

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

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

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

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

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

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

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

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

Attachment E. MND Comments and Responses

**ATTACHMENT E
PACOIMA WASH BIKEWAY MITIGATED NEGATIVE DECLARATION
COMMENTS AND RESPONSES**

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

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

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



Edmund G. Brown Jr.
Governor

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

DRAFT



Ken Alex
Director

July 6, 2016

LETTER 1

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

Subject: Pacoima Wash Bikeway
SCH#: 2016061006

Dear Liz Jennings:

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

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

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

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

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

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1 - 1

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

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

Lead Agency Contact

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

Project Location

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

Township	Range	Section	Base
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Proximity to:

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

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

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

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

LETTER 1

Comments From The State Clearinghouse

<u>Comment</u>	<u>Response</u>
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1-1	Comment noted.
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June 22, 2016

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

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

Dear Ms. Jennings:

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

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

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

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

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

3. Caltrans suggests referencing the following documents:

Safety Effects of Marked versus Unmarked Crosswalk at Uncontrolled Locations,

September 2005, FHWA –

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

California Manual on Uniform Traffic Control Devices (MUTCD), 2014 Edition,

Chapter 4F –

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

Highway Design Manual (HDM) for Bike Path "Intersections with Highways," page 1000-5, HDM Chapter 1000 –

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

2-3
Cont.

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

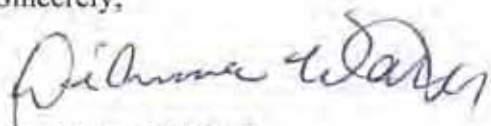
2-4

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

2-5

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

Sincerely,



DIANNA WATSON

Branch Chief, Community Planning & LD IGR Review

cc: Scott Morgan, State Clearinghouse

LETTER 2

Comments From The Department of Transportation

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

- | | |
|-----|---|
| 2-1 | The MRCA will contact Caltrans to obtain the required Caltrans Encroachment Permit. The encroachment permit has been added to the list of potential approvals required for the project, on MND page 9 |
| 2-2 | Additional details are provided in the Traffic Study included in Attachment D of the MND. |

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

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

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

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

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

Importance: High

Hello Dale:

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

Sincerely,

Liz Jennings

Mountains Recreation and Conservation Authority

570 West Avenue 26, Suite 100

Los Angeles, CA 90065

P: 323-221-9944 x185

C: 310-736-8095

E: liz.jennings@mrca.ca.gov

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

July 06, 2016

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

Dear Ms. Jennings:

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

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

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

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

General:

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

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

If you have any questions regarding the above items 1 - 2 please contact Mr. Toan Duong of Public Works' Land Development Division at (626) 458-4945 or tduong@dpw.lacounty.gov 3-11

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

3-12

Hydrology and Water Quality:

1. Section Explanation of Checklist Judgment, Item IX(a), Page 31 & 32; Revise "SQMP" to SMQMP

3-13

2. Section Explanation of Checklist Judgment, Item IX(i) – Mitigation Measure VIII-2, Page 36; Revise the following paragraph to include Los Angeles County:

3-14

The MRCA shall provide the Director of Public Works for the Los Angeles County and the cities of Los Angeles and San Fernando with a contact to notify in the event of dam-safety issues.

If you have any questions regarding the Hydrology and Water Quality comments please contact Mr. Toan Duong of Public Works' Land Development Division at (626) 458-4945 or tduong@dpw.lacounty.gov

3-15

If you have any other questions or require additional information, please contact Toan Duong of Public Works' Land Development Division at (626) 458-4945 or tduong@dpw.lacounty.gov

3-16

AM:

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

LETTER 3

Comments From the Los Angeles Count Department of Public Works

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

- 3-7 Comment noted. The MRCA is in the process of developing an agreement with the City of San Fernando and the LACFCD/LACDPW.
- 3-8 The construction plans in Attachment A are for Phase 1 of the project. The reference to Attachment A on page 9 of the MND has been changed to:
- A. Construction Plans – Phase 1
- 3-9 The following Mitigation Measure has been added to the MND to ensure proper notification:
- Mitigation XVI-4:** Ingress/egress access by LACFCD maintenance vehicles along LACFCD's right of way shall be preserved during and after construction of the proposed project.
- The addition of the mitigation does not change the impact conclusions in the MND; rather, it is added for ease of project implementation.
- 3-10 The MRCA as Lead Agency shall be responsible for obtaining and providing mitigation, and any needed regulatory permits.
- 3-11 Contact noted.
- 3-12 Contact noted.
- 3-13 The requested change has been made. On pages 31 and 32 in Item IX(a), "SQMP" has been changed to "SMQMP."
- 3-14 The requested change has been made. The Mitigation Measure now reads as follows:
- Mitigation VIII-2 IX-2:** The MRCA shall annually check on the DSAC Rating for Lopez Dam by accessing the Army Corps of Engineers website (<http://www.spl.usace.army.mil/Media/FactSheets/tabid/1321/Article/477440/civil-works-program.aspx>) for the area. In the event that Lopez Dam is reclassified with a rating of DSAC-I (critically near failure or extreme high risk), or the MRCA receives word from the County of Los Angeles, City of San Fernando or City of Los Angeles of potential safety issues with Lopez Dam, the MRCA shall close the bikeway facility until Lopez Dam receives a DSAC Rating of DSAC-II or lower. The MRCA shall provide the Director of Public Works for Los Angeles County, and the cities of Los Angeles and San Fernando with a contact to notify in the event of dam-safety issues.
- 3-15 Contact noted.
- 3-16 Contact noted.



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

LETTER 4
DRAFT

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

June 23, 2016

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

Dear Ms. O'Carroll:

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

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

PLANNING DIVISION:

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

4 - 1

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

AGOURA HILLS
ARTESIA
AZUSA
BALDWIN PARK
BELL
BELL GARDENS
BELLFLOWER
BRADBURY

CALABASAS
CARSON
CERRITOS
CLAREMONT
COMMERCE
COVINA
CUDAHY

DIAMOND BAR
DUARTE
EL MONTE
GARDENA
GLENDORA
HAWAIIAN GARDENS
HAWTHORNE

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

LA MIRADA
LA PUENTE
LAKEWOOD
LANCASTER
LAWNOLE
LOMITA
LYNWOOD

MALIBU
MAYWOOD
NORWALK
PALMDALE
PALOS VERDES ESTATES
PARAMOUNT
PICO RIVERA

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

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

Susan O'Carroll, Planner
June 23, 2016
Page 2

LAND DEVELOPMENT UNIT:

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

4 - 2

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

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

4 - 3

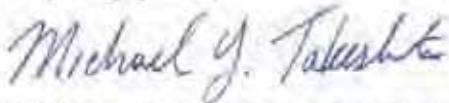
HEALTH HAZARDOUS MATERIALS DIVISION:

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

4 - 4

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

Very truly yours,



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

KTJ:ad

Attachment
MRCA Item XVI
August 3, 2016

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

DRAFT

bc: ERU
Land Development
Planning
HHMD
#219
Edapts Upload

(FFER #201600089/Forestry Admin)

LETTER 4

Comments From the Los Angeles County Fire Department

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

Attachment F. Mitigation Monitoring and Reporting Program

INTRODUCTION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PACOIMA WASH BIKEWAY MITIGATION MONITORING AND REPORTING PROGRAM

DRAFT

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

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

MITIGATION	IMPLEMENTATION RESPONSIBILITY	TIMING	MONITORING RESPONSIBILITY	TIMING	MITIGATION COMPLETE?
<u>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.</u>	City of San Fernando	Construction Contract	City of San Fernando	Construction Contract	
	Construction Contractor	During Construction	City of San Fernando Project Manager	During Construction	
	City of San Fernando	On-going	City of San Fernando Project Manager	Annually	

Attachment G. NEPA Categorical Exclusion

August 3, 2016

CA

CE No.: 201607004

DEM05L-6115(008)

Dist.-Co.-Rte. (or Local Agency)

P.M./P.M.

E.A/Project No.

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

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

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

Please see continuation sheet for further details.

CEQA COMPLIANCE (for State Projects only)

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

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

CALTRANS CEQA DETERMINATION (Check one)

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

Print Name: Senior Environmental Planner or
Environmental Branch Chief

Print Name: Project Manager

Signature

Date

Signature

Date

NEPA COMPLIANCE

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

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

CALTRANS NEPA DETERMINATION (Check one)

- ☒ 23 USC 326: The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated May 31, 2016, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:
- ☒ 23 CFR 771.117(c): activity (c)(3)
- ☐ 23 CFR 771.117(d): activity (d)()
- ☐ Activity listed in Appendix A of the MOU between FHWA and the State
- ☐ 23 USC 327: Based on an examination of this proposal and supporting information, the State has determined that the project is a Categorical Exclusion under 23 USC 327.

Keely F. Owing Toledo

Print Name: Senior Environmental Planner or
Environmental Branch Chief

Robert Y. Wong

Print Name: Project Manager/DLA Engineer

Signature

Date 7/25/2016

Signature

Date 7/26/2016

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

Date of ECR or equivalent: 7/26/16

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

Continued from page 1:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	CE No.: 201607004	DEM05L-6115(008)
		E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

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

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