning Network.</p>	<div>High Compatibility (1 point) ▼</div>
<p>4. Are permits going to be required by outside regulatory agencies (i.e., Federal, State, or local)?</p> <p>Permit requirements can have an unintended consequence on the visual environment. Anticipated permits, as well as specific permit requirements - which are defined by the permitted, may be determined by talking with the project Environmental Planner and Project Engineer. Note: coordinate with the Caltrans representative responsible for obtaining the permit prior to communicating directly with any permitting agency.</p>	<div>Yes (3 points) ▼</div>
<p>5. Will the project sponsor or public benefit from a more detailed visual analysis in order to help reach consensus on a course of action to address potential visual impacts?</p> <p>Consider the proposed project features, possible visual impacts, and probable mitigation recommendations.</p>	<div>No (1 point) ▼</div>
<div>Calculate Total</div> <p><u>It is recommended that you print a copy of these calculations for the project file.</u></p>	
<p>PROJECT SCORE: 11</p>	

Select An Outline Based Upon Project Score

The total score will indicate the recommended VIA level for the project. In addition to considering circumstances relating to any one of the ten questions-areas that would justify elevating the VIA level, also consider any other project factors that would have an effect on level selection.

SCORE 6-9

No noticeable visual changes to the environment are proposed and no further analysis is required. Print out a copy of this completed questionnaire for your project file or Preliminary Environmental Study (PES).

SCORE 10-14

Negligible visual changes to the environment are proposed. A brief [Memorandum](#) (see sample) addressing visual issues providing a rationale why a technical study is not required.

SCORE 15-19

Noticeable visual changes to the environment are proposed. An abbreviated VIA is appropriate in this case. The assessment would briefly describe project features, impacts and any avoidance and minimization measures. Visual simulations would be optional. Go to the [Directions](#) for using and accessing the Minor VIA Annotated Outline.

SCORE 20-24

Noticeable visual changes to the environment are proposed. A fully developed VIA is appropriate. This technical study will likely receive public review. Go to the [Directions](#) for using and accessing the Moderate VIA Annotated Outline.

SCORE 25-30

Noticeable visual changes to the environment are proposed. A fully developed VIA is appropriate that includes photo simulations. It is appropriate to alert the Project Development Team to the potential for highly adverse impacts and to consider project alternatives to avoid those impacts. Go to the [Directions](#) for using and accessing the Advanced/Complex VIA Annotated Outline.

Attachment D. Traffic Memo

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January 14, 2016

Willdan Engineering
Mr. Dean Sherer, Director of Planning
13191 Crossroads Parkway N. Ste 405
Industry CA 91746

Subject: Evaluation of Proposed Mid-block Crosswalk on Glenoaks Boulevard, 5th Street
and Bradley Avenue along the Pacoima Wash Mountain Bikeway

Dear Mr. Sherer:

REQUEST

Willdan Engineering (Willdan) is pleased to submit this mid-block crosswalk analyses for crossings of Glenoaks Boulevard, 5th Street and Bradley Avenue along the proposed Pacoima Wash Mountain Bikeway (Bikeway). The purpose of this evaluation is to determine the appropriate type of crosswalk and traffic control devices for each of these three locations. Exhibit 1 shows the location of the three crossings, which would be implemented with the completion of the 3.25-mile long Class I bike facility located along the eastern edge of the City of San Fernando and the Pacoima area of the City of Los Angeles. The Bikeway would stretch from the Lopez Earthen Dam and Debris Basin to the existing pedestrian and bicycle bridge at Haddon Avenue in one of the most densely populated areas of the San Fernando Valley.

EXISTING CONDITIONS

Glenoaks Boulevard

As shown on Photo 1 (Source: Google Earth), industrial uses are adjacent to the Pacoima Wash at Glenoaks Boulevard. Glenoaks Apartments are located to the northwest at the intersection of Glenoaks Boulevard and Jessie Street. Currently, Glenoaks Boulevard has a posted speed limit of 40 mph (just north of Arroyo Street). The nearest traffic control device to the proposed crossing is the signal at Arroyo Street, located approximately 660 feet to the southeast along Glenoaks Boulevard. There is also a signal located 700 feet to the northwest at intersection of Griswold Avenue and Glenoaks Boulevard. Just southeast of the Pacoima Wash Overpass, Glenoaks Boulevard is approximately 48 feet wide with two lanes in each direction and parking is not allowed.

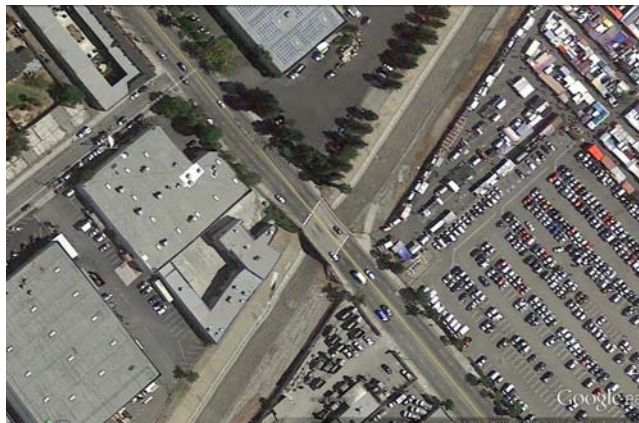
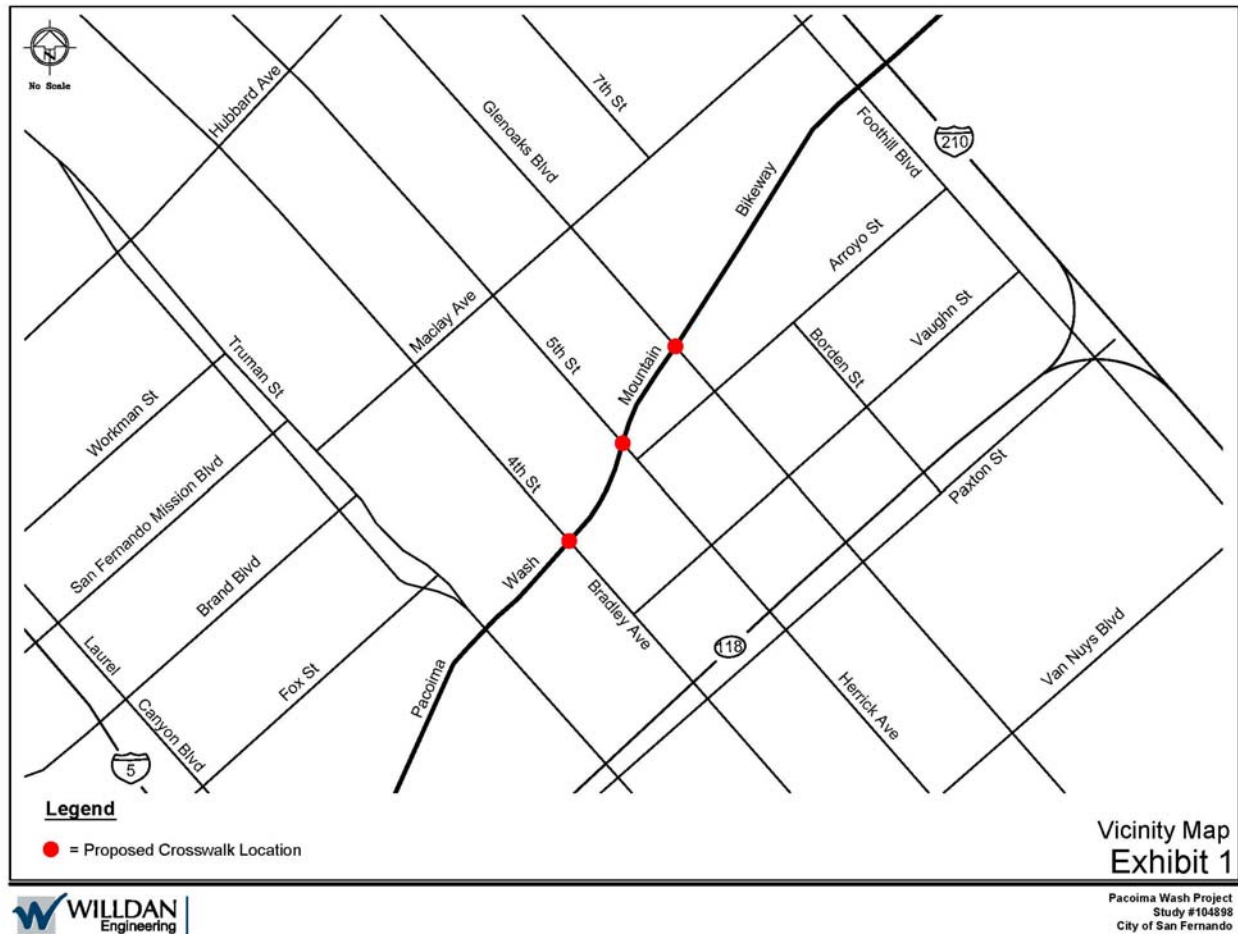


Photo 1: Glenoaks Blvd runs northwest-southeast, forming an "X" with the Pacoima Wash



5th Street

As shown on Photo 2 (Source: Google Earth), industrial uses are also adjacent to the Pacoima Wash at 5th Street. However, just 400 feet to the southeast, 5th Street becomes Herrick Avenue, with residential frontages on both sides of the street. 5th Street has a posted speed limit of 30 mph at the Pacoima Wash Overpass. The nearest traffic control device to the proposed crossing is the all-way Stop control at Arroyo Street, located just 250 feet to the southeast along 5th Street. Another all-way Stop intersection located ¼ mile to the northwest where 5th Street intersects Griswold Avenue. Just northwest of the Pacoima Wash Overpass, 5th Street is approximately 36 feet wide with one lane in each direction with parking allowed on both sides.

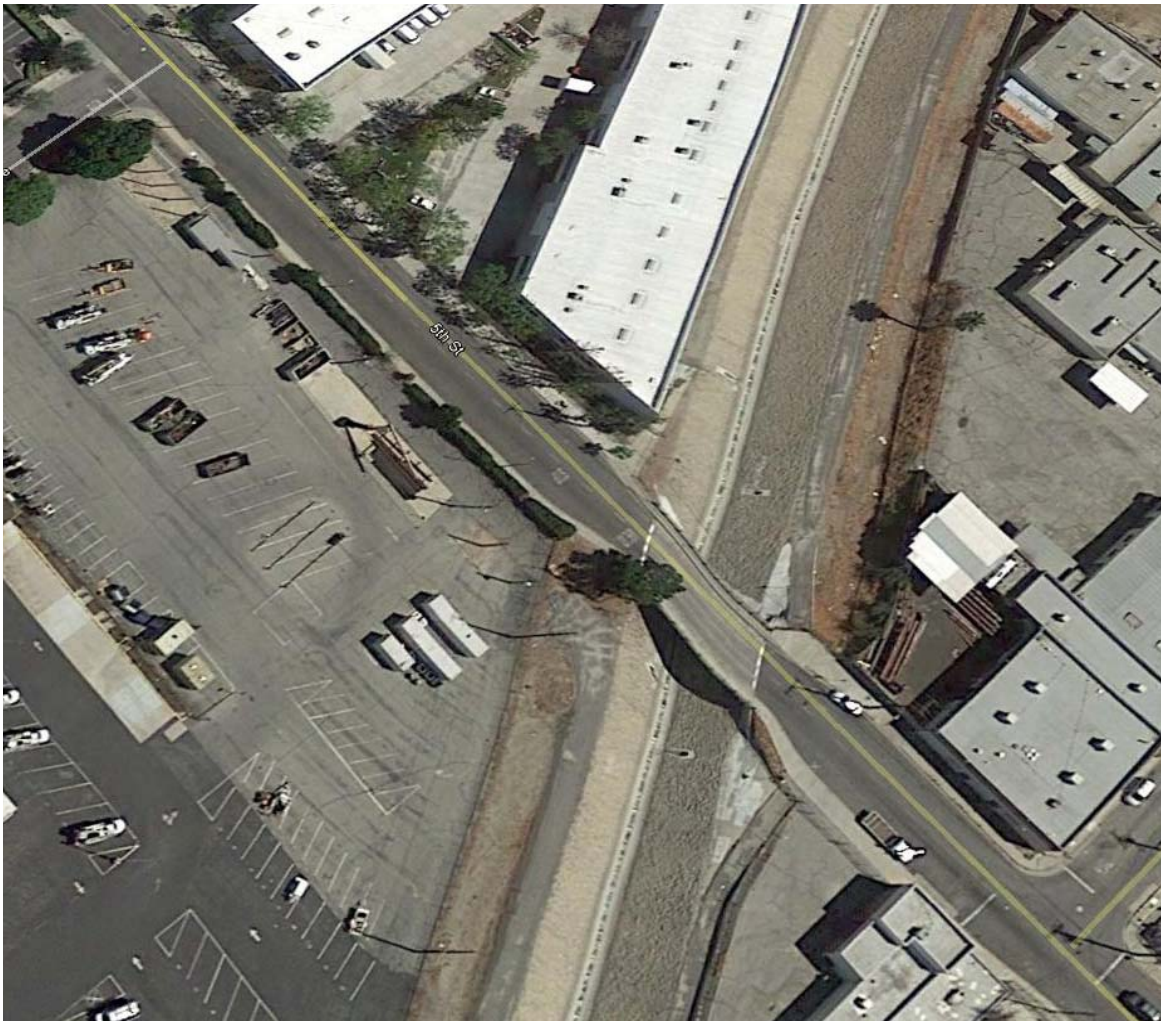


Photo 2: 5th Street runs northwest-southeast and intersects Park Avenue (top left) and Arroyo Street (bottom right)

Bradley Avenue

As shown on Photo 3 (next page), industrial uses occupy three of the quadrants where the Pacoima Wash intersects Bradley Avenue. However, just 250 feet to the southeast, Bradley Avenue has residential uses on the north side of the street. Just northwest of the Pacoima Wash Overpass, Bradley Avenue becomes 4th Street and has a posted speed limit of 30 mph. The nearest traffic control device to the proposed crossing is the all-way Stop control at Park

Avenue, located approximately 960 feet to the northwest along 4th Street. A signalized intersection is located half mile to the southwest where Bradley Avenue intersects Paxton Street. Just northwest of the Pacoima Wash Overpass, 4th Street is approximately 30 feet wide with one lane in each direction and parking is not allowed.

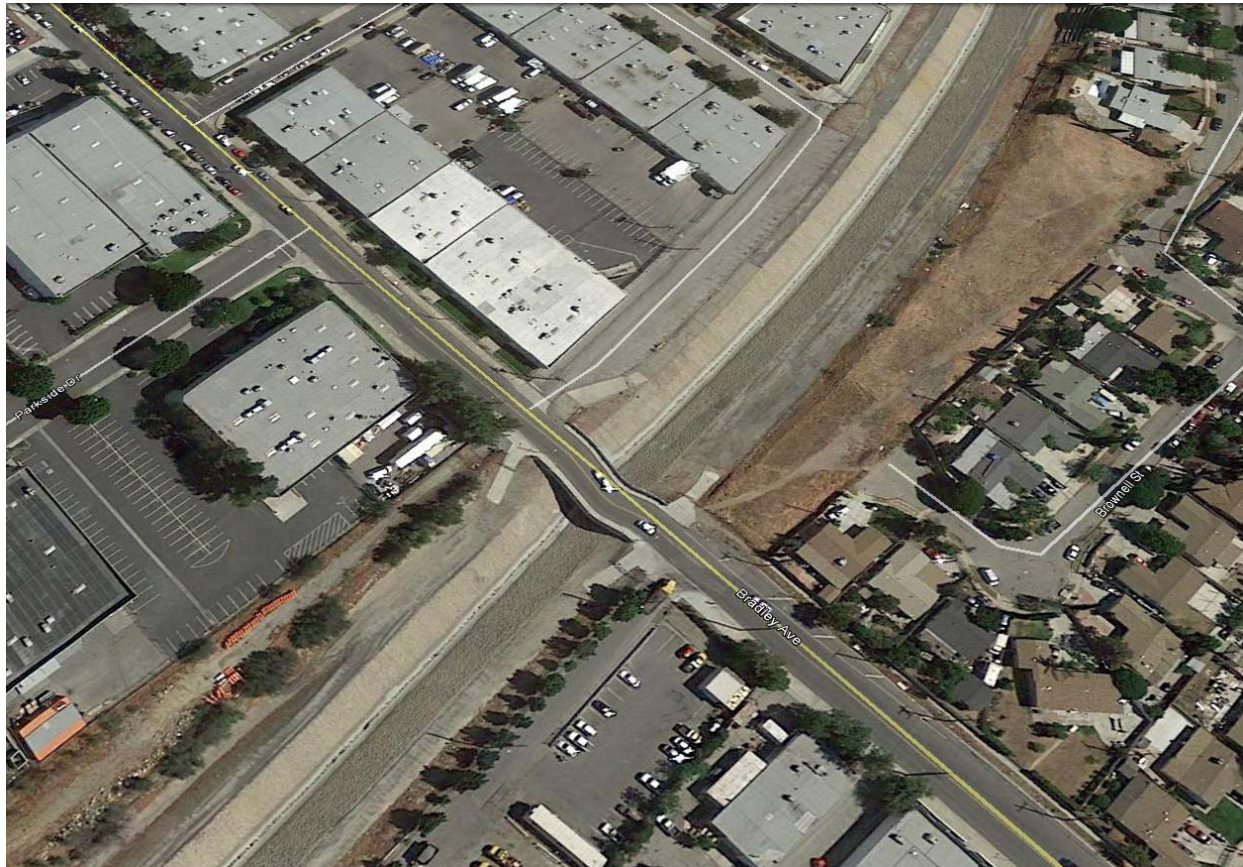


Photo 3: Bradley Avenue-4th Street runs northwest-southeast, forming an "X" with the Pacoima Wash (Imagery Date: 5/1/15)

DATA

Twenty-four hour volumes (***Exhibit A***) were collected on Glenoaks Boulevard, 5th Street and Bradley Avenue on a typical weekday (Thursday, November 19, 2015). These counts identified the following:

<i>Location near Pacoima Wash</i>	<i>Daily Volume</i>	<i>AM Peak</i>	<i>PM Peak</i>
Southeast bound Glenoaks Blvd.	12,426	1,222 (7:00-8:00)	904 (4:30-5:30)
Northwest bound Glenoaks Blvd.	11,040	762 (7:30-8:30)	1,102 (4:45-5:45)
Average Daily Traffic(ADT)	23,466		
Southeast bound 5 th Street	2,623	318 (7:15-8:15)	267 (3:45-4:45)
Northwest bound 5 th Street	3,401	346 (7:00-8:00)	334 (3:45-4:45)
Average Daily Traffic(ADT)	6,024		
Southeast bound Bradley Avenue	4,231	374 (7:15-8:15)	427 (5:00-6:00)
Northwest bound Bradley Avenue	4,646	506 (7:15-8:15)	383 (2:30-3:30)
Average Daily Traffic (ADT)	8,878		

Bicycle counts (**Exhibit B**) were taken along the San Fernando Road Bike Trail (Trail) at both Brand Boulevard and Polk Street on a Thursday (November 19, 2015), Saturday (December 5, 2015) and Sunday (December 6, 2015). The purpose for counting this Trail was to gain a better forecast usage of the proposed Pacoima Wash Mountain Bikeway, as the Trail is also located in the San Fernando Valley with similar demographics and population density as the Pacoima area. The highest hourly volume was at Polk Street on Thursday (11/19/15) between 4:15 PM and 5:15 PM when a total of 17 [= 7 eastbound (EB) + 10 westbound (WB)] bicyclists were counted. The San Fernando Road Bike Trail daily counts are summarized as follows:

<i>San Fernando Road Bike Trail</i>	<i>Thu, 11/19/15 Bicyclists</i>	<i>Sat, 12/5/15 Bicyclists</i>	<i>Sun, 12/6/15 Bicyclists</i>
Total for both Brand Boulevard approaches	103	63	64
Total for both Polk Street approaches	110	53	47

DISCUSSION

The following pedestrian actuated traffic control devices may be installed to establish right-of-way where a pedestrian-bicycle trail intersects a roadway:

- Traffic Signal (Warrant 4 in California MUTCD requires a minimum of 75 peds per hour)
- Pedestrian Hybrid Beacons (PHB)
- Rectangular Rapid Flashing Beacon (RRFB).

Given the forecasted daily volume on the Bikeway of 100 pedestrians-bicyclists, traffic signal Warrant 4 is not expected to be met at any of the proposed three crossings. Therefore, only the PHB and RRFB will be evaluated.

The installation of PHB is based on guidelines in the California MUTCD dated November 2014, Figure 4F-1 (for roadway speeds of 35 mph or less) and Figure 4F-2 (for speeds more than 35 mph). These guidelines consider crosswalk length, hourly traffic volumes approaching the crossing in both directions, and the number of pedestrians crossing the major street to justify the installation of PHB.

The PHB is intended to assign positive right-of-way at heavily used pedestrian crossings, often located mid-block. The minimum hourly pedestrian volume of 20 is needed to justify the installation of a PHB. Crossings that meet the California MUTCD guidelines, lend credibility to the PHB. Without credibility, voluntary compliance is poor and without voluntary compliance, traffic safety is severely compromised. The below table summarizes the California MUTCD 2014 Edition guidelines as applied to the proposed crossings at Glenoaks Boulevard, 5th Street and Bradley Avenue. From the collected data, none of the proposed crossings satisfy the guideline for the installation of a PHB.

Glenoaks Boulevard

<i>Guidelines for Pedestrian Hybrid Beacons</i>	<i>Result</i>
<i>A. Minimum Volume (speeds greater than 35 mph): For a crosswalk 50 feet long, with 20 pedestrians per hour (PPH) the total vehicles per hour (VPH) on both approaches must be at least 750 VPH.</i>	
This criteria was not satisfied at the proposed Glenoaks Boulevard (40 mph speed limit) crossing. With 868 VPH to 1,945 VPH on 11/19/15 the 750 VPH threshold was met between 6:00 AM and 9:00 PM. During this same 15 hour period, we estimate that at most 17 PPH would use this crossing. Therefore, the 20 PPH threshold was not met.	Not Satisfied

5th Street

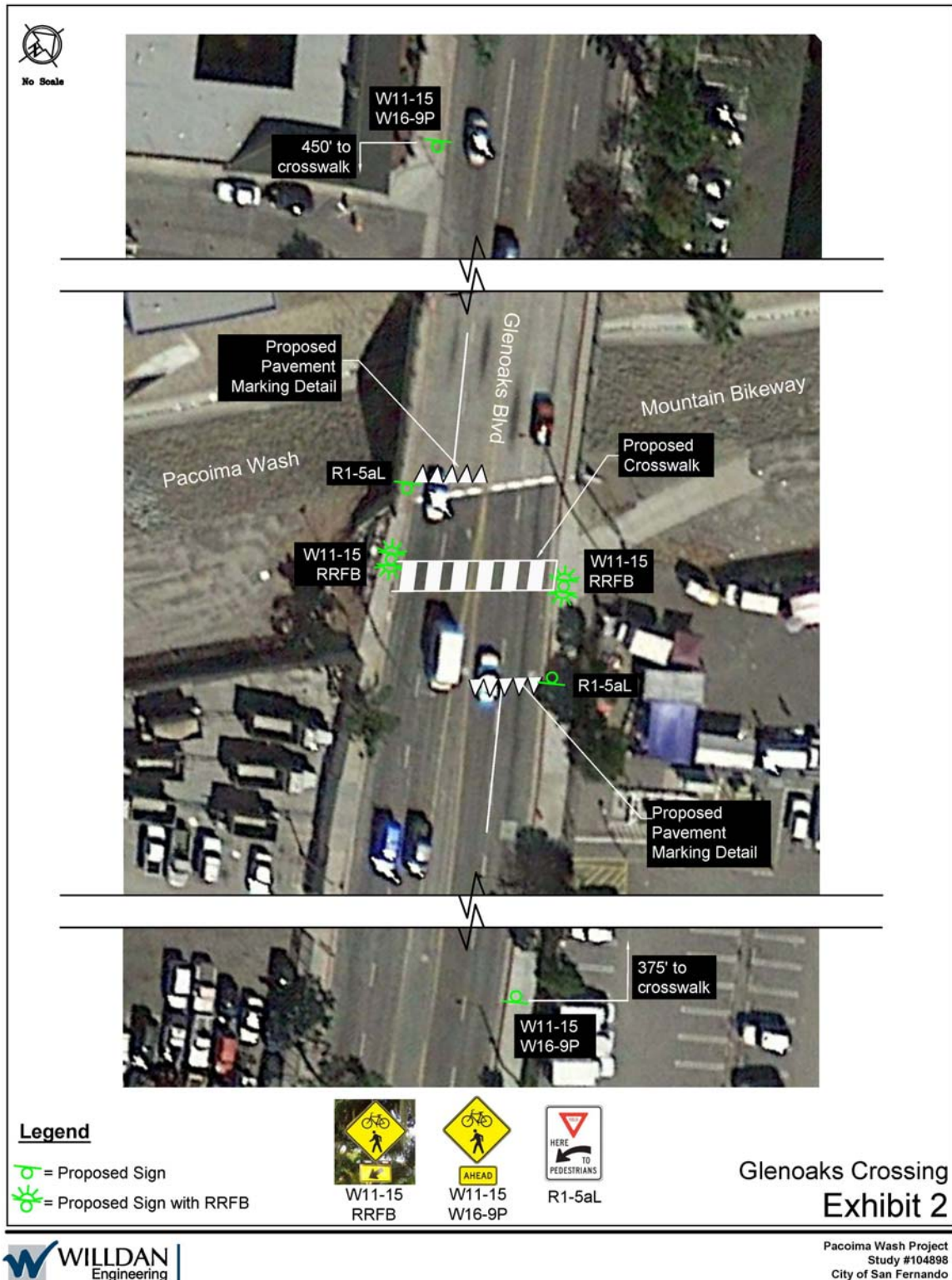
<i>Guidelines for Pedestrian Hybrid Beacons</i>	<i>Result</i>
<i>A. Minimum Volume (speeds less than 35 mph): For a crosswalk 34 feet long, with 20 PPH the total VPH on both approaches must be at least 1700 VPH.</i>	
This criteria was not satisfied at the proposed crossing on 5th Street. On 11/19/15, the maximum VPH (total for both directions) was 660 (= 318 EB + 342 WB) between 7:15 AM and 8:15 AM. Furthermore, the 20 PPH threshold was not met during this same hour with only 12 PPH estimated to use this crossing.	Not Satisfied

Bradley Avenue

<i>A. Minimum Volume (speeds less than 35 mph): For a crosswalk 34 feet long, with 20 PPH the total VPH on both approaches must be at least 1700 VPH.</i>	
This criteria was not satisfied at the proposed crossing on Bradley Avenue. On 11/19/15, the maximum VPH (total for both directions) was 880 (= 374 EB + 506 WB) between 7:15 AM and 8:15 AM. Furthermore, the 20 PPH threshold was not met during this same hour with only 12 PPH estimated to use this crossing.	Not Satisfied

RECOMMENDATIONS

Since the criterion from the California MUTCD is not met, PHB are not recommended at the proposed crossing on Glenoaks Boulevard, 5th Street and Bradley Avenue. Given the relatively high ADT (23,000+ vehicles per day) and high speeds (40 mph speed limit), RRFB, advance TRAIL X-ING warning signs, and high visibility crosswalk are recommended for the proposed crossing on Glenoaks Boulevard. The RRFB would be activated by pedestrians and bicyclists who push the button on the pole. Exhibit 2 shows the conceptual layout of the RRFB and associated markings and signs at the Glenoaks crossing.

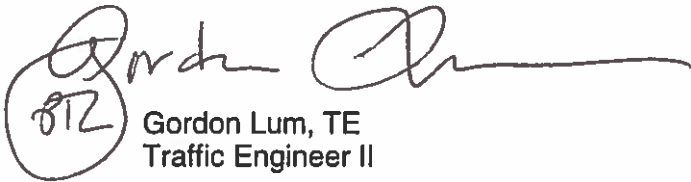


RRFB are not needed at the proposed crossing on 5th Street and Bradley Avenue, since both of these roadways have only one lane in each direction, relatively low ADT (less than 9,000) and low speeds (30 mph speed limit). The signing (without the RRFB) and markings shown on Exhibit 2 are also appropriate for where the Bikeway intersects a roadway with one lane in each direction. Given the lower speeds on 5th Street and Bradley Avenue, the advance trail crossing signs should be approximately 250 feet in advance of the crossing. Although RRFB are not recommended at this time, pedestrian-bicycle counts should be conducted at these two crossings a year after the Bikeway is completed. 20 PPH is a reasonable threshold for the installation of RRFB on a two-lane roadway.

Thank you for the opportunity to provide these recommendations. Should you have any questions regarding this evaluation, please contact me at glum@willdan.com or (510) 695-7434.

Respectfully submitted,

WILLDAN ENGINEERING



Gordon Lum, TE
Traffic Engineer II

Enclosures:

Exhibit A-Traffic Volume Counts

Exhibit B-Bicycle Counts

EXHIBIT A

TRAFFIC VOLUME COUNTS

City of San Fernando
 Glenoaks Boulevard
 by Pacoima Wash
 24 Hour Directional Volume Counts

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email.counts@countsunlimited.com

Page 1
 SFDGLPW
 Site Code: 007-15650

Start Time	19-Nov-15 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		22	159			27	154				
12:15		24	188			18	145				
12:30		16	154			15	126				
12:45		11	151	73	652	13	134	73	559	146	1211
01:00		11	139			6	149				
01:15		10	160			19	155				
01:30		11	142			8	139				
01:45		7	137	39	578	11	143	44	586	83	1164
02:00		8	149			6	127				
02:15		6	157			8	129				
02:30		11	219			9	181				
02:45		6	177	31	702	8	223	31	660	62	1362
03:00		9	201			13	217				
03:15		15	199			4	220				
03:30		19	225			17	228				
03:45		25	192	68	817	11	248	45	913	113	1730
04:00		17	209			8	217				
04:15		29	208			12	249				
04:30		53	255			21	257				
04:45		62	215	161	887	37	275	78	998	239	1885
05:00		79	222			29	270				
05:15		93	212			37	282				
05:30		176	207			72	275				
05:45		158	205	506	846	81	272	219	1099	725	1945
06:00		166	196			57	273				
06:15		226	206			80	240				
06:30		193	186			78	222				
06:45		239	170	824	758	111	233	326	968	1150	1726
07:00		272	183			88	178				
07:15		282	132			128	183				
07:30		364	121			173	131				
07:45		304	118	1222	554	282	141	671	633	1893	1187
08:00		260	122			166	128				
08:15		217	104			141	124				
08:30		169	109			114	105				
08:45		169	96	815	431	131	80	552	437	1367	868
09:00		154	129			106	76				
09:15		151	93			122	68				
09:30		130	70			113	74				
09:45		137	82	572	374	125	58	466	276	1038	650
10:00		133	63			133	48				
10:15		148	65			132	50				
10:30		147	34			115	54				
10:45		133	36	561	198	141	37	521	189	1082	387
11:00		158	27			145	29				
11:15		165	25			145	40				
11:30		134	77			148	41				
11:45		145	26	602	155	125	23	563	133	1165	288
Total		5474	6952	5474	6952	3589	7451	3589	7451	9063	14403
Combined Total		12426		12426		11040		11040		23466	
AM Peak		-	07:00	-	-	07:30	-	-	-	-	-
Vol.		-	1222	-	-	762	-	-	-	-	-
P.H.F.		-	0.839	-	-	0.676	-	-	-	-	-
PM Peak		-	-	04:30	-	-	04:45	-	-	-	-
Vol.		-	-	904	-	-	1102	-	-	-	-
P.H.F.		-	-	0.886	-	-	0.977	-	-	-	-
Percentage		44.1%		55.9%		32.5%		67.5%			
ADT/AADT		ADT 23,466		AADT 23,466							

City of San Fernando
5th Street
by Pacoima Wash
24 Hour Directional Volume Counts

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email.counts@countsunlimited.com

Page 1

SFD5THPW
Site Code: 007-15650

Start Time	19-Nov-15 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	33			5	43				
12:15		1	36			4	37				
12:30		0	32			7	42				
12:45		2	39	7	140	2	47	18	169	25	309
01:00		0	37			3	53				
01:15		1	35			4	50				
01:30		2	41			2	41				
01:45		1	31	4	144	1	56	10	200	14	344
02:00		0	32			1	49				
02:15		3	55			1	53				
02:30		2	58			3	60				
02:45		1	53	6	198	2	87	7	249	13	447
03:00		0	52			2	73				
03:15		0	60			2	59				
03:30		1	69			1	83				
03:45		5	63	6	244	2	101	7	316	13	560
04:00		1	62			1	72				
04:15		0	61			2	68				
04:30		5	81			5	93				
04:45		2	50	8	254	8	80	16	313	24	567
05:00		4	70			8	74				
05:15		10	54			14	79				
05:30		9	52			22	68				
05:45		18	74	41	250	50	73	94	294	135	544
06:00		16	47			22	65				
06:15		20	40			27	59				
06:30		22	29			24	47				
06:45		25	26	83	142	37	40	110	211	193	353
07:00		38	27			60	42				
07:15		81	23			80	26				
07:30		101	21			99	30				
07:45		82	18	302	89	107	28	346	126	648	215
08:00		54	19			56	19				
08:15		52	23			63	31				
08:30		35	16			31	25				
08:45		28	10	169	68	44	21	194	96	363	164
09:00		19	15			42	25				
09:15		26	9			42	22				
09:30		22	10			42	13				
09:45		30	6	97	40	36	10	162	70	259	110
10:00		15	12			49	12				
10:15		32	12			46	16				
10:30		29	8			33	6				
10:45		38	10	114	42	33	5	161	39	275	81
11:00		38	4			44	9				
11:15		32	2			40	6				
11:30		40	19			49	5				
11:45		36	4			36	4				
Total		983	1640	983	1640	1294	2107	1294	2107	2277	3747
Combined Total		2623		2623		3401		3401		6024	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	318	-	-	-	346	-	-	-	-	-
P.H.F.	-	0.787	-	-	-	0.808	-	-	-	-	-
PM Peak	-	-	03:45	-	-	-	03:45	-	-	-	-
Vol.	-	-	267	-	-	-	334	-	-	-	-
P.H.F.	-	-	0.824	-	-	-	0.827	-	-	-	-
Percentag e		37.5%	62.5%			38.0%	62.0%				
ADT/AADT		ADT 6,024	AADT 6,024								

City of San Fernando
4th Street
by Pacoima Wash
24 Hour Directional Volume Counts

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email.counts@countsunlimited.com

Page 1

SFD4THPW
Site Code: 007-15650

Start Time	19-Nov-15 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		6	70			6	69				
12:15		11	64			8	77				
12:30		3	90			2	67				
12:45		2	67	22	291	3	79	19	292	41	583
01:00		3	59			2	74				
01:15		5	51			2	63				
01:30		0	70			4	76				
01:45		1	68	9	248	2	63	10	276	19	524
02:00		0	58			4	62				
02:15		2	69			4	70				
02:30		3	98			4	95				
02:45		2	61	7	286	7	98	19	325	26	611
03:00		2	86			1	79				
03:15		2	70			2	111				
03:30		1	71			7	77				
03:45		3	103	8	330	4	93	14	360	22	690
04:00		1	105			4	95				
04:15		2	90			4	82				
04:30		4	119			7	95				
04:45		9	74	16	388	12	84	27	356	43	744
05:00		9	119			13	90				
05:15		20	107			19	91				
05:30		16	109			33	86				
05:45		30	92	75	427	56	111	121	378	196	805
06:00		38	113			36	74				
06:15		37	82			40	84				
06:30		43	71			35	87				
06:45		51	40	169	306	64	49	175	294	344	600
07:00		71	37			75	44				
07:15		93	46			118	47				
07:30		106	35			117	45				
07:45		100	40	370	158	144	28	454	164	824	322
08:00		75	33			127	37				
08:15		69	28			70	36				
08:30		48	19			66	29				
08:45		43	39	235	119	66	20	329	122	564	241
09:00		39	31			62	24				
09:15		40	26			51	28				
09:30		37	14			58	20				
09:45		44	16	160	87	83	12	254	84	414	171
10:00		48	13			71	11				
10:15		44	12			43	7				
10:30		45	13			54	8				
10:45		52	25	189	63	70	6	238	32	427	95
11:00		60	14			50	12				
11:15		57	6			71	9				
11:30		64	5			71	3				
11:45		55	7	236	32	81	6	273	30	509	62
Total		1496	2735	1496	2735	1933	2713	1933	2713	3429	5448
Combined Total		4231		4231		4646		4646		8877	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	374	-	-	-	506	-	-	-	-	-
P.H.F.	-	0.882	-	-	-	0.878	-	-	-	-	-
PM Peak	-	-	05:00	-	-	-	02:30	-	-	-	-
Vol.	-	-	427	-	-	-	383	-	-	-	-
P.H.F.	-	-	0.897	-	-	-	0.863	-	-	-	-
Percentage		35.4%	64.6%			41.6%	58.4%				
ADT/AADT		ADT 8,877		AADT 8,877							

EXHIBIT B

BICYCLE COUNTS

City of San Fernando
San Fernando Bike Trail
at Brand Boulevard
24 Hour Directional Volume Counts

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email.counts@countsunlimited.com

Page 1

SFDSFBTBR
Site Code: 007-15650

Start Time	19-Nov-15 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	0				
12:15		0	1			0	0				
12:30		0	2			0	1				
12:45		0	0	0	3	0	1	0	2	0	5
01:00		0	0			0	1				
01:15		0	0			0	0				
01:30		0	0			0	0				
01:45		0	1	0	1	0	0	0	1	0	2
02:00		0	0			0	1				
02:15		0	2			0	1				
02:30		0	0			0	2				
02:45		0	1	0	3	0	2	0	6	0	9
03:00		0	0			0	1				
03:15		0	0			0	0				
03:30		0	1			0	0				
03:45		0	5	0	6	0	0	0	1	0	7
04:00		0	1			0	1				
04:15		0	0			1	0				
04:30		0	2			0	2				
04:45		0	3	0	6	0	2	1	5	1	11
05:00		0	0			1	0				
05:15		1	0			0	0				
05:30		0	2			0	3				
05:45		0	1	1	3	0	2	1	5	2	8
06:00		1	1			0	1				
06:15		1	1			1	1				
06:30		2	1			0	0				
06:45		0	0	4	3	0	0	1	2	5	5
07:00		0	2			0	3				
07:15		1	0			0	0				
07:30		3	1			1	1				
07:45		0	0	4	3	2	0	3	4	7	7
08:00		0	2			5	2				
08:15		1	1			0	1				
08:30		0	1			0	1				
08:45		0	2	1	6	4	0	9	4	10	10
09:00		0	0			0	0				
09:15		0	0			0	0				
09:30		1	0			1	0				
09:45		2	0	3	0	0	0	1	0	4	0
10:00		0	0			0	0				
10:15		0	0			0	1				
10:30		2	0			0	0				
10:45		0	0	2	0	0	2	0	3	2	3
11:00		0	0			0	1				
11:15		0	0			0	0				
11:30		0	0			0	0				
11:45		0	0	0	0	4	0	4	1	4	1
Total		15	34	15	34	20	34	20	34	35	68
Combined Total		49		49		54		54		103	
AM Peak	-	05:45	-	-	-	08:00	-	-	-	-	-
Vol.	-	4	-	-	-	9	-	-	-	-	-
P.H.F.	-	0.500	-	-	-	0.450	-	-	-	-	-
PM Peak	-	-	03:45	-	-	-	05:30	-	-	-	-
Vol.	-	-	8	-	-	-	7	-	-	-	-
P.H.F.	-	-	0.400	-	-	-	0.583	-	-	-	-
Percentage		30.6%	69.4%			37.0%	63.0%				
ADT/AADT		ADT 103		AADT 103							

City of San Fernando
San Fernando Bike Trail
at Polk Street
24 Hour Directional Volume Counts

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email.counts@countsunlimited.com

Page 1

SFDSFBTPO
Site Code: 007-15650

Start Time	19-Nov-15 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	1			0	1				
12:15		0	1			0	1				
12:30		1	0			2	0				
12:45		0	0	1	2	0	1	2	3	3	5
01:00		0	0			2	0				
01:15		0	1			0	0				
01:30		0	2			2	2				
01:45		0	0	0	3	0	0	4	2	4	5
02:00		0	1			0	1				
02:15		0	0			0	0				
02:30		0	0			0	0				
02:45		0	1	0	2	0	1	0	2	0	4
03:00		0	0			0	0				
03:15		0	1			0	0				
03:30		0	0			0	0				
03:45		1	3	1	4	0	1	0	1	1	5
04:00		0	0			0	2				
04:15		0	1			0	2				
04:30		0	0			0	2				
04:45		0	2	0	3	0	1	0	7	0	10
05:00		0	4			0	5				
05:15		1	1			0	0				
05:30		0	0			0	0				
05:45		0	1	1	6	0	1	0	6	1	12
06:00		2	2			0	2				
06:15		1	1			0	1				
06:30		0	0			0	0				
06:45		4	1	7	4	3	1	3	4	10	8
07:00		3	1			2	1				
07:15		0	1			0	2				
07:30		0	1			0	2				
07:45		0	0	3	3	0	0	2	5	5	8
08:00		0	2			0	2				
08:15		1	0			1	0				
08:30		2	1			2	1				
08:45		2	0	5	3	2	0	5	3	10	6
09:00		1	0			1	0				
09:15		0	0			0	0				
09:30		1	2			1	2				
09:45		0	1	2	3	0	1	2	3	4	6
10:00		0	0			0	0				
10:15		0	0			1	0				
10:30		1	0			0	0				
10:45		0	0	1	0	0	0	1	0	2	0
11:00		0	0			0	0				
11:15		1	0			0	0				
11:30		0	0			0	0				
11:45		0	0	1	0	0	0	0	0	1	0
Total		22	33	22	33	19	36	19	36	41	69
Combined Total		55		55		55		55		110	
AM Peak	-	06:15	-	-	-	08:15	-	-	-	-	-
Vol.	-	8	-	-	-	6	-	-	-	-	-
P.H.F.	-	0.500				0.500					
PM Peak	-	-	04:15	-	-	-	04:15	-	-	-	-
Vol.	-	-	7	-	-	-	10	-	-	-	-
P.H.F.	-		0.438				0.500				
Percentage		40.0%	60.0%			34.5%	65.5%				
ADT/AADT		ADT 110		AADT 110							

San Fernando Road Bike Trail at Brand Blvd

Bicycle Count

Saturday

12/5/2015

	EB	WB
0:00	0	0
0:15	0	0
0:30	0	0
0:45	0	0
1:00	0	0
1:15	0	0
1:30	0	0
1:45	0	0
2:00	0	0
2:15	0	1
2:30	0	0
2:45	0	0
3:00	0	0
3:15	0	0
3:30	0	0
3:45	0	0
4:00	0	0
4:15	0	0
4:30	0	0
4:45	0	1
5:00	0	0
5:15	1	0
5:30	0	0
5:45	0	2
6:00	0	0
6:15	0	0
6:30	1	1
6:45	0	0
7:00	0	0

Sunday

12/6/2015

	EB	WB
0:00	0	0
0:15	0	0
0:30	0	0
0:45	0	0
1:00	0	0
1:15	0	0
1:30	0	0
1:45	0	0
2:00	0	1
2:15	0	0
2:30	0	0
2:45	0	0
3:00	0	0
3:15	0	0
3:30	0	0
3:45	0	0
4:00	0	0
4:15	0	0
4:30	0	0
4:45	0	0
5:00	0	0
5:15	0	0
5:30	0	0
5:45	0	0
6:00	0	0
6:15	0	0
6:30	0	1
6:45	0	0
7:00	1	0

San Fernando Road Bike Trail at Polk Street

Bicycle Count

Saturday

12/5/2015

	EB	WB
0:00	0	1
0:15	0	0
0:30	0	0
0:45	0	0
1:00	0	0
1:15	0	0
1:30	0	0
1:45	0	0
2:00	0	1
2:15	0	0
2:30	0	0
2:45	0	1
3:00	0	0
3:15	0	1
3:30	0	0
3:45	0	1
4:00	0	0
4:15	0	0
4:30	0	0
4:45	0	0
5:00	0	0
5:15	0	0
5:30	0	1
5:45	0	0
6:00	0	0
6:15	0	0
6:30	1	0
6:45	0	1
7:00	0	1

Sunday

12/6/2015

0:00	0	1
0:15	0	0
0:30	0	0
0:45	0	0
1:00	1	0
1:15	0	0
1:30	0	0
1:45	0	0
2:00	0	0
2:15	0	0
2:30	0	0
2:45	0	0
3:00	0	0
3:15	0	0
3:30	0	0
3:45	0	0
4:00	0	1
4:15	0	0
4:30	0	0
4:45	0	0
5:00	0	0
5:15	0	0
5:30	0	0
5:45	0	0
6:00	0	1
6:15	0	0
6:30	0	0
6:45	0	0
7:00	0	0

7:15	0	0
7:30	2	0
7:45	0	0
8:00	0	0
8:15	1	1
8:30	1	1
8:45	1	0
9:00	0	1
9:15	2	1
9:30	1	0
9:45	3	0
10:00	0	1
10:15	0	4
10:30	1	1
10:45	1	0
11:00	2	0
11:15	0	0
11:30	1	0
11:45	0	0
12:00	0	2
12:15	0	1
12:30	0	0
12:45	0	0
13:00	0	1
13:15	0	1
13:30	2	0
13:45	0	2
14:00	1	0
14:15	0	0
14:30	0	0
14:45	0	0
15:00	1	2
15:15	0	2
15:30	0	1

7:15	0	0
7:30	0	0
7:45	0	0
8:00	1	0
8:15	0	0
8:30	0	0
8:45	0	1
9:00	0	0
9:15	0	2
9:30	2	1
9:45	0	0
10:00	0	0
10:15	3	0
10:30	3	0
10:45	0	0
11:00	1	0
11:15	0	1
11:30	1	0
11:45	0	0
12:00	0	1
12:15	0	0
12:30	0	0
12:45	0	0
13:00	1	2
13:15	1	2
13:30	0	1
13:45	1	0
14:00	2	1
14:15	1	1
14:30	1	0
14:45	2	0
15:00	0	2
15:15	0	1
15:30	0	2

7:15	0	1
7:30	1	0
7:45	0	0
8:00	0	0
8:15	2	0
8:30	0	0
8:45	0	0
9:00	0	0
9:15	0	0
9:30	2	2
9:45	2	0
10:00	0	1
10:15	2	0
10:30	0	2
10:45	2	0
11:00	0	0
11:15	1	1
11:30	1	2
11:45	0	1
12:00	0	1
12:15	1	0
12:30	0	1
12:45	0	1
13:00	0	0
13:15	0	1
13:30	1	0
13:45	0	1
14:00	0	0
14:15	0	1
14:30	0	0
14:45	0	1
15:00	0	0
15:15	0	0
15:30	1	0

7:15	0	0
7:30	1	0
7:45	1	0
8:00	0	1
8:15	1	0
8:30	1	1
8:45	1	0
9:00	0	0
9:15	0	3
9:30	0	2
9:45	0	0
10:00	0	1
10:15	0	1
10:30	3	0
10:45	0	0
11:00	0	0
11:15	0	0
11:30	0	0
11:45	0	0
12:00	0	0
12:15	1	0
12:30	0	0
12:45	1	0
13:00	0	0
13:15	0	0
13:30	0	0
13:45	1	2
14:00	2	1
14:15	0	1
14:30	2	1
14:45	1	0
15:00	1	1
15:15	0	1
15:30	0	2

15:45	2	0
16:00	0	2
16:15	1	0
16:30	1	0
16:45	0	0
17:00	1	0
17:15	0	0
17:30	0	0
17:45	0	0
18:00	2	1
18:15	0	1
18:30	0	0
18:45	0	0
19:00	0	0
19:15	0	0
19:30	0	0
19:45	0	0
20:00	0	2
20:15	0	0
20:30	0	0
20:45	0	0
21:00	0	0
21:15	0	0
21:30	0	0
21:45	0	0
22:00	0	0
22:15	0	0
22:30	0	0
22:45	0	0
23:00	1	0
23:15	0	0
23:30	0	0
23:45	0	0
TOTAL	30	33

15:45	1	3
16:00	2	2
16:15	0	0
16:30	2	0
16:45	2	1
17:00	0	1
17:15	1	0
17:30	0	0
17:45	0	1
18:00	1	1
18:15	0	0
18:30	0	0
18:45	0	0
19:00	0	0
19:15	0	0
19:30	0	1
19:45	0	2
20:00	0	0
20:15	0	0
20:30	0	0
20:45	0	0
21:00	1	0
21:15	0	0
21:30	0	0
21:45	0	0
22:00	1	0
22:15	0	0
22:30	0	0
22:45	0	0
23:00	0	0
23:15	0	0
23:30	0	0
23:45	0	0
TOTAL	32	32

15:45	0	1
16:00	0	0
16:15	0	3
16:30	0	0
16:45	0	0
17:00	0	2
17:15	0	0
17:30	2	0
17:45	0	0
18:00	0	0
18:15	0	1
18:30	0	0
18:45	0	0
19:00	0	0
19:15	1	0
19:30	0	0
19:45	0	0
20:00	0	0
20:15	0	0
20:30	0	0
20:45	0	0
21:00	0	0
21:15	0	0
21:30	0	1
21:45	0	0
22:00	0	0
22:15	0	0
22:30	0	0
22:45	0	0
23:00	0	0
23:15	0	0
23:30	0	0
23:45	0	0
TOTAL	20	33

15:45	1	1
16:00	0	0
16:15	0	0
16:30	0	0
16:45	0	1
17:00	0	0
17:15	0	0
17:30	0	0
17:45	0	0
18:00	0	0
18:15	0	0
18:30	0	0
18:45	1	0
19:00	0	0
19:15	0	0
19:30	0	0
19:45	0	0
20:00	0	1
20:15	0	0
20:30	0	0
20:45	0	0
21:00	0	0
21:15	0	0
21:30	0	0
21:45	0	0
22:00	0	0
22:15	0	1
22:30	0	0
22:45	0	0
23:00	0	0
23:15	0	0
23:30	0	2
23:45	0	0
TOTAL	20	27

Attachment E. MND Comments and Responses

Intentionally blank

ATTACHMENT E
PACOIMA WASH BIKEWAY MITIGATED NEGATIVE DECLARATION
COMMENTS AND RESPONSES

The MND for the Pacoima Wash Bikeway was circulated for public review and comment from June 3, 2016 to July 6, 2016. Four letters were received on the document.

1. Letter from the State Clearinghouse dated July 6, 2016.
2. Letter from the Department of Transportation dated June 22, 2016.
3. Letter from the Los Angeles Department of Public Works dated July 6, 2016
4. Letter from the Los Angeles County Fire Department dated June 23, 2016.

Each of the letters is reproduced below, followed by responses to any comments on the environmental analysis contained in the MND.



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

July 6, 2016

LETTER 1

Liz Jennings
Mountains Recreation and Conservation Authority
570 West Ave 26, Suite 100
Los Angeles, CA 90065

Subject: Pacoima Wash Bikeway
SCH#: 2016061006

Dear Liz Jennings:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on July 5, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1-1

**Document Details Report
State Clearinghouse Data Base**

SCH# 2016061006
Project Title Pacoima Wash Bikeway
Lead Agency Mountains Recreation and Conservation Authority

Type **MND** Mitigated Negative Declaration

Description The Pacoima Wash Bikeway would be a 3.25-mile long Class 1 bikeway stretching from the Lopez Earthen Dam and Debris Basin to the existing pedestrian and bicycle bridge at Haddon Ave. The proposed bikeway would include several design features including a 12 ft wide paved bikeway, new bridge crossings over the wash, fencing, increased access points, mileage markers, interpretive signage where appropriate, solar powered lighting, some pedestrian amenities such as seating, trash receptacles, and native landscape plantings. New pedestrian bridges across the channel will be constructed at approximately 8th Street, Telfair Ave and Gladstone Ave (subject to change).

Lead Agency Contact

Name Liz Jennings
Agency Mountains Recreation and Conservation Authority
Phone 323-221-9944 ext 185 **Fax**
email
Address 570 West Ave 26, Suite 100
City Los Angeles **State** CA **Zip** 90065

Project Location

County Los Angeles
City Los Angeles, City of, San Fernando
Region
Lat / Long 34° 16' 53." N / 118° 25' 12." W
Cross Streets Pacoima Wash from the Lopez Earthen Dam and Debris Basin to Haddon Ave
Parcel No.

Township	Range	Section	Base
-----------------	--------------	----------------	-------------

Proximity to:

Highways I 15, 210, SR 118
Airports Whiteman Airport
Railways Metro, SCRRA
Waterways Pacoima Wash
Schools Various
Land Use

Project Issues Biological Resources; Flood Plain/Flooding; Traffic/Circulation; Water Quality

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; Public Utilities Commission

Date Received 06/03/2016 **Start of Review** 06/03/2016 **End of Review** 07/05/2016

LETTER 1

Comments From The State Clearinghouse

<u>Comment</u>	<u>Response</u>
----------------	-----------------

1-1	Comment noted.
-----	----------------

DEPARTMENT OF TRANSPORTATION
 DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
 100 S. MAIN STREET, MS 16
 LOS ANGELES, CA 90012
 PHONE (213) 897-9140
 FAX (213) 897-1337
 www.dot.ca.gov

LETTER 2



*Serious drought.
 Help save water!*

June 22, 2016

Ms. Liz Jennings
 Mountains Recreation and Conservation Authority
 570 West Avenue 26, Suite 100
 Los Angeles, CA 90065

RE: Pacoima Wash Bikeway
 Mitigated Negative Declaration
 SCH#2016061006, IGR#160616-FL
 Vic. LA/ 210/ PM R5.1

Dear Ms. Jennings:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project includes a 3.25-mile long Class 1 bikeway stretching from the Lopez Earthen Dam and Debris Basin to the existing pedestrian and bicycle bridge at Haddon Avenue.

The proposed bikeway includes design features such as a 12 foot wide paved bikeway, new bridge crossing over the wash, fencing, increased access points, mileage markers, interpretive signage where appropriate, solar powered lighting, and some pedestrian amenities. New pedestrian bridges across the channel will be constructed at approximately Telfair Avenue, 8th Street and Gladstone Avenue.

After reviewing the Initial Study dated June 2016, Caltrans offers the following comments:

1. Bikeway undercrossing at I-210 will require a Caltrans Encroachment Permit. The proposed configuration may impact structure. For information on the Permit process, please contact Caltrans District 7 Office of Permit at (213) 897-3631.
2. Please provide more detail regarding Bikeway crossing mitigation referenced on page 44, Section XVI (d) and Mitigation Measure XVI-1, 2, 3.

2-1

Crossings appear to meet warrants for use of Pedestrian Hybrid Beacon. Also, other traffic calming measures should be considered, such as bulb-outs and raised median islands, and road diets. The Pedestrian Hybrid Beacon would be more appropriate for high speed, multi-lane streets than Rectangular Rapid Flashing Beacon (RRFB). RRFB may be well-suited for lower speed two-lane roadways.

2-2

3. Caltrans suggests referencing the following documents:

Safety Effects of Marked versus Unmarked Crosswalk at Uncontrolled Locations,

2-3

Ms. Liz Jennings

06/22/2016

Page 2

September 2005, FHWA –

<http://www.fhwa.dot.gov/publications/research/safety/04100/04100.pdf>

*California Manual on Uniform Traffic Control Devices (MUTCD), 2014 Edition,
Chapter 4F –*

<http://www.dot.ca.gov/hq/traffops/engineering/mutcd/pdf/camutcd2014/Chapter4F.pdf>

*Highway Design Manual (HDM) for Bike Path “Intersections with Highways,” page
1000-5, HDM Chapter 1000 -*

<http://www.dot.ca.gov/hq/oppd/hdm/pdf/english/chp1000.pdf>

2-3
Cont.

As a reminder, any transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods.

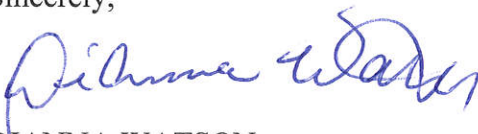
2-4

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that project needs to be designed to discharge clean run-off water.

2-5

If you have any questions or concerns regarding these comments, please feel free to contact me at (213) 897-9140 or project coordinator, Frances Lee at (213) 897-0673 or electronically at frances.lee@dot.ca.gov.

Sincerely,



DIANNA WATSON

Branch Chief, Community Planning & LD IGR Review

cc: Scott Morgan, State Clearinghouse

LETTER 2

Comments From The Department of Transportation

<u>Comment</u>	<u>Response</u>
----------------	-----------------

2-1	The MRCA will contact Caltrans to obtain the required Caltrans Encroachment Permit. The encroachment permit has been added to the list of potential approvals required for the project, on MND page 9
-----	---

2-2	Additional details are provided in the Traffic Study included in Attachment D of the MND.
-----	---

The MRCA has been in contact with Mr. Dal Benson, Caltrans District 7 Bicycle and Pedestrian Coordinator to confirm the acceptability of the RRFBs (Rectangular Rapid Flashing Beacons) along the bikeway at this at-grade crossing, per the project traffic study recommendation. Mr. Benson's response, indicating the acceptability of this approach, is reproduced below:

From: Benson, Dale R@DOT [mailto:dale.benson@dot.ca.gov]
Sent: Wednesday, June 22, 2016 4:43 PM
To: Liz Jennings <liz.jennings@mrca.ca.gov>
Subject: RE: Pacoima Wash Bikeway question

Liz,
RRFB's are definitely acceptable, should meet the criteria described in the CA MUTCD. The traffic engineer for your project should determine the best treatment to use for the crossing. There are many tools/treatments available. The solution should be context sensitive. Some other treatments, in addition or complimentary to RRFB's, or in lieu of the RRFB's are: raised crosswalks, bulb-outs, high-visibility "continental" crosswalk markings, HAWK signals, standard traffic signal, in-pavement flashing lights, STOP signs, etc. The traffic engineer should determine which treatment is most appropriate. In any case, the crossing should be well marked, and visible day or night.

Dale Benson
District 7 Bicycle and Pedestrian Coordinator
ATP, SRTS, SR2S, HSIP, EEM, BTA, VA Coordinator
Senior Transportation Engineer
Office of Local Assistance
California Department of Transportation
100 S. Main Street
Los Angeles, CA 90012
dale_benson@dot.ca.gov (213) 897-2934

From: Liz Jennings [mailto:liz.jennings@mrca.ca.gov]
Sent: Wednesday, June 22, 2016 4:05 PM
To: Benson, Dale R@DOT <dale.benson@dot.ca.gov>
Subject: Pacoima Wash Bikeway question

Importance: High

Hello Dale:

In regards to the Pacoima Wash Bikeway project # DEML05-6115(008), I have in my notes that I was to contact you this past winter regarding our plans to utilize RRFBs (Rectangular Rapid Flashing Beacons) at an intersection along the bikeway, as per a traffic study directive. I can't though find a record of your response. Could you in fact confirm for me that this would be acceptable with Caltrans or could you put me in contact with the correct individual to do so?

Sincerely,

Liz Jennings

Mountains Recreation and Conservation Authority

570 West Avenue 26, Suite 100

Los Angeles, CA 90065

P: 323-221-9944 x185

C: 310-736-8095

E: liz.jennings@mrca.ca.gov

- 2-3 References noted.
- 2-4 The MRCA will contact Caltrans to obtain any required permits. A Caltrans transportation permit for oversized-transport vehicle on State Highways has been added to the list of potential approvals required for the project, on MND page 9.
- 2-5 The proposed project has been designed to be mindful of storm water run-off requirements.

July 06, 2016

Ms. Liz Jennings
Mountains Recreation and
Conservation Authority (MRCA)
L.A. River Center & Gardens
570 West Avenue 26, Suite 100
Los Angeles California 90065

Dear Ms. Jennings:

**INITIAL STUDY – MITIGATED NEGATIVE DECLARATION (IS-MND)
MOUNTAINS RECREATION AND CONSERVATION AUTHORITY
PACOIMA WASH BIKEWAY**

Thank you for the opportunity to review the IS-MND associated with the Pacoima Wash Bikeway. The proposed project consists of the construction and operation of a bikeway along a 3.2 mile stretch of the Pacoima Wash from Lopez Dam to the bicycle bridge at Haddon Avenue. The scope of the project includes installation of a 12-foot wide Class 1 bike path, several new crossings of the wash (3 new bridge crossings at Glenoaks Boulevard, 5th Street, and 4th Street), fencing, new access points, interpretive and educational signage, lighting, resting areas, and landscaping.

The project requires limited grading to construct the bikeway and install landscaping. No construction activity would occur within the wash and the project would not alter in any way the existing course of the wash. There would be no or less than significant impact from a water quality perspective, as the project would add typical, urban, non-point source pollutants to Stormwater runoff. The IS-MND calls for the implementation of standard construction Best Management Practices (BMPs) for projects located in proximity to water bodies to ensure impacts are less than significant.

The following County of Los Angeles Department of Public Works comments are for your consideration and relate to the environmental document only:

General:

1. Revise “County of Los Angeles’ Master Plan” to “County of Los Angeles Bicycle Master Plan” throughout the entire document.

- | | | |
|--|--|------|
| 2. | Section 9, Construction Schedule, Page 8; Provide earthwork volume, including, import, export, and over excavation; as applicable. The earthwork volume must be the same in the environmental document, site plan, and any application. | 3-2 |
| 3. | Section 10, Other public agencies whose approval is or may be required, page 9; The applicant will obtain all necessary permits from the U.S. Army Corps of Engineers including Section 408 permit for any proposed structural improvements on the existing levees, including meeting all the hydraulic analysis requirements, from the U.S. Army Corps of Engineers. Revise accordingly. | 3-3 |
| 4. | All existing facilities and appurtenant structures within Los Angeles County Flood Control District (LACFCD) shall be protected in place during construction. Los Angeles County, Department of Public Works, Flood Maintenance Division, West Area that maintains flood control facilities that are located in Pacoima Wash, Wilson Canyon Channel, Storm Drains BL 256 and BL 7001, and Lopez Spreading Grounds are within the proposed project limits, proper notification to the Flood Maintenance Division is required. | 3-4 |
| 5. | Any proposed bridge overcrossings to LACFCD facilities will require a flood permit from Public Works, Land Development Division, Encroachment and Permits Section. Plans and permits shall be submitted for review and approval prior to the start of any construction within LACFCD facilities. | 3-5 |
| 6. | It is recommended that fencing, gates, landscaping, etc. adhere to Los Angeles County Department of Public Works' "Landscaping Guidelines and Plant Palette" document. To access the document please visit the following website:
http://ladpw.org/wmd/watershed/LA/LAR_planting_guidelines_webversion.pdf | 3-6 |
| 7. | Any plans and agreements must identify the appropriate entity responsible for the maintenance of the proposed improvements. Any plans should include a note stating that the proposed improvements will not be maintained by LACFCD/LACDPW. A Maintenance/Use Agreement should be developed between the LACFCD/LACDPW and the MRCA, and/or any other appropriate agency, to identify each agency's respective maintenance responsibilities. | 3-7 |
| 8. | It is our understanding that the project will be constructed in phases. The construction plans in Attachment A has the project limits from Bradley Avenue to 8th Street, however, the report identifies the project limits from Haddon Avenue to Fenton Avenue. Please clarify if the attachments are for phase 1 of the project. | 3-8 |
| 9. | Ingress/egress access by LACFCD maintenance vehicles along LACFCD's right of way shall be preserved during and after construction of the proposed project. | 3-9 |
| 10. | Clearly identify that the applicant shall be responsible for obtaining and providing mitigation, if any, any needed regulatory permits from state, federal, or local entities. | 3-10 |
| If you have any questions regarding the above items 1 - 2 please contact Mr. Toan Duong of Public Works' Land Development Division at (626) 458-4945 or tduong@dpw.lacounty.gov | | 3-11 |

If you have any questions regarding the above items 3 - 10 please contact Ms. Vanessa Hernandez of Public Works' Flood Maintenance Division – West Area at (818) 896-0594 or vhernandez@dpw.lacounty.gov	3-12
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Hydrology and Water Quality:

1. Section Explanation of Checklist Judgment, Item IX(a), Page 31 & 32; Revise “SQMP” to SMQMP	3-13
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2. Section Explanation of Checklist Judgment, Item IX(i) – Mitigation Measure VIII-2, Page 36; Revise the following paragraph to include Los Angeles County:	3-14
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The MRCA shall provide the Director of Public Works for the Los Angeles County and the cities of Los Angeles and San Fernando with a contact to notify in the event of dam-safety issues.

If you have any questions regarding the Hydrology and Water Quality comments please contact Mr. Toan Duong of Public Works' Land Development Division at (626) 458-4945 or tduong@dpw.lacounty.gov	3-15
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If you have any other questions or require additional information, please contact Toan Duong of Public Works' Land Development Division at (626) 458-4945 or tduong@dpw.lacounty.gov	3-16
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AM:

[\\pw01\pwpublic\dpub\SUBPCHECK\Plan_Checking_Files\Projects_not_associated_with_a_TR-PM-CUP-Single_Lot-Permit\PACOIMA WASH BIKEWAY\IS-MND\2016-06-15 IS-MND SUBMITTAL\2016-07-06 Pacoima Wash Bikeway Memo.docx](#)

LETTER 3

Comments From the Los Angeles County Department of Public Works

<u>Comment</u>	<u>Response</u>
3-1	The requested change has been made. References to the "County of Los Angeles' Master Plan" have been changed to "County of Los Angeles Bicycle Master Plan" throughout the MND.
3-2	<p>As noted on page 8 of the MND, it is anticipated that, in total, the bikeway will require 2,900 cubic yards of fill. The following additional information for Phase 1 (Attachment A) has been added to page 8 for the MND and will appear on the final plans for Phase 1:</p> <p style="padding-left: 40px;">It is anticipated that Phase 1 of the bikeway will include 5,923 cubic yards of unclassified excavation, with 481 cubic yards of borrow.</p> <p>As requested earthwork volumes on the site plans will match volumes on any applications for each phase of the project.</p>
3-3	<p>The following information has been added to Section 10 on page 9 of the MND:</p> <p style="text-align: center;"><u>Army Corps of Engineers</u></p> <ul style="list-style-type: none">• Section 408 Permit
3-4	<p>The following Mitigation Measure has been added to the MND to ensure proper notification:</p> <p style="padding-left: 40px;">Mitigation IX-3: All existing facilities and appurtenant structures within Los Angeles County Flood Control District (LACFCD) shall be protected in place during construction. Los Angeles County, Department of Public Works, Flood Maintenance Division, West Area maintains flood control facilities that are located in Pacoima Wash, Wilson Canyon Channel, Storm Drains BL 256 and BL 7001, and Lopez Spreading Grounds which are within the proposed project limits. The Los Angeles County, Department of Public Works, Flood Maintenance Division shall be notified prior to the start of any work in proximity to these facilities.</p> <p>The addition of the mitigation does not change the impact conclusions in the MND; rather, it is added for ease of project implementation.</p>
3-5	Comment noted. The potential need for a flood permit from the County is identified on page 9 of the MND.
3-6	The design is intended to adhere to the Los Angeles County Department of Public Works' "Landscaping Guidelines and Plant Palette."

3-7 Comment noted. The MRCA is in the process of developing an agreement with the City of San Fernando and the LACFCD/LACDPW.

3-8 The construction plans in Attachment A are for Phase 1 of the project. The reference to Attachment A on page 9 of the MND has been changed to:

A. Construction Plans – Phase 1

3-9 The following Mitigation Measure has been added to the MND to ensure proper notification:

Mitigation XVI-4: Ingress/egress access by LACFCD maintenance vehicles along LACFCD's right of way shall be preserved during and after construction of the proposed project.

The addition of the mitigation does not change the impact conclusions in the MND; rather, it is added for ease of project implementation.

3-10 The MRCA as Lead Agency shall be responsible for obtaining and providing mitigation, and any needed regulatory permits.

3-11 Contact noted.

3-12 Contact noted.

3-13 The requested change has been made. On pages 31 and 32 in Item IX(a), "SQMP" has been changed to "SMQMP."

3-14 The requested change has been made. The Mitigation Measure now reads as follows:

Mitigation VIII-2 IX-2: The MRCA shall annually check on the DSAC Rating for Lopez Dam by accessing the Army Corps of Engineers website (<http://www.spl.usace.army.mil/Media/FactSheets/tabid/1321/Article/477440/civil-works-program.aspx>) for the area. In the event that Lopez Dam is reclassified with a rating of DSAC-I (critically near failure or extreme high risk), or the MRCA receives word from the County of Los Angeles, City of San Fernando or City of Los Angeles of potential safety issues with Lopez Dam, the MRCA shall close the bikeway facility until Lopez Dam receives a DSAC Rating of DSAC-II or lower. The MRCA shall provide the Director of Public Works for Los Angeles County, and the cities of Los Angeles and San Fernando with a contact to notify in the event of dam-safety issues.

3-15 Contact noted.

3-16 Contact noted.



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

June 23, 2016

Susan O'Carroll, Planner
Pareto Planning
1411 West Clark Avenue
Burbank, CA 91506

Dear Ms. O'Carroll:

NOTICE OF AVAILABILITY AND INTENT TO ADOPT MITIGATED NEGATIVE DECLARATION, "PACOIMA WASH BIKEWAY", INCLUDES SEVERAL DESIGN FEATURES INCLUDING A 12 FOOT WIDE PAVED BIKEWAY, NEW BRIDGE CROSSINGS OVER THE WASH, FENCING, INCREASED ACCESS POINTS, MILEAGE MARKERS, INTERPRETIVE SIGNAGE WHERE LANDSCAPE PLANTINGS, PACOIMA (FFER 201600089)

The Notice of Availability and Intent to Adopt Mitigated Negative Declaration has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

1. The subject property is entirely within the City of Los Angeles, which is not a part of the emergency response area of the Los Angeles County Fire Department (also known as the Consolidated Fire Protection District of Los Angeles County). Therefore, this project does not appear to have any impact on the emergency responsibilities of the Department.

4-1

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS
ARTESIA
AZUSA
BALDWIN PARK
BELL
BELL GARDENS
BELLFLOWER
BRADBURY

CALABASAS
CARSON
CERRITOS
CLAREMONT
COMMERCE
COVINA
CUDAHY

DIAMOND BAR
DUARTE
EL MONTE
GARDENA
GLENDALE
HAWAIIAN GARDENS
HAWTHORNE

HIDDEN HILLS
HUNTINGTON PARK
INDUSTRY
INGLEWOOD
IRVINDALE
LA CANADA FLINTRIDGE
LA HABRA

LA MIRADA
LA PUENTE
LAKEWOOD
LANCASTER
LAWNDALE
LOMITA
LYNWOOD

MALIBU
MAYWOOD
NORWALK
PALMDALE
PALOS VERDES ESTATES
PARAMOUNT
PICO RIVERA

POMONA
RANCHO PALOS VERDES
ROLLING HILLS
ROLLING HILLS ESTATES
ROSEMEAD
SAN DIMAS
SANTA CLARITA

SIGNAL HILL
SOUTH EL MONTE
SOUTH GATE
TEMPLE CITY
WALNUT
WEST HOLLYWOOD
WESTLAKE VILLAGE
WHITTIER

LAND DEVELOPMENT UNIT:

1. The Land Development Unit has no requirements for this project. For any questions regarding the report, please contact FPEA Wally Collins at (323) 890-4243 or at Wally.Collins@fire.lacounty.gov.

4-2

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

4-3

HEALTH HAZARDOUS MATERIALS DIVISION:

1. The Health Hazardous Materials Division (HHMD) of the Los Angeles County Fire Department has no comment regarding the project at this time.

4-4

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



KEVIN T. JOHNSON, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

KTJ:ad

Susan O'Carroll, Planner
June 23, 2016
Page 3

bc: ERU
Land Development
Planning
HHMD
#219
Edapts Upload

(FFER #201600089/Forestry Admin)

LETTER 4

Comments From the Los Angeles County Fire Department

<u>Comment</u>	<u>Response</u>
4-1	Comment noted.
4-2	Contact noted.
4-3	Comment noted. These issue areas have been addressed in the MND.
4-4	Comment noted.

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Attachment F. Mitigation Monitoring and Reporting Program

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PACOIMA WASH BIKEWAY MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

The California Environmental Quality Act (CEQA) requires that agencies adopting Mitigated Negative Declarations (MNDs) take affirmative steps to determine that approved mitigation measures are implemented subsequent to project approval.

Effective January 1, 1989, CEQA was amended to add Section 21081.6, implementing Assembly Bill (AB) 3180. As part of CEQA (state-mandated) environmental review procedures, Section 21081.6 requires a public agency to adopt a Mitigation Monitoring and Reporting Program (MMRP) for assessing and ensuring efficacy of any mitigation measures applied to the proposed project. Specifically, the lead or responsible agency must adopt a reporting or monitoring program for mitigation measures incorporated into a project or imposed as conditions of approval. The program must be designed to ensure compliance during project implementation. As stated in Public Resources Code, Section 21081.6 (a) (1):

“1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.”

AB 3180 provides general guidelines for implementing monitoring and reporting programs. Specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to final approval of the proposal by the responsible decision maker(s). In response to established CEQA requirements and those of (AB) 3180 (Public Resources Code Section 21000 et seq.), the proposed MMRP for the Pacoima Wash Bikeway shall be submitted for consideration by the decision-makers prior to completion of the environmental review process.

This MMRP will be used by the City of San Fernando to ensure compliance with mitigation measures associated with the project. Mitigation measures were identified in the Mitigated Negative Declaration to ensure compliance with regulatory requirements or to address significant or potentially significant impacts for the following resources:

- Air Quality
- Biological Resources
- Hydrology/Water Quality
- Transportation / Traffic

These mitigation measures are included in the MMRP. For each measure, the MMRP specifies: the implementation responsibility and timing and the monitoring responsibility and timing.

Changes made to the wording of mitigation measures in response to either Caltrans review of the Natural Environment Study (NES) or in response to comments on the Mitigation Negative Declaration are indicated using underline/strikeout.

PACOIMA WASH BIKEWAY MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION	IMPLEMENTATION RESPONSIBILITY	TIMING	MONITORING RESPONSIBILITY	TIMING	MITIGATION COMPLETE?
Air Quality					
Mitigation III-1: In order to reduce fugitive dust emissions during construction, the City of San Fernando shall require the construction contractor to: <ul style="list-style-type: none"> • Apply soil stabilizers or moisten inactive areas. • Prepare a high wind dust control plan. • Address previously disturbed areas if subsequent construction is delayed. • Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 3 times/day). • Cover all stock piles with tarps at the end of each day or as needed. • Provide water spray during loading and unloading of earthen materials. • Minimize in-out traffic from construction zone. 	City of San Fernando Construction Contractor	Construction Contract During Construction	City of San Fernando City of San Fernando Project Manager	Construction Contract During Construction	
Mitigation III-2: In order to reduce combustion engine emissions and diesel exhaust the City of San Fernando shall require the construction contractor to: <ul style="list-style-type: none"> • Utilize well-tuned off-road construction equipment. • Establish a preference for contractors using upgraded (Tier 3 or better) heavy equipment. • Enforce 5-minute idling limits for both on-road trucks and off-road equipment. 	City of San Fernando Construction Contractor	Construction Contract During Construction	City of San Fernando City of San Fernando Project Manager	Construction Contract During Construction	
Biological Resources					
Mitigation IV-1: In the event that the presence of, or potential for roosting bats is detected during fieldwork associated with preparation of the NES for the proposed project, and the NES indicates the need for bat-related mitigation, the City of San Fernando shall require the following:	City of San Fernando	Pre-Construction	City of San Fernando Project Manager	Prior to Start of Construction	

PACOIMA WASH BIKEWAY MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION	IMPLEMENTATION RESPONSIBILITY	TIMING	MONITORING RESPONSIBILITY	TIMING	MITIGATION COMPLETE?
<ul style="list-style-type: none"> • Prior to construction, surveys shall be conducted by a qualified bat specialist within 100 feet of the construction area of concern, to identify the presence of bats and any active or potential bat-roosting cavities. During the non-breeding and active season (typically October-November and February-March), any bats roosting in cavities in the area, either in trees or structures, would be safely evicted under the direction of a bat specialist and under consultation with the CDFW if warranted. Once it has been determined that all roosting bats have been safely evicted from roosting cavities, exclusionary devices approved by the CDFW would be installed and maintained to prevent bats from roosting in these cavities prior to and during construction. • Pre-construction bat surveys in the specified construction area of concern shall be conducted by a qualified bat specialist no more than seven days prior to the removal of any trees within 100 feet of the construction area to confirm that exclusionary measures have been successful and there are not bats within the construction area. If no roosting bats are detected, no further surveys are required provided construction is initiated within seven days. If removal is delayed more than seven days, additional surveys would be conducted no more than seven days prior to construction to ensure that no bats have moved into the area. • Surveys and exclusion measures are expected to prevent maternal colonies from becoming established in the construction area. In the event that a maternal colony of bats is found in the construction area, the CDFW would be 					

PACOIMA WASH BIKEWAY MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION	IMPLEMENTATION RESPONSIBILITY	TIMING	MONITORING RESPONSIBILITY	TIMING	MITIGATION COMPLETE?
consulted, and no work would be conducted within 100 feet of the roosting site until the maternal season is over or the bats have left the site, or as otherwise directed by the CDFW. The site would be designated as a sensitive area and protected as such until the bats have left the site, as determined by a qualified biologist in coordination with the CDFW. No clearing and grubbing would be authorized adjacent to the roosting site. Combustion equipment, such as generators, pumps, and vehicles, would not be parked nor operated under or adjacent to the roosting site. Construction personnel would not enter into areas beneath the colony, especially during the evening exodus (typically between 15 minutes prior to sunset and one hour following sunset).					
<p>Mitigation IV-2: The following measures would be implemented to avoid impacts on the coastal California gnatcatcher:</p> <ul style="list-style-type: none"> Construction within 300 feet of the coastal sage scrub habitat would be avoided during the typical nesting season for the coastal California Gnatcatcher, which is February 15 through August 30 <u>September 1</u>. If construction within 300 feet of the coastal sage scrub habitat is scheduled to begin between February 15 and August 30, nesting surveys would be completed no more than 48 hours prior to construction to determine if there are any nesting coastal California gnatcatchers within 300 feet of the construction area. Surveys would be repeated if construction activities are suspended for three days or more. If gnatcatchers are found within 300 feet of the 	<p>City of San Fernando</p> <p>Construction Contractor</p>	<p>Construction Contract</p> <p>During Construction</p>	<p>City of San Fernando</p> <p>City of San Fernando Project Manager</p>	<p>Construction Contract</p> <p>During Construction</p>	

PACOIMA WASH BIKEWAY MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION	IMPLEMENTATION RESPONSIBILITY	TIMING	MONITORING RESPONSIBILITY	TIMING	MITIGATION COMPLETE?
construction area, appropriate buffers consisting of orange flagging/fencing or similar (typically 300 feet) would be installed and maintained until nesting activity has ended, as determined in coordination with the project biologist and regulatory agencies, as appropriate.					
<p>Mitigation IV-3: The following measures would be implemented to prevent the spread of invasive species:</p> <ul style="list-style-type: none"> Vegetation removed from the project site would be treated and disposed of in a manner that would prevent the spread of invasive species onsite or offsite. New landscaping materials, including erosion control seed mixes and other plantings, would be composed of non-invasive species and would be clear of weeds, and all erosion control and landscape planting would be conducted in a manner that would not result in the spread of invasive species. Plants listed in the Pest Ratings of Noxious Weed Species and Noxious Weed Seed (California Department of Food and Agriculture, 2003) would not be used as part of the project. 	<p>City of San Fernando</p> <p>Construction Contractor</p>	<p>Construction Contract</p> <p>During Construction</p>	<p>City of San Fernando</p> <p>City of San Fernando Project Manager</p>	<p>Construction Contract</p> <p>During Construction</p>	
<p>Mitigation IV-4: If construction is scheduled to begin during bird nesting season (typically February 15 to September 15 <u>September 1</u>), the following avoidance and minimization measures would be implemented:</p> <ul style="list-style-type: none"> Trimming and removal of vegetation and trees shall be minimized and performed outside of the nesting season (typically February 15 to September 15 <u>September 1</u>) to the extent 	<p>City of San Fernando</p> <p>Construction Contractor</p>	<p>Construction Contract</p> <p>During Construction</p>	<p>City of San Fernando</p> <p>City of San Fernando Project Manager</p>	<p>Construction Contract</p> <p>During Construction</p>	

PACOIMA WASH BIKEWAY MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION	IMPLEMENTATION RESPONSIBILITY	TIMING	MONITORING RESPONSIBILITY	TIMING	MITIGATION COMPLETE?
<p>feasible.</p> <ul style="list-style-type: none"> In the event that trimming or removal of vegetation and trees must be conducted during the nesting season, nesting bird surveys would be completed by a qualified biologist no more than 48 hours prior to trimming or clearing activities to determine if nesting birds are within the affected vegetation. Nesting bird surveys would be repeated if trimming or removal activities are suspended for five days or more. In the event construction is scheduled during bird nesting season, in the areas identified in the NES as potential nesting areas, a nesting bird surveys shall be completed no more than 48 hours prior to construction to determine if nesting birds, raptors, or active nests are in or within 500 feet of the construction area. Surveys would be repeated if construction activities are suspended for five days or more. In the event nesting birds or raptors are found within 500 feet of the construction area, appropriate buffers (typically up to 300 150 feet for songbirds and up to 500 feet for raptors) would be implemented, in coordination with the CDFW, to ensure that nesting birds and active nests are not harmed. Buffers would include fencing or other barriers around the nests to prevent any access to these areas and would remain in place until birds have fledged and/or the nest is no longer active, as determined through coordination with the CDFW. 					

PACOIMA WASH BIKEWAY MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION	IMPLEMENTATION RESPONSIBILITY	TIMING	MONITORING RESPONSIBILITY	TIMING	MITIGATION COMPLETE?
Hydrology and Water Quality					
<p>Mitigation IX-1: The following standard BMPs for work near, but not within waterways shall be implemented for the proposed project:</p> <ul style="list-style-type: none"> • Work areas would be reduced to the maximum extent feasible, and staging areas would be located along a roadway, pathway or parking lot and outside of the wash channel. • Erosion Control Best Management Practices (BMP), such as silt fencing, fiber rolls, straw bales, or other measures shall be implemented during construction to minimize dust, dirt, and construction debris from leaving the construction area. • Appropriate hazardous material BMPs shall be implemented to reduce the potential for chemical spills or contaminant releases into the wash, including any non-stormwater discharge. • All equipment refueling and maintenance shall be conducted in an upland staging area away from the wash and other sensitive areas per standard specifications and regulatory permits. In addition, vehicles and equipment shall be checked daily for fluid and fuel leaks, and drip pans would be placed under all equipment that is parked and not in operation. • Non-native and invasive vegetation removed from shall be treated and disposed of in a manner following the recommendations of the California Invasive Plant Council to prevent the spread of invasive species onsite or offsite. BMPs may include, but are not limited to, identification of existing invasive species, 	<p>City of San Fernando</p> <p>Construction Contractor</p>	<p>Construction Contract</p> <p>During Construction</p>	<p>City of San Fernando</p> <p>City of San Fernando Project Manager</p>	<p>Construction Contract</p> <p>During Construction</p>	

PACOIMA WASH BIKEWAY MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION	IMPLEMENTATION RESPONSIBILITY	TIMING	MONITORING RESPONSIBILITY	TIMING	MITIGATION COMPLETE?
avoidance of invasive species in erosion control, staff training, equipment cleaning, and monitoring					
<p>Mitigation VIII-2 IX-2: The City of San Fernando shall annually check on the DSAC Rating for Lopez Dam by accessing the Army Corps of Engineers website (http://www.spl.usace.army.mil/Media/FactSheets/tabid/1321/Article/477440/civil-works-program.aspx) for the area. In the event that Lopez Dam is reclassified with a rating of DSAC-I (critically near failure or extreme high risk), or the City of San Fernando receives word from the <u>County of Los Angeles</u>, City of San Fernando or City of Los Angeles of potential safety issues with Lopez Dam, the City of San Fernando shall close the bikeway facility until Lopez Dam receives a DSAC Rating of DSAC-II or lower. The City of San Fernando shall provide the Director of Public Works for <u>Los Angeles County</u>, and the cities of Los Angeles and San Fernando with a contact to notify in the event of dam-safety issues.</p>	City of San Fernando	Annually	City of San Fernando Project Manager	Annually	
<p>Mitigation IX-3: <u>All existing facilities and appurtenant structures within Los Angeles County Flood Control District (LACFCD) shall be protected in place during construction. Los Angeles County, Department of Public Works, Flood Maintenance Division, West Area maintains flood control facilities that are located in Pacoima Wash, Wilson Canyon Channel, Storm Drains BL 256 and BL 7001, and Lopez Spreading Grounds which are within the proposed project limits. The Los Angeles County, Department of Public Works, Flood Maintenance Division shall be notified prior to the start of any work in proximity to these facilities.</u></p>	<p>City of San Fernando</p> <p>Construction Contractor</p>	<p>Construction Contract</p> <p>During Construction</p>	<p>City of San Fernando</p> <p>City of San Fernando Project Manager</p>	<p>Construction Contract</p> <p>During Construction</p>	

PACOIMA WASH BIKEWAY MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION	IMPLEMENTATION RESPONSIBILITY	TIMING	MONITORING RESPONSIBILITY	TIMING	MITIGATION COMPLETE?
Transportation / Traffic					
<p>Mitigation XVI-1: Given the relatively high ADT (23,000+ vehicles per day) and high speeds (40 mph speed limit), Rectangular Rapid Flashing Beacon (RRFB), advance TRAIL X-ING warning signs, and high visibility crosswalk shall be installed at the proposed crossing on Glenoaks Boulevard. The RRFB would be activated by pedestrians and bicyclists who push the button on the pole. Exhibit 2 in Attachment D shows the conceptual layout of the RRFB and associated markings and signs at the Glenoaks crossing. The City of San Fernando shall require completion of these improvements prior to the opening of the bikeway in the vicinity of the Glenoaks crossing.</p>	<p>City of San Fernando</p> <p>Construction Contractor</p>	<p>Construction Contract</p> <p>During Construction</p>	<p>City of San Fernando</p> <p>City of San Fernando Project Manager</p>	<p>Construction Contract</p> <p>Prior to Operation</p>	
<p>Mitigation XVI-2: The signing (without RRFB) and markings shown on Exhibit 2 in Attachment D will be installed at the crossings at 5th Street and Bradley Avenue. Given the lower speeds on 5th Street and Bradley Avenue, the advance trail crossing signs shall be located approximately 250 feet in advance of the crossing. The City of San Fernando shall require completion of these improvements prior to the opening of the bikeway in the vicinity of each of these crossings.</p>	<p>City of San Fernando</p> <p>Construction Contractor</p>	<p>Construction Contract</p> <p>During Construction</p>	<p>City of San Fernando</p> <p>City of San Fernando Project Manager</p>	<p>Construction Contract</p> <p>Prior to Operation</p>	
<p>Mitigation XVI-3: Pedestrian counts shall be conducted at the crossings at 5th Street and Bradley Avenue a year after the bikeway is completed in order to determine if RRFB is required. A 20 PPH is an acceptable threshold for the installation of RRFB on a two-lane roadway. If it is determined that RRFB is required at either of these locations, the City of San Fernando shall be responsible for arranging for installation of the RRFB within six months of the finding.</p>	<p>City of San Fernando with the assistance of Pacoima Beautiful</p>	<p>One Year after Operation</p>	<p>City of San Fernando with the assistance of Pacoima Beautiful</p>	<p>One Year After Operation</p>	

PACOIMA WASH BIKEWAY MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION	IMPLEMENTATION RESPONSIBILITY	TIMING	MONITORING RESPONSIBILITY	TIMING	MITIGATION COMPLETE?
Mitigation XVI-4: <u>Ingress/egress access by LACFCD maintenance vehicles along LACFCD's right of way shall be preserved during and after construction of the proposed project.</u>	City of San Fernando	Construction Contract	City of San Fernando	Construction Contract	
	Construction Contractor	During Construction	City of San Fernando Project Manager	During Construction	
	City of San Fernando	On-going	City of San Fernando Project Manager	Annually	

Attachment G. NEPA Categorical Exclusion

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CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

07-LA-MRCA

CE No.: 201607004

DEM05L-6115(008)

Dist.-Co.-Rte. (or Local Agency) P.M./P.M.

E.A/Project No.

Federal-Aid Project No. (Local Project)/Project No.

PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use Continuation Sheet, if necessary.)

The Mountains Recreation Conservation Authority (MRCA) is proposing a Bikeway Project along the Pacoima Wash stretching from the Lopez Earthen Dam and Debris Basin to the existing pedestrian and bicycle bridge at Haddon Avenue for a total distance of 3.25 miles.

Please see continuation sheet for further details.

CEQA COMPLIANCE (for State Projects only)

Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply (See 14 CCR 15300 et seq.):

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

CALTRANS CEQA DETERMINATION (Check one)

- ☒ Not Applicable – Caltrans is not the CEQA Lead Agency ☐ Not Applicable – Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA
- ☐ Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)
Based on an examination of this proposal, supporting information, and the above statements, the project is:
- ☐ Categorically Exempt. Class (PRC 21084; 14 CCR 15300 et seq.)
- ☐ Categorically Exempt. General Rule exemption. [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061[b][3].)]

Print Name: Senior Environmental Planner or
Environmental Branch Chief

Print Name: Project Manager

Signature

Date

Signature

Date

NEPA COMPLIANCE

In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA, and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b).

CALTRANS NEPA DETERMINATION (Check one)

- ☒ 23 USC 326: The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated May 31, 2016, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

☒ 23 CFR 771.117(c): activity (c)(3)

☐ 23 CFR 771.117(d): activity (d)()

☐ Activity listed in Appendix A of the MOU between FHWA and the State

- ☐ 23 USC 327: Based on an examination of this proposal and supporting information, the State has determined that the project is a Categorical Exclusion under 23 USC 327.

Keely F. Owing Toledo

Print Name: Senior Environmental Planner or
Environmental Branch Chief

Robert V. Wong

Print Name: Project Manager/DLA Engineer

Signature

Date 7/25/2016

Signature

Date 7/26/2016

Date of Categorical Exclusion Checklist completion: 7/26/16

Date of ECR or equivalent: 7/26/16

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions).

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

Continued from page 1:

The future Class I Bikeway will be located within some of the most densely populated areas of the San Fernando Valley, along the eastern edge of the City of San Fernando and the Pacoima area of the City of Los Angeles. The bikeway will connect these communities to the Angeles National Forest. Additionally, the bikeway route will connect visitors to current and future urban parklands including MRCA's Pacoima Wash Natural Park and El Dorado Park (in planning).

The project will not require any easement or utility relocations. The project will result in new bicycle path on-street crossings at Glenoaks Boulevard, 5th Street, Bradley Avenue, and San Fernando Road. New channel crossings will be constructed at approximately 8th street, Telfair Avenue, and Gladstone Avenue. The project will make use of the existing undercrossing at Foothills Freeway. The project will connect with the existing bikeway on San Fernando Road.

The project area is within an urban, developed area adjacent to industrial and residential land uses. The banks of the wash are relatively flat and are mostly paved. Vegetation in and adjacent to the project area is limited to sparse, weedy vegetation along the edges of the wash banks. There is no vegetation within the wash, and water flow within the wash is intermittent. Wildlife is likely to forage and move locally in the project area, but because the area is mostly surrounded by urban development, the project area is not likely to function as a regional wildlife movement corridor. Habitat in the area is generally disturbed; however, there are trees associated with the residential and industrial properties that could provide habitat for nesting birds, and existing trees and bridge structures could provide roosting habitat for bats.

The design features would include a paved bike path, several new crossings of the wash, fencing along the trail, increased access points, mileage markers, interpretive signage, lighting, pedestrian amenities such as seating, trash receptacles, and water fountains, erosion control measures, and native landscape plantings. All bridges would be constructed with foundations outside the channel perimeter.

The project may generate noise impacts during construction, installation of bicycle/pedestrian bridge foundations, and installation of prefabricated bicycle /pedestrian bridges. The foundation type for the bicycle/pedestrian bridges to be located at approximately 8th Street, Telfair Avenue, and Gladstone Avenue has yet to be determined; however, no pile driving is planned or anticipated to be necessary.

The streambed channel for the length of the project has been channelized in a concrete open-box channel for decades, and all construction work is proposed to occur outside the channel. Therefore, any effects would be minimal in nature if at all. There is a remote possibility that the Arroyo Toad (*Anaxyrus californicus*), a federal-endangered species may occur within the wash, but suitable habitat is absent in the immediate project area (sandy riverbanks, riparian areas with willows, sycamores, oaks, cottonwoods, exposed sandy stream-sides with stable terraces for burrowing with scattered vegetation for shelter, and areas of quiet water or pools free of predatory fishes with sandy or gravel bottoms without silt for breeding). The Pacoima Wash is a channelized stream, consisting of an open-box concrete channel with an impermeable concrete base. However, the project area is within the species' historic range, and the possibility for species movement south from the detention basin located approximately 0.7 km northeast of Gladstone Avenue should not be discounted, since adult males have been observed to move along streams through discontinuous habitat areas up to 1 km. Habitat for avian species is limited to ornamental trees bordering the

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

project area and existing bridges, which could also provide bat nesting or roosting opportunities. Existing bridges will not be affected by this project.

The project will not require any easement or utility relocation. The project will result in new bicycle path on-street crossings at Glenoaks Boulevard, 5th Street, Bradley Avenue, and San Fernando Road. The proposed bicycle trail would not require using a temporary road, detour, or ramp closure because existing street access is sufficient for equipment entry to the proposed site and the project itself is separated from streets and highways. Construction staging activities are anticipated to occur within the right-of-way of the existing channel.

The project area is not within a marine area and the wash is not immediately connected to any marine resources; therefore, there is no potential for any species under jurisdiction of the NMFS to be within the BSA. A USFWS species list was obtained on March 4, 2016 to identify federally listed species with the potential to be in the BSA. Multiple species listed as threatened or endangered under the FESA have the potential to be in the BSA based on recorded geographical distribution; however, for the most part the BSA consists of disturbed areas where there is no potential for federally listed species.

If construction is scheduled to begin during bird nesting season (typically February 15 to September 15), the following avoidance and minimization measures would be implemented:

- Construction in areas that include trees, vegetation, or buildings that may provide nesting habitats for bird and raptors would be reduced to the maximum extent feasible.
- Trimming and removal of vegetation and trees would be minimized and performed outside of the nesting season (typically February 15 to September 15) to the extent feasible.
- In the event that trimming or removal of vegetation and trees must be conducted during the nesting season, nesting bird surveys would be completed by a qualified biologist no more than 48 hours prior to trimming or clearing activities to determine if nesting birds are within the affected vegetation. Nesting bird surveys would be repeated if trimming or removal activities are suspended for five days or more.
- In the event construction is scheduled during bird nesting season, nesting bird surveys would be completed no more than 48 hours prior to construction to determine if nesting birds, raptors, or active nests are in or within 500 feet of the construction area. Surveys would be repeated if construction activities are suspended for five days or more.
- In the event nesting birds or raptors are found within 500 feet of the construction area, appropriate buffers (typically up to 300 feet for songbirds and up to 500 feet for raptors) would be implemented, in coordination with the CDFW, to ensure that nesting birds and active nests are not harmed. Buffers would include fencing or other barriers around the nests to prevent any access to these areas and would remain in place until birds have fledged and/or the nest is no longer active, as determined through coordination with the CDFW.

The following standard measures would be implemented to prevent impacts on water quality within the wash.

- Work areas would be reduced to the maximum extent feasible, and staging areas would be located along the roadway or parking lot and outside of the wash channel.

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

- Best management practices (BMP), such as silt fencing, fiber rolls, straw bales, or other measures would be implemented during construction to minimize dust, dirt, and construction debris from leaving the construction area.
- Appropriate hazardous material BMPs would be implemented to reduce the potential for chemical spills or contaminant releases into the wash, including any non-stormwater discharge.
- All equipment refueling and maintenance would be conducted in the upland staging area away from the wash and other sensitive areas per standard specifications and regulatory permits. In addition, vehicles and equipment would be checked daily for fluid and fuel leaks, and drip pans would be placed under all equipment that is parked and not in operation.
- Non-native and invasive vegetation removed from the BSAs would be treated and disposed of in a manner following the recommendations of the California Invasive Plant Council to prevent the spread of invasive species onsite or offsite. BMPs may include, but are not limited to, identification of existing invasive species, avoidance of invasive species in erosion control, staff training, equipment cleaning, and monitoring.

The following standard measures would be implemented to prevent the spread of invasive species:

- Vegetation removed from the BSA would be treated and disposed of in a manner that would prevent the spread of invasive species onsite or offsite.
- New landscaping materials, including erosion control seed mixes and other plantings, would be composed of non-invasive species and would be clear of weeds, and all erosion control and landscape planting would be conducted in a manner that would not result in the spread of invasive species.
- Plants listed in the Pest Ratings of Noxious Weed Species and Noxious Weed Seed (California Department of Food and Agriculture, 2003) would not be used as part of the project.

To avoid and minimize potential impacts on bats, the following avoidance and minimization measures would be implemented:

- Prior to construction, surveys would be conducted within 100 feet of the construction area by a qualified bat specialist to identify the presence of bats and any active or potential bat roosting cavities. During the non-breeding and active season (typically October-November and February- March), any bats roosting in cavities in the area, either in trees or structures, would be safely evicted under the direction of a bat specialist and under consultation with the CDFW if warranted. Once it has been determined that all roosting bats have been safely evicted from roosting cavities, exclusionary devices approved by the CDFW would be installed and maintained to prevent bats from roosting in these cavities prior to and during construction.
- Pre-construction bat surveys would be conducted by a qualified bat specialist no more than seven days prior to the removal of any trees within 100 feet of the construction area to confirm that exclusionary measures have been successful and there are not bats within the construction area. If no roosting bats are detected, no further surveys are required provided construction is initiated within seven days. If removal is delayed more than seven days,

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**Continuation Sheet****07-LA-MRCA****CE No.: 201607004****DEM05L-6115(008)**

Dist.-Co.-Rte. (or Local Agency) P.M./P.M.

E.A/Project No.

Federal-Aid Project No. (Local Project)/Project No.

additional surveys would be conducted no more than seven days prior to construction to ensure that no bats have moved into the area.

- Surveys and exclusion measures are expected to prevent maternal colonies from becoming established in the construction area. In the event that a maternal colony of bats is found in the construction area, the CDFW would be consulted, and no work would be conducted within 100 feet of the roosting site until the maternal season is over or the bats have left the site, or as otherwise directed by the CDFW. The site would be designated as a sensitive area and protected as such until the bats have left the site, as determined by a qualified biologist in coordination with the CDFW. No clearing and grubbing would be authorized adjacent to the roosting site. Combustion equipment, such as generators, pumps, and vehicles, would not be parked nor operated under or adjacent to the roosting site. Construction personnel would not enter into areas beneath the colony, especially during the evening exodus (typically between 15 minutes prior to sunset and one hour following sunset).