

Attachment  
MRCA Item XVI  
August 3, 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





## 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**)

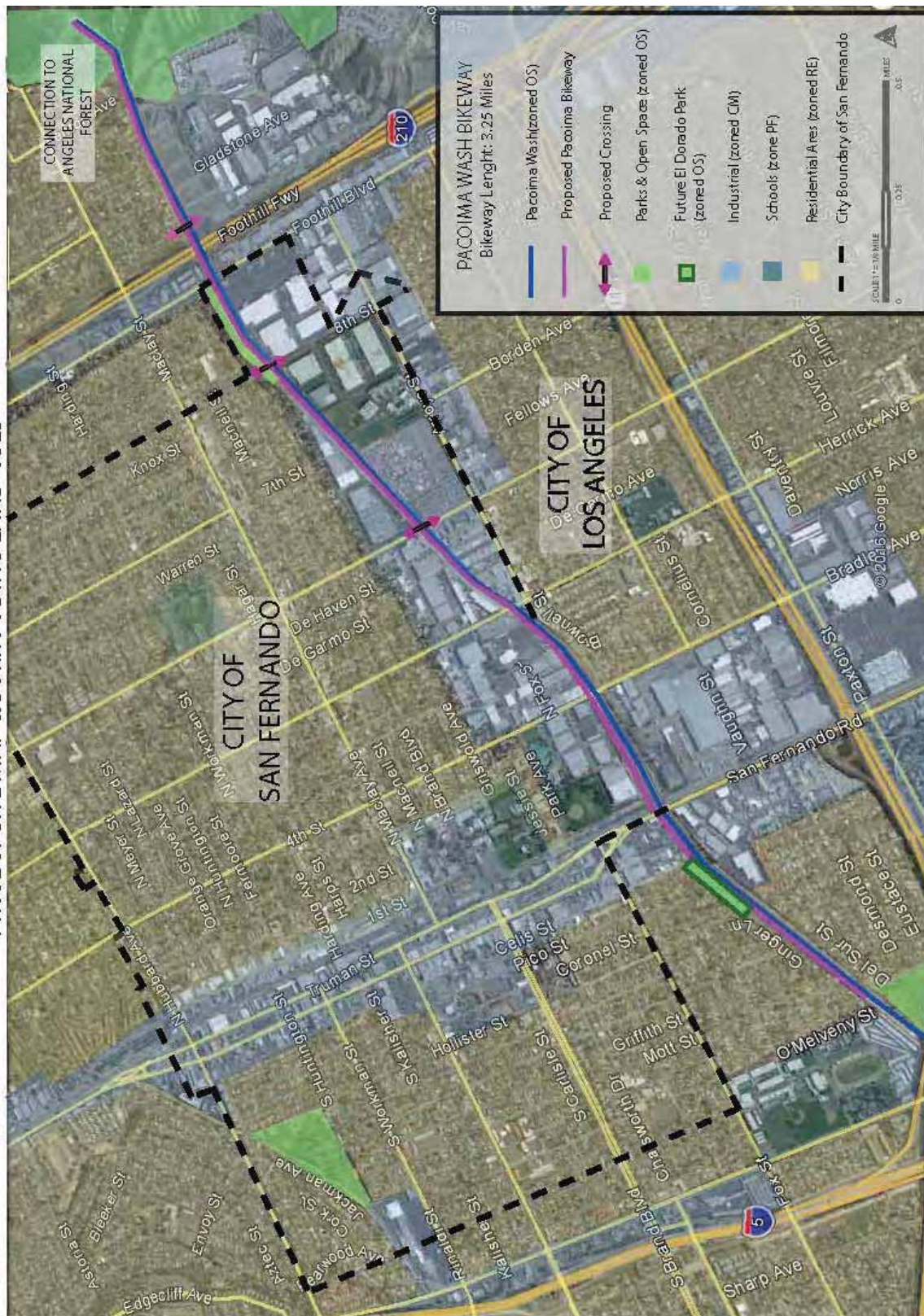


**FIGURE 1 - PROJECT LOCATION MAP**





## PROJECT SITE MAP & SURROUNDING LAND USES



## **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, 5<sup>th</sup> Street, and 4<sup>th</sup> 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**

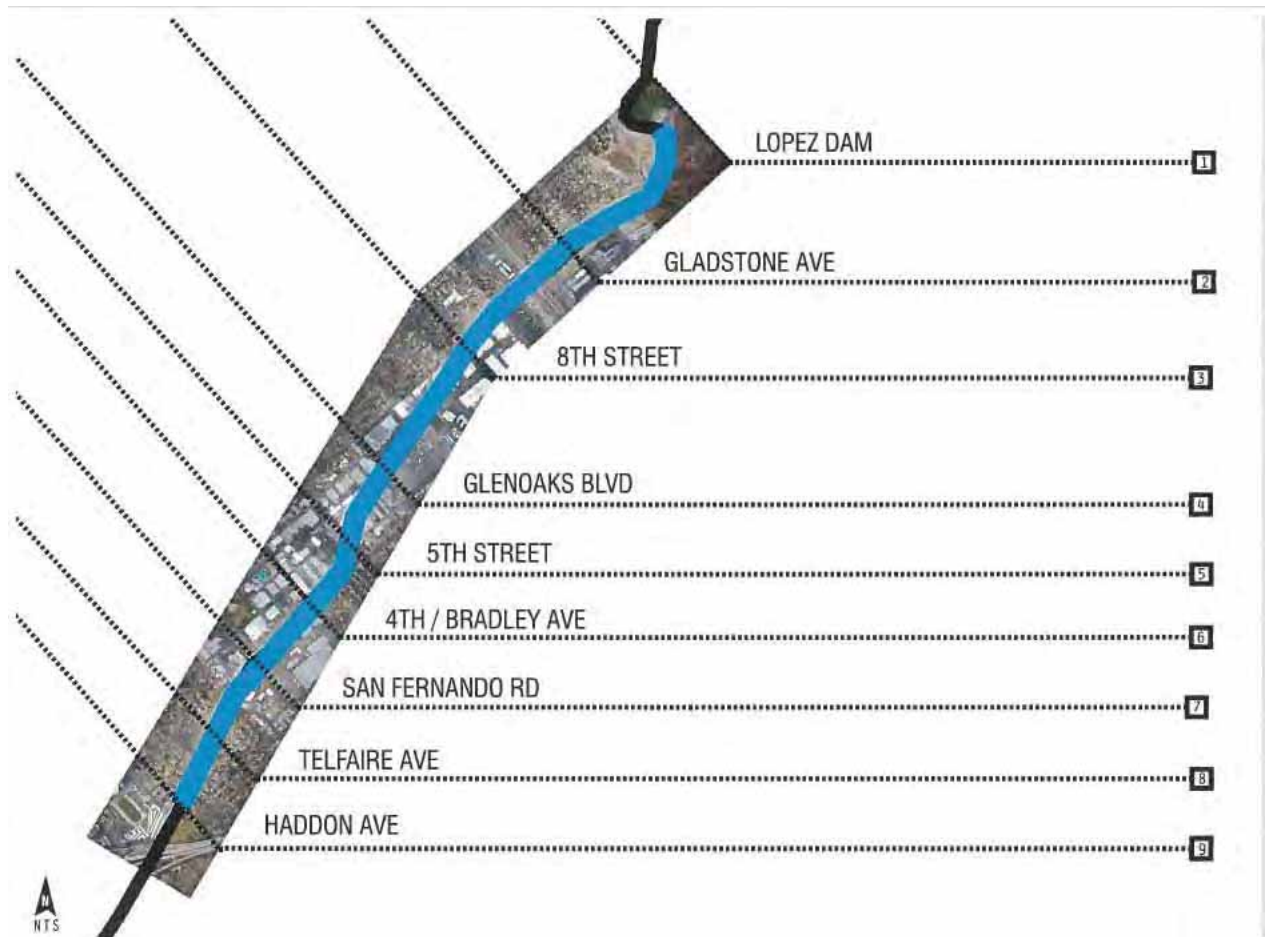


**3C – View North From Glenoaks Boulevard**



**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 8<sup>th</sup> 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 8<sup>th</sup> 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 8<sup>th</sup> 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.<sup>1</sup> Because it is funded in part with federal funding in the form of local assistance funds,

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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**

- Construction Plans – Phase 1
- Natural Environment Study
- Visual Analysis
- Traffic Memo
- MND Comments and Responses
- Mitigation Monitoring and Reporting Program
- 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:**

<b>I      <u>AESTHETICS</u></b>	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.<sup>2</sup>
- 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	<b>AGRICULTURE RESOURCES</b>	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	<b>AIR QUALITY</b>	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 (PM<sub>10</sub>), fine particulate matter (PM<sub>2.5</sub>), and ozone (O<sub>3</sub>). The SCAB is currently a designated attainment area for the remaining criteria pollutants, which include carbon monoxide (CO), nitrogen oxides (NO<sub>x</sub>), and sulfur dioxide (SO<sub>2</sub>).

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 <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
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 PM<sub>10</sub>/PM<sub>2.5</sub>, SCAQMD recommends use of standard fugitive dust control mitigation measures for any project in

the region. Because of the role of NO<sub>x</sub> in basin smog formation, use of reasonably available NO<sub>x</sub> 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 <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
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 PM<sub>10</sub> and PM<sub>2.5</sub> 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 <b><u>BIOLOGICAL RESOURCES</u></b>	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.<sup>3</sup> 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

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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](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).<sup>4</sup> 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.<sup>5</sup> 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 <b>GEOLOGY AND SOILS</b>	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.<sup>6</sup> 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.<sup>7</sup> 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.<sup>8</sup> 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.<sup>9</sup> 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.

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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.

<b>VII GREENHOUSE GAS EMISSIONS</b>		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 (CO<sub>2</sub>), methane, and nitrous oxide. Collectively GHGs are measured as carbon dioxide equivalent (CO<sub>2</sub>e).

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 MTCO<sub>2</sub>e per year for all land use types; or
- 3,500 MTCO<sub>2</sub>e per year for residential, 1,400 MTCO<sub>2</sub>e per year for commercial, or 3,000 MTCO<sub>2</sub>e 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 MTCO<sub>2</sub>e), 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 <b>HAZARDS AND HAZARDOUS MATERIALS</b>	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.<sup>10</sup> 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 Airport<sup>11</sup>, 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

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

[http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global\\_id=&x=-](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_permitt=true&evaluation=true&military_evaluation=true&school_investigation=true&operating=true&post_closure=true&non_operating=true)

[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\\_permitt=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_permitt=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	<b><u>HYDROLOGY AND WATER QUALITY</u></b>	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.<sup>12</sup> 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.<sup>13</sup> 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.<sup>14</sup> 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.<sup>15</sup> 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.<sup>16</sup> The northern portion of the bikeway ends south of Lopez Earthen Dam and Debris Basin. According to the US Army Corps of Engineers:<sup>17</sup>

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.<sup>18</sup>

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 tsunamis. Impacts associated with seiche, tsunami and mudflows are anticipated to be less than significant given the project's location and topography.

<b>X</b>	<b>LAND USE AND PLANNING</b>	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 proposed project is not within a habitat conservation plan or natural community conservation plan area. Impacts are therefore anticipated to be less than significant.

<b>XI</b>	<b>MINERAL RESOURCES</b>	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 -**

<b>XII NOISE</b>	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 Airport<sup>19</sup>, 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 <b>POPULATION AND HOUSING</b>	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.

<b>XIV PUBLIC SERVICES</b>	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 services<sup>20</sup> 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 services<sup>21</sup> 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.

<b>XV RECREATION</b>	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.

<b>XVI TRANSPORTATION/TRAFFIC</b>		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 Engineering<sup>22</sup> (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 5<sup>th</sup> Street and Bradley Avenue, since both of these roadways have only one lane in each directions, 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 5<sup>th</sup> Street and Bradley Avenue. Given the lower speeds on 5<sup>th</sup> Street and Bradley Avenue, the advance trail crossing signs shall be located approximately 250 feet in advance of the crossing. The MRCA shall

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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 5<sup>th</sup> 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.

<b>XVII UTILITIES AND SERVICE SYSTEMS</b>		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.<sup>23</sup> 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.

<b>XVIII MANDATORY FINDINGS OF SIGNIFICANCE</b>	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**



**PACOIMA WASH  
BIKEWAY**  
**BRADLEY AVE TO PACOIMA WASH NATURAL PARK**  
**75% CONSTRUCTION DOCUMENTS**  
FOR THE  
**MOUNTAINS, RECREATION, AND CONSERVATION AUTHORITY (MRCA)**  
**570 W. AVE 26 STE.100, LOS ANGELES, CA 90065**

GENERAL NOTES

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 MOST STRINGENT REQUIREMENTS WILL APPLY.
2. A VISIT TO THE SITE IS REQUIRED. VERIFY ALL CONDITIONS PRIOR TO SUBMITTING A PROPOSAL OF COST FOR CONSTRUCTION.
3. REVIEW THESE PLANS AND NOTES COMPLETELY. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT IMMEDIATELY UPON DISCOVERY.
4. EXTRA WORK TO BE APPROVED IN WRITING BY THE OWNER PRIOR TO COMMENCEMENT OF WORK.
5. IT IS THE RESPONSIBILITY OF THE SUB-CONTRACTORS TO FAMILIARIZE THEMSELVES WITH ALL GRADE DIFFERENCES, LOCATION OF WALLS, UTILITIES, SEWERS, WATER LINES, ETC. COORDINATE WORK WITH OTHER SUB-CONTRACTORS FOR THE LOCATION AND INSTALLATION OF PIPE SLEEVES UNDER PAVING, ELECTRICAL CONNECTIONS, WATER HOOD-UPS, ETC.
6. ALL REQUIREMENTS OF THE UNIFORM BUILDING CODE SHALL APPLY TO THE WORK SPECIFIED HEREIN UNLESS OTHERWISE MODIFIED BY THESE DOCUMENTS.
7. OBTAIN ALL PERMITS REQUIRED TO COMPLETE THE WORK SPECIFIED PRIOR TO COMMENCEMENT OF WORK.
8. BEFORE COMMENCING ANY WORK, OBTAIN AN UNDERGROUND SERVICE I.D. BY CALLING DIG- ALERT AT 1-800-227-2600 OR 811 TWO (2) WORKING DAYS PRIOR TO ANY EXCAVATION.
9. 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.
10. SUBMIT REQUESTS FOR MEETINGS, OBSERVATIONS, AND APPROVALS BY THE LANDSCAPE ARCHITECT TWO (2) WORKING DAYS PRIOR TO THE DATE AND TIME PROPOSED.
11. 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 REVIEWS/MEETINGS ARE MANDATORY. PROVIDE TWO (2) WORKING DAYS NOTICE FOR EACH REQUESTED VISIT.
  - \*PRE-JOB CONFERENCE
  - \*CONSTRUCTION STAKING
  - \*MAIN LINE PRESSURE TEST AND TRENCH DEPTHS PRIOR TO BACKFILL OF TRENCHES
  - \*COVERAGE TEST UPON COMPLETION OF SPRINKLER INSTALLATION
  - \*FINAL GRADING REVIEW
  - \*PLANT MATERIAL LOCATION REVIEW
  - \*PLANT MATERIAL APPEARANCE AND QUALITY REVIEW
  - \*SOIL PREPARATION AND PLANTING INSTALLATION METHODS
  - \*FINAL WALK THROUGH (AT COMPLETION OF PLANTING INSTALLATION)
  - \*FINAL WALK THROUGH (AT COMPLETION OF MAINTENANCE PERIOD)

DIRECT ANY QUESTIONS REGARDING THESE PLANS TO :  
Mia Lehrer + Associates  
185 S. Myers St., Los Angeles, CA 90033  
213-384-3844

ATTN: Jeff Hutchins [JeffHutchins@mlaagreen.com](mailto:JeffHutchins@mlaagreen.com)  
Kat Superfisky [Kat@mlaagreen.com](mailto:Kat@mlaagreen.com)

OWNER/CLIENT

NAME: Mountain, Recreation and Conservation  
Authority (MRCA)  
ADDRESS: 570 W. Ave 26 Ste.100,  
Los Angeles, CA  
Phone: 323-221-9944 x185  
Fax: 323-441-8691  
Contact: Liz Jennings, Project Manager

LANDSCAPE ARCHITECT

Mia Lehrer and Associates  
185 S Myers  
Los Angeles, CA. 90033  
Phone: 213.384.3844  
Fax: 213.384.3833  
Contact: Jeff Hutchins, Project Manager

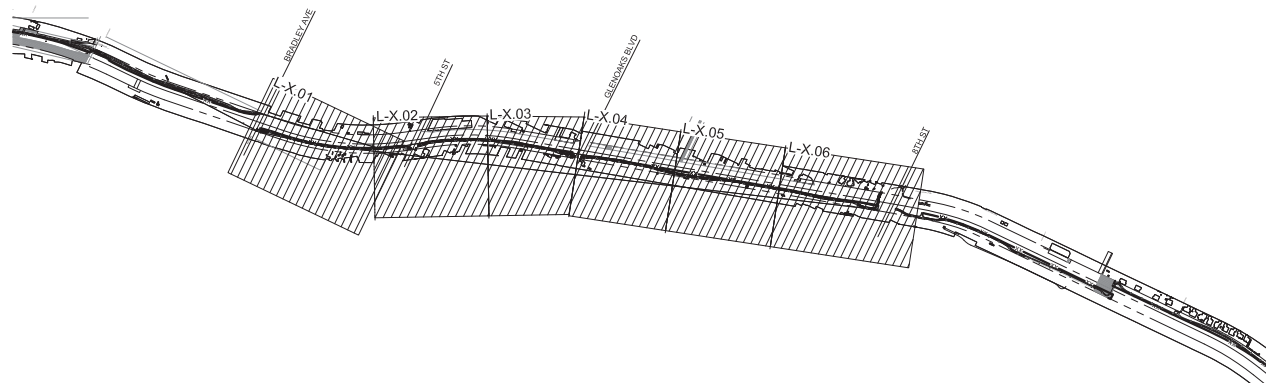
CIVIL and STRUCTURAL ENGINEER

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

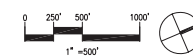
L0.00 COVER SHEET  
G-001 TITLE SHEET  
G-002 GENERAL NOTES

C-001 TYPICAL SECTIONS  
C1.00-1.06 PLAN & PROFILE  
S1.01 PEDESTRIAN BRIDGE  
S5.01-5.04 DETAILS

L1.00 CONSTRUCTION LEGEND  
L1.01-1.06 CONSTRUCTION PLAN  
L2.01 CONSTRUCTION DETAILS  
L2.02 CONSTRUCTION DETAILS



**KEY MAP**



Pacoima Wash  
Bikeway

BRADLEY AVE TO PACOIMA  
WASH NATURAL PARK

**MLA**

landscape architecture | urban design | planning

**MIA LEHRER + ASSOCIATES**  
185 S. Myers St., Los Angeles, CA 90033  
[www.mlaagreen.com](http://www.mlaagreen.com)

Project Team:

TETRA TECH  
17885 Von Karman, Ste. 500  
Irvine, CA 92614  
tel: 949.809.5198  
fax: 949.809.5010  
email: [Joe.Dietz@tetratech.com](mailto:Joe.Dietz@tetratech.com)

REVISIONS:

THIS DRAWING, AS AN INSTRUMENT OF SERVICE, IS THE PROPERTY OF THE LANDSCAPE ARCHITECT AND MAY NOT BE REPRODUCED WITHOUT THE LANDSCAPE ARCHITECT'S PERMISSION AND SIGNATURE. NO REPRODUCTION SHALL BE MADE WITHOUT THE LANDSCAPE ARCHITECT'S PERMISSION. ANY REPRODUCTION SHALL BE THE PROPERTY OF THE LANDSCAPE ARCHITECT. ANY REPRODUCTION SHALL BE THE PROPERTY OF THE LANDSCAPE ARCHITECT. ANY REPRODUCTION SHALL BE THE PROPERTY OF THE LANDSCAPE ARCHITECT.

WRITTEN CONDITIONS SHALL HAVE PRECEDENCE OVER BOARDS. CONSTRUCTION CONDITIONS SHALL APPLY AND BE RESPONSIBLE FOR ALL INFORMATION AND CONDITIONS IN THE DRAWING. THE LANDSCAPE ARCHITECT IS TO BE ADVISED OF ANY VARIATIONS FROM THE INFORMATION AND CONDITIONS IN THE DRAWING. THE LANDSCAPE ARCHITECT IS TO BE ADVISED OF ANY VARIATIONS FROM THE INFORMATION AND CONDITIONS IN THE DRAWING. THE LANDSCAPE ARCHITECT IS TO BE ADVISED OF ANY VARIATIONS FROM THE INFORMATION AND CONDITIONS IN THE DRAWING.

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

Sheet Title:

**COVER SHEET**

Date:  
02/16/16

Project No:  
PAC2014

File Name:

Sheet Number:

**L-0.00**



## NOTICE TO CONTRACTORS

- DISTRICT PERMIT SHALL BE COMPLIED WITH. THE CONTRACTOR SHALL NOT ENTER THE PACOIMA WASH CHANNEL AT ANY TIME DURING THE RAINY SEASON (OCTOBER 15TH THRU APRIL 15TH) WITHOUT PRIOR NOTICE AND AUTHORIZATION BY THE ENGINEER.
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.



PACOMA WASH BIKEWAY  
LOS ANGELES COUNTY  
TITLE SHEET

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

**DRAFT**

### GENERAL NOTES

1. THE SOILS ENGINEER SHALL EXERCISE SUFFICIENT SUPERVISORY CONTROL DURING GRADING AND CONSTRUCTION TO ENSURE COMPLIANCE WITH THE APPROVED PLANS.
2. 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 STANDARDS.
3. NO WORK SHALL BE STARTED WITHOUT FIRST NOTIFYING THE CITY PROJECT MANAGER AT LEAST TWO WORKING DAYS IN ADVANCE.
4. DUST SHALL BE CONTROLLED BY WATERING TO THE SATISFACTION OF THE CITY PROJECT MANAGER.
5. ALL PUBLIC STREETS SHALL BE MAINTAINED FREE OF DUST AND MUD CAUSED BY GRADING OPERATIONS.
6. CONTOURS SHOWN IN PARENTHESIS REPRESENT ORIGINAL GROUND.
7. 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.
8. ANY MODIFICATIONS OF OR CHANGES TO APPROVED GRADING PLANS MUST BE APPROVED BY THE CITY PROJECT MANAGER PRIOR TO IMPLEMENTATION IN THE FIELD.
9. 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 SAID PLANS MUST BE INSTALLED BY NO LATER THAN OCTOBER 1. ANY MAINTENANCE OF OR CHANGES TO THE FOLLOWING YEARS (17.28.030 U.D.C.) THIS WORK SHALL BE INCLUDED IN THE COST OF ALL SLOPES.
10. THE FACES OF CUT AND FILL SLOPES SHALL BE PREPARED AND MAINTAINED TO CONTROL EROSION. THIS CONTROL MUST CONSIST OF CUT NETTING AND EFFECTIVE PLANTING, OR OTHER DEVICES SATISFACTORY TO THE CITY PROJECT MANAGER. (17.28.020(U) U.D.C.)
11. 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(E) U.D.C.)
12. WHERE NECESSARY, CHECK DAMS, RIPRAP, OR OTHER DEVICES OR METHODS SHALL BE EMPLOYED FOR EROSION CONTROL. ALSO, CUT NETTING SHALL BE IMMEDIATELY INSTALLED ON ANY SLOPES HAVING A VERTICAL HEIGHT OF FIVE FEET OR MORE AND STEEPER THAN 3:1 (FVS) TO MINIMIZE EROSION.
13. ALL TRASH, RUBBLE, AND DEBRIS, INCLUDING BURIED TRASH, RUBBLE, AND DEBRIS, ENCOUNTERED WITHIN THE PROJECT LIMITS SHALL BE REMOVED AND DISPOSED OF OFFSITE BY THE CONTRACTOR AT AN APPROVED LOCATION. CONTRACTOR SHALL PAY ALL ASSOCIATED DUMPING FEES.
14. CONTRACTOR SHALL BE RESPONSIBLE FOR SITE SECURITY AT THE STAGING AND STORAGE AREA DURING CONSTRUCTION. TEMPORARY FENCING NOTED IN THE CONTRACTORS SITE SECURITY PLAN SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR DURING THE ENTIRE CONSTRUCTION OF THE PROJECT.
15. 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.
16. DURING THE COURSE OF ALL WORK ON THE PROJECT, THE CONTRACTOR SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR ALL SAFETY AND HAZARDING NOTES IN THE CONTRACTORS SITE SECURITY PLAN SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR DURING THE ENTIRE CONSTRUCTION OF THE PROJECT. 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 METHODS, METHODS, TECHNIQUES, SEQUENCES AND PROCEDURES AND FOR THE SAFETY OF ALL PERSONNEL 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 AND AGAINST ALL SUCH DAMAGES AND LOSSES, INCLUDING REASONABLE ATTORNEY'S FEES, THAT MAY BE INCURRED BY THE CITY, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE CITY OR ENGINEER.
17. 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.
18. 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.
19. 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.

- ① 4" ASPHALT CONCRETE PAVEMENT
- ② 4" CMB COMPACTED TO 95%
- ③ 6' HIGH WELDED WIRE FENCE
- ④ PROTECT IN PLACE
- ⑤ 6' DOUBLE SWING WELDED WIRE GATE
- ⑥ REMOVE EXISTING GATE
- ⑦ RAMP
- ⑧ BOLLARD
- ⑨ 8" CONC CURB A1-8 PER SPWWC STD PLAN 120-2
- ⑩ 8" CONC CURB AND GUTTER PER SPWWC PLAN 120-2
- ⑪ RETAINING WALL

## FILL NOTES

40. ALL FILL WILL BE COMPACT TO THE FOLLOWING MINIMUM RELATIVE COMPACTION CRITERIA:
- a. 90 PERCENT OF MAXIMUM DRY DENSITY WITHIN 40 FEET BELOW FINISH GRADE
  - b. 95 PERCENT OF MAXIMUM DRY DENSITY WITHIN 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.
  - c. 95 PERCENT OF MAXIMUM DRY DENSITY IS REQUIRED DURING THE CONSTRUCTION OF THE FILL.
- THE RELATIVE COMPACTION SHALL BE DETERMINED BY ASTM SOIL COMPACTION TEST D1557-97, WHERE APPLICABLE; WHERE NOT APPLICABLE A TEST ACCEPTABLE TO THE CITY PROJECT MANAGER SHALL BE USED. (17.27.0204) (U.D.C.)
- FIELD DENSITY SHALL BE DETERMINED BY A METHOD ACCEPTABLE TO THE CITY PROJECT MANAGER, HOWEVER, A MINIMUM OF 10 TESTS PER 50,000 SQUARE FEET OF FILL MUST BE OBTAINED BY THE SAME COME METHOD (ASTM D1586). THE RESULTS 10 PERCENT BY SAND CONE METHOD SHALL BE UNFORMLY DISTRIBUTED THROUGHOUT THE DEPTHS AND LIMITS OF THE FILL.
41. SUFFICIENT TESTS OF THE FILL SOILS SHALL BE MADE TO DETERMINE THE RELATIVE COMPACTION OF THE FILL IN ACCORDANCE WITH THE FOLLOWING MINIMUM GUIDELINES:
- a. ONE TEST FOR EACH TWO-FOOT VERTICAL LIFT
  - b. ONE TEST FOR EACH 1,000 CUBIC YARDS OF MATERIAL PLACED
  - c. ONE TEST AT THE LOCATION OF THE FINAL FILL SLOPE FOR EACH BUILDING SITE(LOT) IN EACH FOUR-FOOT VERTICAL LIFT OR PORTION THEREOF
  - d. ONE TEST IN THE VICINITY OF EACH BUILDING PAD FOR EACH FOUR-FOOT VERTICAL LIFT OR PORTION THEREOF
  - e. ONE TEST AT THE LOCATION OF EACH FINAL FILL SLOPE FOR EACH BUILDING SITE(LOT) IN EACH FOUR-FOOT VERTICAL LIFT OR PORTION THEREOF
- 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 THE CITY PROJECT MANAGER.
42. 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. (17.27.0208) (U.D.C.)
43. 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. (17.27.0209) (U.D.C.)
44. CONTINUOUS INSPECTION BY THE GEOTECHNICAL ENGINEER OR HIS RESPONSIBLE REPRESENTATIVE SHALL BE PROVIDED DURING ALL FILL PLACEMENT OPERATIONS WHERE THE MAXIMUM VERTICAL HEIGHT OR DEPTH GREATER THAN 30 FEET OR SLOPE SURFACE STEEPER THAN 2:1. (17.27.0200) (U.D.C.)
45. CONTINUOUS INSPECTION BY THE GEOTECHNICAL ENGINEER OR HIS RESPONSIBLE REPRESENTATIVE SHALL BE PROVIDED DURING ALL SUBDRAIN INSTALLATIONS. (17.27.0208) (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 SLOPE FOOTING TO ALLOW FOR THE PROPER OPERATION OF THE COMPACTION EQUIPMENT TO BE OPERATED AT THE OUTLIER 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

## INSPECTION NOTES

39. THE CONTRACTOR SHALL NOTIFY THE CITY PROJECT MANAGER AT LEAST ONE WORKING DAY IN ADVANCE OF REQUIRED INSPECTIONS AT FOLLOWING STAGES OF THE WORK:
- A. **INITIAL**, WHEN THE SITE HAS BEEN CLEARED OF VEGETATION AND UNAPPROVED FILL AND IT HAS BEEN SCARIFIED, BENCHMARKED OR OTHERWISE PREPARED FOR FILL. NO FILL SHALL HAVE BEEN PLACED PRIOR TO THIS INSPECTION.
  - B. **ROUGH**, WHEN APPROXIMATE FINAL ELEVATIONS HAVE BEEN ESTABLISHED; DRAINAGE TERRACES, SWALES AND BERMS HAVE BEEN LAYED OUT AT THE TOP OF THE SLOPES; AND THE STATEMENTS REQUIRED IN SECTION 17.29.01(C) HAVE BEEN REVIEWED.
  - C. **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. (17.29.01(C) U.D.C.)

### ENGINEERED GRADING REQUIREMENTS

40. 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

41. SECURE PERMISSION FROM THE DEVELOPMENT SERVICES DIVISION THROUGH THE CITY PROJECT MANAGER FOR CONSTRUCTION OR GRADING WITHIN STREET RIGHT-OF-WAY.
42. GRADING IN FUTURE STREET RIGHT-OF-WAY MUST BE INSPECTED BY THE CITY.
43. 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

44. 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 PERVIOUS CONCRETE PAVEMENT UNLESS OTHERWISE INDICATED. CONTACT DTC (DISPENSING TECHNOLOGY CORPORATION) FOR EQUIPMENT USE. (BEN, 805 529-7733 ).

### TOPOGRAPHIC DATA

45. 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  
SPK NE CURB GLENOAKS BLVD; 3 FT  
NW OF BCR NW OF MACLAY ST  
ELEVATION: 1130.43  
DATUM: NGVD 1929

## OWNER

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

DEPARTMENT: PUBLIC WORKS  
TELEPHONE: (818) 898-1223  
REPRESENTATIVE: YING KWAN

### LEGEND

LEGEND	EXISTING	PROPOSED
CENTER LINE		---
CUT/FILL LINE		---+---+---
CONTOUR	--- 1137 ---	--- 1137 ---
DIRECTION OF FLOW AND SLOPE		
SIGN		
FENCE	---x---	---x---

## ABBREVIATIONS

ABBREVIATIONS			
AC	DELTA	HP	HIGH POINT
ACC	ASPHALT TO CONCRETE	IN	INCH (INCHES)
AGG	AGGREGATE	LEN	LENGTH
APPROX	APPROXIMATELY	LOL	LAY OUT LINE
AM	AMERICAN SOCIETY FOR	LOW	LOW POINT
TESTING	TESTING AND MATERIALS	MAX	MAXIMUM
BM	BEGIN CURVE	MIN	MINIMUM
BEG	BEGIN	NG	NATURAL GROUND
BECH	BENCHMARK	ORIG	ORIGINAL GROUND
CUT	CUT	PC	POINT OF CURVATURE
CFS	CUBIC FEET PER SECOND	PCC	PORTLAND CEMENT
CE	CENTERLINE OF ROADWAY	CONTE	CONCRETE
CR	CRUSHED MISCELLANEOUS	PROP.	PROPOSED
BASE	BASE	PT	POINT OF TANGENCY
CONC	CONCRETE	PVC	POINT OF VERTICAL CURVATURE
END	END CURVE	PVI	POINT OF VERTICAL INTERSECTION
ELEV	ELEVATION	POINT	POINT OF VERTICAL TANGENCY
LEV	ELEV OF PAVEMENT	R	RADIUS
EL	ELECTRICAL TOWER	ROW	RIGHT OF WAY
EX	EXISTING	RIGHT	RIGHT OF WAY
FIN	FINISHED GRADE	SPWPC	STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION
FL	FLOW LINE	STA	STATION
FS	FINISHED SURFACE	STD	STANDARD
FT	FOOT (FEET)	TP	TYPICAL
GB	GRADE	VAR	VARIABLES
		W	WITH

## FARTHWORK

UNCLASSIFIED EXCAVATION: XXX CY

IMPORTED BORROW: XXX CY

**TETRA TECH**



17885 VON KARMAN AVE., SUITE 500  
IRVINE, CA 92614  
PHONE: 949.809.5000 FAX: 949.809.5006  
WWW.909-809-5006.COM

1	2	3
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VAI

02

10

NO

Project No.: 135-60589-14001

Designed By: \_\_\_\_\_

backed By:

0000

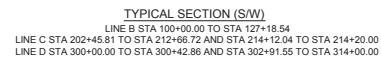
SHEET 2 OF 18

Bar Measures 1 inch

Copyright: Tetra Tech

- ① 4" ASPHALT CONCRETE PAVEMENT
- ② 4" CMB COMPACTED TO 95%
- ③ 6" HIGH WELDED WIRE FENCE, SEE LANDSCAPE PLANS FOR DETAILS

**TC** **TETRA TECH**  
www.tetratech.com  
17885 VON KARMAN AVE., SUITE 500  
IRVINE, CA 92614  
PHONE: 949.809.5000 FAX: 949.809.5006

[illegible]PACOIMA WASH BIKEWAY  
LOS ANGELES COUNTY  
TYPICAL SECTIONS

Subject No.: 135-60589-14001

Designed By: \_\_\_\_\_

own By:

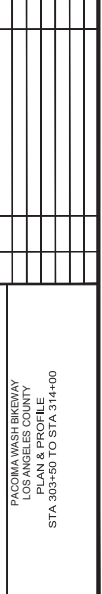
Checked By:

C-001

SHEET 3 OF 18

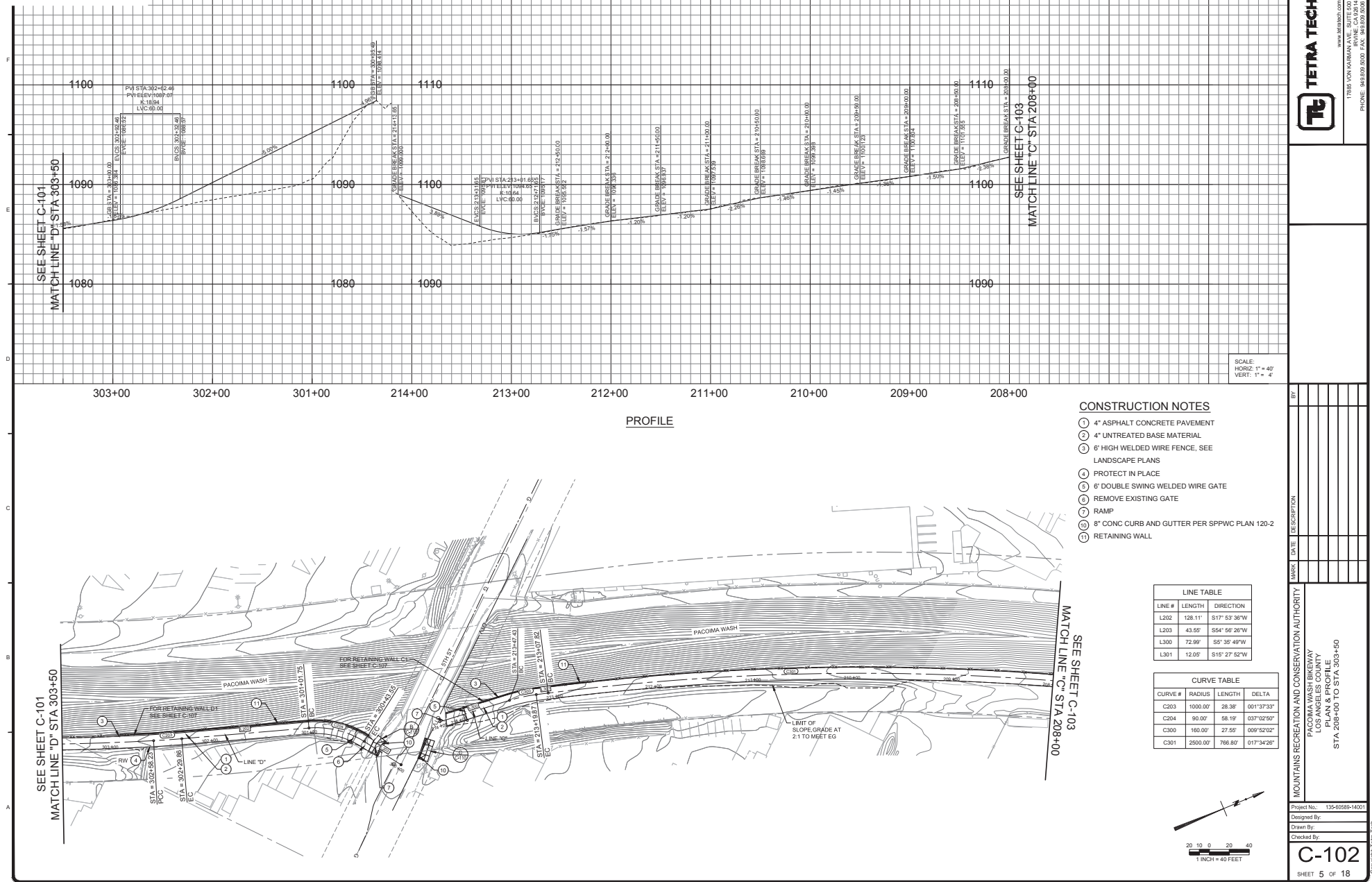


17885 VON KARMAN AVE., SUITE 500  
IRVINE, CA 92614  
PHONE: 949.809.5000 FAX: 949.809.5006



Project No.: 135-60589-14001  
Designed By:  
Drawn By:  
Checked By:  
**C-101**  
SHEET 4 OF 18

**DRAFT**



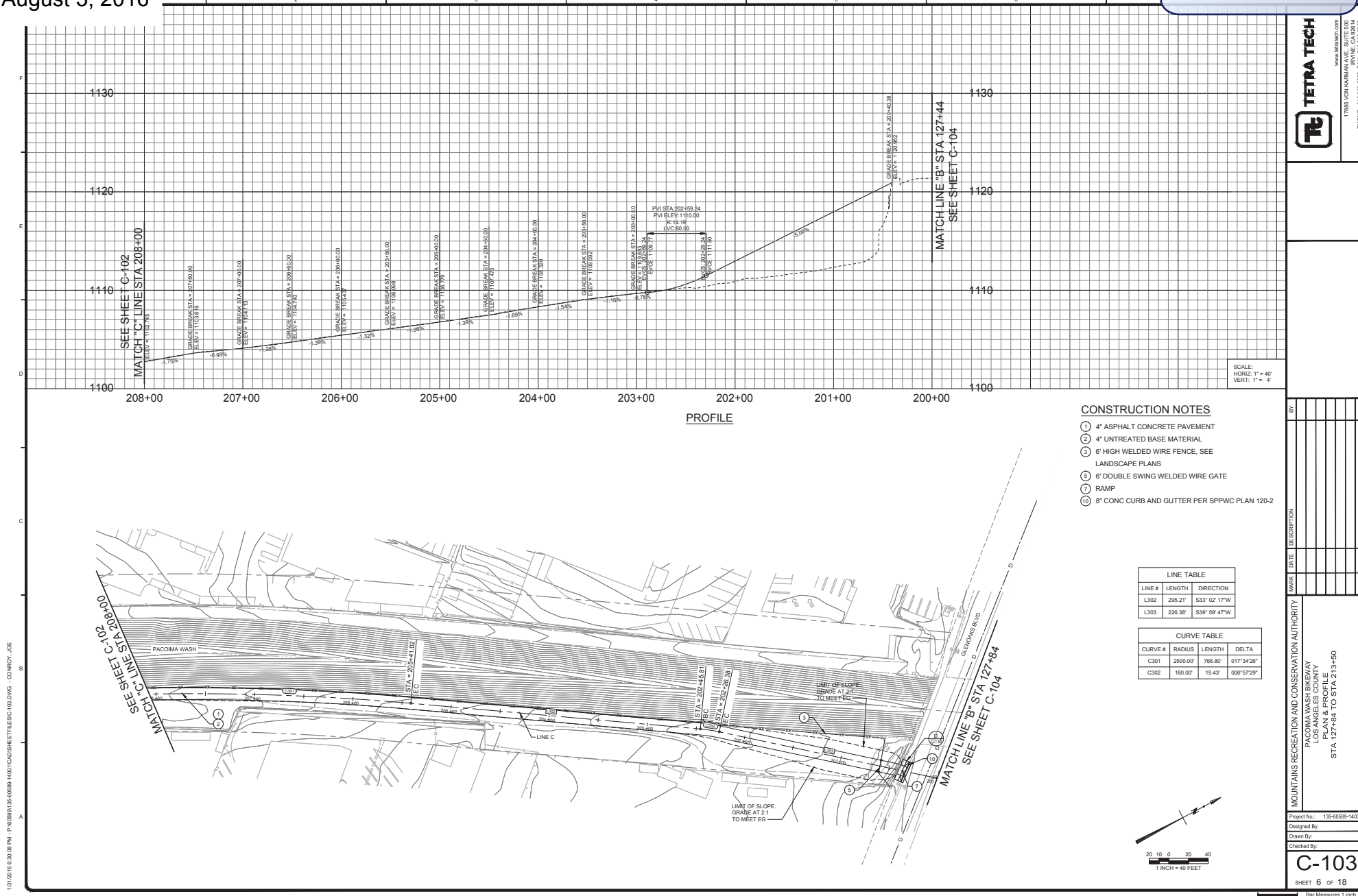
**TETRA TECH**  
www.tetratech.com  
17835 CON KARAN WAY, SUITE 100  
IRVINE, CA 92614  
PHONE: 949.838.2000 FAX: 949.838.2008

DATE	DESCRIPTION

MOUNTAINS RECREATION AND CONSERVATION AUTHORITY  
PACOIMA WASH BIKEWAY  
LOS ANGELES COUNTY  
SANTA FE VALLEY  
STA 208+00 TO STA 303+50

Project No: 135-0058-1001  
Designed By:  
Drawn By:  
Checked By:  
**C-102**  
SHEET 5 OF 18  
Bar Measures 1 inch





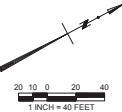
- CONSTRUCTION NOTES
- 1 4" ASPHALT CONCRETE PAVEMENT
  - 2 4" UNTREATED BASE MATERIAL
  - 3 6" HIGH WELDED WIRE FENCE, SEE LANDSCAPE PLANS
  - 4 6" DOUBLE SWING WELDED WIRE GATE
  - 5 RAMP
  - 6 8" CONC CURB AND GUTTER PER SPPWC PLAN 120-2

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' 20"
C302	160.00'	19.43'	006° 57' 29"

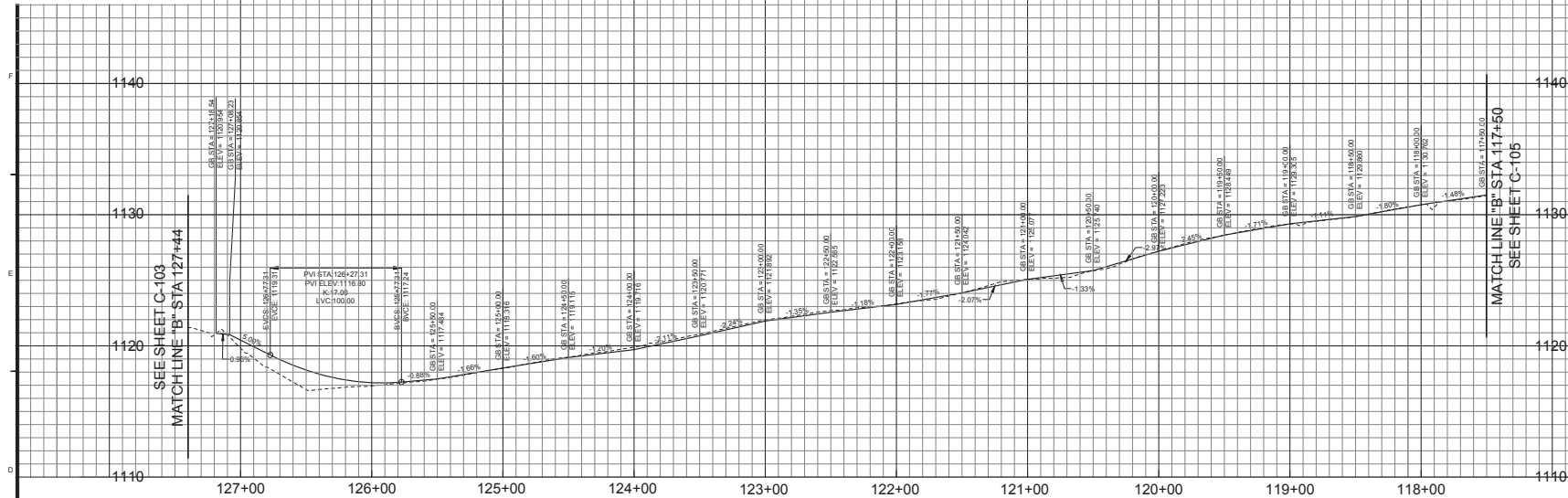


DATE	DESCRIPTION

MOUNTAINS RECREATION AND CONSERVATION AUTHORITY  
PACOMA WASH BIKEWAY  
LOS ANGELES COUNTY  
STA 127+84 TO STA 213+50

Project No: 135-02050-14001  
Designed By:  
Drawn By:  
Checked By:  
**C-103**  
SHEET 6 OF 18

**DRAFT**



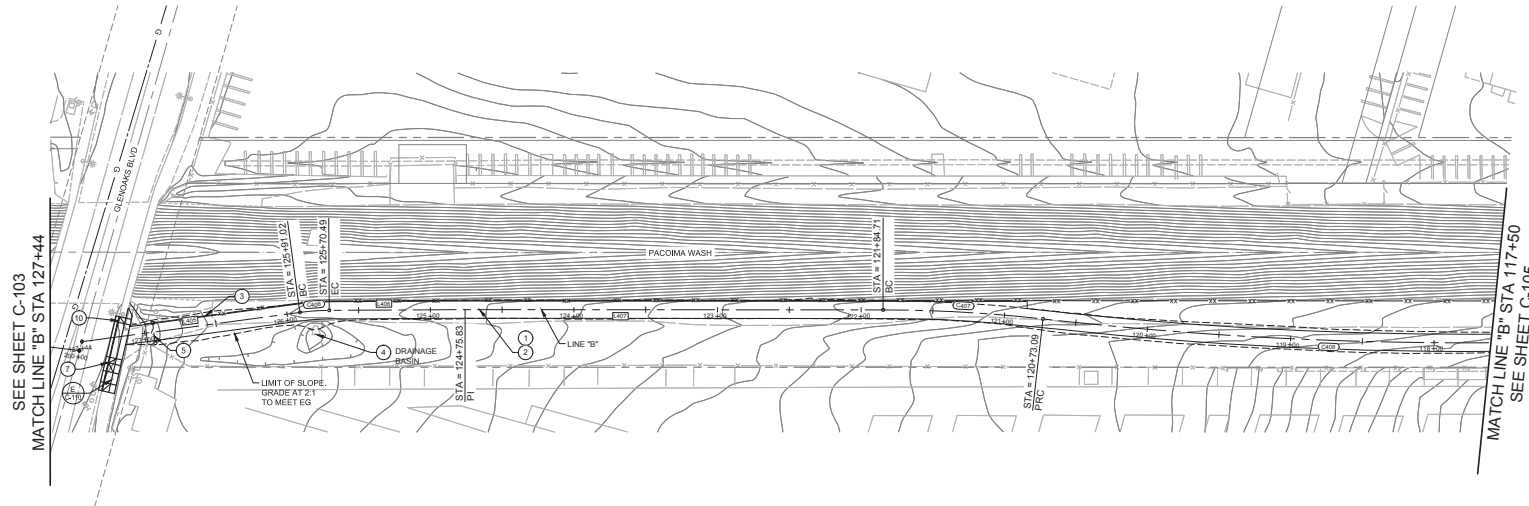
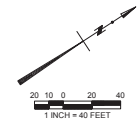
PROFILE

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
- ⑦ 8" CONC CURB AND GUTTER PER SPPWC PLAN 120-2

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 #	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"



17805 CON KARLAN WAY, SUITE 100  
IRVINE, CA 92614  
PHONE: 949.239.2000 FAX: 949.239.2008

DATE DESCRIPTION

MOUNTAINS RECREATION AND CONSERVATION AUTHORITY

Project No: 135-0058-14001

Designed By:

Drawn By:

Checked By:

Bar Measures 1 inch

C-104

SHEET 7 OF 18

Copyright © 2016



- ① 4" ASPHALT CONCRETE PAVEMENT
- ② 4" CMB
- ③ 6" HIGH WELDED WIRE FENCE, SEE LANDSCAPE PLANS
- ⑤ 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°47'27"
C409	1000.00'	111.62'	006°23'44"
C410	1000.00'	56.10'	003°12'51"





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www.tetra-tech.com

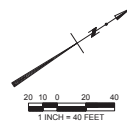


### CONSTRUCTION NOTES

- 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 TABLE			
CURVE #	RADIUS	LENGTH	DELTA
C411	2006.00'	239.24'	006°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"



PACOMA WASH BIKEWAY  
LOS ANGELES COUNTY  
PLAN & PROFILE  
STA 100+00 TO STA 107+50

Project No.: 135-60589-14001

Designed By:

Drawn By: \_\_\_\_\_

Checked By: \_\_\_\_\_

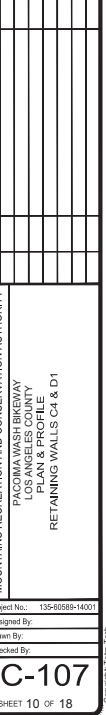
C-106

SHEET 9 OF 18

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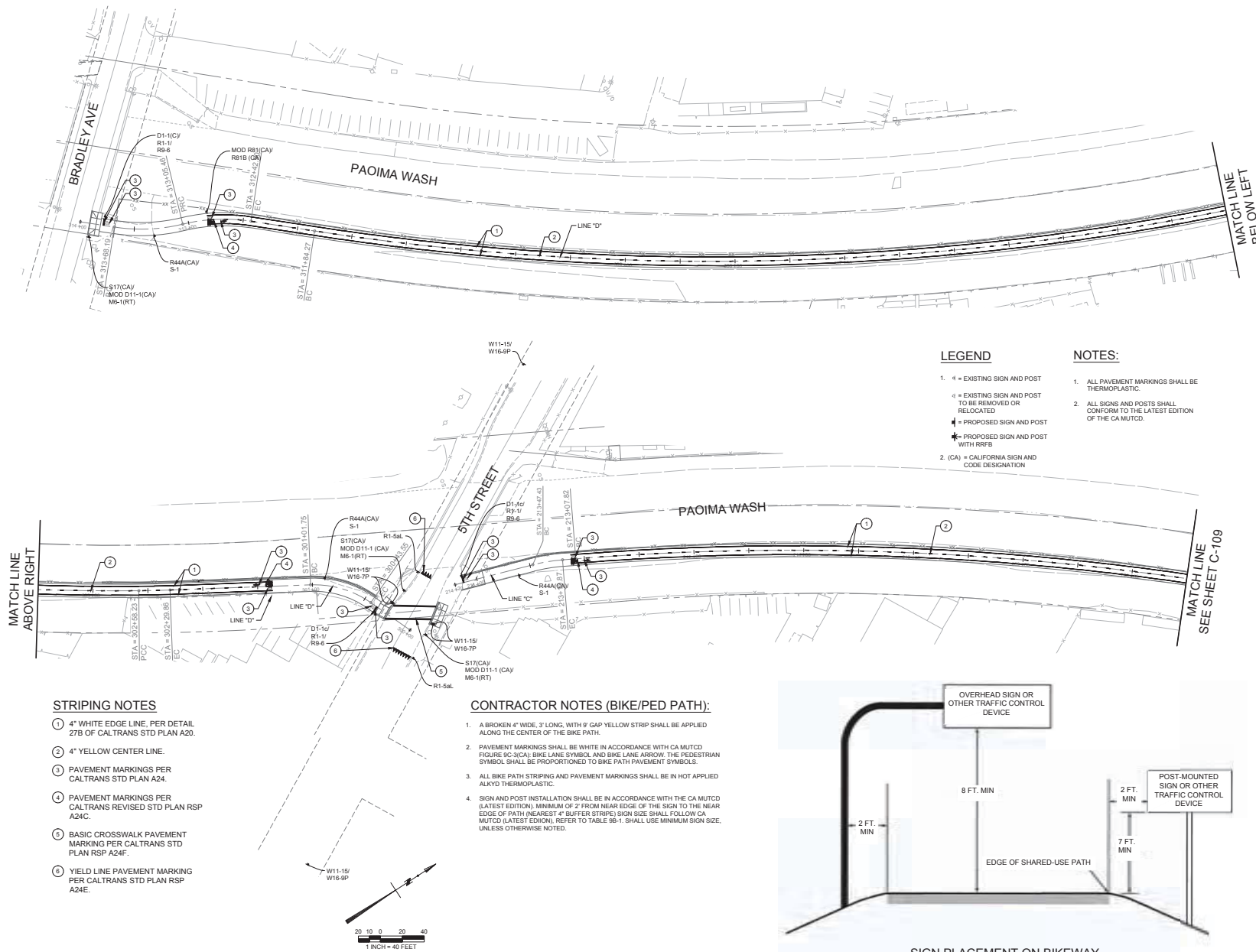


**TETRA TECH**





**DRAFT**



**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):**

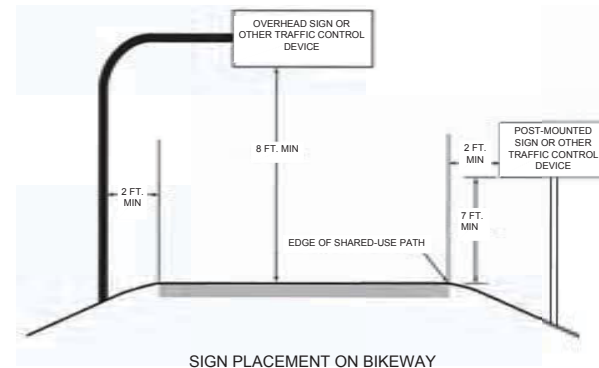
1. A BROKEN 4" WIDE, 3' LONG, WITH 9" GAP YELLOW STRIP SHALL BE APPLIED ALONG THE CENTER OF THE BIKE PATH.
2. PAVEMENT MARKINGS SHALL BE WHITE IN ACCORDANCE WITH CA MUTCD FIGURE 9C-3(CA); BIKE LANE SYMBOL AND BIKE LANE ARROW, THE PEDESTRIAN SYMBOL SHALL BE PROPORTIONED TO BIKE PATH PAVEMENT SYMBOLS.
3. ALL BIKE PATH STRIPING AND PAVEMENT MARKINGS SHALL BE IN HOT APPLIED ALKYLID 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 RFB
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.

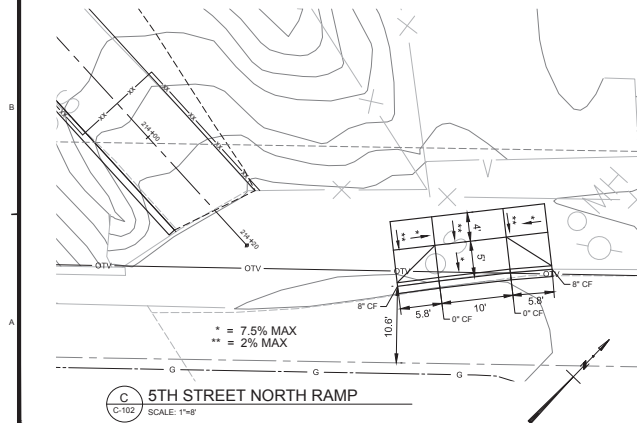
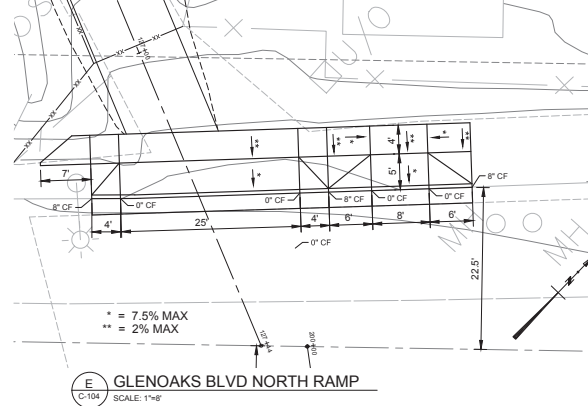
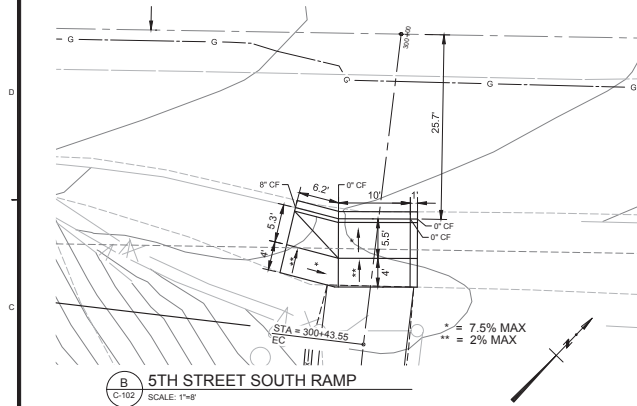
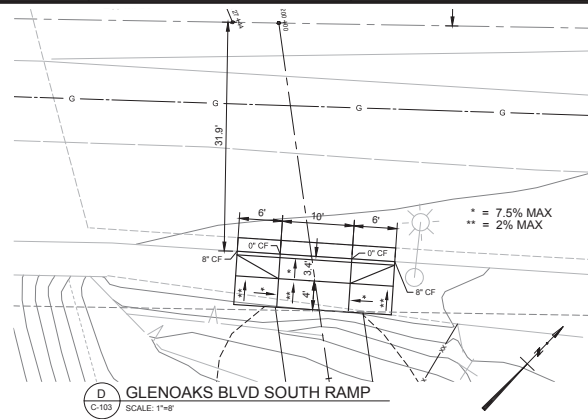
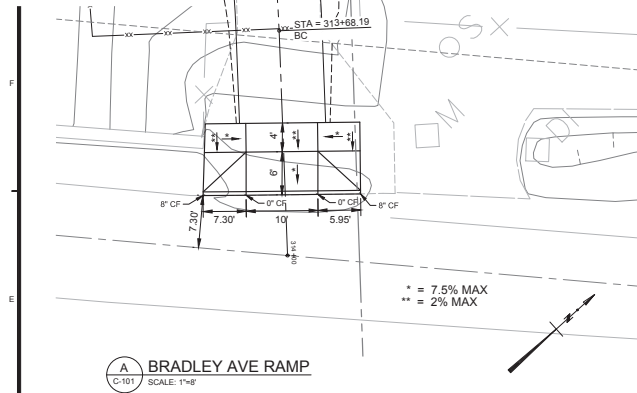


**SIGN PLACEMENT ON BIKEWAY**

 MOD D11-1 24"x18"		 M6-1(RT) 12"x9"		 <b>TETRA TECH</b> www.tetratech.com		17815 VON KARMAN AVE. SUITE 500 IRVINE, CA 92614 PHONE: 949.935.5000 FAX: 949.935.5001	
 R1-1 18"x18"		 R9-6 12"x24"					
 R44A(CA) 12"x24"							
 MOD R9(CA) 12"x9"		 BIMLEY AIR 3B ST		 <b>TETRA TECH</b> www.tetratech.com			
 END R81B(CA) 9"x5"		 R81A(CA) 24"x9"					
 PEDESTRIANS R1-5AL 36"x48"		 PACOMA WASH S17(CA) 24"x9"					
 S17 18" x 18" BLACK ON YELLOW		 W17-15 36" x 36" BLACK ON YELLOW					
 W17-7P 24" x 12" BLACK ON YELLOW		 W16-9P 24" x 12" BLACK ON YELLOW					



**DRAFT**



NOTE:  
FOR STANDARD DETAILS OF  
RAMPS, SEE SPPWC STD PLANS  
111-5.

20 10 0 20 40  
1 INCH = 40 FEET

**TETRA TECH**  
www.tetratech.com  
17885 CON KARMAWAY, SUITE 200  
IRVINE, CA 92614  
PHONE: 949.839.2000 FAX: 949.839.2008

MARK	DATE	DESCRIPTION

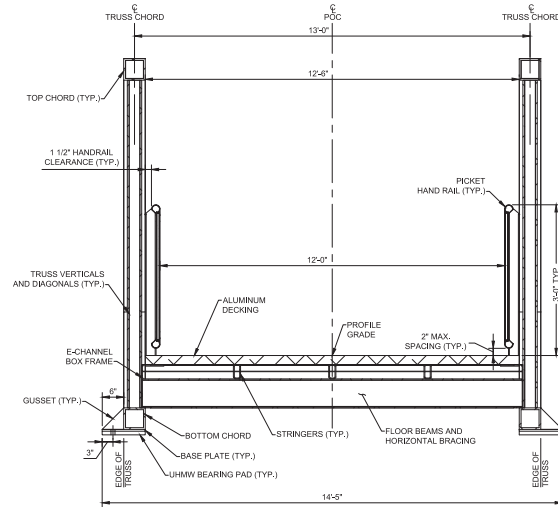
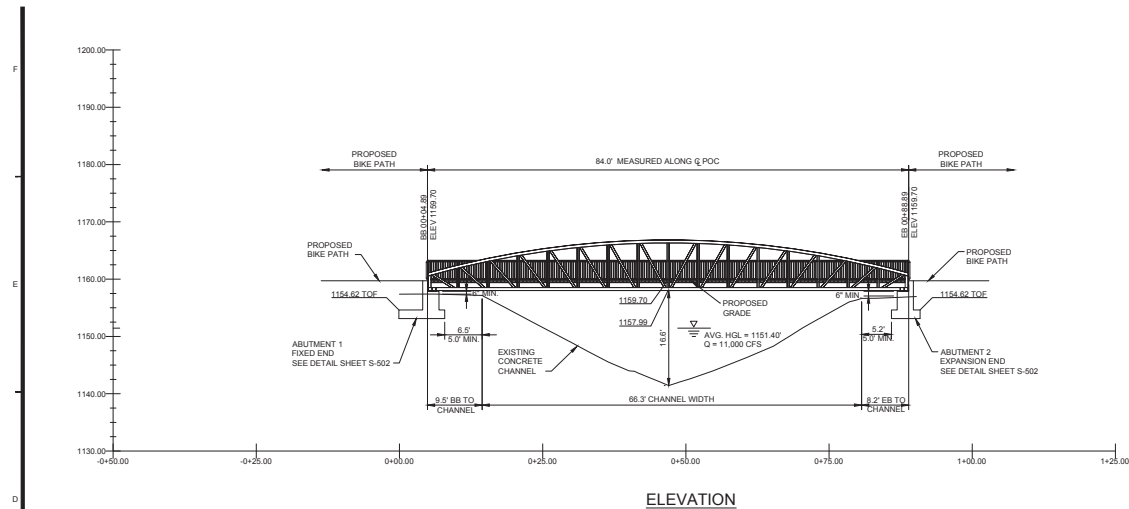
MOUNTAINS RECREATION AND CONSERVATION AUTHORITY  
PACOMA WASH BIKEWAY  
LOS ANGELES COUNTY  
RAMP DETAILS

Project No.: 135-02089-14001  
Designed By:  
Drawn By:  
Checked By:

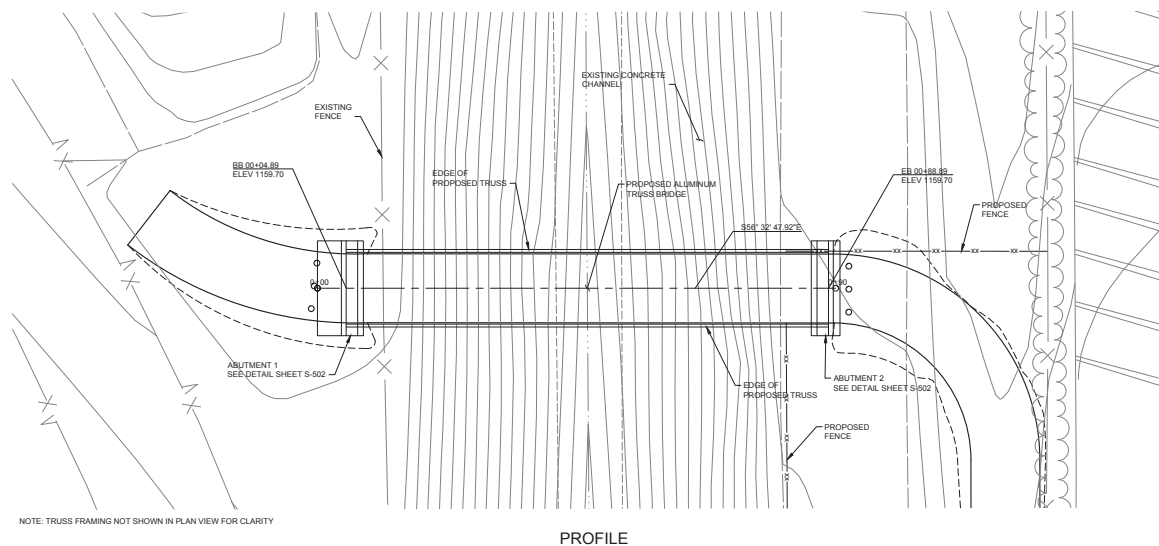
**C-110**  
SHEET 14 OF 18

Bar Measures 1 inch





**TYPICAL SECTION**  
NOT TO SCALE



NOTES:

1. VERTICAL DIMENSION FROM DECK SURFACE TO BOTTOM OF LOWEST TRUSS MEMBER SHALL BE 1' - 8 1/2", AS SHOWN ON PLANS.
2. STATION LINES ARE FOR CONSTRUCTION PURPOSES ONLY.
3. CONTROLLING DIMENSIONS FOR TRUSS ARE SHOWN. THE CONTRACTOR SHALL FURNISH TRUSS DESIGN AND CALCULATIONS DRAWINGS. SEE PROJECT SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
4. TOP AND BOTTOM TRUSS CHORDS ASSUMED TO BE 6" WIDE. CONTRACTOR TO VERIFY.
5. TOP OF HANDRAIL GRIPPING SURFACE SHALL BE MOUNTED BETWEEN 34" AND 38" ABOVE BRIDGE DECK PER ADAG 4.6.5(5) AND TITLE 24 11336.5.1

BRIDGE LOADING: H10 VEHICLE LOADING  
100 MPH WIND LOADING  
90 PSF LIVE LOAD (AASHTO)  
30 PSF DEAD LOAD (BASED UPON INNER DECK WIDTH)

[illegible]





NOTES:

1. SECTION C-C MIRRORED AT FIXED END



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.



**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.



Project No.: 135-60589-14001
Designed By:
Drawn By:
Checked By:
<b>S-501</b>
SHEET 16 OF 18

**DRAFT**

**TETRA TECH**

17851 VON KARMAN AVE., SUITE 100  
IRVINE, CA 92614  
PHONE: 949.803.0000 FAX: 949.803.0000

BY DATE DESCRIPTION

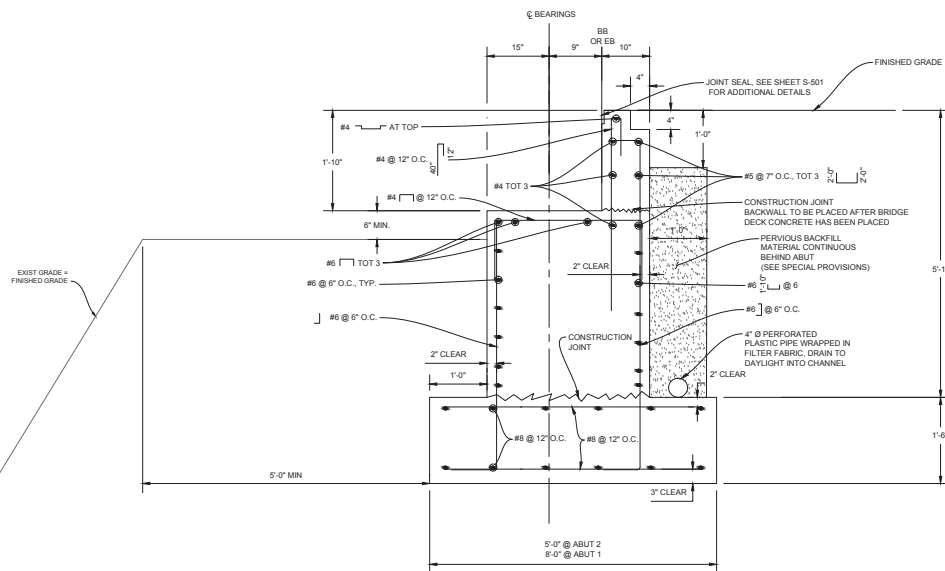
MARKS

MOUNTAINS RECREATION AND CONSERVATION AUTHORITY  
PACOMA WASH BRIDGE  
8TH ST. PEDESTRIAN BRIDGE  
ABUTMENT LAYOUT, SECTION, AND DETAILS

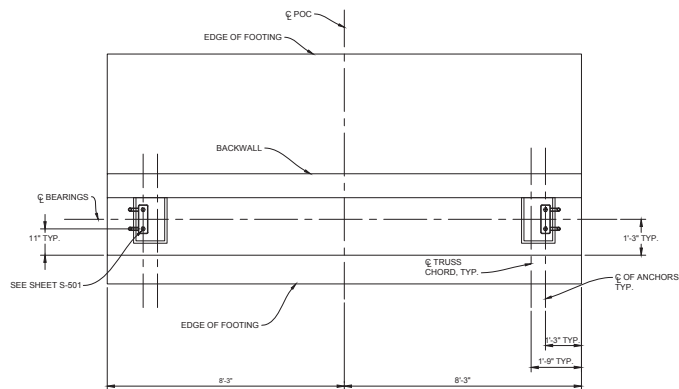
Project No.: 132-40089-14001  
Designed By:  
Drawn By:  
Checked By:

**S-502**  
SHEET 17 OF 18

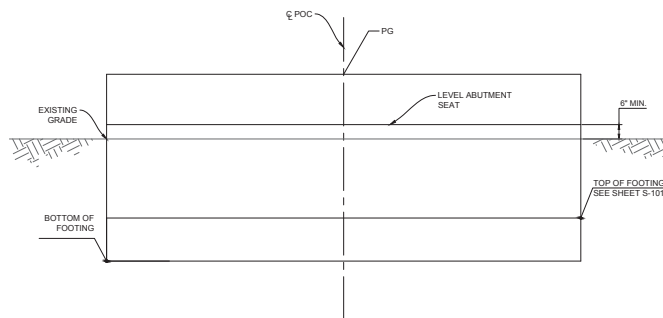
Bar Measures 1 inch



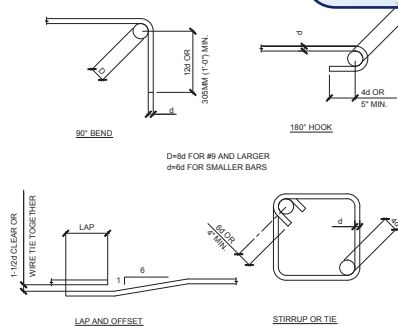
TYPICAL ABUTMENT SECTION  
SCALE: 1" = 1'



PLAN ABUTMENT  
SCALE: 1/2" = 1'



ELEVATION ABUTMENT  
SCALE: 1/2" = 1'



TYPICAL BAR BENDS  
NO SCALE

REINFORCING LAP SPICE SCHEDULE				
BAR	f <sub>c</sub> =2000	f <sub>c</sub> =3250	f <sub>c</sub> =4000	f <sub>c</sub> =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"	69"	62"	56"

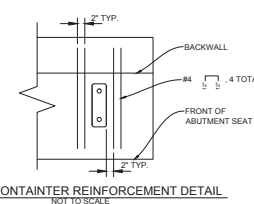
NOTES:

- LAPS SHOWN IN THIS TABLE ARE CLASS B, CATEGORY 3 TYPE SPICES. LAP LENGTH IS BASED UPON SMALLER OF TWO BARS BEING SPICED WHEN NOT THE SAME SIZE.
- INCREASE LAP LENGTHS BY A FACTOR OF 1.3 FOR HORIZONTAL REINFORCEMENT SO PLACED THAT MORE THAN 300MM (12") OF CONCRETE IS CAST IN THE MEMBER BELOW THIS REINFORCEMENT.

REINFORCING LAP SPICE SCHEDULE  
NO SCALE

GENERAL NOTES:

- Design: AASHTO LRFD Bridge Design Specifications, 7th Edition (2014)  
2013 California Building Code
- Live Loading: 90 psf Pedestrian Load & H10 Maintenance Vehicles
- Wind Loading: AASHTO LRFD Bridge Design Specifications, 7th Edition (2014)  
Wind Speed, V=100mph
- Seismic Analysis: AASHTO LRFD Bridge Design Specifications For Connection Detail  
PGA=0.991
- Footing Design: Refer to the project geotechnical report prepared by RTF&A, October 23, 2015.  
Job No. 2015-006-001:  
Allowable Bearing Pressure=3000 psf (Dead + Live Load,  $\frac{1}{2}$  Increase for Seismic)  
Coefficient of Friction = 0.4
- Material Properties: Reinforced Concrete: f<sub>c</sub> = 4000 psi Min at 7 days  
Reinforcing Steel: ASTM A-615, Grade 60, F<sub>y</sub>=60ksi  
Misc Structural Steel: ASTM A36, F<sub>y</sub>=36ksi  
Anchor Bolts: ASTM F1554, Grade 36, F<sub>y</sub>=36ksi

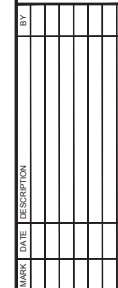


GROUT CONTAINER REINFORCEMENT DETAIL  
NOT TO SCALE





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PACOIMA WASH BIKEWAY  
LOS ANGELES COUNTY  
STRUCTURAL DETAILS  
LIGHT POLE FOUNDATION DETAIL

Project No.	
Designed by	
Drawn By	
Checked By	

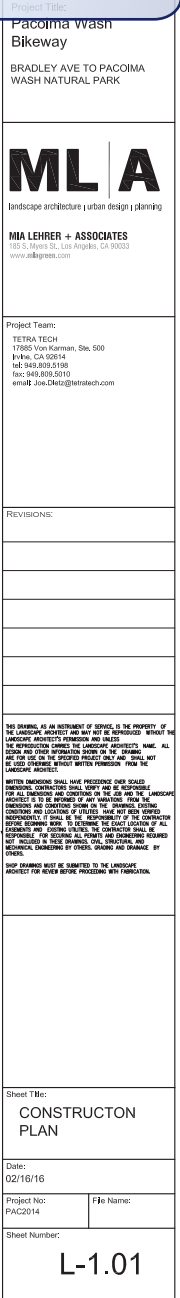
**S-504**  
SHEET 19 OF

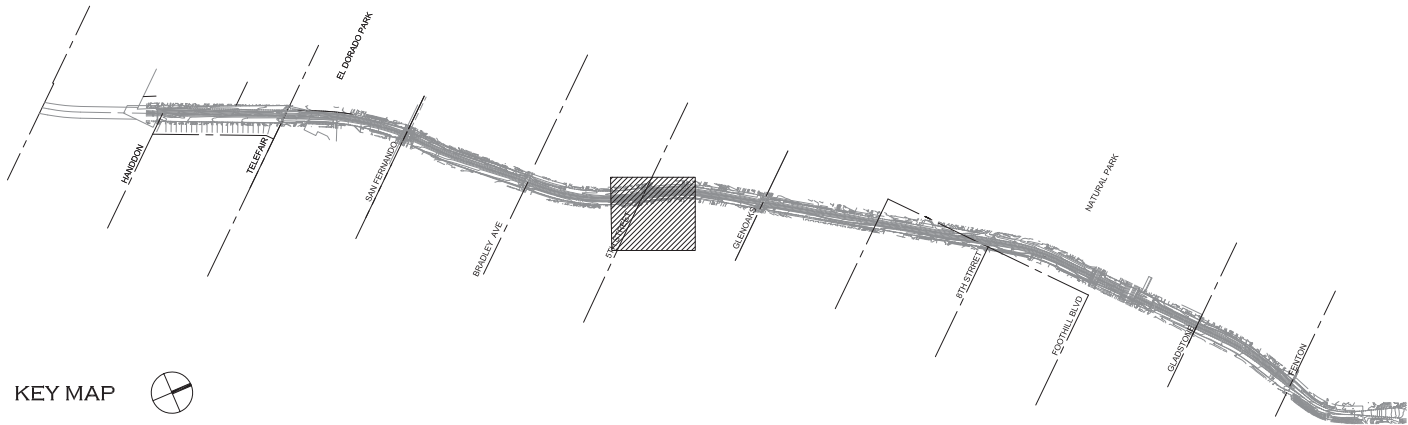
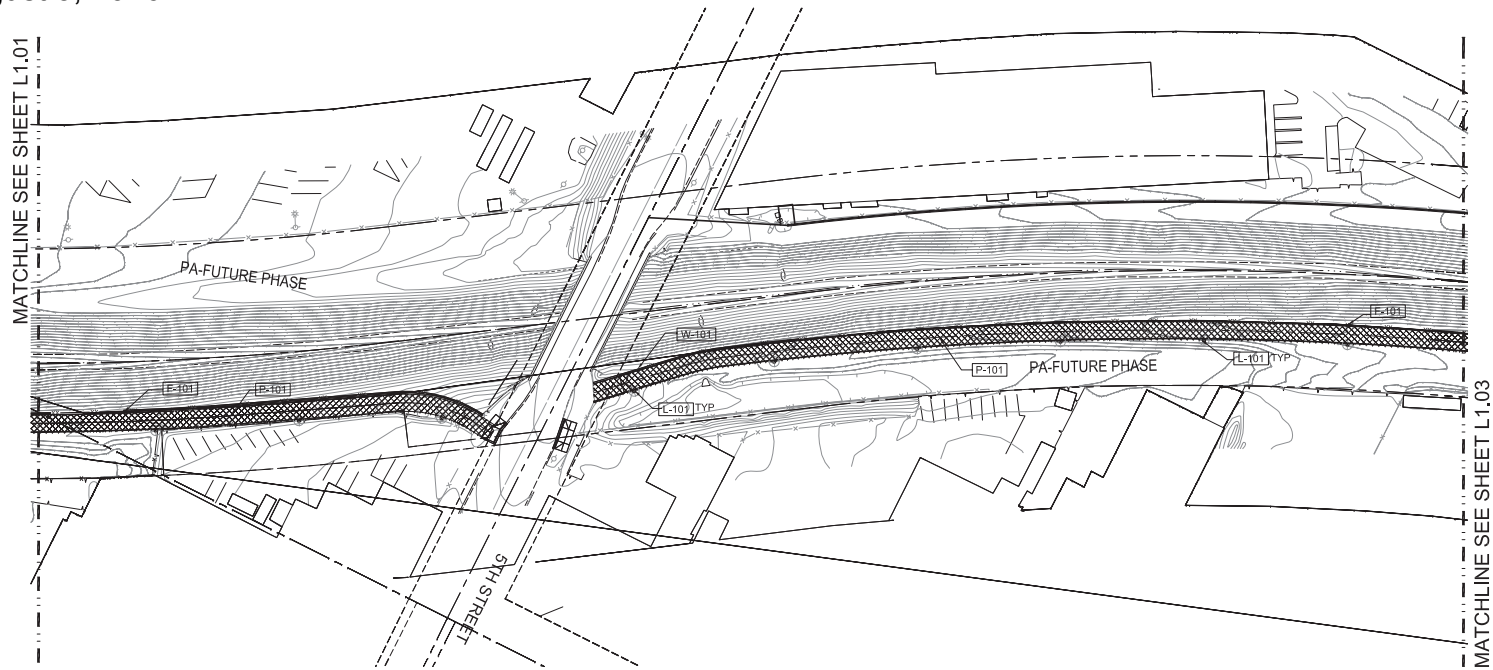
## REFERENCE NOTES SCHEDULE SAN FERNANDO

- | APPENDICES    |                         |            |               |                     |                     |                  |                |                              |                           |
|---------------|-------------------------|------------|---------------|---------------------|---------------------|------------------|----------------|------------------------------|---------------------------|
| <u>SYMBOL</u> | <u>DESCRIPTION</u>      | <u>QTY</u> | <u>DETAIL</u> | <u>MANUFACTURER</u> | <u>MATERIALS</u>    | <u>FINISH</u>    | <u>COLOR</u>   | <u>REMARKS</u>               | <u>CONTACT</u>            |
| (A-101)       | 12X30 BRIDGE            | 1          | 31.2.01       | EXCEL               | FAUX BOW            | GALVANIZED STEEL |                |                              | JODI SEIDL (320) 762-1368 |
| (A-201)       | REMOVABLE BOLLARD       | 6          | 16.2.02       | BLOCKADES, INC.     | STEEL               | POWDER COATED    | BLACK          | KITCHENER HEAD               | 909-217-3412 X102         |
| <u>SYMBOL</u> | <u>DESCRIPTION</u>      | <u>QTY</u> | <u>DETAIL</u> | <u>MANUFACTURER</u> | <u>MATERIAL</u>     | <u>FINISH</u>    | <u>COLOR</u>   |                              |                           |
| (F-101)       | METAL FENCE             | 5,412 LF   | 14.2.01       | DESIGNMASTER        | FORTE               | POWDER COAT      | BLACK          |                              |                           |
| <u>SYMBOL</u> | <u>DESCRIPTION</u>      | <u>QTY</u> | <u>DETAIL</u> | <u>MANUFACTURER</u> | <u>MATERIALS</u>    | <u>FINISH</u>    | <u>COLOR</u>   |                              |                           |
| (G-101)       | GATE                    | 7          | 24.2.02       | DESIGNMASTER        | FORTE               | POWDER COAT      | BLACK          |                              |                           |
| <u>SYMBOL</u> | <u>DESCRIPTION</u>      | <u>QTY</u> | <u>DETAIL</u> | <u>MANUFACTURER</u> | <u>MODEL</u>        | <u>FINISH</u>    | <u>COLOR</u>   | <u>CONTACT</u>               |                           |
| (L-101)       | LIGHT POLE              | 63         | 31.2.02       | SOL                 | TPM SERIES          | POWDERCOAT       | BRONZE         | SCOTT DOUGLAS (772) 286-0461 |                           |
| <u>SYMBOL</u> | <u>DESCRIPTION</u>      | <u>QTY</u> | <u>DETAIL</u> | <u>MATERIALS</u>    | <u>REMARKS</u>      |                  |                |                              |                           |
| (P-101)       | PAVING ASPHALT PAVING   | 65,308 SF  | 21.2.01       | ASPHALT             | SEE CIVIL DWG       |                  |                |                              |                           |
| <u>SYMBOL</u> | <u>WALL DESCRIPTION</u> | <u>QTY</u> | <u>DETAIL</u> | <u>MATERIALS</u>    | <u>FINISH</u>       | <u>COLOR</u>     | <u>REMARKS</u> |                              |                           |
| (W-101)       | RETAINING WALL          | 400 LF     |               | CONCRETE            | SACRIFICIAL COATING | TBD              | SEE CIVIL DWG  |                              |                           |

L-1.00







KEY MAP 

BRADLEY AVE TO PACOIMA  
WASH NATURAL PARK

**MLA**  
landscape architecture | urban design | planning

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ALL FABRICATIONS MUST BE SUBMITTED TO THE LANDSCAPE  
PROJECT FOR REVIEW BEFORE PROCEEDING WITH FABRICATION

Sheet Title:

CONSTRUCTION  
PLAN

Date: 02/16/16

Project No.  
PAC2014

Project No: PAC2014	File Name:
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Sheet Number:

L-1.02