DRAFT Initial Study/ Mitigated Negative Declaration

Los Angeles River Phase IV Bike Path Project

February 2025

City of Los Angeles **Bureau of Street Services** **Department of Transportation** **Bureau of Engineering**

CITY OF LOS ANGELES

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT

DRAFT INITIAL STUDY

(Articles I, City CEQA Guidelines)

LEAD AGENCY AND ADDRESS: City of Los Angeles c/o Los Angeles City Engineer 1149 S. Broadway, Suite 600 Los Angeles, CA 90015-2213	**COUNCIL DISTRICT:** 4 (Raman)
PROJECT TITLE: Los Angeles River Phase IV Bike Path Project	**LOG REFERENCE:**

PROJECT LOCATION: The project site is located in the Hollywood Community Plan area along the Los Angeles (LA) River, specifically an approximately one-mile alignment along an existing paved service road owned by the Los Angeles County Flood Control District. The eastern terminus of the alignment includes a locked gate which is also the western terminus of the existing Los Angeles River Bikeway segment to the east of the Project area, and the western terminus of the Project alignment is located approximately 200 feet east of the northern terminus of Forest Lawn Drive.

DESCRIPTION: The proposed Project would upgrade an existing maintenance road into a new section of the Los Angeles River Bikeway. The Project would construct an asphalt concrete pavement Class I bicycle and pedestrian path along the south bank access road of the Los Angeles River, and a partially separated equestrian trail. The Project would extend the Los Angeles River Bikeway by approximately one mile from its current western terminus near Riverside Drive and would provide new equestrian trail facilities near the Los Angeles Equestrian Center. The proposed Project would connect to the active transportation network throughout the region and provide new pedestrian, bicycle, and equestrian access and connectivity to transit, residential homes, schools, jobs, parks, and other community-serving amenities for the surrounding communities. The proposed Project would add to the region's livability by expanding active transportation options and providing new access to public transit, homes, schools, work, parks, and other community-serving amenities.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN THE CITY: N/A

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

SEE THE ATTACHED PAGES FOR ANY MITIGATION MEASURES IMPOSED

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

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED

PERSON PREPARING THIS FORM: Christopher Adams, Environmental Specialist III	**ADDRESS:** 1149 S. Broadway, Suite 600, MS 939 Los Angeles CA 90015	**TELEPHONE NUMBER:** (213) 485-5910
SIGNATURE (Official): Dr. Jan Green Rebstock Environmental Affairs Officer Clean Water Division		**DATE:** 2/27/2025

CONTENTS

APPENDICES

FIGURES

TABLES

ACRONYMS AND ABBREVIATIONS

Abbreviation	Definition
AC	asphalt concrete
ADA	Americans with Disabilities Act
APE	Area of Potential Effect
AQMP	Air Quality Management Plan
BMP	best management practice
BOE	Bureau of Engineering
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CFGC	California Fish and Game Code
CGP	Construction General Permit
CGS	California Geological Survey
CH4	methane
CO	carbon monoxide
CO2	carbon dioxide
CO2e	CO2 equivalents
CPA	Community Plan Area
DOC	California Department of Conservation
DPM	diesel particulate matter
EIR	Environmental Impact Report
GED	Geotechnical Engineering Division
GHG	greenhouse gas
GWP	global warming potential
HWSG	Headworks Spreading Grounds
IS	Initial Study
LA	Los Angeles
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAMC	Los Angeles Municipal Code
LARWQCB	Los Angeles Water Quality Control Board
LAUSD	Los Angeles Unified School District
LID	Low Impact Development
LILA	Los Angeles / Lycée International
LST	localized significance threshold
MBTA	Migratory Bird Treaty Act

Abbreviation	Definition
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
MSL	mean sea level
N2O	nitrous oxide
NAHC	Native American Heritage Commission
ND	Negative Declaration
NO2	nitrogen dioxide
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
OFFROAD	off-road emissions factor
PAW	Protected Area for Wildlife
PM2.5	particles with diameters that are generally 2.5 micrometers and smaller
PM10	particles with diameters that are generally 10 micrometers and smaller
RAP	Recreation and Parks
RIO	River Implementation Overlay District
ROW	right-of-way
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SLF	Sacred Lands File
SO2	sulfur dioxide
SWPPP	Stormwater Pollution Prevention Plan
SWQDv	Stormwater Quality Design volume
TAC	toxic air contaminant
TMDL	Total Maximum Daily Load
USACE	U.S. Army Corps of Engineers
VdB	vibration decibel(s)
VOC	volatile organic compound
WEAP	Workers Environmental Awareness Program
WMP	Wildlife Movement Pathways

This page intentionally left blank

CITY OF LOS ANGELES
CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY

Council Districts: 4 (Raman) Date: February 2025

Lead City Agency: Department of Public Works, Bureau of Engineering

Project Title: Los Angeles River Phase IV Bike Path Project

1.0 INTRODUCTION

1.1 Purpose of an Initial Study

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

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

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

1.2 Document Format

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

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

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

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

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

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

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

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

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

1.3 CEQA Process

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

After the close of the public review period, the Board of Public Works considers the ND or MND, together with any comments received during the public review process and makes a recommendation to the City Council on whether or not to approve the Project. One or more Council committees may then review the proposal and documents and make its own recommendation to the full City Council. The City Council is the decision-making body and also considers the ND or MND, together with any comments received during the public review process, in the final decision to approve or disapprove the project. During the project approval process, persons and/or agencies may address either the Board of Public Works or the City Council regarding the project. Public notification of agenda items for the Board of Public Works, Council

committees and City Council is posted 72 hours prior to the public meeting. The Board of Public Works Agenda is available via the internet at http://www.bpw.lacity.org/. The Council agenda can be obtained by visiting the Council and Public Services Division of the Office of the City Clerk at City Hall, 200 North Spring Street, Suite 395; by calling (213) 978-1047, (213) 978-1048 or TDD/TTY (213) 978-1055; or via the internet at http://www.lacity.org/city- government/elected-official-offices/city-council-and-committeemeeting.

If the Project is approved, the City will file a Notice of Determination with the County Clerk within five days. The Notice of Determination will be posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval under CEQA. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the project, and to issues presented to the lead agency by any person, either orally or in writing, during the public comment period.

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

2.0 PROJECT DESCRIPTION

2.1 Introduction

The City of Los Angeles Department of Public Works, Bureau of Engineering (BOE) as lead agency under CEQA, and the Los Angeles Department of Transportation (LADOT) as project proponent, propose to implement the Los Angeles River Phase IV Bike Path Project (Project), which would construct a new multi-use trail segment along the south side of the Los Angeles River (River) from the existing western terminus of the Los Angeles River Bikeway located just to the west of Riverside Drive westward to approximately 200 feet east of Forest Lawn Drive in the Hollywood Community Plan area of the City of Los Angeles. The total length of the Project is just under one mile (approximately 4,600 feet). The trail segment would include a new paved path on the northern side of the proposed trail alignment for use by pedestrians and cyclists, an equestrian-only unpaved trail on the south side of the alignment, and associated retaining walls, concrete fencing, path lighting, and limited utility relocations.

2.2 Project Location

The Project location is in the Hollywood Community Plan area within the central portion of the City of Los Angeles in Los Angeles County. It is bordered by the River, Los Angeles Equestrian Center, Bette Davis Picnic Area and City of Burbank to the north; Riverside Drive and the City of Glendale to the east; State Route 134 (134 Freeway) and Griffith Park to the south; and Forest Lawn Drive and the City of Burbank to the west. The regional location and vicinity of the Project site are shown in **Figure 1**, *Regional Location*, and **Figure 2**, *Project Vicinity*. The Project area is an approximately one-mile alignment along an existing paved service road with an existing, variable 8- to 10-foot right-of-way (ROW) width. The existing service road is owned by the Los Angeles County Flood Control District and under the jurisdiction of the U.S. Army Corps of

Engineers (USACE) and is currently accessible only to pedestrians, cyclists, and equestrian users via an existing pedestrian/equestrian bridge to the west of the alignment and a tunnel beneath the 134 Freeway that connects to Griffith Park/Zoo Drive to the south. The eastern terminus of the alignment includes a locked gate which is also the western terminus of the existing Los Angeles River Bikeway segment to the east of the Project area. The western terminus of the Project alignment is located approximately 200 feet east of the northern terminus of Forest Lawn Drive (see **Figure 3**, *Project Site Map*).

2.3 Environmental Setting

General Setting

The area is a developed urban setting surrounded by a variety of land uses including numerous public streets and the 134 Freeway, single- and multi-family residential uses, recreational uses including Griffith Park, Bette Davis Picnic Area, and the existing Los Angeles River Bikeway, and equestrian uses including the Los Angeles Equestrian Center (see Figure 3). There are existing aboveground and underground utilities within the Project alignment that include a Los Angeles Department of Water and Power (LADWP) water line, buried sewer lines, storm drains, and LADWP overhead power lines and towers throughout the Project limits. The Los Angeles River flood control channel (Channel), which is characterized by concrete walls (both sloped/trapezoidal and vertical) and both concrete and unlined/unpaved channel bottom in the Project area, abuts the northern boundary of the Project alignment along the majority of its length. However, the Project alignment is set back from the Channel edge at various points along the alignment, with distances ranging from 0 to over 20 feet along the north side of the trail segment. The Channel is largely devoid of vegetation or other notable features with the exception of at the eastern end of the Project alignment just west of the Riverside Drive bridge where the soft-bottom Channel allows for growth of riparian vegetation including willows and various trees including oak trees within the Channel itself. Refer to **Figures 4a through 4f**, *Project Site Conditions*, for photographs illustrating existing conditions along the Project alignment. In addition, numerous trees are located within the public ROW along the alignment including a variety of native tree species and trees considered significant or protected under the City's Protected Tree Ordinance (see further discussion below regarding tree removals associated with the Project).

Site Topography

The site topography generally slopes downward along the alignment from Forest Lawn Drive to Riverside Drive at 492 feet above mean sea level (MSL) to 472 MSL. On the west side of the Project site (where retaining walls are proposed under the Project), the site mildly slopes from the freeway from approximately 488 to 496 MSL downward towards the existing flat 2-inch-thick asphalt service road to approximately 488 to 492 MSL. It then slopes downward toward the top of the channel at an elevation of approximately 480 MSL. Portions of the pavement show distress including cracking and depressions, and landscaping exists along both sides of the existing service road.

Soil and Groundwater Conditions

Fill materials were identified in test borings conducted on the Project site to depths of 12 feet below ground surface (bgs). Fill soils were generally described as dry silty fine sands with trace of gravels. Given the lack of any documentation regarding the fill materials placed on-site, the fill materials at the site are considered uncertified. Below the fill materials, native soil materials encountered in the borings consist primarily of moist and dense poorly graded sand with silt and silty sands to depths of about 20 to 37 feet bgs. Gravelly sand and poorly graded gravel with sand were encountered from 20 feet to the final depth of 26.5 feet bgs in one boring location and from 38 feet bgs to the maximum explored depth of 51.5 feet bgs in another boring location (see Appendix A of the Project Geotechnical Report, included as **Appendix A** of this Draft IS/MND).

Groundwater was not encountered in any of the borings conducted in conjunction with the Project Geotechnical Report. However, the California Geological Survey's Historic Ground Water database indicates the shallowest reported historic groundwater depth of approximately 10 feet bgs within the Project site as shown in Figure 3, Historic Ground Water Map, of the Project Geotechnical Report (Appendix A). As such, while groundwater levels can fluctuate with seasonal rainfall, dry weather (i.e. drought conditions), pumping activities in the vicinity of the site, and other factors not readily evident, groundwater is assumed to be at a depth of 10 feet bgs on-site.

2.4 Project Background

2.4.1 Los Angeles River Bikeway

The purpose of the Project is to provide recreational opportunities and bicyclist connectivity in the Hollywood Community Planning Area. The proposed Project would connect the existing Los Angeles River Bikeway and close existing bikeway gaps along the River (see **Figure 5**, *Los Angeles River Bikeway Map*). The proposed Project would provide connections to the active transportation network throughout the region and provide new pedestrian, bicycle, and equestrian access and connectivity to transit, residential homes, schools, jobs, parks and recreational facilities, and other community-serving amenities for the surrounding communities. The Project is a key component of the City's effort to revitalize the River with increased access, amenities, recreational opportunities, and stormwater management. LADOT is working with partner agencies including the County of Los Angeles/LA Metro towards creating a continuous, paved bikeway along the entire length of the River, from the headwaters in West San Fernando Valley to the Long Beach Harbor. Currently, access to the LA River and its bikeways and trails is highly variable along the 51-mile stretch of the Los Angeles River. In the Project area, multi-use trails and Class I bikeways are located to the east in the Narrows Riverwalk area[1].

2.4.2 Community Facilities and Resources in the Project Area

The Los Angeles Equestrian Center is located on the north side of the River and provides a 75-acre complex featuring areas for equestrian events, over 500 boarding stalls, along with access

[1] LA River Master Plan. 2021. High Resolution Map. Frame 6: Narrows. Available online at: https://larivermasterplan.org/wp-content/uploads/24x36_Frame-Maps_Frame-6-Narrows-1.pdf. Accessed February 26, 2024.

to the Griffith Park equestrian trails[2]. In addition to the Los Angeles Equestrian Center, various private stables provide equestrian trail riding access including Circle K Stables and Bar S Stables, among others. These stables are adjacent to the River and the trails that cross the River and provide access to the wide network of trails throughout Griffith Park[3].

The Griffith Park Significant Ecological Area, designated by the County of Los Angeles in 1976, encompasses most of Griffith Park, generally following the natural area near the Griffith Park boundaries. The Park's elevations range from 384 to 1,625 feet above sea level and contains natural chaparral-covered terrain with trails connecting landscaped parkland and picnic areas. The Park's plant communities vary from coastal sage scrub, oak and walnut woodlands to riparian vegetation with trees in the Park's deep canyons. Griffith Park supports areas of important natural resources and the wilderness provided within Griffith Park makes it a popular recreational destination for cyclists, hikers, and equestrians. The Project site is not located within the designated Griffith Park Significant Ecological Area.

The LA River Ecosystem Restoration Project involves restoration activities throughout 11 miles of the River from Griffith Park to downtown Los Angeles. This restoration project is a collaborative effort between the City of Los Angeles and the USACE, and the published plans included reference to the Los Angeles River Revitalization Master Plan, which called for connectivity of non-motorized transportation facilities including bicycle and pedestrian paths along with multi-use trails[4].

2.4.3 Stakeholder Outreach and Engagement

LADOT has presented the proposed bike path and equestrian trail design to stakeholders over the past several years in order to gather design input and community feedback regarding the Project. Based on this feedback, LADOT has revised the Project to improve its quality and design. As part of this process, LADOT has undertaken a variety of outreach efforts, including virtual and in-person workshops, advisory committee meetings, and Council District open houses. These events have been well-attended, with over 30 participants at each session. Recognizing the diverse range of stakeholders, LADOT planned these events to ensure inclusivity and accessibility. The following summarizes these outreach and engagement efforts performed by LADOT staff as part of this process.

The first community event was held on May 18, 2023, at the Friendship Hall Auditorium from 5:00 PM to 7:00 PM. This event adopted an interactive open-house format at a Griffith Park venue. Various stations were set up around the hall, where attendees could engage directly with design team members to learn about different design segments. Participants were encouraged to leave

[2] Los Angeles Equestrian Center. 2024. Our Story. Available online at: https://thelaec.com/. Accessed February 26, 2024.

[3] City of Los Angeles. 2010. Detailed Griffith Park Map. Available online at: https://friendsofgriffithpark.org/wp-content/uploads/2020/12/Detailed_Griffith_Park_Map.pdf. Accessed February 26, 2024.

[4] U.S. Army Corps of Engineers Los Angeles District. 2015. Los Angeles River Ecosystem Restoration Final EIS/EIR. September 2015. Available online at: https://apps.engineering.lacity.gov/techdocs/emg/docs/lariver/LAR_Vol%201_Integrated%20Feasibility%20Report.pdf. Accessed December 12, 2024

comments and questions on boards and cards at each station. Approximately 90 percent of attendees were equestrians who provided valuable insights into equestrian behavior and associated trail design. Key feedback provided by attendees included requests to widen the equestrian path to allow for bi-directional horse travel, modify the split rail fence to restrict horses' view of oncoming cyclists, and address general safety concerns. Many members of the equestrian community expressed opposition to the Project and requested its discontinuation.

The second community event took place virtually on June 1, 2023, to accommodate stakeholders unable to attend the first meeting or those uncomfortable with in-person gatherings due to the ongoing impacts of the COVID-19 pandemic. This hour-long presentation included statements from LADOT, Council District 4, and StreetsLA, covering the Project's history and design elements. Following the presentation, LADOT staff addressed frequently asked questions and opened the floor for public comments. Feedback from the cycling community highlighted strong support for the Project, and an interest in future connections to nearby bike lanes on Forest Lawn Drive. Some equestrians attended and reiterated concerns raised during the first meeting.

On July 22, 2024, LADOT presented updates at a Los Angeles Equestrian Advisory Committee meeting held at Hansen Dam Horse Park. The committee had requested a presentation to illustrate design updates following the initial outreach meetings. LADOT shared three design revisions, including plans to acquire California Department of Transportation (Caltrans) right-of-way to widen the equestrian path to a minimum of 10 feet and replace the split rail fence with an 8-foot-tall chain-link fence featuring slats to block horses' view of cyclists and pedestrians (directly in response to comments provided in previous meetings by attendees from the equestrian community). Additionally, LADOT shared information regarding a Caltrans planning grant to analyze and address gaps along the LA River, potentially linking the proposed Project to Forest Lawn Drive. Despite these updates, attendees expressed continued disapproval, citing concerns about the fence design, mixing equestrian and cycling facilities, and requests to further widen the equestrian path.

The most recent community meeting was held at the Forest Lawn Drive Safety and Mobility Project open house, hosted by Council District 4 on December 4, 2024. This event showcased several proposed projects along Forest Lawn Drive, including the proposed Project, which had its own station with a board, sign-up sheets, and comment cards for stakeholder feedback. Members of the equestrian community attended the event and raised concerns about the width of the trail, the fence design, and safety implications of shared paths for equestrians and cyclists. Some equestrians, however, did express some support for the revised fence design, noting its improved safety in cases where riders might be thrown from their horses.

Since the initial round of outreach meetings, LADOT and StreetsLA have made significant progress in addressing stakeholder concerns in the Project design. Due to the Project's complexity and limited right-of-way, LADOT has focused the majority of the design improvements on the equestrian trail and the feedback received from the equestrian community. Many requested changes require approval from regulatory agencies, including the USACE, Caltrans, LA County

Public Works, LA County Flood Control, and the LA River Ecosystem Restoration team, and thus some of the requested design changes may not be feasible. Despite this, LADOT has studied other equestrian trails in Griffith Park, such as the Main trail that is located to the south of the SR-134 freeway, to incorporate best practices and enhance safety features for the proposed Project. This trail is similar to that of the proposed Project in terms of a bridle trail traveling alongside, and in close proximity to, the freeway while being separated by a chain link fence. LADOT staff remain confident that the current design represents the safest and most practical version of this Project given the Project Site constraints and stated objectives of the Project.

2.5 Purpose

The primary objectives of the proposed Project are to:

- Extend the Los Angeles River Bikeway by approximately one mile from its current western terminus near Riverside Drive;
- Provide improved equestrian trail facilities and facilitate connections to nearby off-site equestrian facilities including the Los Angeles Equestrian Center via an existing bridge (Mariposa Bridge) to the west and Griffith Park Main Trail via an existing tunnel (Tunnel 6) to the east;
- Expand opportunities for non-motorized mobility by pedestrians, cyclists, and equestrian users in the area; and
- Minimize disturbance to, and maintain the full function of, the LA River floodway channel.

2.6 Proposed Project

Bike Path and Equestrian Trail

The Project would upgrade an existing maintenance road, which is currently under the jurisdiction of the USACE, into a new section of the Los Angeles River Bikeway. The Project would construct an asphalt concrete (AC) pavement Class I bicycle and pedestrian path (Bike Path) along the south bank access road of the River (see Figure 3). The path would contain two 4-foot-wide bike lanes with 2-foot-wide shoulders on each side, as well as a partially separated equestrian trail (Equestrian Trail) with an over 10-foot width (with one isolated location having a width of 8 feet due to ROW constraints). The Bike Path and Equestrian Trail would be separated by an 8.5-foot-tall chain link fence with visual screening material for the entirety of the Equestrian Trail length, starting from the western terminus and continuing until the Equestrian Trail turns southward at its eastern terminus to connect to Tunnel 6 and the Griffith Park Main Trail on the south site of the 134 Freeway. Due to the varying slopes along the Project alignment, retaining walls would be constructed at the western section of the project between the bike path and equestrian trail (Wall 2), and approximately near the midpoint of the alignment adjacent to the equestrian trail and Caltrans ROW (Wall 1). Wall 2 would have a maximum height of approximately 3 feet above the finished Bike Path grade, upon which the 8.5-foot-tall chain link fence would be constructed, while Wall 1 would have a height approximately 2.5 feet above the finished equestrian trail grade. Walls 1 and 2 would be approximately 900 feet and 600 feet of shallow footing retaining walls. Detailed

plans of representative segments of the Bike Path and Equestrian Trail are shown in **Figures 6a through 6c**, *Project Detail Plan*, which also include cross-sectional views of the various path/trail segments that illustrate proposed widths, slopes, fence and wall heights, and other design details. Renderings of the Project as viewed from the eastern, central, and western portions of the Project alignment, are provided below in **Figure 7a**, *Rendering #1: Proposed Bike Trail near Eastern Terminus*, **Figure 7b**, *Rendering #2: Proposed Bike/Equestrian Trail near Trail Midpoint*, and **Figure 7c**, *Rendering #3: Proposed Bike/Equestrian Trail near Western Terminus*.

The proposed facilities, once constructed, would operate passively and would be open to the public 24 hours a day, seven days a week, and would only be closed during large rain events in order to minimize safety risks associated with peak stormwater flows in the adjacent LA River channel. ShelterCLEAN Services (ShelterCLEAN), through a contract with the City, would have primary responsibility for closing the bike path at any access point during these events, though City staff would also have direct access via the City's gate locks at the access points.

Stormwater Management

The Project would involve the construction of a new Class I bicycle and pedestrian path adjacent to a new equestrian path, both of which would be constructed along the existing maintenance road ROW, which has been previously graded and drainage improvements installed where necessary. The City of Los Angeles, Streets LA, conducted a hydrology study for the proposed project (Preliminary Hydrology Study, prepared by the City of Los Angeles in February 2025, which also provided in Appendix J of this Draft IS/MND). The existing project site consists of an asphalt service road that is sloped toward the channel and dirt/landscaping in its surroundings. Approximately 40 percent of the drainage area is impervious. Due to its slope, a ridge is created at the southern edge of the service road at various locations, causing rainfall to either runoff across the road toward the channel or runoff across the dirt/landscaping towards the Caltrans right-of-way to the south. The average existing slopes range from 0.018 to 0.095 for most of the pathway (Segments A-1 through A-4 keyed to Sheets A-1 through A-4 in the Preliminary Hydrology Report) and 0.235 for the far western segment of the pathway (Sheet A-5 in the Preliminary Hydrology Report). Additional details describing existing conditions are provided in the Preliminary Hydrology Report.

Total runoff impacting the LA River Channel, pre- and post-development, was calculated using the existing and proposed conditions drainage areas, and the County HydroCalc software, and presented in the Preliminary Hydrology Report. The report found that total runoff for the 50-year / 24-hour storm event would increase from 28,853 cubic feet to 28,897 cubic feet, a negligible increase of 0.15 percent. This is due to the small increases in impervious areas for sub-areas A-2 through A-5, while sub-area A-1 saw a reduction in impervious area by nearly 29%.

Given the relatively minor change in drainage patterns between the pre- and post-development conditions along the Project alignment, stormwater improvements associated with the Project would consist of standard stormwater management features (i.e., best management practices [BMPs]) that would be implemented in compliance with the City's Low Impact Development (LID)

Ordinance. The LID Ordinance requires that 100 percent of the Stormwater Quality Design volume (SWQDv) caused by the greater of the 0.75-inch rain event, or the 85th percentile rain event, to be captured, retained, and, if feasible, infiltrated on-site. If it is found to be infeasible to infiltrate on-site, 1.5 times the SWQDv must be retained and infiltrated off-site. Additionally, projects must undergo a plan check review and obtain LID clearance as part of the building permit process. These measures aim to mitigate the impacts to stormwater runoff, reduce pollution, and promote sustainable water management practices. The 85th percentile rain event for the Project Site was found to be greater than the 0.75-inch rain event and was used to calculate the SWQDv. Using the County HydroCalc, the SWQDv was calculated to be 4,611 cubic feet. This volume is used to calculate the required BMP surface area for the Project.

Furthermore, Total Maximum Daily Loads (TMDLs) are regulatory limits set by the Los Angeles Water Quality Control Board (LARWQCB) to control and reduce the amount of pollutants entering water bodies such as the Los Angeles River and the Ballona Creek. The TMDL sets a maximum limit on pollutant discharge to ensure water quality standards are met. The City of Los Angeles implements various BMPs including street sweeping, catch basin cleaning, and education outreach to meet these requirements. According to the Los Angeles River Ecosystem Restoration Integrated Feasibility Report, prepared September 2015, the Los Angeles River (including the Project site), is listed as impaired for a number of pollutants including ammonia, copper, cyanide, indicator bacteria, lead, benthic macroinvertebrates, nutrients (algae), oil, selenium, and trash. TDMLs have been implemented for bacteria, metals, nutrients, and trash pollutants.

The bacteria TMDL, effective from March 23, 2012, was created to reduce high bacteria levels in the Los Angeles River which impair recreational activities such as swimming and fishing. The contamination comes from both human and non-human sources. In June 2005, the LARWQCB adopted the TMDL for metals, which targets impairments in the river and its tributaries caused by copper, cadmium, lead, zinc, aluminum, and selenium, using water quality standards set by the California Toxics Rule. The current TMDL for trash was adopted by the LARWQCB in September 2008 and applies to the Los Angeles River and its tributaries. Trash impairments negatively affect recreational, warm water habitat, wildlife habitat, cold water habitat, and wetland beneficial uses. The nitrogen TMDL, effective from March 23, 2004, aims to address nitrogen impairments in the Los Angeles River's main channel and tributaries. High levels of nitrogen compounds, such as algae and scum, impair water quality, wildlife habitats, and recreational uses. Major sources include discharges from water reclamation plants and urban runoff. These impairments are not protective of aquatic life beneficial uses. In summary, the Los Angeles River is primarily made up of treated water from Water Reclamation Plants, which account for nearly 70% of its volume outside of storm events. While there are some interactions with groundwater, especially in areas like Glendale Narrows and Arroyo Seco, most of the storm drain discharges come from urban areas.

The National Pollutant Discharge Elimination System (NPDES) stormwater permit for Caltrans is State Water Resources Control Board Order 2022-0033-DWQ, NPDES Permit CAS000003 (Caltrans Municipal Separate Storm Sewer System [MS4] Permit). The proposed Project site is

adjacent to and drains into Reach 4 of the Los Angeles River. Reach 4 is a listed by the U.S. Environmental Protection Agency and the State Water Resources Control Board as a 303(d) impaired water body listed for the compounds below with their TMDL Waste Load Allocations:

Pollutant (TMDL Waste Load Allocations)

- *Bacteria (E. coli)* (single sample =235/100 milliliters; geometric mean = 126/100 milliliters)
- *Copper* (Dry Weather = 0.32 kilograms per day [kg/day]; wet weather kg/day = 2.9 x 10^{-10} x [daily volume in liters] – 0.2)
- *Lead* (Dry Weather = 0.12 kg/day; wet weather kg/day = 1.06 x 10^{-9} x [daily volume in liters] – 0.07)
- *Ammonia* (4.7 milligrams per liter [mg/L], one-hour average)
- *Trash* (None)

Project-related stormwater improvements to address water quality would consist of BMPs intended to prevent the introduction of trash, debris, animal waste, and other pollutants from entering the River Channel or any other drainage facilities in the surrounding area. These and other relevant BMPs to be implemented for the Project are discussed in detail below in Sections 2.7.1 and 2.8.1 for construction activities and long-term operations, respectively.

Lighting and Signage

In the western and central portions of the Project alignment, light poles would be installed along the 8.5-foot-tall fence separating the bicycle path from the equestrian trail portion of the ROW (see Figures 7a and 7b). In the eastern portion of the Project alignment, east of Tunnel 6 where only the bicycle path continues eastward, light poles would be installed along the southern edge of the Project ROW (see Figure 7c). Light poles would be 10 feet in height and equipped with modular, solar-powered LED lights oriented downward and properly shielded to prevent unintentional or off-site lighting effects. Light poles would be placed at approximately every 70 feet along the respective fence lines. No other Project-related lighting would be provided.

The Project, like other segments of the Los Angeles River Bikeway in the City of Los Angeles, would include trail signage for wayfinding and other informational purposes (e.g., interpretive elements, Project boundary demarcation, etc.). No lighting for the proposed signage would be provided.

Tree Removals and Landscaping

The majority of trees impacted by the Project are within public ROW, owned and managed by the Department of Recreation and Parks (RAP) services, while the remainder are within Caltrans ROW. Per the RAP tree replacement policy, street trees removed for construction must be replaced inch-per-inch, with protected trees being replaced by a minimum of four protected trees of the same species. Based on the Project design plans, a total of 25 existing trees in the public ROW and 52 trees within Caltrans ROW would require removal and as part of the proposed

Project, including 8 protected trees on public ROW and 18 on Caltrans ROW (see further detailed discussion below under Section 4.4, *Biological Resources*). A summary of existing trees within the Project site, including proposed removals and impacted trees, is provided below in **Table 1**, *Project Site Tree Inventory*.

TABLE 1
PROJECT SITE TREE INVENTORY

Total number of trees occurring within Project site and Caltrans ROW	291 trees
Total number of trees to be removed from Project Site	25 trees
Total number of trees to be removed from Caltrans ROW	52 trees
Total number of trees to be encroached by construction (within driplines) but not removed	58 trees

SOURCE: Environmental Science Associates, 2025 (see Appendix C-3 of this Draft IS/MND)

2.7 Project Construction

Construction of the proposed Project would begin in approximately Winter 2026 and last for approximately 2.5 years (i.e., until approximately Winter 2029). Project construction activities would include clearing and grubbing, rough grading, fine grading; and installation of an AC-paved path, lighting, railing, traffic striping and signs, retaining walls, and minor landscaping improvements. The overall Area of Potential Effect (APE), or the physical extent of disturbance or other activities that would occur under the Project, is illustrated in **Figure 8**, *APE Map*. The site topography necessitates the use of retaining walls to achieve the necessary grades, and would involve the removal of existing pavement, and construction of the new path and associated facilities within the proposed alignment, which generally follows that of the existing service road, but with minor changes to the width and overall limits of disturbance and construction of the proposed improvements. Construction access would be from Riverside Drive near the 134 Freeway westbound on-ramp.

The staging area for temporary construction office placement, construction parking, construction equipment staging, and material storage is proposed to be located at 1850 North Riverside Drive within the Bette Davis Picnic Area on the west side of North Riverside Drive, as shown in **Figure 9***, Construction Staging Areas*. In addition, overflow construction parking would be provided in an existing unpaved lot located off of Zoo Drive immediately south of the 134 Freeway, which would be accessible by construction workers via the existing tunnel under the freeway.

Construction activities would occur Monday through Friday between 7:00 a.m. and 4:00 p.m., with some night and weekend construction also anticipated. Partial and/or full street closures are not anticipated to be required for any portion of the construction process. However, if needed, temporary, as-needed detours for vehicles, bicycles, equestrians, and pedestrians would be

provided. Approximately 18 construction workers would be expected to be on-site daily during construction hours.

2.7.1 Construction Best Management Practices (BMPs)

In addition to compliance with standard regulatory requirements, the following BMPs would be required to be implemented as part of the Project:

BMP-AQ-1: The proposed Project would implement Rule 403 fugitive dust control measures required by the South Coast Air Quality Management District (SCAQMD), which requires reasonable precautions to be taken to prevent visible particulate matter from being airborne, under normal wind conditions, beyond the property from which the emission originates. Reasonable precautions include, but are not limited to, the following:

- Application of water on dirt roads, material stockpiles, and other surfaces that can give rise to airborne dusts; and
- Maintenance of roadways in a clean condition to prevent track-out

BMP-AQ-2: The proposed Project would implement Rule 402 measures required by the SCAQMD, which prohibits the discharge from any source whatsoever, such quantities of air contaminants or other materials that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health, or safety of any such persons or the public or that cause or have a natural tendency to cause injury or damage to business or property.

BMP-BIO-1: The Contractor will implement the following Best Management Practices during construction to protect any adjacent habitat for special-status species and resources.

- Environmental Training. Prior to Project implementation, a Workers Environmental Awareness Program (WEAP) should be prepared and presented to construction crews regarding the potential for nesting birds and other special-status wildlife species to occur onsite during construction activities. The WEAP training should concentrate on the proper identification of sensitive resources while in the field, suggested strategies in avoiding impact to sensitive resources, and proper reporting methods for field crews if sensitive resources are observed during construction activities.

- Limits of Disturbance. Prior to Project implementation, construction crews should be made aware of the limits of disturbance within the fenced Project site. During construction, all construction activities will remain within the limits of disturbance. Travel to and from the Project site will also be confined to existing roads. Construction activities should also be restricted to daylight hours.

- On-Site Overnight Storage. All construction pipes, culverts, or similar structures that are stored at a construction site for one or more overnight periods should be covered or thoroughly inspected for birds and other wildlife before the pipe is subsequently buried, capped, or otherwise used or moved.

BMP-BIO-2: To avoid impacts to nesting birds protected under the federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC) resulting from construction activities that may occur during the nesting season, the following will be implemented:

Construction activities, including tree removal shall occur outside of the nesting season (generally February 1 through September 30). If construction activities must occur within this time period, the following measures shall be employed:

- A pre-construction nesting survey shall be conducted by a qualified biologist within 7 days (168 hours) prior to the start of construction activities to determine whether active nests are present within or within 500 feet of the construction zone. All nests found shall be recorded.

- A minimum 300-foot no-work buffer shall be established around any active passerine bird nest. A minimum 500-foot no-work buffer shall be established around any active raptor nest. The qualified biologist shall monitor the nest on a weekly basis, and construction activities within 300 feet of an active nest of any passerine bird or within 500 feet of an active nest of any raptor shall be postponed until the biologist determines that the nest is no longer active. However, the standard 300/500 foot no-disturbance buffer distance may be adjusted (including increases or reductions to the buffer) by a qualified biologist on a case-by-case basis taking into consideration the location, type, duration and timing, and severity of work, distance of nest from work area, surrounding vegetation and line-of-sight between the nest and work areas (also taking into account existing ambient conditions from human activity within the line of sight), the influence of other environmental factors, and species' site specific level of habituation to the disturbance. If the qualified biologist determines nesting activities may fail as a result of work activities, the biologist shall immediately inform the construction manager and all Project work shall cease (except access along established roadways) within the recommended no-disturbance buffer until the biologist determines the adults and young are no longer reliant on the nest site.

- Buffers will be delineated on-site with bright flagging, for easy identification by Project staff. The on-site construction supervisor and operator staff will be notified of the nest and the buffer limits and instructed of the sensitivity of the area to ensure the buffer is maintained. A summary of preconstruction surveys and methodologies employed, monitoring efforts, and any no-disturbance

buffers that were installed shall be documented in a report by the qualified biologist at the conclusion of each nesting season.

BMP-CUL-1: Due to the potential to encounter archaeological resources within the Project Site, the City will use a qualified archaeological monitor, working under the supervision of a qualified archaeological Principal Investigator during ground disturbing activities. The monitor will conduct worker training prior to the initiation for ground-disturbing activities in order to inform workers of the types of resources that may be encountered and advise them of the proper handling of such resources. The archaeological monitor will have the authority to redirect construction equipment in the event potential archaeological resources are encountered. In the event archaeological resources are encountered, the County will be notified immediately and work in the vicinity of the discovery will halt within 50 feet of the discovery until appropriate treatment of the resource, will be determined by the qualified archaeological Principal Investigator in accordance with the provisions of CEQA.

Should the resources require it, a treatment plan will be prepared, which will compile existing information, and provide research themes and treatment approaches in order to avoid or mitigate significant impacts to potentially significant archaeological resources as determined to possibly within the project area. The plan will be implemented by the qualified archaeologist in consultation with the City that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource.

The treatment plan shall include measures regarding the curation of the recovered resources that may include curation at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. Pre-Contact or Native American resources materials determined to be sacred will be reburied if determined feasible. Non-sacred items or if not feasible to be reburied, will be offered to local tribes if they can provide suitable curation for such items. If no institution or the Tribes accept the resources, they may be donated to a local school or historical society in the area for educational purposes.

At the completion of all ground disturbance, the Qualified Archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources and CEQA. The report and the Site Forms shall be submitted by the archaeologist to the County and the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.

BMP-CUL-2: If human remains are discovered, work in the immediate vicinity of the discovery will be suspended and the Los Angeles County Coroner contacted. If the remains are deemed Native American in origin, the Coroner will contact the Native American Heritage Commission and identify a Most Likely Descendant pursuant to Public Resources Code Section 5097.98 and California Code of Regulations Section 15064.5. Work may continue on other parts of the Project site while consultation and treatment are conducted.

BMP-HAZ-1: The City would ensure that all construction crews have fire-suppression equipment (such as fire extinguishers) on site to respond to the accidental ignition of a fire.

BMP-WQ-1: The proposed Project would implement erosion control in compliance with the state Construction General Permit that may include, but would not be limited to, the following:

- Minimizing the extent of disturbed areas and duration of exposure;
- Stabilizing and protecting disturbed areas;
- Keeping runoff velocities low;
- Retaining sediment within the construction area;
- Use of silt fences or straw wattles;
- Temporary soil stabilization;
- Temporary drainage inlet protection;
- Temporary water diversion around the immediate work area; and
- Minimizing debris from construction vehicles on roads providing construction access.

BMP-WQ-2: The following construction-related water quality BMPs from the Los Angeles County Department of Public Works' Construction Site Best Management Practices (BMPs) Manual (2010) would also be implemented, as appropriate, during construction activities:

- <u>SS-1 Scheduling</u>
  - The project will be scheduled to reduce the amount and duration of soil exposed to erosion by wind, rain, runoff, and vehicle tracking.

- SC-6 Gravel Bag Berms
  - Gravel Bag Berms will in installed along the exposed hillsides near the west side of the project, to break up the sheet flow lengths and prevent sediment discharge into the flood channel
- SC-8 Sandbag Barriers
  - Sandbags will be installed below the toe of the exposed hillside adjacent to the flood channel as well as the perimeter of the project site to prevent sediment discharge into the flood channel
- NS-1 Water Conservation Practices
  - Reasonable measures will be taken to prevent water from flowing offsite and into the storm drain system
  - Paved areas will be swept and vacuumed, not washed
  - Vehicles and equipment will not be washed onsite
  - Construction water runoff will be directed to areas where it can infiltrate into the existing ground
- NS-3 Paving and Grinding Operations
  - Plastic materials will be placed under all asphaltic concrete paving equipment when not in use to prevent drips and spills into the pervious soil material
  - No washing of asphalt equipment will be conducted on-site
- NS-8 Vehicle and Equipment Cleaning
  - All vehicles/equipment that regularly enter and leave the construction site will be cleaned off-site.
  - Reasonable measures will be taken to prevent wash or rinse runoff from entering pervious site surfaces and storm drain system
- WM-3 Stockpile Management
  - Stockpiles will be located a minimum of 50 ft away from concentrated flows of storm water and drainage courses
  - Loose stockpiles materials will be covered at all times when not actively in use
  - Soil stockpiles will be protected with a temporary perimeter sediment barrier
- WM-8 Concrete Waste Management
  - Concrete washout areas and other washout areas will not discharge or leak onto the underlying soil or to the surrounding storm drain systems. Concrete washout bins will be recommended.

BMP-WQ-3: The following water quality protection measures will be implemented during construction:

- Stationary engines, such as compressors, generators, etc., will have drip pans beneath them to prevent any leakage from entering runoff or receiving waters.
- All construction equipment will be inspected for leaks and maintained regularly to avoid soil contamination. Leaks and smears of petroleum products will be wiped clean prior to use.
- Spill kits capable of containing hazardous spills will be stored on-site. Any grout waste or spills will be cleaned up immediately and disposed of off-site. Re-fueling of equipment should be conducted at least 50 feet from the ephemeral drainage.
- Vehicles will be restricted to existing access roads and approved work areas and will maintain speed limits of no greater than 15 miles per hour on unpaved roads.
- During Project construction activities, all trash that may attract predators shall be properly contained, removed from the work site, and disposed of regularly. Following construction, all spoils, trash, or any debris will be removed off-site to an approved disposal facility or stored appropriately.

2.8 Operation and Maintenance

LADOT has committed to maintaining the proposed bike path and equestrian trail to ensure they remain clean, safe, and functional for the public to utilize. To this end, the operation and maintenance of the proposed Project following the completion of construction would involve the following activities:

1. Regular inspections of the bike path and equestrian trail facilities;
2. Periodic clearing of debris and animal waste;
3. Graffiti removal from walls, fences, and signs;
4. Repairing or replacing fencing, signage, and pavement markings as needed;
5. Ongoing landscape maintenance, encompassing tree trimming, staking, shrub and vine pruning, grass and ground cover upkeep (where applicable);
6. Weed and litter control along the Project's entire bikeway and equestrian trail segments; and
7. Tree monitoring for planted and encroached trees (see discussion under Section 4.4, *Biological Resources*, below, and Mitigation Measure MM-BIO-1).

LADOT will collaborate with other City agencies, as appropriate to ensure that maintenance activities are fully implemented, and will also enter into use agreements, as appropriate, with USACE and LA County public works to maintain all improvements built as part of the Project.

2.8.1 Operational BMPs

In addition to compliance with standard regulatory requirements, the following BMPs would be implemented as part of the Project:

BMP-BIO-3: Wildlife Fencing Signage. Interpretive signage will be installed near all wildlife friendly fencing to educate the public on wildlife and habitat sensitivity, and to encourage the public to not enter the restricted areas.

BMP-BIO-4: Where appropriate, as determined by a qualified biologist, Project fencing would be designed to allow native wildlife to jump over or crawl through. Interpretive signage would be posted on the fencing to educate the public on the sensitivity of wildlife (see **PDF-BIO-3**). Overall, such wildlife-friendly fencing would minimize impacts to habitat from human interference.

BMP-WQ-4: Maintenance activities for the proposed bike path and equestrian trail will involve a collaborative effort between various City agencies coordinated by LADOT as the lead agency for Project implementation. LADOT will develop and enter into one or more use agreements with the U.S. Army Corps of Engineers, Los Angeles County Department of Public Works, and other agencies, as appropriate, to maintain all improvements built as part of the Project. Such use agreement(s) would be in place prior to the proposed bike path and equestrian trail being open to the public for use. The activities anticipated to be undertaken by LADOT, or through agreements with other agencies or third-party vendors, as part of long-term operation of the Project include:

1. Regular inspections of the bike path and equestrian trail facilities;
2. Periodic clearing of debris and animal waste;
3. Graffiti removal from walls, fences, and signs;
4. Repairing or replacing fencing, signage, and pavement markings as needed;
5. Ongoing landscape maintenance, encompassing tree trimming, staking, shrub and vine pruning, grass and ground cover upkeep (where applicable);
6. Weed and litter control along the Project's entire bikeway and equestrian trail segments; and
7. Tree monitoring for planted and encroached trees (see discussion under Section 4.4, *Biological Resources*, below, and Mitigation Measure MM-BIO-1).

BMP-WQ-5: The operation and maintenance of the proposed Project following the completion of construction activities would at a minimum include the following activities:

- Implementation of Post Construction Best Management Practices and MS4 Public Agency Facility and Activities Program requirements in section VIII.H.1-3.d. in accordance with the Waste Discharge Requirements and National Pollutant Discharge Elimination System (NPDES) Permit For Municipal Separate Storm Sewer System (MS4) Discharges Within The Coastal Watersheds Of Los Angeles And Ventura Counties.
    - This will include -
        - Periodic clearing of debris and trash collection BMPs from the entire length of the Project bikeway and equestrian trail segments; maintenance of the path including striping and signage, retaining walls, fencing, and minor landscaping where needed;
        - Removal of animal waste; and
        - Sediment and trash removal, as needed, but at a minimum once per week.

2.9 Project Actions and Approvals

Numerous approvals and/or permits would be required to implement the proposed Project. The environmental documentation for the Project would be used to facilitate compliance with federal and state laws and the granting of permits by various state and local agencies having jurisdiction over one or more aspects of the Project. These approvals and permits may include, but may not be limited to, the following as listed below in **Table 2**, *Required Permits and Approvals*.

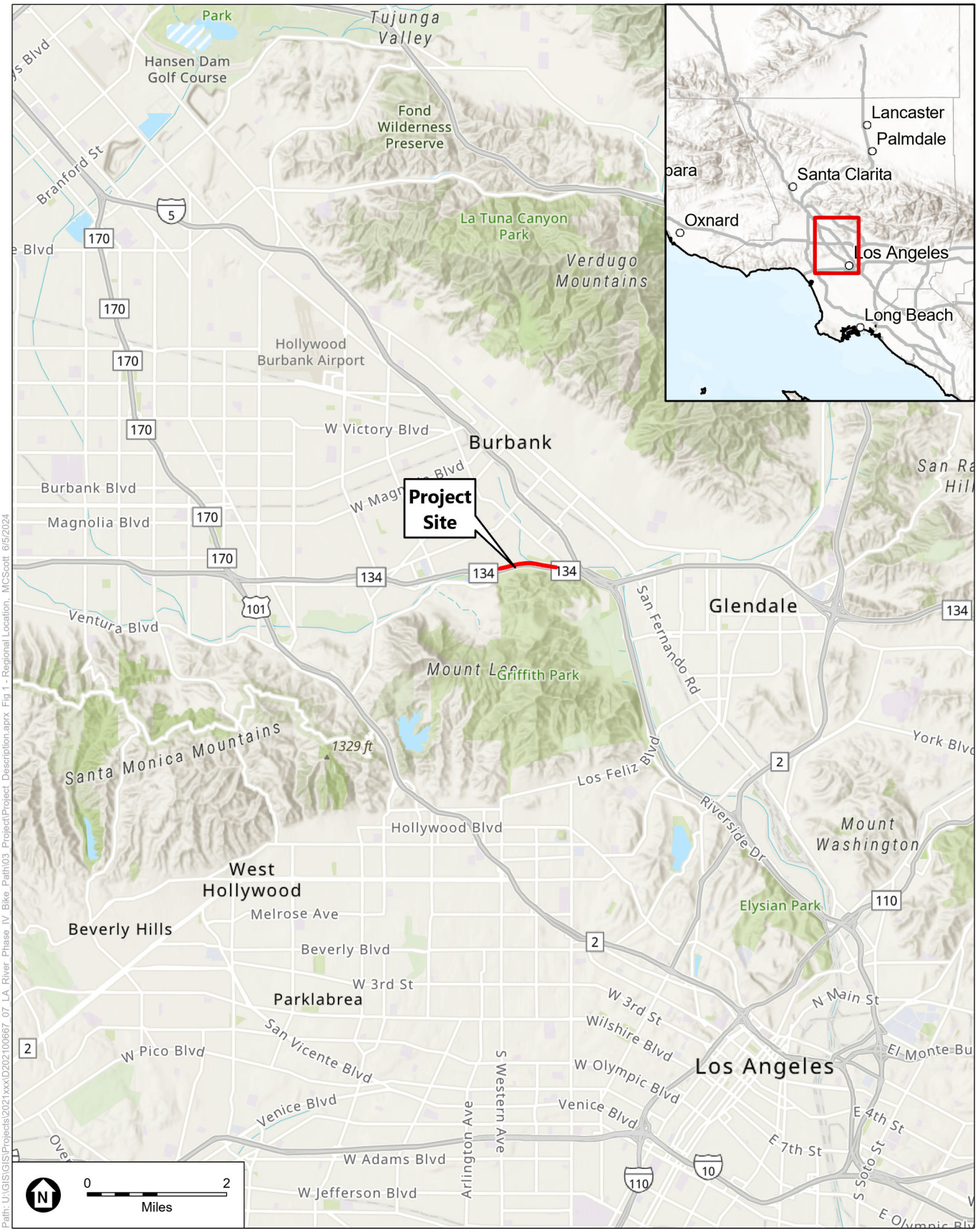
TABLE 2
REQUIRED PERMITS AND APPROVALS

Agency	Permit/Requirement	Issue
Local		
Los Angeles Flood Control/Los Angeles County Department of Public Works/BOE	Grading Permit requiring Hydrology Study reviewed and approved by LA County	Stormwater LID requirements
Los Angeles Department of Transportation	Approval	Bike path design criteria; streetlight design criteria; Striping and Signage
Los Angeles County Department of Public Works U.S. Army Corps of Engineers	Approval	Roadway design criteria Street Design Retaining Wall
Los Angeles County Department of Public Works U.S. Army Corps of Engineers	Utility Permit	Utility Potholing and Relocation

Agency	Permit/Requirement	Issue
Los Angeles Board of Police Commissioners	Temporary Noise Variance	Construction work at night and on weekends
Los Angeles Bureau of Street Lighting	Approval	Relocation and installation of streetlights
Los Angeles Department of Water & Power (Water Systems and Power Systems)	Approval and BOE Utility Permit	Encroachment on power pole footings and above- and below-ground water facilities
Los Angeles Department of Recreation and Parks	Project Approval Approval of Tree Removals	Board approval required for Project approval, for tree removals and replacement ratios, and for post-construction monitoring of trees encroached during project construction
Regional		
Los Angeles Regional Water Quality Control Board	Section 401 Water Quality Certification	Construction and operation of new trail adjacent to LA River drainage
State		
California Department of Transportation	Encroachment Permit	ROW and grading adjacent to 134 Freeway ROW and facilities
State Water Quality Control Board	NPDES Construction General Permit	Preparation and implementation of required SWPPP to prevent sediment and other pollutants from entering waterways
Federal		
U.S. Army Corps of Engineers	Section 408 Permit	Drainage connections to LA River Floodway channel; Modifications to top of bank/channel.

NOTES: BOE = Bureau of Engineering; LID = Low Impact Development; NPDES = National Pollutant Discharge Elimination System; ROW = right-of-way; SWPPP = Stormwater Pollution Prevention Plan

This page intentionally left blank



SOURCE: ESA, 2023

Los Angeles River Phase IV Bike Path Project

Figure 1
Regional Location

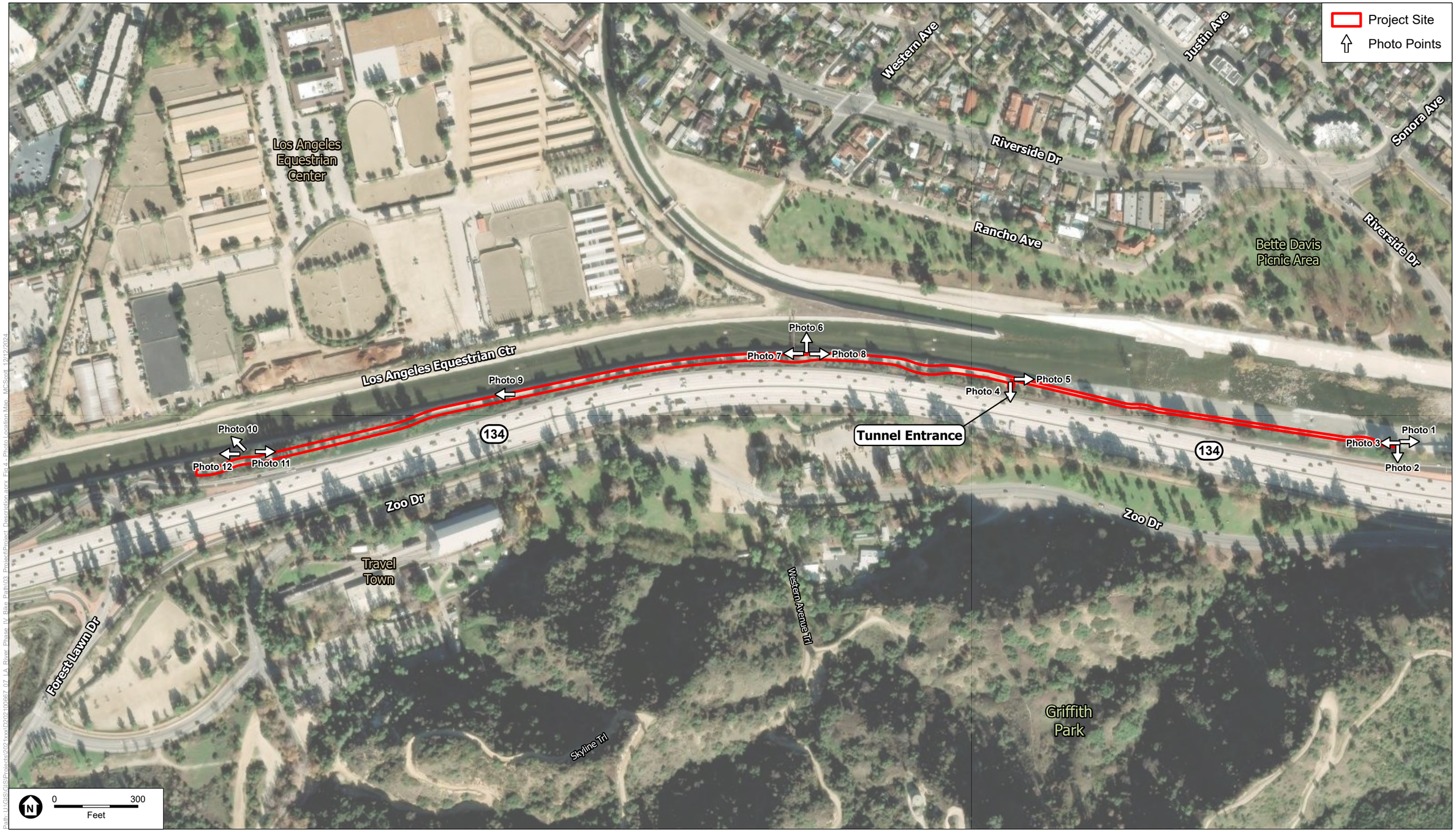
ESA

SOURCE: Mapbox; ESA, 2023

Los Angeles River Phase IV Bike Path Project

Figure 2
Project Vicinity

ESA



SOURCE: ESA, 2023

Los Angeles River Phase IV Bike Path Project

Figure 3
Project Site Map

ESA

This page intentionally left blank

PHOTOGRAPH 1: View of existing fence and gate at the Project alignment's eastern terminus just west of Riverside Drive.

PHOTOGRAPH 2: View of existing illegal access to the Project alignment from the operational LA River Bikeway segment immediately to the east.

D202100667.07

SOURCE: ESA, 2024

Los Angeles River Phase IV Bike Path Project

Figure 4a
Project Site Conditions

ESA

PHOTOGRAPH 3: View westbound along the Project alignment from the eastern terminus.

PHOTOGRAPH 4: View southbound from the Project alignment of the existing Tunnel 6 undercrossing beneath the 134 Freeway.

D202100667.07

SOURCE: ESA, 2024

Los Angeles River Phase IV Bike Path Project

Figure 4b
Project Site Conditions

ESA

PHOTOGRAPH 5: View of the LA River and Project alignment eastbound from the Tunnel 6 outlet location.

PHOTOGRAPH 6: View of the existing water/sewer pipeline crossing northward from the Project alignment.

D202100667.07

SOURCE: ESA, 2024

Los Angeles River Phase IV Bike Path Project

Figure 4c
Project Site Conditions

ESA

PHOTOGRAPH 7: View westbound from the Project alignment just west of the existing pipeline crossing.

PHOTOGRAPH 8: View eastbound from the Project alignment just east of the existing pipeline crossing.

D202100667.07

SOURCE: ESA, 2024

Los Angeles River Phase IV Bike Path Project

Figure 4d
Project Site Conditions

ESA

PHOTOGRAPH 9: View westbound from the Project alignment from the approximate mid-point of the alignment; Mariposa equestrian bridge crossing (off-site) is shown in the distance.

PHOTOGRAPH 10: View northwest of the existing Los Angeles Equestrian Center from western portion of the Project alignment.

D202100667.07

SOURCE: ESA, 2024

Los Angeles River Phase IV Bike Path Project

Figure 4e
Project Site Conditions

ESA

PHOTOGRAPH 11: View eastbound from the Project alignment near the western terminus.

PHOTOGRAPH 12: View eastbound of the western terminus of the Project alignment.

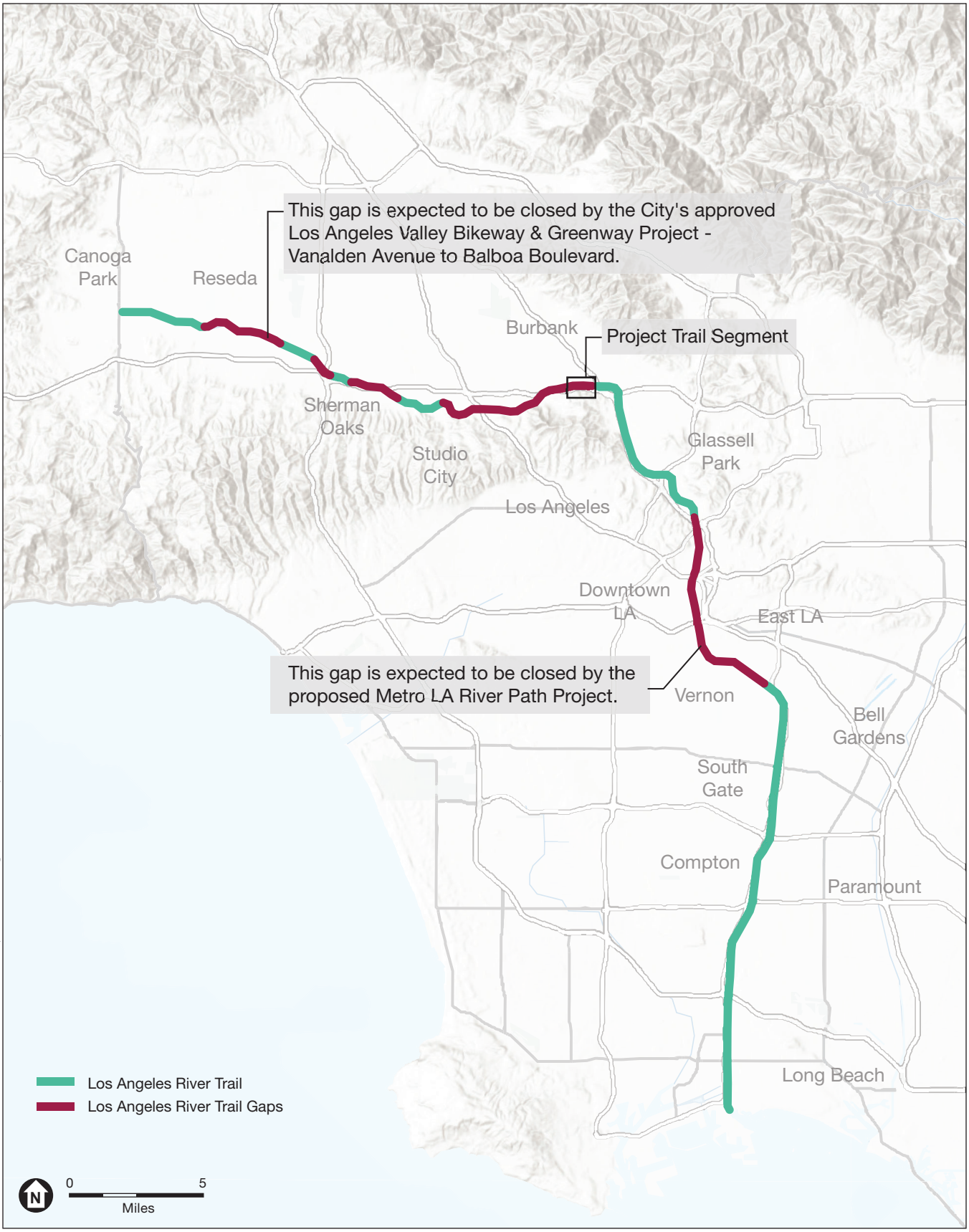
D202100667.07

SOURCE: ESA, 2024

Los Angeles River Phase IV Bike Path Project

Figure 4f
Project Site Conditions

ESA



D2021006667.07 - LA River Phase IV Bike Path CEQA-NEPA\05 Graphics-GIS-Modeling-USE AZURE\Project Description

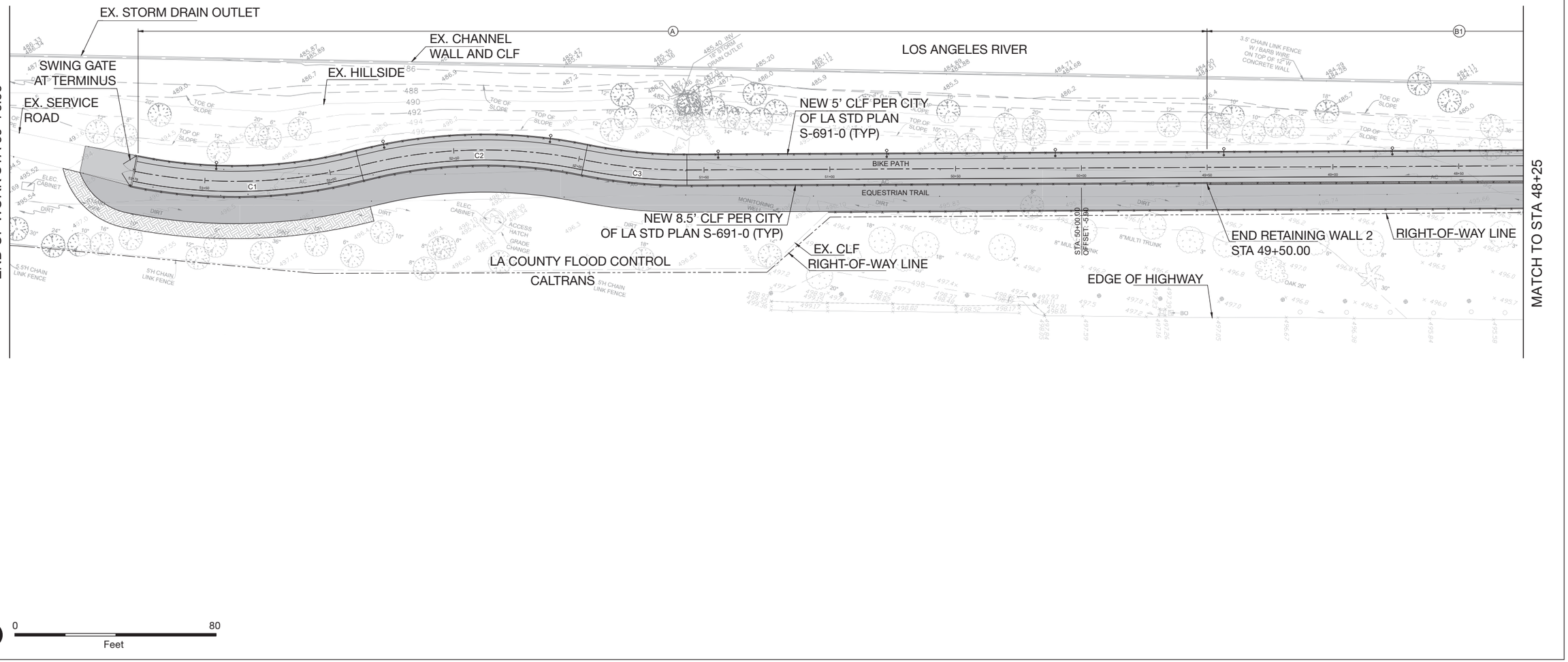
SOURCE: ESA, 2024

Los Angeles River Phase IV Bike Path Project

Figure 5
Los Angeles River Bikeway Map

ESA

This page intentionally left blank



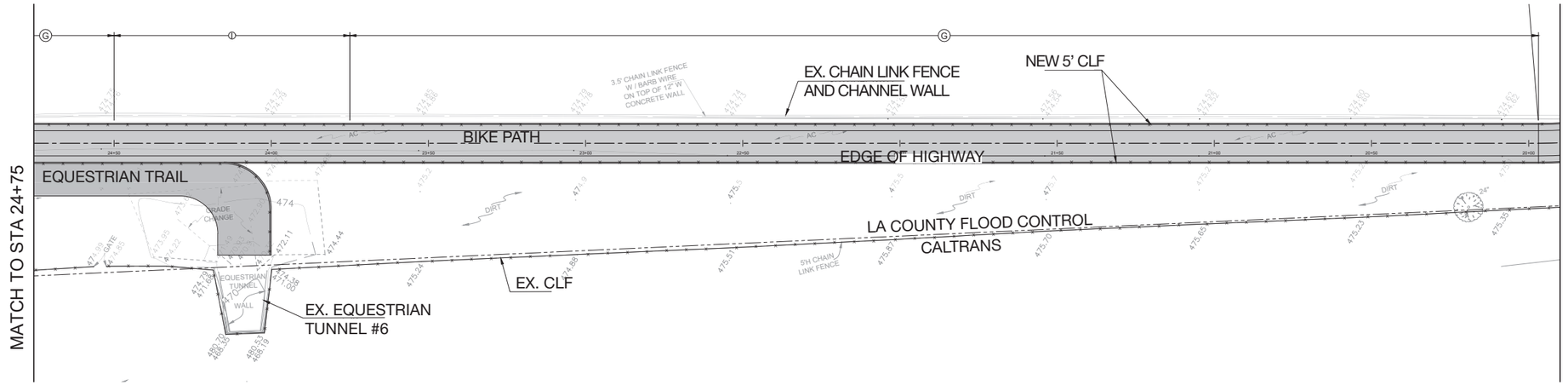
SOURCE: City of Los Angeles, Department of Public Works, Bureau of Street Services, 2024

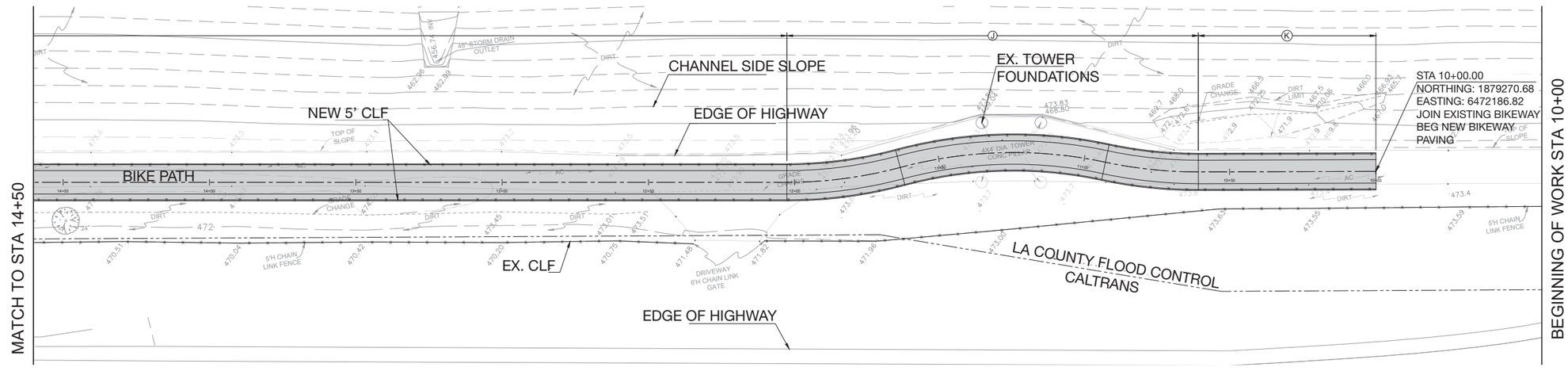
Los Angeles River Phase IV Bike Path Project

Figure 6a
Project Detail Plan

ESA

D:\202100667.07 - LA River Phase IV Bike Path CEQA-NEPA\05 Graphics-GIS-Modeling-USE AZURE\Project Description





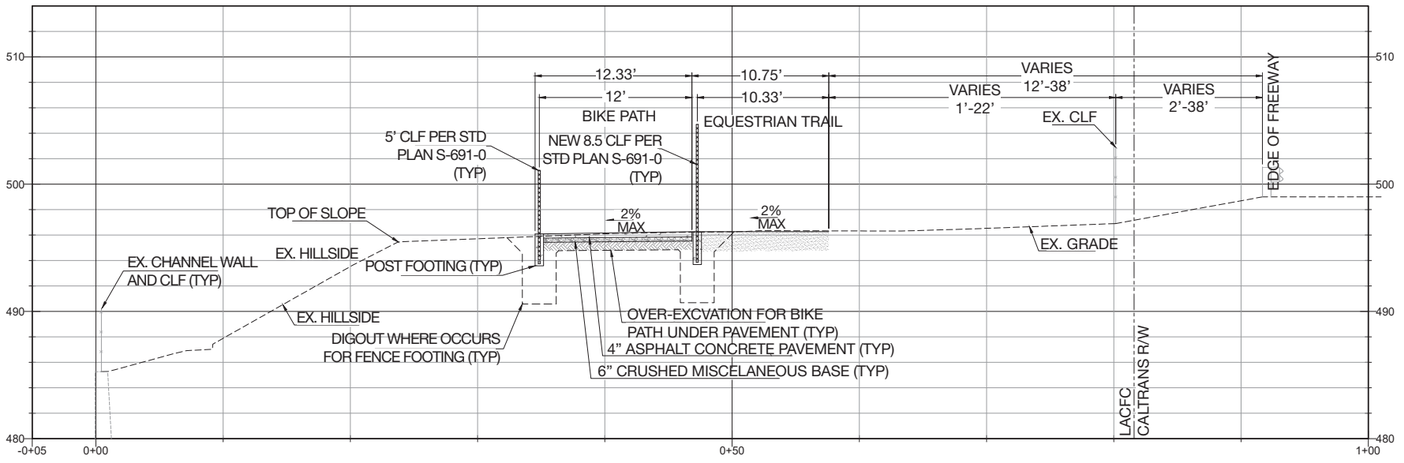
0 80
Feet

SOURCE: City of Los Angeles, Department of Public Works, Bureau of Street Services, 2024

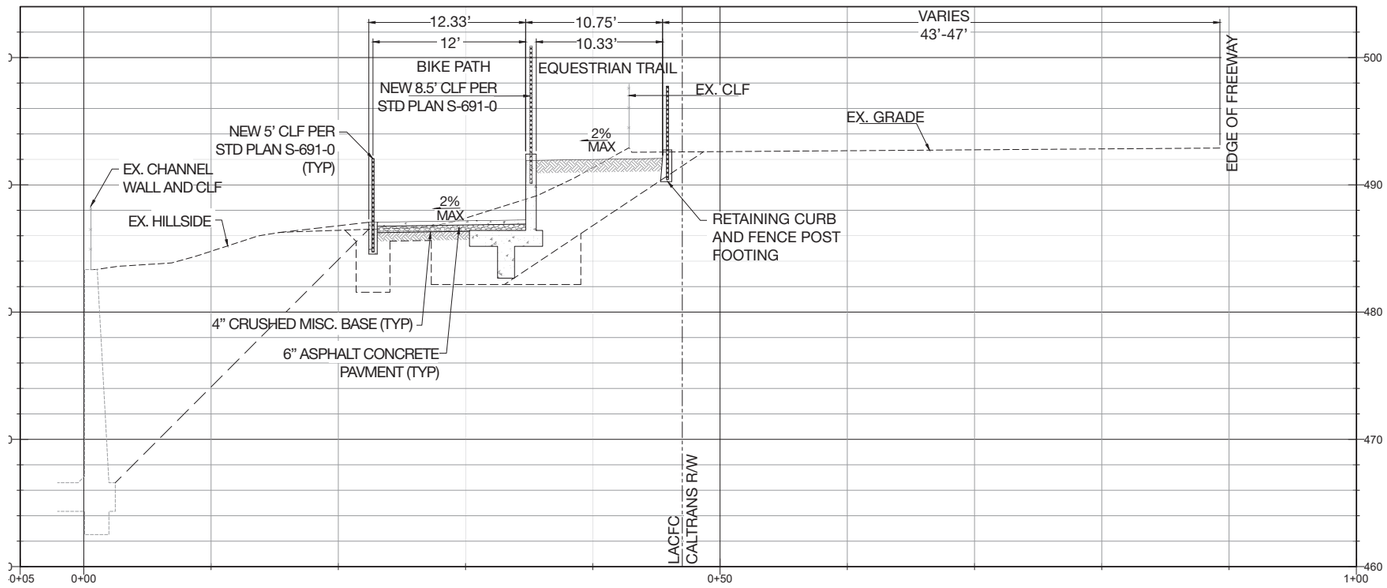
Los Angeles River Phase IV Bike Path Project

Figure 6b
Project Detail Plan

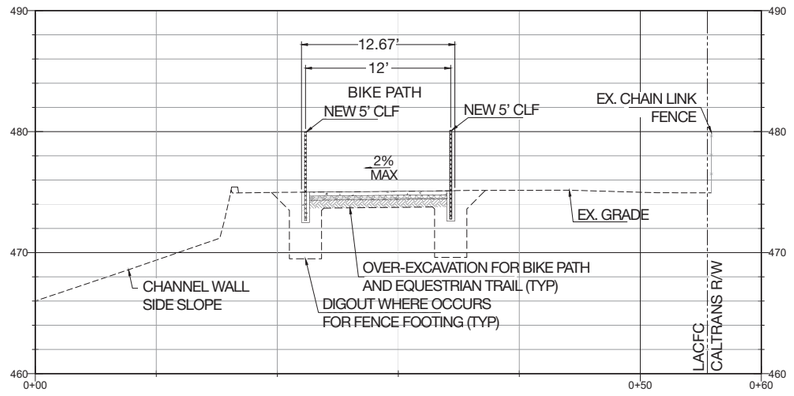
ESA



A C-1 SEGMENT A TYPICAL SECTION



C C-2 SEGMENT C TYPICAL SECTION



J C-7,C-8 SEGMENT J TYPICAL SECTION

SOURCE: City of Los Angeles, Department of Public Works, Bureau of Street Services, 2024

Figure 6c
Project Detail Plan

ESA

This page intentionally left blank

Proposed After Construction

Existing Conditions

D202100667.07

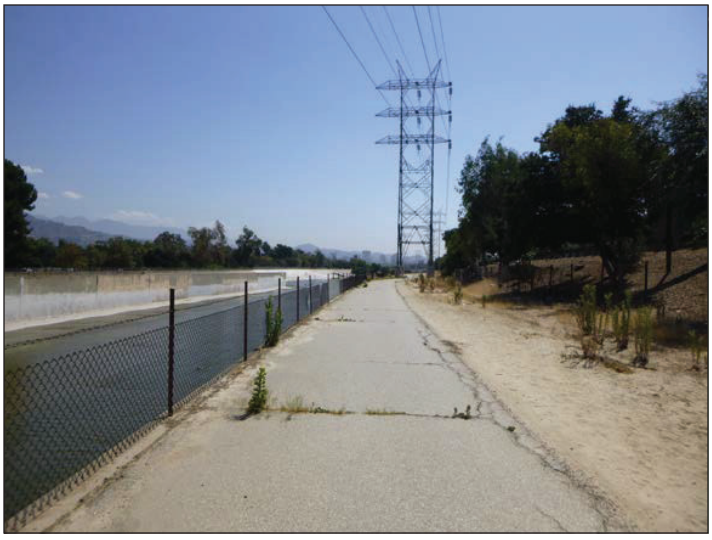
SOURCE: City of Los Angeles Department of Transportation, 2024

Los Angeles River Phase IV Bike Path Project

Figure 7a
Rendering #1: Proposed Bike Path Near Eastern Terminus

ESA

Proposed After Construction



Existing Conditions

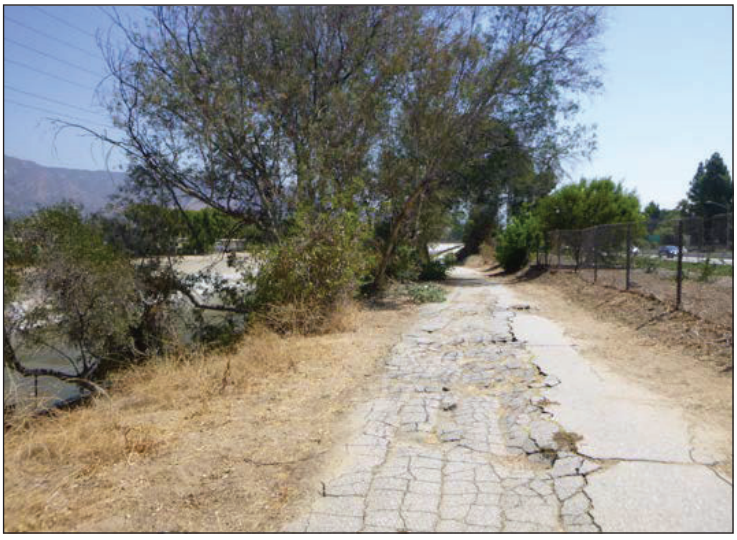
SOURCE: City of Los Angeles Department of Transportation, 2024

Los Angeles River Phase IV Bike Path Project

Figure 7b
Rendering #2: Proposed Bike/Equestrian Trail Near Trail Midpoint

ESA

Proposed After Construction



Existing Conditions

SOURCE: City of Los Angeles Department of Transportation, 2024

Los Angeles River Phase IV Bike Path Project

Figure 7c
Rendering #3: Proposed Bike/Equestrian Trail Near Western Terminus

ESA

This page intentionally left blank

Direct APE
Indirect APE
Permanent Impact (Actual Bikepath)
Griffith Park -- NRHP eligible (2S2), LAHCM #942, Historic District
Mariposa Bridge -- NRHP listed
Riverside / Zoo Drive Bridge, No. 53C1298 -- NRHP eligible (2S2), LAHCM #910
LA River Channel segment (Assumed to be a contributor to the District for the purposes of this project)

Western Ave
Victory Blvd
Riverside Dr
5
134
1
2
3
4
5
Mariposa Bridge
Riverside Drive Bridge
Zoo Dr
Forest Lawn Dr
N
0
400
Feet

Project: City of Los Angeles River Phase IV Bike Path
District: 7
County: Los Angeles
Federal Project No.: HSIPL-5953(758)

Path: U:\GIS\GIS\Projects\2021xxx\D2021006\67_07_LA_River_Phase_IV_Bike_Path\03_Project\Cultural.aprx Fig X-0 - APE Map - Overview, JNielsen, 5/29/2024

SOURCE: ESA, 2024

City of Los Angeles River Phase IV Bike Path
Area of Potential Effects

Caltrans D7 PQS Date

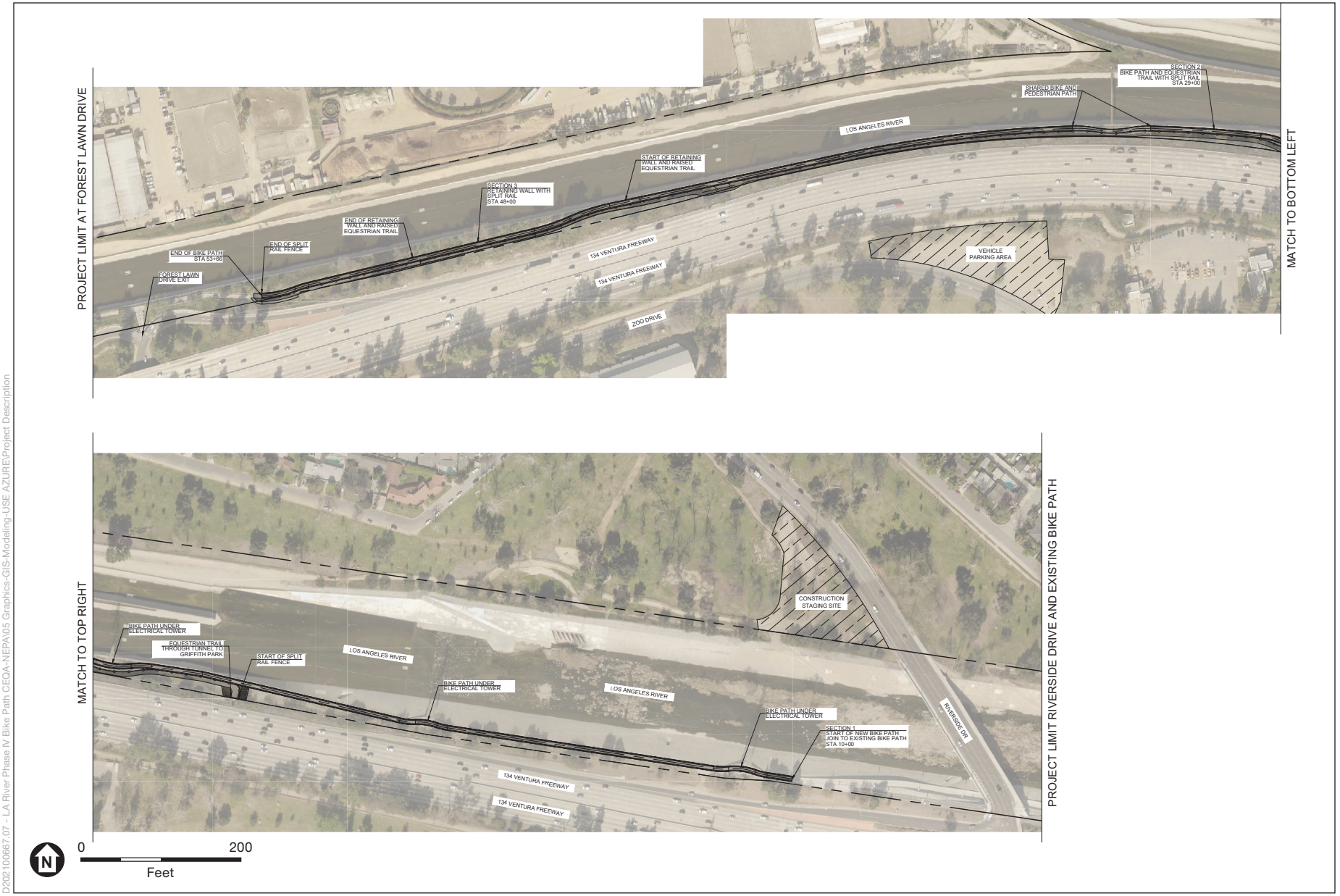
Caltrans D7 Local Assistance Engineer Date

ESA

City of Los Angeles River Phase IV Bike Path

Figure 8
APE Map

This page intentionally left blank



D202100667.07 - LA River Phase IV Bike Path CEQA-NEPA\05 Graphics-GIS-Modeling-USE AZURE\Project Description

SOURCE: City of Los Angeles, 2023

Los Angeles River Phase IV Bike Path Project

Figure 9
Construction Staging Areas

ESA

3.0 EXISTING ENVIRONMENT

Please refer to previous discussion presented above in Section 2.3 of this IS. The Project alignment is located along the south side of the LA River Channel from just west of the Riverside Drive bridge extending westward for approximately one mile. The Project area includes the nearby communities of Toluca Lake, Magnolia Park, and Los Feliz in the City of Los Angeles (Council Districts 4, 2, and 13), as well as the Cities of Burbank and Glendale, which are located north of the Project area. The Project area is entirely located within the Hollywood Community Plan Area (CPA) and is predominantly surrounded by public park and recreational uses, with a General Plan Land Use designation of Open Space.

The Project site is located along the upper bank of the LA River Channel in the existing maintenance path. There are no undercrossings of existing bridges or other features. Soft-bottomed areas of the Los Angeles River Channel are located immediately north of the eastern terminus of the Project alignment.

Open space and recreational areas found within the Project area include the Bette Davis Picnic Area and Los Angeles Equestrian Center to the north across the River Channel, and Griffith Park to the south of the 134 Freeway. The closest educational facility in the Project area is McKinley Elementary School, located at 349 W Valencia Ave in Burbank.

The Project area has been associated with California history and pre-history. There are several historical resources partially located within the Project site, including but not limited to, the Los Angeles River Channel Reaches 2 and 3, Griffith Park, and the Riverside-Zoo Drive Bridge. The LA River is presumed eligible for listing in the National Register of Historic Places, California Register of Historical Resources, and as City of Los Angeles Historical Cultural Monument. The LA River historic district is comprised of the river and associated elements which have contributed to the growth and development of Los Angeles County. Griffith Park in its entirety is a Los Angeles Historic Cultural Monument, adopted in 2009 and is eligible for the National Register because of the size, complexity, and diversity of uses of the area, and it contains more than 30 key features that appear to be historically significant and serve as contributing elements or character-defining features. The Riverside Drive Bridge was found eligible for the National Register at a local level in 2004 and was listed as a Los Angeles Historic Cultural Monument in 2008. The Riverside Drive Bridge is a contributing element to the Griffith Park District.

As discussed in further detail in subsequent sections in this IS, the California Geological Survey's Seismic Hazard Zones Map indicates that the Project site is not within an Alquist-Priolo Earthquake Fault Zone. The nearest active fault to the proposed Project is the Hollywood Fault which is located approximately three miles south of the Project site. No active faults are known to cross the project area. The Seismic Hazard Map also shows that the Project area is located within a liquefaction zone. The LA River is classified by the Federal Emergency Management Agency as a 1 Percent Chance Annual Flood Zone, while the project area surrounding the flood channel is located in an Area of Minimal Flood Hazard (Zone X). The entirety of the Project alignment would be constructed along the LA River embankment, above the base flood elevation and outside the Special Flood Hazard Area. In the event of flooding conditions, water is expected to be contained within the LA River channel.

4.0 ENVIRONMENTAL EFFECT/INITIAL STUDY CHECKLIST

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

- No Impact. This category applies when a project would not create an impact in the specific environmental issue area. A "No Impact" finding does not require an explanation when the finding is adequately supported by the cited information sources (e.g., exposure to a tsunami is clearly not a risk for projects not near the coast). A finding of "No Impact" is explained where the finding is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- Less-than-Significant Impact. This category is identified when the project would result in impacts below the threshold of significance and would therefore be less than significant impacts.
- Less-than-Significant After Mitigation. This category applies where the incorporation of mitigation measures would reduce a "Potentially Significant Impact" to a "Less Than Significant Impact." The mitigation measures are described briefly along with a brief explanation of how they would reduce the effect to a less than significant level. Mitigation measures from earlier analyses may be incorporated by reference.
- Potentially Significant Impact. This category is applicable if there is substantial evidence that a significant adverse effect might occur, and no feasible mitigation measures could be identified to reduce impacts to a less than significant level. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required. There are no such impacts for the proposed Project.

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

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial study:

☐ 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 addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier 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

2/27/2025

Date

Dr. Jan Green Rebstock

Printed Name

Environmental Affairs Officer, BOE

Title, Agency

ENVIRONMENTAL CHECKLIST

Aesthetics

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

Discussion

a) **Less-than-Significant Impact.** A scenic vista generally provides focal views of objects, settings, or features of visual interest; or panoramic views of large geographic areas of scenic quality, primarily from a given vantage point. A significant impact would occur if the proposed Project introduces incompatible visual elements within a field or view containing a scenic vista or substantially altered a view of a scenic vista.[5] The Project site is located within an urbanized area, surrounded by a variety of land uses including numerous public streets and the 134 Freeway, single- and multi-family residential uses, recreational uses including Griffith Park, Bette Davis Picnic Area, and the existing Los Angeles River Bikeway; and equestrian uses including the Los Angeles Equestrian Center. The nearest scenic vista as defined by the Conservation Element of the General Plan is Griffith Park, located south of the Project site, on the south side of the 134 Freeway. Griffith Park contains approximately 4,210 acres of both natural chapparal-covered terrain and landscaped parkland and picnic areas. Griffith Park also offers hiking trails, bike rentals, pony rides, horseback riding, picnicking, tennis, swimming, soccer, and other ball fields.[6] As depicted above in Figures 7a through 7c, the proposed Project consists of a new multi-

[5] City of Los Angeles. 2001. City of Los Angeles General Plan, Conservation Element. Available online at: https://planning.lacity.gov/odocument/28af7e21-ffdd-4f26-84e6-dfa967b2a1ee/Conservation_Element.pdf. Accessed March 2024.

[6] Griffith Observation. 2024. Wilderness in the Heart of Los Angeles. Available online at: https://griffithobservatory.org/explore/griffith-park/. Accessed March 2024.

use trail segment along the south side of the River from the existing western terminus of the Los Angeles River Bikeway located just to the west of Riverside Drive westward to approximately 200 feet east of Forest Lawn Drive in the Hollywood Community Plan area of the City of Los Angeles. Due to the distance from the Project site and the nature of the proposed Project, no scenic vistas would be affected by the proposed Project. Therefore, development of the proposed Project would not have a substantial adverse effect on a scenic vista and impacts would be less than significant.

b) **No Impact.** The Project site is located in an urbanized area and is currently an existing paved service road accessible only to pedestrians, cyclists, and equestrian users. The nearest designated scenic highway is the Arroyo Seco Historic Parkway Scenic Byway (also known as the Pasadena Freeway / U.S. 110), which is located between downtown Los Angeles and Glenarm Street in Pasadena. At its closest point, it is 6.6 miles south of the Project site. Additionally, the nearest eligible scenic highway is Interstate 210 (I-210), also referred to as the Foothill Freeway. At its closest point, I-210 is 5.4 miles north of the Project site.[7] Due to distance and intervening structures, development of the proposed Project would not substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway as there are none immediately present to the Project site. No impacts would occur.

c) **Less-than-Significant Impact.** As previously discussed, the proposed Project would be located in an urbanized area. As such, this analysis focuses on whether the proposed Project would conflict with applicable zoning and other regulations governing scenic quality. The proposed Project would be consistent with applicable zoning regulations regarding scenic quality, as discussed below.

With regard to land use and zoning designation, the Project site is designated as Open Space in the City's General Plan.[8] The Open Space designation is defined as land free of structures and buildings and/or is natural in character and functions in one or more of the following ways 1) provides opportunities for recreation and education; 2) preserves scenic, cultural or historic values; 3) conserves or preserves natural resources or ecologically important areas; 4) provides or preserves lands for managed production of natural resources; 5) protects or provides for the public health and safety; 6) enhances the economic base of the City; 7) preserves or creates community scale and identity; and 8) buffers or defines activity areas.[9] Additionally, the Project site is also zoned Open Space (OS-1XL-H-RIO).[10] The Open Space Zone is intended to protect and preserve natural

[7] Caltrans (California Department of Transportation). 2023. California State Scenic Highway System Map. Available online at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed March 2024.

[8] City of Los Angeles. 2024. Zone Information and Map Access System (ZIMAS), Parcel Profile Report. Available online at: https://zimas.lacity.org/. Accessed October 2024.

[9] City of Los Angeles. 1973. Open Space Plan. Available online at: https://planning.lacity.gov/odocument/01ea5f66-3281-488a-930b-f523712fef07/Open_Space_Element.pdf. Accessed March 2024.

[10] City of Los Angeles. 2024. ZIMAS, Parcel Profile Report. Available online at: https://zimas.lacity.org/. Accessed October 2024.

resources and natural features of the environment; to provide outdoor recreation opportunities and advance the public health and welfare; to enhance environmental quality; to encourage the management of public lands in a manner which protects environmental characteristics; and to encourage the maintenance of open space uses on all publicly owned park and recreation land, and open space public land which is essentially unimproved (LAMC). The proposed Project would be consistent with the existing land use designation and zoning.

The Project site is subject to the River Implementation Overlay District (RIO). The RIO District establishes development regulations for projects within river or tributary adjacent areas throughout the City. As mentioned, the proposed Project consists of a new multi-use trail segment along the south side of the River. Specifically, the proposed Project would construct a Bike Path and Equestrian Trail along the south bank access road of the River. The path would contain two 4-foot-wide bike lanes with 2-foot-wide shoulders on each side and a partially separated equestrian trail with an over 10-foot width (with one isolated location having a width of 8 feet due to ROW constraints. The proposed Project would be consistent with the RIO District purpose to support the goals of the Los Angeles River Revitalization Master Plan; contribute to the environmental and ecological health of the City's watersheds; establish a positive interface between river adjacent property and river parks and/or greenways; promote pedestrian, bicycle and other multi-modal connection between the river and its surrounding neighborhoods; provide an aesthetically pleasing environment for pedestrians and bicyclists accessing the river area; provide safe, convenient access to and circulation along the river; and support the LID Ordinance and the Standard Urban Stormwater Maintenance Program. Thus, the proposed Project would be consistent with the RIO District Ordinance No. 183144 and 183145.[11,12]

Hollywood Community Plan

The Project site is located within the Hollywood Community Plan. The Hollywood Community Plan does not contain goals, policies, or objectives relevant to visual character. However, the proposed Project would support the objectives for recreation, parks, and open space which includes the creation of the Los Angeles River Greenbelt corridor which would be integrated within existing and proposed parks, bicycle paths, equestrian trails, and scenic routes[13]. As mentioned, the proposed Project consists of a new multi-use trail segment along the south side of the River. Therefore, the proposed Project would be consistent with the Hollywood Community Plan objectives.

[11] City of Los Angeles. 2014a. RIO District Ordinance No. 183144. Available online at: https://planning.lacity.gov/Code_Studies/RIOproject/LA-RIO_183144_8.20.14.pdf. Accessed April 2024.

[12] City of Los Angeles. 2014b. RIO District Ordinance No. 183145. Available online at: https://planning.lacity.gov/Code_Studies/RIOproject/RIO_183145_8.20.14.pdf. Accessed April 2024.

[13] City of Los Angeles. 1988. Hollywood Community Plan. Available online at: https://planning.lacity.gov/plans-policies/community-plan-area/hollywood. Accessed March 2024.

LA River Ecosystem Restoration Project [14]

The purpose of the LA River Ecosystem Restoration Project is to reestablish riparian strand, freshwater marsh, and aquatic habitat communities and reconnect the River to major tributaries, its historic floodplain, and the significant ecological areas of the Santa Monica Mountains, San Gabriel Mountains, Elysian Hills, and Verdugo Mountains. Recreation opportunities consistent with the restored ecosystem are also part of the project such as increasing public education and awareness, increased linkage with regional recreational trails, and improve overall recreation experience compatible with restored environment. As mentioned, the Project consists of a new multi-use trail segment along the south side of the River. Thus, the proposed Project would be consistent with the recreation opportunities proposed under the LA River Ecosystem Restoration Project.

Additionally, the LA River Ecosystem Restoration Project defines the proposed Project as Reach 2, Midpoint BDP to upstream end of Ferraro Fields, an approximately 0.75 mile segment that extends from the midpoint of Bette Davis Park area of Griffith Park, where the riverbed transitions from concrete-lined to a soft bottom bed, and then transitions back to concrete around the upstream edge of Ferraro Fields. Reach 2 includes riparian habitat corridors along the overbanks of both sides of the River, includes restoration of the riparian habitat in the Bette Davis Park area of Griffith Park on the left bank and the area between Zoo Drive and SR-134 with connections under the highway to a restored linear riparian planting area along the River extending into Reach 3. Reach 2 also includes the removal of invasives (non-native plants that impair restoration efforts). As described in the Project Description, the proposed Project would upgrade the existing maintenance road into a new section of the Los Angeles River Bikeway. The proposed Project would construct a Bike Path and Equestrian Path along the south bank access road of the River. Project construction activities would include clearing and grubbing, rough grading, fine grading; and installation of the AC-paved path, lighting, railing, traffic striping and signs, retaining walls, and minor landscaping improvements. Landscaping for the Project would consist of the existing disturbed ruderal vegetation along the Project alignment between the SR-134 right-of-way and the proposed alignment and any remaining trees and replacement trees planted on the Project Site or within identified off-site planting areas in accordance with RAP Policy. No ground cover or shrubs requiring irrigation would be planted as part of the Project; however, native replacement trees planted on-site (as well as those planted off-site) would be maintained by LADOT for up to 3 years in order to ensure their survival (see MM-BIO-1 above). The primary objectives of the proposed Project are to extend the Los Angeles River Bikeway to improve connectivity along the River, provide new equestrian trail facilities, expand opportunities for non-motorized mobility, and minimize disturbance and maintain flood control features along the River. Visual quality of the Project Site following construction activities would improve as a result of the landscaping through

[14] U.S. Army Corps of Engineers Los Angeles District. 2015. Los Angeles River Ecosystem Restoration Final EIS/EIR. September 2015. Available online at: https://apps.engineering.lacity.gov/techdocs/emg/docs/lariver/LAR_Vol%201_Integrated%20Feasibility%20Report.pdf. Accessed December 12, 2024

native tree plantings, additional landscaping, and the consistent visual features associated with the new bicycle path and equestrian trail. The proposed landscaping will also serve to further landscape and visually soften the upland area adjacent to the River channel. Therefore, the proposed Project would be consistent with the LA River Ecosystem Restoration Project. Project impacts regarding visual character or quality of the site would be less than significant.

d) **Less-than-Significant Impact.** The Project site is in an urban area with existing streetlights and vehicles that create nighttime light pollution under current conditions. Any new or relocated streetlights or proposed bike trail lighting installed as part of the proposed Project would comply with existing requirements regarding location, brightness, focusing of light onto the roadway, etc. The Project would not involve any nighttime construction, and as such it is anticipated that no substantial sources of temporary nighttime lighting would be required during construction activities. During Project operation, it is not anticipated that new and/or relocated streetlights would result in significantly additional light compared to existing conditions because there are many existing streetlights along the adjacent SR-134 corridor immediately to the south of the Project alignment. Furthermore, Project-related lighting would consist of 10-foot-high modular solar light poles placed approximately every 70 feet along the fence line forming the southern edge of the bike path portion of the Project ROW, which would focus light directly beneath the light poles to limit illumination to the Project ROW limits. Thus, the proposed Project would not contribute a substantial amount of additional light during nighttime hours outside of the Project site. Therefore, the proposed Project would not create a new substantial source of light or glare that would adversely affect views in the Project area. Impacts would be less than significant.

Agriculture and Forestry Resources

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

Discussion

a) **No Impact.** The Project site is not within any areas designated for Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[15] According to the California Department of Conservation (DOC), the Project site is identified as "Urban and Built-Up Land." Additionally, the Project site is designated as Open Space in the City's General Plan Land Use Map and zoned as Open Space in the City's Zoning Map.[16] The proposed Project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use and impacts would not occur.

b) **No Impact.** As mentioned previously, the Project site is designated as Open Space in the City's General Plan and is also zoned as Open Space. The Project site is not zoned for agricultural uses and is not under a Williamson Act contract.[17] Therefore, implementation

[15] DOC (California Department of Conservation). 2022a California Important Farmland Finder. Available online at: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed March 2024

[16] City of Los Angeles. 2024. ZIMAS, Parcel Profile Report. Available online at: https://zimas.lacity.org/. Accessed October 2024.

[17] DOC (California Department of Conservation). 2022b. California Williamson Act Enrollment Finder. Available online at: https://maps.conservation.ca.gov/dlrp/WilliamsonAct/. Accessed March 2024.

of the proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and impacts would not occur.

c) **No Impact.** As mentioned previously, the Project site is designated as Open Space in the City's General Plan and zoned as such. The Project site is not designated as forest land, timberland, or timberland zoned Timberland Production, and no loss of forest land or timberland would occur. Therefore, implementation of the proposed Project would not conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production, and impacts would not occur.

d) **No Impact.** As mentioned previously, the Project site is not designated as forest land, timberland, or timberland zoned Timberland Production. Therefore, implementation of the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use, and impacts would not occur.

e) **No Impact.** As mentioned under Thresholds a) through d), there would be no impacts associated with the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, implementation of the proposed Project would not conflict in the existing environment or conversion of land use, and no impact would occur.

Air Quality

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

Discussion

The following discussion of air quality impacts is based on the was air quality construction emissions calculations and modeling data prepared by ESA in December 2024, which is included in Appendix B of this Draft IS/MND.

a) **Less-than-Significant Impact.** The Project is located within the South Coast Air Basin (Basin). Air quality planning for the Basin is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Therefore, the Project would be subject to SCAQMD's Air Quality Management Plan (AQMP), which contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG).

The 2022 AQMP was prepared to accommodate growth, reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, return clean air to the region, and minimize the impact on the economy. The 2022 AQMP contains a variety of strategies to improve air quality, such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low nitrogen oxides (NOx) technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other measures. Projects that are consistent with the assumptions used in the AQMP do not interfere with attainment because the growth is included in the projections utilized in the formulation of the AQMP. Thus, projects, uses, and activities that are consistent with the applicable growth projections and control strategies used in the development of the

AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if it would individually exceed the SCAQMD's numeric indicators.

Construction

Construction activities associated with the Project have the potential to generate temporary criteria pollutant emissions through the use of heavy-duty construction equipment and through vehicle trips generated from worker trips, vendor and haul trucks traveling to and from the Project Site (construction assumptions and modeling calculations are included in Appendix B of this Draft IS/MND). In addition, fugitive dust emissions would result from construction activity. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity and equipment, and prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources.

As discussed under the analysis in Section 4.3b below, regional concentrations of nitrogen oxides (nitrogen dioxide [NO_2] as NO_X), volatile organic compounds (VOCs), sulfur dioxide (SO_2), carbon monoxide (CO), particles with diameters that are generally 10 micrometers and smaller (PM10), and fine inhalable particles with diameters that are generally 2.5 micrometers and smaller (PM2.5) have been analyzed for the Project. As shown in Table 4 below, regional maximum daily Project construction emissions would not exceed the SCAQMD regional construction emissions thresholds. Therefore, the Project would not increase in the frequency or severity of existing air quality violations, cause or contribute to new air quality violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

As discussed under the analysis in Section 4.3c below, localized concentrations of NO_2 as NO_X, CO, PM10, and PM2.5 have been analyzed for the Project. SO_2 emissions would be negligible during construction and long-term operations and, therefore, would not have the potential to cause or effect a violation of the SO_2 ambient air quality standard. Since VOCs are not a criteria pollutant, there is no ambient standard or localized threshold for VOCs. However, due to the role VOCs play in O_3 formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

The Project's NO_X, CO, PM10, and PM2.5 emissions during construction and operations were analyzed: (1) to ascertain potential effects on localized concentrations; and (2) to determine if there is a potential for such emissions to cause or effect a violation of the ambient air quality standards for NO_2, CO, PM10, and PM2.5. As shown in Table 5, the increases in localized emissions of NO_2, CO, PM10, and PM2.5 during construction would not exceed the SCAQMD-recommended localized significance thresholds at sensitive receptors in proximity to the Project Site, which include the nearest residential land uses to the north, across the Los Angeles River from the Project Site (refer to Figure 3 in the Project Air Quality Report).

The Project would have less than significant construction emissions of criteria pollutants. Therefore, the Project would be consistent with the AQMP. Additionally, the Project would comply with California Air Resources Board (CARB) requirements to minimize short-term emissions from on-road and off-road diesel equipment. The Project would also comply with SCAQMD regulations for controlling fugitive dust pursuant to SCAQMD Rule 403, for example, apply water spray/mists at least 3 times per day on active areas of disturbance and unpaved roads, and limit truck speed to 15 miles per hour or less on unpaved roads to minimize dust on unpaved roads at the construction site.

The SCAQMD recommends that lead agencies demonstrate that a project would not directly obstruct implementation of an applicable air quality plan and that a project be consistent with the assumptions (typically land-use related) upon which the air quality plan is based. The Project would result in an increase in short-term employment compared to existing conditions. The construction of the Project would generate up to 18 jobs during the paving and construction phase. Being relatively small in number and temporary in nature, construction jobs under the Project would not conflict with the long-term employment projections upon which the AQMP is based.

Compliance with these requirements is consistent with and meets or exceeds the AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. In addition, the Project would implement BMP-AQ-1 and BMP-AQ-2, which would ensure compliance with SCAQMD Rule 403 to address dust particulate emissions and Rule 402 to address odors, respectively. Because the Project would not conflict with the control strategies intended to reduce emissions from construction equipment, the Project would not conflict with or obstruct implementation of the AQMP, and impacts would be less than significant and no mitigation measures are required.

Operation

As discussed below, the operation of the Project would not generate substantial emissions of criteria pollutants. The Project Site is currently an existing paved service road accessible to pedestrians, cyclists, and equestrian users via an existing pedestrian/equestrian bridge to the west of the alignment and a tunnel beneath the 134 Freeway that connects to Griffith Park/Zoo Drive to the south. The Project is not anticipated to generate any additional daily vehicle trips beyond existing maintenance trips that occur under existing conditions. In addition, ongoing maintenance of the trail and associated landscaping and tree plantings would require regular, but relatively infrequent, activities by maintenance staff along the Project alignment and in any off-site tree planting areas. Such activities would be negligible in terms of air pollutant emissions in the context of the overall operation of the Project, which is an extension of a bicycle, pedestrian, and equestrian path that would generally contribute to reduced vehicle trips and associated emissions. As a multi-use trail and recreational use, the Project is not anticipated to result in increases in employment. Overall, the Project would not conflict with the growth

projections identified in the AQMP and would not conflict with or obstruct implementation of the AQMP's or the County's strategies and polices intended to reduce criteria pollutant emissions. Therefore, impacts would be less than significant and no mitigation measures are required.

In summary, the Project would contribute to local and regional air pollutant emissions during construction (short-term or temporary) and negligible operational emissions (long-term). However, based on the previous analysis, the Project would result in less than significant impacts relative to the daily significance thresholds for criteria air pollutant emissions established by the SCAQMD for construction and no mitigation measures are required.

b) **Less-than-Significant Impact.** The Project would result in the emission of criteria pollutants both during construction and operation for which the Project area is in non-attainment. A significant impact may occur if a project would add a cumulatively considerable contribution of a federal or state non-attainment pollutant. The Air Basin is currently in non-attainment for ozone, PM10, and PM2.5.

SCAQMD has established numerical significance thresholds for construction and operational activities. The numerical thresholds are based on the recognition that the Air Basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health.[18] Given that construction impacts are temporary and limited to the construction phase, SCAQMD has established numerical significance thresholds specific to construction activity. Based on the thresholds in the SCAQMD CEQA Air Quality Handbook, the Project would potentially result in a significant impact of a federal or State non-attainment pollutant if emissions of O_3 precursors (VOC and NOx), PM10, or PM2.5 would exceed the values shown in **Table 3**, SCAQMD Regional Emissions Thresholds (pounds per day).

TABLE 3
SCAQMD REGIONAL EMISSIONS THRESHOLDS (POUNDS PER DAY)

Activity	VOC	NOx	CO	SO2	PM10	PM2.5
Construction	75	100	550	150	150	55
Operation	55	55	550	150	150	55

NOTES: CO = carbon monoxide; NOx = nitrogen oxides; PM2.5= particles with diameters that are generally 2.5 micrometers and smaller; PM10 = particles with diameters that are generally 10 micrometers and smaller; SO2 = sulfur dioxide; VOC = volatile organic compound

SOURCE: SCAQMD. 2003. SCAQMD Air Quality Significance Thresholds. March 2023.

Construction Impacts

Construction of the Project has the potential to generate temporary regional criteria pollutant emissions through the use of heavy-duty construction equipment, such as

[18] SCAQMD (South Coast Air Quality Management District). 1993. CEQA Air Quality Handbook. November 1993.

excavators and forklifts, through vehicle trips generated by workers and haul trucks traveling to and from the Project Site, and through building activities, such as the application of paint and other surface coatings. In addition, fugitive dust emissions would result from demolition and various soil-handling activities. Construction emissions, primarily NO_X, would result from the use of construction equipment, such as dozers and loaders. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions.

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The emissions have been estimated using the California Emissions Estimator Model (CalEEMod) software (version 2022.1), an emissions inventory software program recommended by the SCAQMD. Emissions from off-road equipment and off-road vehicles were estimated through CalEEMod since the model is based on outputs from the CARB off-road emissions factor (OFFROAD), which is the emissions estimation model developed by CARB and used to calculate emissions from construction activities, including off-road vehicles. The input values used in this analysis were adjusted to be Project-specific based on equipment types and the construction schedule based on information provided by the Project's construction representative. When information was unknown, CalEEMod defaults were used. This emissions analysis for all construction activities includes compliance with mandatory SCAQMD Rule 403 measures regarding the control of fugitive dust.

Construction of the Project (following site clearing) is estimated to last approximately 27 months, tentatively scheduled to begin Winter 2026 and conclude Winter 2029. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per CEQA guidelines. Site specific construction fleet may vary due to specific Project needs at the time of construction. The duration of construction activity and associated construction equipment was estimated based on consultation with the City.

The maximum daily regional emissions from these activities are estimated by construction phase and compared to the SCAQMD significance thresholds. As shown in **Table 4**, Maximum Regional Construction Emissions – Without Mitigation (Pounds Per Day), emissions resulting from construction of the Project would not exceed any criteria pollutant thresholds established by the SCAQMD. Therefore, impacts would be less than significant and no mitigation measures are required.

TABLE 4
MAXIMUM REGIONAL CONSTRUCTION EMISSIONS – WITHOUT MITIGATION (POUNDS PER DAY) [a]

Source	VOC	NOx	CO	SO2	PM10	PM2.5
Mobilization	0.00	0.14	0.07	0.00	0.04	0.01
Demolition (2026)	2.68	25.22	24.83	0.07	5.56	1.68
Demolition (2027)	2.60	23.94	24.38	0.07	5.50	1.62
Site Preparation	0.38	2.69	6.27	0.01	0.57	0.19
Site Grading	1.77	14.90	16.12	0.04	3.14	1.60
Site Construction (2027)	0.98	6.82	9.08	0.02	0.87	0.35
Site Construction (2028)	0.96	6.53	8.92	0.02	0.85	0.34
Architectural Coating and Landscaping (2028)	1.04	5.00	6.79	0.02	0.38	0.20
Architectural Coating and Landscaping (2029)	1.02	4.77	6.60	0.02	0.37	0.19
Maximum Daily Emissions	**2.68**	**25.22**	**24.83**	**0.07**	**5.56**	**1.68**
SCAQMD Regional Significance Thresholds [c]	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

NOTES: CO = carbon monoxide; NOx = nitrogen oxides; PM2.5= particles with diameters that are generally 2.5 micrometers and smaller; PM10 = particles with diameters that are generally 10 micrometers and smaller; SO2 = sulfur dioxide; VOC = volatile organic compound

a Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B, of this Draft IS/MND.

b Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

SOURCE: ESA, 2024.

Operational Impacts

Operation of the Project would generate minimal emissions periodic trail maintenance. The occasional mobile trips due to trail maintenance would not result in a substantial source of air quality emissions. Furthermore, the Project site would operate as a recreational Bike Path and Equestrian Trail and maintenance activities would be the same as those currently conducted for other Los Angeles River Bikeway segments within the City's jurisdiction. This would be a less than significant impact.

c) **Less-than-Significant Impact.** Certain population groups are especially sensitive to air pollution and should be given special consideration when evaluating potential air quality impacts. These population groups include children, the elderly, persons with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. As defined in the SCAQMD CEQA Air Quality Handbook,[19] a sensitive receptor to air quality is defined as any of the following land use categories: (1) long-term health care facilities; (2) rehabilitation centers; (3) convalescent centers; (4) retirement homes; (5) residences; (6) schools; (7) parks and playgrounds; (8) child care centers; and (9) athletic fields. Sensitive receptors within a quarter-mile radius of the Project include adjacent residential land uses to the north, across the Los Angeles River.

[19] SCAQMD (South Coast Air Quality Management District). 1993. CEQA Air Quality Handbook. November 1993.

The localized air quality analysis was conducted using the methodology described in the SCAQMD Localized Significance Threshold Methodology (June 2003, revised July 2008), which relies on on-site mass emission rate screening tables and project-specific dispersion modeling typically for sites greater than five acres, as appropriate.[20] The localized significance thresholds are applicable to NO_X, CO, PM10, and PM2.5. For NO_X and CO, the thresholds are based on the ambient air quality standards. For PM10 and PM2.5, the thresholds are based on requirements in SCAQMD Rule 403 (Fugitive Dust) for construction and Rule 1303 (New Source Review Requirements) for operations. The SCAQMD has established screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and therefore not cause or contribute to an exceedance of the applicable ambient air quality standards without project-specific dispersion modeling. The screening criteria depend on: (1) the area in which the project is located, (2) the size of the project area, and (3) the distance between the project area and the nearest sensitive receptor.

SCAQMD's Methodology clearly states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs [localized significance thresholds]." Therefore, for purposes of the LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The nearest existing sensitive receptors to the Project's bicycle and equestrian path are single-family residential uses to the north, approximately 148 meters across the Los Angeles River. The LST used for the localized significance impact analysis were based on the estimated Project Site acreage in the Northwest Coastal LA County Source-Receptor Area with sensitive receptors located 100 meters from the Project Site.

Construction Emissions

Table 5, Maximum Localized Construction Emissions – Without Mitigation (Pounds Per Day), identifies the localized impacts at the nearest receptor location in the vicinity of the Project area without mitigation. The localized emissions during construction activity would not exceed SCAQMD's localized significance thresholds. Therefore, impacts would be less than significant and no mitigation measures are required.

TABLE 5
MAXIMUM LOCALIZED CONSTRUCTION EMISSIONS – WITHOUT MITIGATION (POUNDS PER DAY)[A]

Source	NOx	CO	PM10 [b]	PM2.5 [b]
Mobilization	0.00	0.00	0.00	0.00
Demolition (2026)	21.32	21.41	4.24	1.31
Demolition (2027)	20.16	21.15	4.17	1.25
Site Preparation	2.45	4.08	0.08	0.07
Site Grading	12.96	13.24	2.22	1.35

[20] SCAQMD (South Coast Air Quality Management District). 2008. Localized Significance Threshold Methodology. June 2003, revised July 2008.

Source	NOx	CO	PM10 [b]	PM2.5 [b]
Site Construction (2027)	5.84	6.61	0.20	0.18
Site Construction (2028)	5.60	6.58	0.19	0.17
Architectural Coating and Landscaping (2028)	4.69	5.99	0.15	0.14
Architectural Coating and Landscaping (2029)	4.48	5.95	0.14	0.13
Maximum Daily Emissions	**21.32**	**21.41**	**4.24**	**1.35**
SCAQMD Localized Significance Thresholds [c]	189.7	2,209.3	44.1	11.9
Exceeds Threshold?	No	No	No	No

a Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B, of this Draft IS/MND.

b Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

c Localized Significance Thresholds (LST) were estimated for the Project's site acreage with a 100-meter receptor distance.

SOURCE: ESA, 2024

Operational Emissions

As previously described, the operation of the Project would generate minimal emissions from occasional maintenance activities. The Project's maintenance activities would reflect the activities currently conducted for other Los Angeles River Bikeway segments within the City's jurisdiction. The Project would not generate emission from onsite stationary sources. Typically, land uses associated with industrial operations, such as chemical processing and warehousing operations with onsite idling trucks would have the potential to generate substantial stationary sources. The Project would not include any uses that would have the potential for stationary sources. Therefore, localized air quality impacts related to operation-related emissions would be less than significant and no mitigation measures are necessary.

Carbon Monoxide Hotspot

The potential for the Project to cause or contribute to CO hotspots was evaluated by comparing Project intersections (both intersection geometry and traffic volumes) with prior studies conducted by the SCAQMD in support of their AQMPs and considering existing background CO concentrations. As discussed below, this comparison demonstrates that the Project would not cause or contribute considerably to the formation of CO hotspots, that CO concentrations at Project-impacted intersections would remain well below the threshold one-hour and eight-hour California ambient air quality standards of 20 or 9.0 parts per million, respectively within one-quarter mile of a sensitive receptor, and that no further CO analysis is warranted or required.

According to the SCAQMD's 2022 AQMP, no exceedances of the CO standards have been recorded at monitoring stations in the Air Basin since 2003, and the Air Basin is

currently designated as a CO attainment area for both the California ambient air quality standards and the national ambient air quality standards.[21]

The SCAQMD's 2003 AQMP estimated that the 1-hour concentration for the intersection of Wilshire Boulevard and Veteran Avenue was 4.6 parts per million, which indicates that the most stringent 1-hour CO standard (20.0 parts per million) would likely not be exceeded until the daily traffic at the intersection exceeded more than 400,000 vehicles per day.[22] The AQMP CO hotspots modeling also took into account worst-case meteorological conditions and background CO concentrations. As an initial screening step, if a project intersection does not exceed 400,000 vehicles per day, then the project does not need to prepare a detailed CO hot spot analysis, and impacts would be less than significant. The Project would not generate any new mobile vehicle trips beyond existing conditions. Background concentrations of CO within the vicinity of the modeled intersection have substantially decreased since preparation of the 2003 AQMP primarily due to ongoing fleet turnover of older on-road light duty vehicles and use of cleaner fuels. Therefore, the Project does not trigger the need for a detailed CO hotspots model and would not cause any new or exacerbate any existing CO hotspots. The Project's occasional operational maintenance activities would not expose sensitive receptors to substantial CO concentrations. As a result, impacts related to localized mobile-source CO emissions would be less than significant.

During construction, on-road traffic from the construction vehicles would include a daily maximum of 18 worker vehicles during the demolition, site preparation, site grading, and site construction phases. While construction-related traffic on the local roadways would occur during construction, the net increase of construction worker vehicle trips to the existing daily traffic volumes on local roadways would be relatively small and would not result in CO hotspots. Additionally, construction-related vehicle trips would only occur in the short-term and would cease once construction activities have been completed. As previously mentioned, the operation of the Project would not generate additional vehicle trips beyond existing conditions.

Toxic Air Contaminants

Concentrations of toxic air contaminants (TACs), or in federal parlance, hazardous air pollutants, are also used as indicators of ambient air quality conditions. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

[21] SCAQMD (South Coast Air Quality Management District). 2022. 2022 Air Quality Management Plan. Adopted December 2, 2022.

[22] SCAQMD (South Coast Air Quality Management District). 2003. 2003 Air Quality Management Plan. Adopted August 1, 2003.

The nearest sensitive receptors are located 486 feet, or 148 meters, north of the Project Site. SCAQMD recommends that construction health risk assessments be conducted for substantial sources of diesel particulate matter (DPM) emissions (e.g., earth-moving construction activities) in proximity to sensitive receptors and has provided guidance for analyzing mobile source diesel emissions. However, localized DPM emissions (strongly correlated with PM2.5 emissions) would be less than significant. Although the localized analysis does not directly measure health risk impacts, it does provide data that can be used to evaluate the potential to cause health risk impacts. The very low level of PM2.5 emissions coupled with the short-term duration of construction activity resulted in an overall low level of DPM concentrations in the Project area. Furthermore, compliance with the CARB ATCM anti-idling measure, which limits idling to no more than five minutes at any location for diesel-fueled commercial vehicles, would further minimize DPM emissions in the Project area. Sensitive receptors would be exposed to emissions below thresholds, and construction TAC impacts would be less than significant and no mitigation measures are required.

SCAQMD recommends that operational health risk assessments be conducted for substantial sources of DPM emissions (e.g., truck stops and warehouse distribution facilities) in proximity to sensitive receptors and has provided guidance for analyzing mobile source diesel emissions. The Project is not anticipated to generate a substantial number of daily truck trips. Therefore, based on the limited activity of TAC sources TAC concentrations at off-site sensitive receptors, the Project would not warrant the need for a health risk assessment associated with on-site operational activities, and potential TAC impacts are expected to be less than significant.

d) **Less-than-Significant Impact.** Potential activities that may emit odors during construction activities include the use of architectural coatings and solvents and the combustion of diesel fuel in on- and off-road equipment. SCAQMD Rule 1113 would limit the amount of VOCs in architectural coatings and solvents. In addition, the Project would comply with the applicable provisions of the CARB Air Toxics Control Measure regarding idling limitations for diesel trucks. Further, construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of construction. Through adherence with mandatory compliance with SCAQMD Rules, no construction activities or materials are expected to create objectionable odors affecting a substantial number of people. Therefore, construction of the Project would result in less than significant impacts and no mitigation measures are required.

According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project does not include any uses identified by SCAQMD as being associated with substantial odors. As a result, the Project is not expected to discharge contaminants into the air in quantities that would cause a nuisance, injury, or annoyance to the public or property pursuant to SCAQMD Rule 402. Therefore, the Project would not create adverse odors affecting a substantial number of people and impacts would be less than significant and no mitigation measures are required.

Biological Resources

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

Discussion

The following discussion of biological resources impacts is based on the information, analysis, and conclusions presented in the Los Angeles River Phase IV Bike Path Project Biological Technical Letter Report, and Los Angeles River Phase IV Bike Path Project Aquatic Resources Delineation Report, both of which were prepared by ESA in November 2024, and are included in Appendix C-1[23] and Appendix C-2,[24] respectively, of this Draft IS/MND. In addition, the discussion of impact to protected trees is based on information presented in the Los Angeles River Phase IV

[23] Environmental Science Associates. 2024. Los Angeles River Phase IV Bike Path Project Biological Technical Letter Report. November 2024. See Appendix C-1 of this Draft IS/MND.

[24] Environmental Science Associates. 2024. Los Angeles River Phase IV Bike Path Project Aquatic Resources Delineation Report. November 2024. See Appendix C-2 of this Draft IS/MND.

Bike Path Park Tree Inventory Report, which was prepared by ESA in February 2025, and is included in Appendix C-3[25] of this Draft IS/MND.

a) **Less-than-Significant Impact.**

Special-Status Plants

The natural communities documented immediately adjacent to the Project site are heavily disturbed due to the significant urban development in the area, including the channelized LA River immediately to the north and SR-134 immediately to the south. Additionally, the heavily disturbed and largely developed vegetated areas within the Project site area are fragmented/isolated from contiguous vegetation found in the undeveloped foothills of Griffith Park; therefore, there is a reduced likelihood that sensitive plant species would occur within the Project site. Seven species were determined to have a low potential to occur due to the degraded nature or lack of suitable habitat. These species include marsh sandwort (*Arenaria paludicola*), Nevin's barberry (*Berberis nevinii*), lucky morning-glory (*Calystegia felix*), Los Angeles sunflower (*Helianthus nuttallii* ssp. *parishii*), white rabbit-tobacco (*Pseudognaphalium leucocephalum*), Parish's gooseberry (*Ribes divaricatum* var. *parishii*) and California satintail (*Imperata brevifolia*). BMP-BIO-1, discussed above, would provide a Worker Environmental Awareness Program training to inform construction crews regarding potentially occurring special-status plants.

Special-Status Wildlife

A total of four species are expected to have a low potential to occur within the Project area, including the southwestern willow flycatcher, least Bell's vireo, western mastiff bat, and coast horned lizard. One species, yellow warbler, is expected to have a moderate potential to occur within the Project area. However, all special-status wildlife species have a low potential to occur within the heavily disturbed and enclosed Project area. Impacts to special-status wildlife species are unlikely to occur due to the lack of habitat within previously developed or disturbed area, where all construction is proposed. Implementation of BMP-BIO-1 would also ensure that environmental training is provided prior to work, construction is maintained within approved Project limits, speed limits are enforced, and trash and debris are removed offsite, which would further reduce potential impacts to special-status wildlife species. Additionally, work activities are proposed to occur during daylight hours reducing overall impacts to special-status foraging bats which may occasionally forage within the Project area.

Furthermore, Project activities could negatively impact nesting birds, including yellow warbler, that are protected in accordance with the MBTA and CFGC through the removal of an active nest or the disruption of breeding/nesting, such as copulation, nest building or incubation. Implementation of BMP-BIO-1 and BMP-BIO-2 would reduce potential

[25] Environmental Science Associates. Los Angeles River Phase IV Bike Path Project Park Tree Inventory Report. February 2025. See Appendix C-3 of this Draft IS/MND.

impacts to potential nesting birds established onsite as well as during travel to and from the Project site area through the Project area.

As such, impacts to special-status plant and wildlife species and their habitats would be less than significant.

b) **Less-than-Significant Impact.** One sensitive natural community is present within the Project area: Goodding's willow – red willow riparian woodland and forest (G4, S3) is located adjacent the eastern extent of the Project area within the LA River. The entire riparian woodland and forest natural community within the Project area falls outside of the fenced ProjecBMP-BIO-1 would restrict access and potential pollution of the LA River and sensitive riparian community within. As such, impacts to sensitive natural communities would be less than significant.

c) **Less-than-Significant Impact.** As discussed in the Project's Aquatic Resource Delineation Report (see Appendix C-2 of this Draft IS/MND), a total of 0.11 acre of potential wetland and 7.57 acres (4,532 linear feet) of potential other waters of the U.S. and State occur within the Project Survey Area. A total of 9.49 acres of aquatic resources potentially jurisdictional under Section 1600 et seq. of the CFGC occur within the Project Survey Area. However, while portions of the Project Survey Area contain wetlands under the jurisdiction of the USACE and CDFW, the Project would not result in any physical alteration outside of the Project construction footprint, which does not intersect with any of the delineated wetlands. As such, impacts to wetlands would be less than significant.

d) **Less-than-Significant Impact.** While wildlife likely uses the Project Survey Area to forage, breed, and to some extent, for local and regional movement, the Project site is heavily trafficked by vehicles, horses, and people, which create a significant barrier to movement in addition to existing physical barriers. Therefore, the Project site is not expected to function as an important migration corridor during daylight hours, when construction is proposed. The proposed Project may also result in both direct and indirect impacts to nesting migratory birds that may utilize the Project Survey Area for foraging and/or nesting. Ground disturbance activities may disrupt foraging and breeding/nesting behavior, such as copulation, nest building or incubation, or result in the removal of an active nest. Implementation of BMP-BIO-1, BMP-BIO-2, BMP-BIO-3, and BMP-BIO-4 would minimize potential impacts to local wildlife and nesting or migratory birds. Furthermore, as discussed in greater detail in Section 4.11, *Land Use and Planning*, below, the Project would not result in conflicts with the Los Angeles River Ecosystem Restoration Project, including effects related to wildlife movement in the Project area. Impacts regarding wildlife movement would be less than significant.

e) **Less-than-Significant with Mitigation Incorporated.** Ordinance 186873 amends Sections 12.21, 17.02, 17.05, 17.06, 17.51, 46.00, 46.01, 46.02, 46.03, 46.04 and 46.06 of the LAMC and requires that all development be sited and designed to preserve

Protected tree and shrub species with a cumulative trunk diameter at breast height of 4 inches or greater, where feasible. Protected trees include native oaks (*Quercus* species), excluding the scrub oak (*Quercus dumosa*); California (western) sycamore (*Platanus racemosa*); Southern California black walnut (*Juglans californica*); and California bay (*Umbellularia californica*). Protected shrubs include Mexican elderberry (*Sambucus mexicana*) and toyon (*Heteromeles arbutifolia*). The City Planning Division refers to all other private property trees with a cumulative diameter at breast height of 8 inches or greater as Significant trees and requires that they be preserved where feasible, as well. Significant trees are not otherwise regulated by the municipal code. While the City Tree Ordinance applies to protected trees City-wide, the park trees that are located within the Project footprint and adjacent Caltrans ROW are managed by the City of Los Angeles Department of Recreation and Parks (RAP) and Caltrans, respectively. The RAP Tree Preservation Policy (RAP Policy) provides protection of specified trees, protect their value, and avoid significant negative impacts to the ecosystem. The RAP Policy regulates protection of trees in four categories:

- **Ordinance Trees** Protected by the City Protected Tree and Shrub Ordinance (Ordinance).
- **Heritage Trees** are individual trees of any size or species that are specifically designated as heritage because of their historical, commemorative, or horticultural significance.
- **Special Habitat Value Trees** are native trees located on RAP managed lands.
- **Common Park Trees** are generally mature exotic trees that have value beyond the shade they provide to park users and are a scenic resource.

As discussed in the Park Tree Inventory Report (Appendix C-3 of this Draft IS/MND), when a large number of trees are proposed for removal, the notification protocol in the RAP Policy must be followed. Tree replacement is guided by the RAP Policy and by the objectives and functions as defined by the Department. RAP trees are planted according to the RAP Reforestation Program. In situations where crowding or other physical constraints make it impossible to plant the same tree in the same place where it was removed, an alternate location is found. In addition, undesirable tree species are not replaced.

In addition to RAP trees, all trees located adjacent to the Project Site and within the Caltrans ROW were inventoried as part of the Park Tree Inventory Report. A total of 291 trees consisting of 26 species were observed within and/or adjacent the Project Site. Of the 291 trees, 131 are located within the Project Site and 160 trees are located within the Caltrans ROW. Of the 131 trees located within the Project Site 46 trees protected by the City Ordinance, 18 special habitat value trees, 41 common park trees, and the remaining 26 are undesirable non-native invasive species. Of the 160 trees located within the Caltrans ROW, 31 trees are protected by the City Ordinance and 129 are unprotected

trees. A summary of the trees on the Project Site is provided in Appendix B of the Park Tree Inventory Report.

Multiple trees occur along the Project site including coast live oak (*Quercus agrifolia*), valley oak (*Quercus lobata*), elderberry, Southern California black walnut, and California sycamore. Construction of the Project would likely result in the encroachment into the tree protection zone and the removal of trees within both the Project Site and adjacent Caltrans ROW. The impact to existing trees resulting from Project implementation would vary based on each tree's proximity to construction activities. The determination made in the Park Tree Inventory Report regarding the type and extent of each tree impact is based on the following impact categories:

- *Avoidance* – Proposed construction does not extend within the tree protection zone of a tree.
- *Encroachment* – Proposed construction extends into the < 35 percent of the tree protection zone of a tree and is expected to result in impacts but not requiring removal.
- *Removal* – Proposed construction will result in > 35 percent of the tree protection zone resulting in the removal of the tree.

The Project was designed in an attempt to minimize tree encroachments and removals; however, based on input from the equestrian community and others (see discussion in the Section 2.4.3 above), the Project footprint was expanded to accommodate a wider equestrian trail ROW (which also required increased grading and over-excavation of slopes to install retaining walls), which in turn impacted a number of additional trees within the Project Site and adjacent Caltrans ROW. Despite the City's best efforts to minimize tree impacts, a total of 58 trees located within the Project Site would be encroached into the tree protection zone in order to accommodate the proposed construction activities. Similarly, a total of 25 trees located within the Project Site would require removal in order to accommodate the proposed construction activities. In the Caltrans ROW, a total of 15 trees would be encroached and 52 would require removal. **Table 6**, *Summary of Tree Impacts*, provides a summary of the tree impacts by regulated status.

TABLE 6
SUMMARY OF TREE IMPACTS

Assessment Rating Category	Common Tree	Ordinance Tree	Special Habitat Tree	Undesirable Tree	Caltrans – Ordinance Tree	Caltrans – Unprotected Tree	Totals
Avoided	11	28	13	11	10	83	***156***
Encroached	19	13	2	9	3	12	***58***
Removed	11	5	3	6	18	34	***77***
Totals	*41*	*46*	*18*	*26*	*31*	*129*	***291***

RAP has its own required tree protection specifications for construction projects. These specifications provide tree protection and mitigation measures for active construction sites and are presented as Appendix D of the Park Tree Inventory Report (Appendix C-3 of this Draft IS/MND). RAP Policy will be applied to determine tree replacement ratios, as required by Mitigation Measure MM-BIO-1 below. Restoration sites for the planted mitigation trees could include the following locations: (1) on-site where available along the Project ROW; (2) the Bette Davis Picnic Area along the west side of Riverside Drive north of the River; (3) the "Pump 7" City-owned property immediately east of Riverside Drive across from Bette Davis Picnic Area; and the former pony ride area within Griffith Park located along the east side of Crystal Springs Drive between Los Feliz Boulevard on the south and the I-5 on- and off-ramps on the north. In addition to tree plantings to mitigate for tree removals, trees that may be encroached upon during construction would also be monitored for survival and replaced as needed, in accordance with RAP policy.

Implementation of Mitigation Measure MM-BIO-1, below, would minimize potential impacts to protected and significant trees along the Project site. Impacts regarding ordinances protecting biological resources would be less than significant with mitigation incorporated.

Mitigation Measures:

Mitigation Measure MM-BIO-1: The City shall provide replacement trees on-site and within other suitable locations in accordance with RAP Policy, and shall establish a tree monitoring program to be managed by a qualified arborist in coordination with and to the satisfaction of RAP on behalf of LADOT. The monitoring program shall cover all phases of construction including: pre-construction, active construction, and post-construction, and shall comply with the Department of Urban Forestry's establishment period of up to three (3) years. During this period, LADOT shall monitor tree watering schedules depending on the season and the soil types, maintain an 18-inch circumference around the trunk base of each tree free of sod, pull vegetation by hand, and remove tree ties and tree stake after 1-3 years, as determined by a qualified arborist. Fertilizers or weed killers shall not be used near the newly planted trees. If any encroached trees fail during construction or post-construction they shall be mitigated at the applicable rate per RAP Policy.

f) **Less-than-Significant Impact.**

Protected Areas for Wildlife

The Project area overlaps with a potential Protected Area for Wildlife (PAW) encompassing Griffith Park, and the Project site occurs along Wildlife Movement Pathways (WMPs) 47 – Forest Lawn Drive and 48 – LA River Equestrian Trail. PAWs are natural habitat areas under development pressure that have been designated for protection by the City of Los Angeles in an effort to sustain biodiversity in the region. The

Griffith Park and Hollywood Hills PAW adjacent the Project site supports both endangered/threatened plants and wildlife and constrained habitat linkages. WMPs indicate potential least-cost movement pathways between fragmented natural areas designated as PAWs and can include developed and disturbed locations that act as barriers to movement.

Numerous species of birds, reptiles, invertebrates, small mammals, and larger mammals such as the coyote (*Canis latrans*), striped skunk (*Mephitis mephitis*), raccoon (*Procyon lotor*), grey fox (*Urocyon cinereoargenteus*), and Mountain Lion (*Puma concolor*) are likely to use the area for hunting and movement. However, these movement patterns are likely to be restricted to times of low human activity, as the Project site and surrounding areas are heavily trafficked. Implementation of BMP-BIO-1 would restrict construction activities to daylight hours and minimize potential impacts to wildlife activity in the area. Therefore, impacts would be less than significant.

Eastern Santa Monica Mountains Natural Resources Protection Plan

The Project Survey Area also slightly overlaps with habitat block 39R of the Griffith Park Area Habitat Linkage Planning Map, depicted in the Eastern Santa Monica Mountains Natural Resource Protection Plan (ESMM NRPP). These blocks highlight patches of fragmented wildlife habitat in the Santa Monica Mountains as well as the pathways wildlife may use to travel between them. However, the SR-134 highway, landscaped parkland, and a heavily trafficked road separate the habitat block from the Project site; therefore, impacts to the Griffith Park habitat block are unlikely to occur. Impacts would be less than significant.

LA River Master Plan; Los Angeles River Ecosystem Restoration Project

The Project has been planned in conjunction with habitat connectivity goals outlined in the LA River Master Plan and the Los Angeles River Ecosystem Restoration Project. While wildlife movement throughout the Project area is currently limited, increased bikeway and multi-use trail continuity along the LA River may reduce barriers to wildlife movement between habitat patches throughout the City. As such, impacts would be less than significant.

Cultural Resources

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

Discussion

The following discussion is based on information, analysis, and conclusions presented in the City of Los Angeles LA River Phase IV Bike Path Cultural Resources Assessment Report prepared by ESA in November 2024, which is included in Appendix D of this Draft IS/MND.[26]

a) **No Impact**. Under CEQA Guidelines Section 15064.5 (b), the changes to a historical resource and its setting would only cause a substantial adverse change if they would detract from the integrity (location, design, setting, materials, workmanship, feeling, association) of the resource such that the ability to convey its significance would be materially impaired to the degree that it would no longer be eligible as a historical resource pursuant to CEQA Guidelines Section 15064.5 (a). The Project involves altering the existing service road to construct a new multi-use trail segment along the south side of the River from the existing western terminus of the Los Angeles River Bikeway. The Area of Direct Impact includes the actual paths to be altered or newly installed, including their associated amenities such as lighting and retaining walls, and all construction staging areas. Although the Project Area is partially located in Griffith Park, a Los Angeles HCM eligible for the National Register, there would be no direct impact on this historical resource as outlined in CEQA Guidelines Section 15064.5(a)(1) or (2).

None of the contributing elements or character-defining features of the Griffith Park District will be altered in any fashion because of the Project. The LAR Channel was also previously identified as a potentially eligible resource (District) and includes the larger 51-mile channel in Los Angeles County. The LAR Channel is located to the north of the Direct APE and runs parallel to the planned bike trail. This portion above the LAR Channel has already been disturbed with the construction of the existing pavement in the APE, and no changes will be made to Reaches 2 or 3 that would alter the ability of the resource to

[26] Environmental Science Associates. 2024. City of Los Angeles LA River Phase IV Bike Path Cultural Resources Assessment Report. November 2024. Appendix D of this Draft IS/MND.

contribute to the larger district. The Project Area that intersects with a portion of Reach 2 and 3 encompasses a relatively small percentage of the overall 51-mile channel that extends through the County. The Mariposa Equestrian Bridge is situated northwest of the Project Area and is listed in the National Register. It will not be altered in any manner because of the project. The equestrian trails it connects to will be expanded and upgraded, but there will be no change in use or material changes to the bridge itself as a result of the Project. The Bette Davis Picnic Area is situated north of the Project Area, approximately 300 feet north of the actual Project Area. It will be used for construction staging for the duration of the Project. It is assumed eligible for purposes of impact analysis. Although there will be temporary changes to the setting during the construction period, the setting will not be permanently altered in any fashion. Therefore, there will be no direct impacts to any resources, potential resources or assumed resources because of the Project. At the conclusion of the Project, the significance and integrity of all resources, potential resources or assumed resources would remain intact. Archaeological resources that could be considered historical resources under CEQA are addressed under Impact b.

No adverse impacts to historic resources would occur as a result of the Project.

b) **Less-than-Significant Impact.** This section discusses archaeological resources that are potentially historical resources according to State CEQA Guidelines Section 15064.5, as well as unique archaeological resources defined in PRC Section 21083.2(g). A Cultural Resources Assessment was conducted for the Project in October 2024 (Appendix D). The assessment included a California Historical Resources Information System – South Central Coastal Information Center (SCCIC) records search conducted on April 12, 2024, a Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search conducted on July 30, 2024, Native American outreach, a pedestrian survey conducted on July 23, 2024, and a subsurface archaeological sensitivity assessment based on a review of historic maps, aerial photographs, and geologic maps.

The SCCIC records search results indicate that approximately 50 percent of the 0.50-mile records search radius has been included in previous cultural resources assessments. Of the 22 cultural resources within the 0.50-mile radius, seven include portions of the APE. The records search results indicate that a total of four archaeological resources have been previously recorded within the 0.50-mile radius. Of the four archaeological resources, three are historic-period archaeological sites (P-19-797, -4712, -150415) consisting of a kiln site, features (pipes, walls/retaining walls, and concrete block building) exposed within the Headworks Spreading Grounds (HWSG), and an adobe structure, respectively; and one is a precontact isolate (P-19-101418) consisting of a mano. Of the four archaeological resources, only resource P-19-4712/features within HWSG is located within a small portion of the westernmost APE. The other three resources are located within the 0.50-mile radius, but outside the APE.

The HWSG resource/P-19-101418 previously included six spreading basins and a channel used for diverting water from the Los Angeles River. The basins and channel were destroyed during construction activities prior to its recordation. The HWSG was evaluated and found not to meet criteria for listing in the California Register and National Register. During recordation of the HWSG, a total of seven historic features dating back to the mid-20th century were also documented. These features consist of pipes (made of corrugated iron, steel, alloy metal), concrete walls, a concrete retaining wall, a concrete block retaining wall, and a concrete block building. The northeastern most peripheral portion of the HWSG falls within the westernmost APE for the Project. However, none of the historic-period features fall within the APE for the Project.

The NAHC SLF search returned positive results within the APE. The NAHC suggested contacting the Fernandeño Tataviam Band of Mission Indians. Tribal consultation is detailed in the Tribal Cultural Resources section of this document.

An intensive pedestrian survey of the APE was conducted using 5 to 10 meter transects. Approximately 75 percent of the APE is developed with above ground pipelines, SCE transmission towers, a paved trail corridor, underground cement tunnels, a parking lot, and bridges. The remaining 25 percent of the APE including a linear unpaved path yielded between 80 to 90 percent ground surface visibility. Soils observed throughout the APE consist of compacted coarse soil with angular pebbles. Overgrown vegetation, a modern trash scatter, and a homeless encampment were located within the trail corridor. No new cultural resources were encountered within the APE during the pedestrian survey. An attempt was made to survey a small portion of resource P-19-004712 which falls within the southwestern portion of the APE. The resource is located within a gated private property currently under construction. Therefore, a windshield survey was only conducted of the open areas and the site was not relocated.

The subsurface archaeological sensitivity assessment concluded that there is potential for deeply buried archaeological sites (although likely in a disturbed context) to be found during ground disturbance for the Project. This potential is based on the following factors: 1) the SLF search through the NAHC yielded positive results; 2) research on Gabrielino villages indicate that *Haahamonga* and *Kaweenga* were located in the surrounding vicinity of the Project; 3) the Project is located within and adjacent to the Los Angeles River, which would have provided beneficial conditions for precontact use and occupation; and 4) historical accounts indicate that locations for villages, settlements, and resource processing areas were chosen to be close enough to water sources to access water, plant, and animal resources; and 5) the Gabrieleno Tongva Indians of California indicated that the APE for the Project runs across the village of *Maawnga*. Since the Project includes ground disturbance, there remains the possibility that unknown archaeological resources potentially qualifying as historical resources as defined in §15064.5 could be encountered. As such, BMP-CUL-1 shall be implemented in order to ensure that impacts to unknown

archaeological resources that qualify as historical resources as defined in §15064.5 remain less than significant.

c) **Less-than-Significant Impact.** Based on the results of the records search through the SCCIC, the SLF search through the NAHC, and the pedestrian survey, no human remains are known to exist within the Project Site. Therefore, the overall sensitivity with respect to human remains is considered low.

Nevertheless, the Project would require excavation with the potential to encounter previously unknown human remains. California PRC Section 5097.98, as amended by Assembly Bill 2641, protects cultural resources on public lands and provides procedures in the event human remains of Native American origin are discovered during construction activities. PRC Section 5097.98 requires notification of the County Coroner in the event of the unanticipated discovery of human remains and a prescribed protocol for their disposition in accordance with applicable regulations, notification of the NAHC and subsequent tribal coordination if remains are determined to be of Native American descent. Compliance with these applicable regulatory requirements, as well as implementation of BMP-CUL-2, would ensure that the Project's impacts on human remains would be less than significant; therefore, no mitigation measures are warranted.

Energy

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

Discussion

The following discussion of energy impacts is based on the data and calculations presented in Appendix E of this Draft IS/MND.

a) **Less-than-Significant Impact.** The Project would consume energy during construction activities primarily from on- and off-road vehicle fuel consumption in the form of diesel, gasoline, and electricity from water conveyance for dust control. Project operation would consume minimal energy from tree watering and periodic path maintenance. The analysis below includes the Project's energy requirements and energy use efficiencies by energy type for the Project's construction.

Construction

The estimated fuel usage for off-road equipment is based on the number and type of equipment that would be used during construction activities, hour usage estimates, the total duration of construction activities, and hourly equipment fuel consumption factors from the CARB OFFROAD model, which was used in the Project's air quality analysis. On-road vehicles would include trucks to haul material to and from the Project Site, vendor trucks to deliver supplies necessary for Project construction, and fuel used for employee commute trips. Construction activities typically do not involve the consumption of natural gas. **Table 7**, *Summary of Energy Consumption During Project Construction*, summarizes the Project's total fuel and electricity consumption from construction activities.

TABLE 7
SUMMARY OF ENERGY CONSUMPTION DURING PROJECT CONSTRUCTION

Fuel Type	Total Quantity	Annual Quantity
Gasoline	**Gallons**	
On-Road Construction Trips	14,386	6,296
Total Gasoline	**14,386**	**6,296**
Electricity	**kWh**	
Construction Office	93,536	40,936
Electricity from Water (Dust Control)	6,244	2,733
Electric Construction Equipment	36,915	16,156
Total Electricity	**136,695**	**59,825**
Diesel	**Gallons**	
On-Road Construction Trips	27,231	11,918
Off-Road Construction Equipment	70,511	30,859
Total Diesel	**97,742**	**42,777**

SOURCE: ESA, 2024

The energy use summary provided above in Table 7 represents the amount of energy that could potentially be consumed during Project construction based on a conservative set of assumptions, provided in Appendix E, of this Draft IS/MND.

Electricity

During construction of the Project, electricity would be used for the construction office (lights, electronic equipment, and heating and cooling), water conveyance for dust control, and other construction activities. Electricity would be supplied to the Project Site by LADWP and would be obtained from the existing electrical lines that connect to the Project Site.

As shown in Table 7, annual average construction electricity usage would be approximately 59.8 MWh. The electricity demand would be within the supply and infrastructure capabilities of LADWP (which reported 21,756 GWh of total electricity sales in 2023).[27] The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. Electricity use from construction would be short-term, limited to working hours, and used for necessary construction-related activities. Therefore, the Project would not result in a wasteful, inefficient, and unnecessary consumption of

[27] LADWP (Los Angeles Department of Water and Power) 2023. 2023-2024 Briefing Book. https://www.ladwp.com/sites/default/files/2024-06/2023-24_BB_FullBook_Digital.pdf. Accessed February 23, 2025.

energy associated with electricity used for construction, and impacts would be less than significant.

Natural Gas

As previously stated above, construction activities, including the construction of bicycle and equestrian paths, typically do not involve the consumption of natural gas. Accordingly, natural gas would not be supplied to support Project construction activities; thus, there would be no expected demand generated by construction of the Project. Therefore, the Project would not result in the wasteful, inefficient, and unnecessary consumption of energy associated with natural gas used for construction and impacts would be less than significant.

Transportation Energy

Table 7 reports the estimated amount of petroleum-based transportation energy that could potentially be consumed during Project construction based on the set of assumptions provided in Appendix E of this Draft IS/MND. During Project construction, on- and off-road vehicles would consume an estimated annual average of approximately 6,296 gallons of gasoline fuel and approximately 42,777 gallons of diesel annually. For comparison purposes only, and not for the purpose of determining significance, the fuel usage during Project construction would represent approximately 0.00021 percent of the 2022 annual on-road gasoline-related energy consumption and 0.0092 percent of the 2022 annual diesel-related energy consumption in Los Angeles County, as shown in Appendix E of this Draft IS/MND.

Construction of the Project would utilize fuel-efficient equipment consistent with State and federal regulations, such as fuel efficiency regulations in accordance with the CARB Pavley Phase II standards, the anti-idling regulation in accordance with Section 2485 in 13 CCR, and fuel requirements in accordance with 17 CCR Section 93115. The Project would benefit from fuel and automotive manufacturers' compliance with CAFE standards, which would result in more efficient use of transportation fuels (lower consumption). As such, the Project would indirectly comply with regulatory measures to reduce the inefficient, wasteful, and unnecessary consumption of energy, such as petroleum-based transportation fuels. While these regulations are intended to reduce construction emissions, compliance with the anti-idling and emissions regulations discussed above would also result in fuel savings from the use of more fuel-efficient engines.

Based on the analysis above, construction would utilize energy only for necessary on-site activities and to transport construction materials and excavated fill to and from the Project Site. As discussed above, idling restrictions and the use of cleaner, energy-efficient equipment would result in less fuel combustion and energy consumption and, thus, reduce the Project's construction-related energy use. Therefore, the Project would not result in

the wasteful, inefficient, and unnecessary consumption of energy and impacts associated with transportation fuels for construction would be less than significant.

Operation

Operation of the Project would include path lighting that would be provided by solar pole LED lights, minimal energy usage for landscaping watering during the first 3 years to establish trees, and periodic trail maintenance. The Project would not increase the demand for natural gas resources. The bicycle path and equestrian trail would comply with the applicable provisions of Title 24 and the CALGreen Code in effect at the time of building permit issuance. The Project's solar-powered path lighting would not utilize energy demand, and the Project's limited-term watering schedule and occasional vehicle usage for maintenance activities would result in minimal energy demand. Therefore, with the incorporation of these features, operation of Project would not result in the wasteful, inefficient, and unnecessary consumption of electricity. A less than significant impact would occur and no mitigation measures are required.

b) **Less-than-Significant Impact.** Construction of the Project would result in a temporary increase in demand for electricity, gasoline, and diesel. The Project's energy consumption primarily would result from on- and off-road fuel use from construction related vehicles and electricity from water conveyance for dust control. Natural gas would not be used during Project construction. These activities make up small percentages of total energy supplies and would cease after the 27 month construction period. Thus, construction would not cause a permanent increase in demand and impacts would be less than significant and no mitigation measures are required.

The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. With respect to truck fleet operators, USEPA and NHTSA have adopted fuel efficiency standards for medium- and heavy-duty trucks. The Phase 1 heavy-duty truck standards apply to combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles and are phased in for model years 2014 through 2018 and result in a reduction in fuel consumption from 6 to 23 percent over the 2010 baseline, depending on the vehicle type. USEPA and NHTSA also adopted the Phase 2 heavy-duty truck standards, which would be phased in from model years 2021 through 2027 and require the phase-in of a 5 to 25 percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type. The energy modeling for trucks does not take into account specific fuel reductions from these regulations, since they would apply to fleets as they incorporate newer trucks meeting the regulatory standards; however, these regulations would have an overall beneficial effect on reducing fuel consumption from trucks over time as older trucks are replaced with newer models that meet the standards.

In addition, construction equipment and trucks are required to comply with CARB regulations regarding heavy-duty truck idling limits of five minutes at a location and the phase-in of off-road emission standards that result in an increase in energy savings in the form of reduced fuel consumption from more fuel-efficient engines. Although these regulations are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in the efficient use of construction-related energy.

The Project would comply with all relevant Federal and State regulations and energy conservation plans including USEPA and NHTSA fleet fuel efficiency standards and CARB's anti-idling regulations. Therefore, Project construction activities would not conflict with energy conservation plans and impacts would be less than significant.

Project operation will minimally increase the demand for electricity resources. While the Project would generate an increase in electricity demand associated with tree watering in the first 3 years, the demand would be extremely minimal with respect to LADWP supplies. Furthermore, the Project is not expected to generate any additional mobile vehicle trips during operations beyond existing conditions. Therefore, the Project would not conflict with state or local plans for renewable energy or energy efficiency. Impacts would be less than significant and no mitigation measures are required.

Geology and Soils

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

Discussion

The analysis in this section is based on the information provided in the Geotechnical Engineering Report (Geotechnical Report) prepared by the Geotechnical Engineering Division (GED) on September 13, 2023, contained in Appendix A of this IS/MND.[28] Information regarding

[28] GED (Geotechnical Engineering Division). 2013. Geotechnical Engineering Report LA River Phase IV Project, Riverside Drive to Forest Lawn Drive. See Appendix A of this Draft IS/MND.

paleontological resources is provided in the LA River Phase IV Bike Path Project Paleontological Identification Report prepared by ESA in November 2024, which is included as Appendix F of this Draft IS/MND.[29]

a. i) **Less-than-Significant Impact.** A fault is a plane or surface in the earth which failure has occurred and materials on opposite sides have moved relative to one another in response to the accumulation and release of stress. The United States Geological Survey defines active faults as those that have had surface displacements within the Holocene epoch (about the last 11,700 years). Potentially active faults are those that have had surface displacement during Quaternary time, within the last 1.6 million years. California Geological Survey (CGS) policy is to delineate a boundary from 200 to 500 feet wide on each side of the Holocene-Active fault trace.

Based on the Geotechnical Report and CGS Earthquake Zones of Required Investigation map viewer, there are no active, potentially active, or inactive faults mapped on the Project site.[30] The closest active fault is the Hollywood Fault, located approximately 2.9 miles south of the Project site. In addition, the Project site is not located within an Alquist-Priolo Earthquake Fault Zone.[31] Thus, the potential for surface ground rupture at the Project site is considered low. Nonetheless, the proposed Project would be constructed and designed with earthquake structural design components consistent with the California Building Code. Therefore, less than significant impacts would occur from fault rupture of a known earthquake fault directly on the Project site.

a. ii) **Less-than-Significant Impact.** A significant impact would occur if the proposed Project would exacerbate existing environmental conditions by increasing the potential to expose people or structures to substantial adverse effects related to strong ground shaking from severe earthquakes. The proposed Project is located in Southern California, an area that is subject to strong seismic ground shaking. Seismically induced ground acceleration is the shaking motion that is produced by an earthquake. As noted in Section 4.7.a above, there are no known active faults within the Project site. The closest active fault is the Hollywood Fault, located approximately 2.9 miles south of the Project site. The proposed Project consists of a new multi-use trail segment along the south side of the River from the existing western terminus of the Los Angeles River Bikeway located just to the west of Riverside Drive westward to approximately 200 feet east of Forest Lawn Drive in the Hollywood Community Plan area of the City of Los Angeles. The proposed Project does not propose structures that would result in structural damage from a large earthquake. However, the proposed Project would be constructed and designed in accordance with the California Building Code seismic standards as well as the recommendations in the

[29] Environmental Science Associates. 2024. LA River Phase IV Bike Path Project Paleontological Identification Report. November 2024. See Appendix F of this Draft IS/MND.

[30] CGS (California Geologic Survey). 2024. Earthquake Zones of Required Investigation. Available online at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed March 2024.

[31] CGS (California Geologic Survey). 2024. Earthquake Zones of Required Investigation. Available online at: https://maps.conservation.ca.gov/cgs/EQZApp/app/ Accessed March 2024.

site-specific Geotechnical Report conducted for the proposed Project to protect against seismic hazards such as ground shaking.

Implementation of the site-specific structural and seismic design parameters and recommendations for foundations and retaining walls of the final design-level Geotechnical Report would further ensure that seismic-related ground shaking impacts would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death. Therefore, compliance with regulatory requirements would result in less than significant impacts related to strong seismic shaking.

a. iii) **Less-than-Significant Impact.** Liquefaction is a phenomenon in which unconsolidated, water-saturated sediments become unstable due to the effects of strong seismic shaking. During an earthquake, these sediments can behave like a liquid, potentially causing severe damage to overlying structures. Lateral spreading is a variety of minor landslides that occur when unconsolidated liquefiable material breaks and spreads due to the effects of gravity, usually down gentle slopes. Liquefaction-induced lateral spreading has been defined as the finite, lateral displacement of gently sloping ground as a result of pore-pressure buildup or liquefaction in a shallow underlying deposit during an earthquake. The occurrence of this phenomenon is dependent on many complex factors, including the intensity and duration of ground shaking, particle-size distribution, and density of the soil. In general, a relatively high potential for liquefaction exists in loose, sandy soils that are within 50 feet of the ground surface and are saturated (below the groundwater table).

The potential damaging effects of liquefaction include differential settlement, loss of ground support for foundations, ground cracking, heaving and cracking of structure slabs due to sand boiling, and buckling of deep foundations due to ground settlement. Dynamic settlement (i.e., pronounced consolidation and settlement from seismic shaking) may also occur in loose, dry sands above the water table, resulting in settlement of and possible damage to overlying structures. Lateral spreading can move blocks of soil, placing strain on buried pipelines that can lead to leaks or pipe failure.

According to both the DOC Liquefaction Hazard Zone and the Geotechnical Report, the Project site is located within a Liquefaction Zone.[32,33] The borings explored and excavated to a maximum depth of approximately 51.5 feet below ground surface (bgs) encountered fill materials such as dry silty fine sands with trace of gravel. Below the fill, native soils consist primarily of moist and dense poorly graded sand with silt and silty sands, and gravelly sand and poorly graded gravel with sand. Based on the California Division of Mines and Geology, Historic Ground Water, the historic groundwater depth on the Project site is approximately 10 feet bgs. However, the proposed Project would be constructed

[32] DOC (California Department of Conservation). 2024a. Liquefaction Zones. Available online at: https://data.ca.gov/dataset/cgs-seismic-hazards-program-liquefaction-zones. Accessed March 2024.

[33] GED (Geotechnical Engineering Division). 2013. Geotechnical Engineering Report LA River Phase IV Project, Riverside Drive to Forest Lawn Drive. See Appendix A of this IS/MND.

and designed in accordance with the California Building Code seismic standards as well as the recommendations in the site-specific Geotechnical Report conducted for the proposed Project to protect against seismic hazards such as liquefaction. Therefore, the impacts would be less than significant.

a. iv) **No Impact.** The geologic and topographic characteristics of an area often determine its potential for landslides. Landslides (or slope failure) refer to the dislodging and falling of a mass of soil or rocks along a sloped surface. However, the potential for small-scale slope failure may exist in the city, particularly along stream banks, margins of drainage channels, and similar settings where steep banks or slopes occur. According to the Landslide Inventory, the Project site is not located within in area or is in proximity to an area which would pose a danger to the people or structures on site due to landsliding.[34] Therefore, impacts to seismically induced landslides would not occur.

b) **Less-than-Significant Impact.** A significant impact would occur if construction activities or future uses of the proposed Project would result in substantial soil erosion or loss of topsoil. The proposed Project consists of a new multi-use trail segment along the south side of the River. During ground disturbing activities, such as grading, the Project site could potentially be subject to soil erosion or loss of topsoil. However, the proposed Project would be required to comply with local, state, and federal regulations and standards related to minimizing potential erosion impacts including a Section 408 Permit from the USACE. Section 64.72 of the LAMC also identifies requirements for stormwater pollution control measures from construction activities. Low impact development (LID) practices and standards for stormwater pollution mitigation would be implemented, and a Stormwater Pollution Prevention Plan (SWPPP) would be reviewed and approved prior to construction and operation of the proposed Project. The SWPPP would implement set LID standards and practices for stormwater pollution mitigation. In addition, the Project would implement BMP-WQ-1 through BMP-WQ-5, discussed above, would ensure that no substantial erosion or loss of topsoil would occur during construction and operation of the Project. Therefore, impacts would be less than significant related to soil erosion or the loss of topsoil.

c) **Less-than-Significant Impact.** Unstable geologic units or soils commonly occur when there is landslides, lateral spreading, subsidence/collapse, or liquefaction.

Landslides

See Response for Section 4.7.a (iv). The geologic and topographic characteristics of an area often determine the potential for landslides. Landslides (or slope failures) are the dislodging and failing of a mass of soil or rocks along a sloped surface. Generally, small-scale slope failure typically occurs along stream banks, margins of drainage channels,

[34] DOC (California Department of Conservation). 2024b. Landslide Inventory (Beta). Available online at: https://maps.conservation.ca.gov/cgs/lsi/. Accessed March 2024.

and similar settings where steep banks or slopes occur. As mentioned, the proposed Project does not propose habitable structures on site. In addition, according to the Landslide Inventory, the Project site is not located within in area or is in proximity to an area which would pose a danger to the people or structures on site due to landsliding.[35] The proposed Project would comply with OSHA trenching and excavation safety standards to reduce worker exposure to potential hazards and incidents. Thus, given the Project site's location, proposed activities, and maximum excavation depth proposed, seismically induced landslides would not pose a danger to the people or structures on site. Therefore, no impact would result from landslides due to the proposed Project.

Lateral Spreading

See Response for Section 4.7.a (iii). Lateral spreading movement occurs when a soil mass slides laterally on liquefied soil layers, moving downslope or towards a free face. The Project site is located within a liquefaction hazard zone. However, the proposed Project consists of a new multi-use trail segment along the south side of the River. The proposed Project does not propose construction of any structures that can be affected by lateral spreading. Therefore, impacts would be less than significant.

Subsidence/Collapse

Subsidence or collapse is the sinking of the ground surface caused by the compression of earth materials resulting from human-caused activities such as groundwater or oil and gas withdrawal. The resulting compression typically occurs only once within affected soils and cannot be reversed or repeated due to fluctuations of the groundwater level.

The Project site is underlain with fill materials such as dry silty fine sands with traces of gravel. Below the fill, native soils consist primarily of moist and dense poorly graded sand with silt and silty sands, and gravelly sand and poorly graded gravel with sand. The proposed Project consists of a new multi-use trail segment along the south side of the River. Site clearing would consist of the demolition of the existing paved service road and associated improvements. All existing soil at the site may be re-used for fill or backfill provided it is free of organic material, highly expansive clay, deleterious debris, and brick and concrete rubble larger than 3 inches in diameter. Upon completion of excavation, clean soils would be compacted to ensure that the surface would not be prone to collapse/subsidence. Additionally, while the proposed demolition and removal of the existing paved service road may have the potential for collapse along the south side of the River, the proposed Project would comply with OSHA trenching and excavation safety standards to reduce worker exposure to potential hazards and incidents. As such, the proposed Project does not propose construction of a structure that can be affected by subsidence and/or collapse and less than significant impacts would occur.

[35] DOC (California Department of Conservation). 2024b. Landslide Inventory (Beta). Available online at: https://maps.conservation.ca.gov/cgs/lsi/. Accessed March 2024.

Liquefaction

Liquefaction is a phenomenon that occurs when soil undergoes transformation from a solid state to a liquefied condition due to the effects of increased pore-water pressure. This typically occurs where susceptible soils (particularly soils in the medium sand to silt range) are located over a high groundwater table. A high groundwater table is described as one within 50 feet of the surface. The Project site is underlain with fill materials such as dry silty fine sands with traces of gravel. Below the fill, native soils consist primarily of moist and dense poorly graded sand with silt and silty sands, and gravelly sand and poorly graded gravel with sand. Based on the Geotechnical Report, the highest groundwater level at the Project site is estimated to be less than 10 feet bgs (Appendix A). Groundwater is present on the Project site within the upper 50 feet; therefore, there is a potential of groundwater rising to within 10 feet bgs. In addition, according to both the California Department of Conservation (DOC) Liquefaction Hazard Zone and the Geotechnical Report, the Project site is located within a Liquefaction Zone.[36] However, the proposed Project does not propose construction of a structure that can be affected by liquefaction. Therefore, impacts would be less than significant.

d) **Less-than-Significant Impact.** A significant impact would occur if a project were built on expansive soils without proper site preparation or adequate foundations for proposed buildings, thus posing a hazard to life and property. Expansive soils shrink and swell with changes in soil moisture. Soil moisture may change from landscape irrigation, rainfall, and utility leakage. Expansive soils are commonly very fine-grained with high to very high percentages of clay and are usually found in areas where underlying formations contain an abundance of clay minerals. Due to high clay content, expansive soils expand with the addition of water and shrink when dried, which can cause damage to overlying structures.

As determined by the Geotechnical Report, the Project site is underlain with fill materials such as dry silty fine sands with traces of gravel. Below the fill, native soils consist primarily of moist and dense poorly graded sand with silt and silty sands, and gravelly sand and poorly graded gravel with sand. According to the Soil Types Feature Layer, the Project site is underlain by Soil Type 015.[37] Soil Type 015 is classified as Tujunga Fine Sandy Loam in the Los Angeles County Hydrology Manual.[38] Based on the United States Department of Agriculture, the Tujunga soil series is somewhat excessively drained; negligible to low runoff; and has a high saturated hydraulic conductivity, therefore water percolates easily to underlying soils.[39] The Tujunga Fine Sandy Loam soils are considered to have a low expansion potential. Construction of the proposed Project would occur in

[36] DOC (California Department of Conservation). 2024a. Liquefaction Zones. Available online at: https://data.ca.gov/dataset/cgs-seismic-hazards-program-liquefaction-zones. Accessed March 2024.

[37] Los Angeles County. 2023. Soil Types Feature Layer. Available online at: https://www.arcgis.com/home/item.html?id=e754a6de1ba448f68d15d0d48ee6ba49. Accessed April 2024.

[38] LACDPW (Los Angeles County Department of Public Works). 2006. Hydrology Manual, Appendix C. Available online at: https://dpw.lacounty.gov/wrd/Publication/engineering/2006_Hydrology_Manual/Appendix-C.pdf. Accessed April 2024.

[39] United States Department of Agriculture. 2017. Tujunga Series. Available online at: https://soilseries.sc.egov.usda.gov/OSD_Docs/T/TUJUNGA.html. Accessed April 2024.

areas that have been previously disturbed. Construction of the bike path would involve excavations which would disturb the existing concrete channel banks. As part of the proposed Project construction, retaining walls are proposed on the west side and approximate mid-point of the Project site. The 600 feet and 900 feet of shallow footing retaining walls will support sections of the equestrian trail and existing hillside, to ensure structural support adjacent to the River. The implementation of the retaining walls would create adequate structural support for the proposed Project and would ensure the stability of the soil in the project area. Therefore, impacts related to expansive soils would be less than significant.

e) **No Impact.** The Sanitation Districts of Los Angeles County maintains and operates the municipal wastewater collection system in the Project area. As mentioned, the proposed Project consists of a new multi-use trail segment along the south side of the River and does not propose construction of any structures. The proposed Project does not involve the installation of a septic tank or alternative wastewater disposal system. Therefore, there would be no impact related to soils incapable of adequately supporting the use of septic tanks or wastewater disposal systems. No impact would occur.

f) **Less-than-Significant Impact.** As discussed in the Project's Paleontological Identification Report (contained in Appendix F of this Draft IS/MND), the Project will involve shallow excavations in units mapped at young alluvium that is too young to host scientifically-significant fossils. Furthermore, borings for the Geotechnical Report showed most of the area is underlain by approximately 10 feet of artificial fill. Artificial fill are deposits of previously soil resulting from human construction and can include engineered fill for buildings, roads, dams, airport runways, etc. While the records obtained from the Natural History Museum of Los Angeles County shows several Pleistocene fossils from near the Project area, excavations associated with the Project are unlikely to reach the depths where fossils might be encountered. Therefore, the units have been given a designation of "Low Potential" according to both the Caltrans guidelines and professional guidance of the Society of Vertebrate Paleontology. Based on the evidence available from the archival research, ESA does not recommend development of a Caltrans Paleontological Mitigation Plan (i.e., paleontological monitoring during ground-disturbing activities). The Project would not have a significant impact on paleontological resources and no further work is necessary.

Greenhouse Gas Emissions

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

Discussion

The following discussion of greenhouse gas emissions impacts is based on the data and calculations presented in Appendix G of this Draft IS/MND.

a) **Less-than-Significant Impact.** Gases that trap heat in the atmosphere are called greenhouse gases (GHGs). The major concern with GHGs is that increases in their concentrations are causing global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long term global temperature increases.

The State of California defines GHGs as carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride, perfluorocarbons, and hydrofluorocarbons. Because different GHGs have different global warming potentials (GWPs) and CO_2 is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e). For example, CH4 has a GWP of 25 (over a 100-year period); therefore, 1 metric ton of CH_4 is equivalent to 25 metric tons of CO_2 equivalents. The State uses the GWP ratios available from the United Nations Intergovernmental Panel on Climate Change and published in the Fourth Assessment Report. By applying the GWP ratios, project-related CO_2e emissions can be tabulated in metric tons per year. Large emission sources are reported in million metric tons of CO_2e.

Some of the potential effects of global warming in California may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more forest fires, and more drought years. Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global

warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects:

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

Also, there are many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

California emitted 371.1 million metric tons of CO2e in 2022, the most recent year for which inventory data are published from CARB. Combustion of fossil fuel in the transportation sector was the single largest source of California's GHG emissions in 2021, accounting for approximately 39 percent of total GHG emissions in the state. This sector was followed by the industrial sector (23 percent) and the electric power sector (including both in-state and out-of-state sources) (16 percent).[40]

Impacts of GHGs are borne globally, as opposed to localized air quality effects of criteria air pollutants and toxic air contaminants. The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; however, it is clear that the quantity is enormous, and no single project would measurably contribute to a noticeable incremental change in the global average temperature, or to global, local, or micro climates. From the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative.

The City of Los Angeles has not adopted a threshold of significance for GHG emissions that would be applicable to the Project. CEQA Guidelines Section 15064.4(b)(2) allows the City to determine a threshold of significance that applies to the Project, and, accordingly, the threshold of significance applied in the analysis below is whether the Project complies with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. The 2022 Climate Change Scoping Plan, Connect SoCal 2024, the City of Los Angeles Green New Deal, and the Los Angeles Green Building Code all apply to the Project and are all intended to reduce GHG emissions to meet the Statewide targets set

[40] CARB (California Air Resources Board). 2023. California Greenhouse Gas Emissions from 2000 to 2021: Trends of Emissions and Other Indicators. https://ww2.arb.ca.gov/sites/default/files/2023-12/2000_2021_ghg_inventory_trends.pdf. Accessed February 23, 2025.

forth in AB 32 and amended by SB 32. If the Project is not in conflict with the applicable regulatory plans and policies to reduce GHG emissions, then the Project would result in a less than significant impact with respect to GHG emissions.

CEQA Guidelines 15064.4 (b)(1) states that a lead agency may use a model or methodology to quantify GHGs associated with a project. The SCAQMD in conjunction with California Air Pollution Control Officers Association released the latest version of the CalEEMod (Version 2022.1). The purpose of this model is to estimate construction-source and operational-source emissions from direct and indirect sources. Accordingly, the latest version of CalEEMod has been used for this Project to estimate the Project's emission impacts.

Construction GHG Emissions

The emissions of GHGs associated with construction of the Project were calculated for each year of construction activity using CalEEMod. Construction emissions are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date). Project construction is estimated to start in Winter 2026. If the onset of construction is delayed to a later date than assumed in the modeling analysis, construction impacts would be similar to or less than those analyzed, because a more energy-efficient and cleaner burning construction equipment and vehicle fleet mix would be expected in the future. This is because State regulations require construction equipment fleet operators to phase-in less polluting heavy-duty equipment and trucks over time. As a result, should the Project commence construction on a later date than modeled in this GHG impact analysis, GHG impacts would be less than the impacts disclosed herein.

Although construction related GHGs are one-time emissions, any assessment of Project emissions should include construction emissions. The SCAQMD recommends that a project's construction-related GHG emissions be amortized over the project's 30-year lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies. The Project's estimated construction GHG emissions have been amortized over a 30-year period in accordance with SCAQMD guidance. It should be noted that the GHG emissions shown in **Table 8** are based on construction equipment operating continuously throughout the workday. In reality, construction equipment tends to operate periodically or cyclically throughout the workday. Therefore, the GHG emissions shown reflect a conservative estimate. Table 8 presents the GHG emissions associated with the Project's construction, including GHG emissions from on-road mobile sources, off-road equipment, watering associated with limit construction dust, and a temporary construction office.

TABLE 8
PROJECT CONSTRUCTION GHG EMISSIONS

Year	CO_2e (Metric Tons)[a]
2026	155
2027	543
2028	418
2029	38
Total Construction Emissions	**1,154**
Amortized Construction Emissions (30-years)	38

a Totals may not add up exactly due to rounding in the modeling calculations Detailed emissions calculations are provided in Appendix G of this Draft IS/MND.

SOURCE: ESA, 2024.

Operational GHG Emissions

Operational activities associated with the Project would result in minimal emissions of CO_2 and to a lesser extent CH_4 and N_2O. Operational sources of GHG emissions would include indirect GHG emissions from limited-term electricity use for watering landscaping, and periodic trail maintenance from vehicles. Watering for landscaping would only be required for typically three to five years to establish tree root systems. The Project would not generate an increase in operational mobile emissions beyond the existing trail maintenance that occurs on site. The Project would establish a pedestrian, bicycle, and equestrian path along the Los Angeles River and would not produce any substantial GHG emissions. Amortized construction and operational GHG emission impacts would be less than significant.

b) **Less-than-Significant Impact.** The Project would not conflict with any plans adopted for the purpose of reducing GHG emissions. A consistency analysis is provided and describes the Project's compliance with the applicable portions of CARB's 2022 Climate Change Scoping Plan, portions of the City of Los Angeles' Green New Deal, and SCAG's most recent Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS), also known as Connect SoCal 2024.

2022 Climate Change Scoping Plan

The CARB 2022 Scoping Plan For Achieving Carbon Neutrality was approved in December 2022 and expands on prior scoping plans and recent legislation, such as AB 1279, by outlining a technologically feasible, cost-effective, and equity-focused path to achieve the state's climate target of reducing anthropogenic GHG emissions to 85 percent below 1990 levels and achieving carbon neutrality by 2045 or sooner.[41] To achieve carbon neutrality by 2045, the 2022 Scoping Plan contains GHG emissions reductions,

[41] CARB (California Air Resources Board). 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. Final. December 2022.

technology, and clean energy mandated by statutes; reduction of short-lived climate pollutants; and mechanical CO_2 capture and sequestration actions.

The 2022 Scoping Plan outlines a framework that relies on a broad array of GHG reduction actions, which include direct regulations, alternative compliance mechanisms, incentives, voluntary actions, and market-based mechanisms, such as the Cap-and-Trade program. The 2022 Scoping Plan builds off of a wide array of regulatory requirements that have been promulgated to reduce Statewide GHG emissions, particularly from energy demand and mobile sources. While these regulatory requirements are not targeted at specific land use development projects, they would indirectly reduce a development project's GHG emissions.

Table 9, Project Compliance with Applicable 2022 Scoping Plan Actions and Strategies, contain a list of GHG-reducing strategies as they relate to the Project. The analysis describes the consistency of the Project with these strategies that support the State's strategies in the Climate Change Scoping Plan to reduce GHG emissions. The Climate Change Scoping Plan relies on a broad array of GHG reduction actions, which include direct regulations, alternative compliance mechanisms, incentives, voluntary actions, and market-based mechanisms such as the Cap-and-Trade program. The Project would not conflict with applicable Climate Change Scoping Plan strategies and regulations to reduce GHG emissions.

TABLE 9
PROJECT COMPLIANCE WITH APPLICABLE 2022 SCOPING PLAN ACTIONS AND STRATEGIES

Actions and Strategies	Conflict Analysis
Increase in Renewable Energy and Decrease in Oil and Gas Use Actions	**No Conflict.** This goal applies to increasing renewable energy and a decrease in oil and gas actions by transitioning to zero emissions technologies, primarily through state and local agencies and does not directly apply to land use development projects. Although this goal isn't applicable to the Project, the standards would apply to all vehicles purchased or used by maintenance workers, vendors, and visitors of the Project. GHG emissions generated by passenger, truck, and bus vehicular travel as a result of the Project would benefit from the above regulations and programs, and mobile source emissions would be reduced with implementation. The Project would establish renewable energy powered features, including the installation of solar path lighting. The Project would also benefit from LADWP's compliance with RPS and GHG emissions would decrease as grid-generated electricity reaches a higher percentage of renewable energy.
Low Carbon Fuels Actions	**Not Applicable.** The Project's operations would require occasional maintenance, similar to the maintenance trips that occur under existing conditions. Vehicles accessing the Project, including construction vehicles and trucks and maintenance employees would utilize fuels that comply with the State of California low carbon fuel standard. While these actions and strategies apply to state and local agencies, GHG emissions generated by vehicular travel would benefit from the above regulations and programs, and mobile source emissions would be reduced with implementation. The minimal mobile source emissions generated by the Project would be reduced with implementation of the wider use of zero-carbon fuels consistent with reduction of GHG emissions under AB 1279. Thus, the Project would

Actions and Strategies	Conflict Analysis
	not conflict with the State's ability to implement the low carbon fuel standard.
Expansion of Electrical Infrastructure Actions	**Not Applicable.** Decarbonizing the electricity sector depends on both using energy more efficiently and replacing fossil-fueled generation with renewable and zero carbon resources, including solar, wind, energy storage, geothermal, biomass, and hydroelectric power. The RPS Program and the Cap-and-Trade Program continue to incentivize dispatch of renewables over fossil generation to serve state demand. This action is not applicable to the Project. Nonetheless, the Project lies within the supply and infrastructure service capabilities of LADWP. The Project would not require the expansion of electrical infrastructure that would result in significant environmental impacts.
Climate Ready and Climate-Friendly Buildings	**Not Applicable.** The goal of this action is to expand the number of all-electric and electric-ready homes by 2030 by strengthening building standards to support zero-emission new construction and developing building performance standards for existing buildings and by adopting a zero-emission standard for new space and water heaters beginning in 2030. The Project does not propose any buildings, and thus this action does not apply to the Project.
Expanded Use of Zero-Emission Mobile Source Technology Actions	**No Conflict.** The Project would not conflict with this action. As the Project would involve periodic maintenance vehicle trips, the Project would benefit from implementation of the Advanced Clean Cars Program that would reduce passenger vehicle GHG emissions, as well as the Advanced Clean Truck Regulation that aims to increase zero-emissions truck sales annually. As such, the Project would not conflict with the State's ability to reduce Statewide GHG emissions through ZE vehicles.
Mechanical Carbon Dioxide Removal and Carbon Capture and Sequestration Actions	**No Conflict.** The Project would support this action, as the Project would include landscaping that may involves trees, shrubs, and groundcovers. As such, the Project would increase carbon sequestration as well as provide green space. The Project would support this action and would not conflict with the State's ability to reduce Statewide GHG emissions through carbon removal and sequestration actions.
Improvements to Oil and Gas Facilities Actions	**Not Applicable.** The Project includes recreational paths for bicycle, pedestrian, and equestrian use, and does not include improvements to oil and gas facilities. As such, this action does not apply to the Project.
Reduced High-GWP Fluorinated Gases Actions	**Not Applicable.** This action includes expanding use of low-GWP refrigerants within buildings; increasing funding to decarbonize existing buildings and appliance replacements; and implementing biomethane procurement targets for investor-owned utilities. The Project would include any land uses that utilize refrigerants. As such, this action does not apply to the Project.
Forest, Shrubland, and Grassland Management Actions	**Not Applicable.** This action involves increasing the urban forestry investment annually by 200 percent relative to business as usual. No forests, shrublands, or grasslands are currently located on the Project site. Furthermore, the Project will not introduce any new forested, shrubland, or grassland areas.
Agricultural Actions	**Not Applicable.** This action involves increasing climate smart forest, shrubland, and grassland management to at least 2.3 million acres a year−an approximately 10x increase from current levels. The Project is in an urban center and would have no agricultural uses. As such, this action does not apply to the Project.
Organic Waste Diversion and Composing Actions	**Not Applicable.** The Project would not have any organic waste diversion and composting features. As such, this action does not apply to the Project.

Actions and Strategies	Conflict Analysis
Afforestation, Urban Forestry Expansion, Urban Greening, Avoided Natural and Working Land Use Conversion, and Wetland Restoration Actions	**No Conflict.** The Project would involve the planting of replacement trees along the bicycle and pedestrian path. This would support the goals of urban forestry and greening efforts.
Reduced VMT Actions	**No Conflict.** The Project would support reducing VMT by constructing a bicycle and pedestrian recreation path, along with an equestrian trail within an urbanized area with already built community infrastructure. The Project may offer alternative methods of transportation and thus reduce the need for vehicular travel and VMT within the area. As such, the Project would support reduced VMT actions in support of the 2022 Scoping Plan.

SOURCE: ESA, 2024.

As shown in Table 9, the Project would not conflict with the 2022 Climate Change Scoping Plan and would be supportive of the actions and strategies contained therein. Therefore, GHG impacts would be less than significant with respect to the 2022 Climate Change Scoping Plan.

City of Los Angeles Green New Deal

The City's Green New Deal includes both short-term and long-term aspirations through the year 2050 in various topic areas, including water, solar power, energy-efficient buildings, carbon and climate leadership, waste and landfills, housing and development, mobility and transit, and air quality, among others.

While not a plan adopted solely to reduce GHG emissions, within the City's Green New Deal, climate mitigation is one of eight explicit benefits that help define its strategies and goals. Although the Green New Deal mainly targets GHG emissions related to City-owned buildings and operations, certain reductions associated with the Project would promote the Green New Deal's goals. Such measures include increasing renewable energy usage; reduction of per capita water usage; promotion of walking and biking, promotion of educational and recreational uses close to transit; and various recycling and trash diversion goals. More specifically, the Project promotes the Urban Ecosystem and Resilience targets to complete the L.A. River ecosystem and create fully connected public access recreational trails along the L.A. River. As previously mentioned, the Project path lighting would be solar powered and would not require energy, which supports the Green New Deal's renewable energy usage goals. Additionally, the Project also supports the Mobility goals to ensure that City residents have bicycle supportive infrastructure. The Project would expand the recreational trails along the L.A river for bicycle, pedestrian, and equestrian uses, which support the targets and goals of the City's Green New Deal.

Connect SoCal 2024

In order to assess the Project's potential to conflict with the Connect SoCal 2024, this section analyzes the proposed Project's consistency with the strategies and policies set forth in the Connect SoCal 2024 to meet GHG emission-reduction targets set by CARB. Generally, projects are considered to not conflict with applicable City and regional land use plans and regulations, such as Connect SoCal 2024, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. The Project would not conflict with Connect SoCal 2024 goals as detailed in **Table 10**, *Consistency with Applicable Connect SoCal 2024 Actions and Strategies*.

TABLE 10
CONSISTENCY WITH APPLICABLE CONNECT SOCAL 2024 STRATEGIES

Actions and Strategies	Responsible Party(ies)	Compliance/Consistency Analysis
Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions.	Local Jurisdictions, SCAG	**No Conflict.** The Project would not conflict with this strategy. The Project would expand the pedestrian, bicycle, and equestrian infrastructure within the City, which may reduce reliance on vehicles. The Project is a part of the City's investments made to expand and create a network of interconnected greenways along the Los Angeles River would promote sustainable transportation methods that may improve quality and minimize greenhouse gas emissions.
Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities.	Local Jurisdictions, SCAG	**No Conflict.** The Project would not conflict with this action and strategy. The proposed bicycle, pedestrian, and equestrian path ensures that there would be a greater availability to greenspaces and parks for the surrounding community. The Project offers accessible and sustainable travel options and safe pathways that people may commute on or use for recreational purposes.
Support planning for people of all ages, abilities, and backgrounds.	Local Jurisdictions, SCAG	**No Conflict.** The Project would not conflict with this strategy. The proposed Project would create a bicycle, pedestrian, and equestrian pathway that extends nearly a mile along the Los Angeles River, as a part of an effort to help build an inter-connected network of trails along the waterway. The project would support a sustainable, energy efficient, and a healthy community. Furthermore, the Project would support planning for people of all ages, abilities, and backgrounds.
Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances.	Local Jurisdictions, SCAG	**No Conflict.** The Project would not conflict with this strategy. The Project proposes a bicycle, pedestrian, and equestrian pathway that extends nearly a mile along the Los Angeles River. The location, design, and land uses anticipated by the Project would offer greater options for recreational and sustainable transportation routes. The Project is located in an suburban portion of the City and helps to increase mobility options.
Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households.	Local Jurisdictions, SCAG	**Not Applicable.** The Project is not applicable to this strategy. The proposed Project would construct a bicycle, pedestrian, and equestrian pathway. As such, the Project would not include any housing, and therefore is not applicable to this strategy.

Actions and Strategies	Responsible Party(ies)	Compliance/Consistency Analysis
Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change.	Local Jurisdictions, SCAG	**Not Applicable.** The Project would not involve the development of communities, and therefore this strategy is not applicable.
Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water.	Local Jurisdictions, SCAG	**No Conflict.** The Project would not conflict with this strategy. The Project proposes a bicycle, pedestrian, and equestrian pathway that would expand the region's sustainable transportation network. The Project may help reduce VMT in the area and therefore improve air quality and reduce greenhouse gas emissions. Furthermore, the Project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. New development would comply with Title 24 requirements and CALGreen to reduce energy consumption by implementing energy efficient designs.
Conserve the region's resources.	Local Jurisdictions, SCAG	**No Conflict.** The Project would not conflict with this strategy. The proposed Project would develop a bicycle, pedestrian, and equestrian path along an existing maintenance road within the City, it would conserve the region's natural resources.
Improve access to jobs and educational resources.	Local Jurisdictions	**No Conflict.** The Project would not conflict with this strategy. The proposed Project would not offer any jobs or educational resources. The Project would expand a bicycle, pedestrian, and equestrian path along the Los Angeles River, which may be used recreationally or for commuting purposes. The Project may aid in the accessibility to nearby jobs our resources associated with the potential employment locations surrounding the Project Area.
Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.	Local Jurisdictions	**Not Applicable.** The Project would not be applicable with this strategy. The Project does not have any specific strategies aimed at goods movement and would not conflict with the goods movements strategies in Connect SoCal 2024.

SOURCE: ESA, 2024.

As shown in Table 10, the Project would not conflict with SCAG's Connect SoCal 2024 and would be supportive of the actions and strategies contained therein. Therefore, GHG impacts would be less than significant with respect to the Connect SoCal 2024.

Overall, the Project would not conflict with an applicable plan, policy, or regulation to reduce GHG emissions because it would comply with all construction-related transportation fuel regulations and it would not generate substantial or promote operational GHG emissions. As such, impacts would be less than significant and no mitigation measures are required.

Hazards and Hazardous Materials

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

Discussion

The following discussion of hazards and hazardous materials impacts is based on the information, analysis, and conclusions presented in the Project Initial Site Assessment Report, which was prepared by ESA in September 2024, and is included in Appendix H[42] of this Draft IS/MND.

a) **Less-than-Significant Impact.** The proposed Project would consist of a new multi-use trail segment along the south side of the River within the Hollywood Community Plan. Specifically, the proposed Project would construct a Bike Path and Equestrian Path along

[42] Environmental Science Associates. 2024. Los Angeles River Phase IV Bike Path Initial Site Assessment. September 2024. Appendix H of this Draft IS/MND.

the south bank access road of the River. The path would contain two 4-foot-wide bike lanes with 2-foot-wide shoulders on each side and a partially separated equestrian trail with an over 10-foot width (with one isolated location having a width of 8 feet due to ROW constraints. Such activities are not anticipated to result in the release of any hazardous materials as the proposed work would not require substantial ground disturbance. Construction activities would be carried out in compliance with all applicable requirements and regulations related to the handling of hazardous materials. Construction of the proposed Project would involve the use of construction equipment that may use potentially hazardous materials (i.e., vehicle fuels, oils, transmission fluids). Operation of the proposed Project would primarily consist of maintenance activities along the bike path that could use hazardous materials (i.e., fertilizers, paints, solvents, cleaner, vehicle fuels). All hazardous materials would be contained, stored, and used in accordance with all applicable local, state, and federal regulations and other applicable regulations. Therefore, impacts related to the creation of hazards to the public or the environment through the routine transport, use, disposal, or release of hazardous materials would be less than significant.

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

c) **Less-than-Significant Impact**. There are no schools within a quarter mile of the Project site. The closest school is International School of Los Angeles / Lycée International (LILA), located at 1105 W Riverside Drive, Burbank, CA, approximately 0.3 mile north of the Project site. The second closest schools are Benjamin Franklin Elementary School, located at 1610 Lake St, Glendale, CA, approximately 0.4 mile north from the Project site and McKinley Elementary School, located at 349 W Valencia Ave, Burbank, CA, approximately 0.7 mile north of the Project site. There is a potential for release of hazardous emissions or handling of hazardous materials and substances during the short-term construction activities associated with the proposed Project. However, as discussed above, any hazardous materials used during construction of the proposed Project would be handled in accordance with all applicable local, state, and federal regulations. Therefore, impacts would be less than significant.

d) **Less-than-Significant Impact.** The California Department of Toxic Substances Control and the State Water Resources Control Board each maintain a database (EnviroStor and GeoTracker, respectively) that provides access to detailed information on hazardous waste sites and their cleanup statuses. A review of the GeoTracker and EnviroStor environmental databases indicates that the Project site is not located on a site which is

included on any list compiled pursuant to Section 65962.5 of the Government Code. However, an Initial Site Assessment (ISA, included as Appendix H of this Draft IS/MND) was conducted for the Project, which included a records search of government records database, identified 116 listings at the subject property or within the ASTM-specified search radius in the surrounding area. None of the 116 listings are considered a REC, HREC, or CREC. An inspection of the Project site concluded that no RECs were observed relative to hazardous materials, hazardous waste, or chemical use, storage, or disposal (Appendix H). As mentioned, any hazardous materials used during construction of the proposed Project would be handled in accordance with all applicable local, state, and federal regulations. Construction and operation of the Project would not create a significant hazard to the public or the environment. Therefore, impacts would be less than significant.

e) **No Impact.** According to the City of Los Angeles Parcel Profile, the proposed Project is not located within an airport land use plan. The closest airport to the Project site is Hollywood Burbank Airport, located at 2627 N Hollywood Way, Burbank, CA, approximately 4 miles northwest of the Project site. Furthermore, as discussed in detail in Section 4.13, Noise, of this IS/MND, the proposed Project would not result in a noise hazard for people residing or working in the area. Therefore, impacts would not occur.

f) **Less-than-Significant Impact.** All Project activities would take place outside of public roadways and would not result in temporary blockage or closure of local access routes in the Project vicinity. However, if needed, detours for vehicles, bicycles, equestrians, and pedestrians would be provided. Therefore, construction and operation of the proposed Project would not impair or interfere with implementation of an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

g) **No Impact.** As noted above, the proposed Project consists of a new multi-use trail segment along the south side of the River from the existing western terminus of the Los Angeles River Bikeway located just to the west of Riverside Drive westward to approximately 200 feet east of Forest Lawn Drive in the Hollywood Community Plan area of the City of Los Angeles. The proposed Project does not propose structures that would expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires. In addition, BMP-HAZ-1 would be implemented during construction activities in order to minimize fire risks associated with accidental ignition of fires. Therefore, no impacts related to significant risk of loss, injury or death involving wildland fires would occur.

Hydrology and Water Quality

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
4.10 HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i) result in a substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Discussion

The following discussion of hydrology and water quality impacts is based on the information, analysis, and conclusions presented in the Preliminary Hydrology Report LA River Bike Path Phase IV Los Angeles, California, which was prepared by City of Los Angeles StreetsLA in November 2024, and is included in Appendix J[43] of this Draft IS/MND.

[43] City of Los Angeles Bureau of Street Services. 2024. Preliminary Hydrology Report LA River Bike Path Phase IV Los Angeles, California. November 2024. See Appendix J of this Draft IS/MND.

a) **Less-than-Significant Impact.** Project construction would involve surface ground-disturbing earthwork consisting of the replacement of the existing bike path with a Class I bike path. During construction, heavy equipment such as graders, earth movers, pavers, and heavy trucks would be used. Such machinery could contribute pollutants to stormwater runoff in the form of sediment and other pollutants such as fuels, oil, lubricants, hydraulic fluid, or other contaminants to the LA River. In the absence of runoff controls, exceedances of water quality standards could result.

Construction of the Project would require disturbance of more than one acre and thus would be required to apply for coverage under the State Construction General Permit (CGP) to comply with federal NPDES regulations. A site-specific SWPPP would be developed and implemented as part of the Project in accordance with the CGP to prevent water impacts during construction. The SWPPP would include best management practices (BMPs) designed to prevent water quality impacts and may include storm water runoff quality control measures such as the use of silt fences and straw wattles, and watering for dust control. Compliance with the CGP, as well as implementation of BMP-WQ-1 and BMP-WQ-2, would ensure that construction activities would result in a less than significant impact to water quality.

Once constructed, the site drainage conditions and land use would be the similar to existing conditions. In addition, the Project would implement BMP-WQ-5 to provide regular trash, animal waste, and other debris removal along the proposed alignment to prevent sediment, trash and litter, and other pollutants from entering waterways. Therefore, relative to water quality during operations, there would be no impact.

b) **Less-than-Significant Impact.** The proposed project would not use groundwater supplies.

As calculated in the Preliminary Hydrology Report (see Appendix J), the extent of impervious surface would decrease from the existing 1.122 acres to the proposed 1.116 acres, a small decrease.[44] The net decrease is due to some overlap in the proposed equestrian and bike pathways. The change in the rate of runoff from a 50-year, 24-hour storm event would increase from the existing 28,842 cubic feet to 28,913 cubic feet, a negligible increase of 0.25 percent. In addition, rain falling on the impervious pathway surface would either flow off into existing drainages to the LA River or would flow to the permeable, unpaved areas alongside the pathway where the rainwater would infiltrate into the subsurface, as is does now. Therefore, impacts relative to groundwater supplies and groundwater recharge would be less than significant.

c) **Less-than-Significant Impact.** The proposed project would largely use the existing pathway and drainage system, making improvements to the path surface. As discussed above in Impact b) and in the Preliminary Hydrology Report (see Appendix J), the change in the rate of runoff from a 50-year, 24-hour storm event would increase from the existing

[44] City of Los Angeles, Streets LA. 2024. *Preliminary Hydrology Report, LA River Bike Path Phase IV, Los Angeles, California.* November 22, 2024.

28,842 cubic feet to 28,913 cubic feet, a negligible increase of 0.25 percent.[45] The impervious area would decrease from the existing 1.122 acres to the proposed 1.116 acres, a small decrease. These negligible changes would not cause erosion, siltation, flooding; exceed the capacity of existing or planned stormwater drainage systems; or provide substantial additional sources of polluted runoff. In addition, as noted previously, the Project would implement BMP-WQ-5 to provide regular trash, animal waste, and other debris removal along the proposed alignment to prevent sediment, trash and litter, and other pollutants from entering waterways. The impact would be less than significant.

d) **Less-than-Significant Impact.** The proposed project is located about 15 miles from the Pacific Ocean, too far to be affected by tsunamis. There are no enclosed water bodies next to the project site that could produce a seiche. The LA River is classified by the Federal Emergency Management Agency as a 1 Percent Chance Annual Flood Zone, while the project area surrounding the flood channel is located in an Area of Minimal Flood Hazard X. The entirety of the Project alignment would be constructed along the LA River embankment, above the base flood elevation and outside the Special Flood Hazard Area. In the event of flooding conditions, water is expected to be contained within the LA River channel. Impacts relative to tsunamis, seiches, and flood zones would be less than significant.

e) **Less-than-Significant Impact.** As previously discussed in Impact a), the Project would have a less than significant impact relative to water quality, which would be consistent with the goals of the *Los Angeles Region Water Quality Control Plan* (Basin Plan) to maintain the existing water quality of waters of the state.[46] As previously discussed in Impact b), the project would not use groundwater nor affect groundwater recharge, which would be consistent with the sustainable groundwater management plan for the Santa Clarita Valley Groundwater Sustainability Agency.[47] Impacts relative to the regional water quality control plan and the sustainable groundwater management plan would be less than significant.

[45] City of Los Angeles, Streets LA. 2024. *Preliminary Hydrology Report, LA River Bike Path Phase IV, Los Angeles, California.* November 22, 2024.

[46] Los Angeles Basin Regional Water Quality Control Board. 2014. *Los Angeles Region Water Quality Control Plan*.

[47] Santa Clarita Valley Groundwater Sustainability Agency. 2022. *Santa Clara River Valley East Groundwater Subbasin Groundwater Sustainability Plan*. January.

Land Use and Planning

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

Discussion

a) **No Impact.** The Project site is currently an existing paved service road owned and maintained by the Los Angeles County Flood Control District and under the jurisdiction of the USACE and is currently accessible only to pedestrians, cyclists, and equestrian users. The proposed Project is bordered by the River, Los Angeles Equestrian Center, Bette Davis Picnic Area and City of Burbank to the north; Riverside Drive and the City of Glendale to the east; State Route 134 (134 Freeway) and Griffith Park to the south; and Forest Lawn Drive and the City of Burbank to the west. As such, the Project vicinity is urbanized and generally built out. The proposed Project consists of a new multi-use trail segment along the south side of the River from the existing western terminus of the Los Angeles River Bikeway located just to the west of Riverside Drive westward to approximately 200 feet east of Forest Lawn Drive in the Hollywood Community Plan area of the City of Los Angeles. Therefore, the proposed Project would not physically divide an established community as the Project would improve an existing path. No impact related to the physical division of an established community would occur as a result of the proposed Project.

b) **Less-than-Significant Impact.** See discussion for Section 4.1c, Aesthetics. The General Plan Land Use designation for the Project site is Open Space which is land free of structures and buildings and/or is natural in character and functions in one or more of the following ways 1) provides opportunities for recreation and education; 2) preserves scenic, cultural or historic values; 3) conserves or preserves natural resources or ecologically important areas; 4) provides or preserves lands for managed production of natural resources; 5) protect or provides for the public health and safety; 6) enhances the economic base of the City; 7) preserves or creates community scale and identity; and 8) buffers or defines activity areas.[48] Additionally, the Project site is also zoned Open Space

[48] City of Los Angeles. 1973. Open Space Plan. Available online at: https://planning.lacity.gov/odocument/01ea5f66-3281-488a-930b-f523712fef07/Open_Space_Element.pdf. Accessed March 2024.

(OS-1XL-H-RIO). The Open Space Zone is intended to protect and preserve natural resources and natural features of the environment; to provide outdoor recreation opportunities and advance the public health and welfare; to enhance environmental quality; to encourage the management of public lands in a manner which protects environmental characteristics; and to encourage the maintenance of open space uses on all publicly owned park and recreation land, and open space public land which is essentially unimproved.[49] The proposed Project would be consistent with the land use and zoning designations.

The Project site is subject to the River Implementation Overlay District (RIO). The RIO District establishes development regulations for projects within river or tributary adjacent areas throughout the City. The proposed Project would construct a Bike Path and Equestrian Path along the south bank access road of the River. The path would contain two 4-foot-wide bike lanes with 2-foot-wide shoulders on each side and a partially separated equestrian trail with an over 10-foot width (with one isolated location having a width of 8 feet due to ROW constraints. The proposed Project would be consistent with the RIO District purpose of supporting the goals of the Los Angeles River Revitalization Master Plan; contribute to the environmental and ecological health of the City's watersheds; establish a positive interface between river adjacent property and river parks and/or greenways; promote pedestrian, bicycle and other multi-modal connection between the river and its surrounding neighborhoods; provide an aesthetically pleasing environment for pedestrians and bicyclists accessing the river area; provide safe, convenient access to and circulation along the river; and support the LID Ordinance and the Standard Urban Stormwater Maintenance Program. Thus, the proposed Project would be consistent with the RIO District Ordinance No. 183144 and 183145.[50,51]

Hollywood Community Plan

The Project site is located within the Hollywood Community Plan Area of the City and implementation of the proposed Project would be subject to the development regulations outlined in the Community Plan and the LAMC. The Hollywood Community Plan objectives for recreation, parks, and open space includes the creation of the Los Angeles River Greenbelt corridor which would be integrated within existing and proposed parks, bicycle paths, equestrian trails, and scenic routes.[52] As noted previously, the proposed Project consists of a new multi-use trail segment along the south side of the River from the existing western terminus of the Los Angeles River Bikeway located just to the west of Riverside

[49] City of Los Angeles Municipal Code. Section 12.04.05. "OS" Open Space Zone. Available online at: https://codelibrary.amlegal.com/codes/los_angeles/latest/lapz/0-0-0-1514. Accessed March 2024.

[50] City of Los Angeles. 2014a. RIO District Ordinance No. 183144. Available online at: https://planning.lacity.gov/Code_Studies/RIOproject/LA-RIO_183144_8.20.14.pdf. Accessed April 2024.

[51] City of Los Angeles. 2014b. RIO District Ordinance No. 183145. Available online at: https://planning.lacity.gov/Code_Studies/RIOproject/RIO_183145_8.20.14.pdf. Accessed April 2024.

[52] City of Los Angeles. 1988. Hollywood Community Plan. Available online at: https://planning.lacity.gov/plans-policies/community-plan-area/hollywood. Accessed March 2024.

Drive westward to approximately 200 feet east of Forest Lawn Drive in the Hollywood Community Plan area of the City of Los Angeles. Therefore, the proposed Project would be consistent with the Hollywood Community Plan recreation, parks, and open space objectives.

LA River Master Plan[53]

The LA River Master Plan is an update of the LA County 1996 LA River Master Plan and guides all LA County Departments in decision making for LA River projects and facilities owned, operated, funded, permitted, and/or maintenance by the County. As shown in Figure 86 of the LA Master Plan, portions of the bike and multi-use trail along the river lack connectivity to the existing 51 river bikeway miles. The proposed Project consists of a new multi-use trail segment along the south side of the River from the existing western terminus of the Los Angeles River Bikeway located just to the west of Riverside Drive westward to approximately 200 feet east of Forest Lawn Drive in the Hollywood Community Plan area of the City of Los Angeles. The proposed Project also proposes to replace native trees at a 4-to-1 ratio, or otherwise in accordance with RAP Policy (including "inch-per-inch" requirements), along the Project alignment, retain existing vegetation outside the right of way limits, and provide a net increase in permeable surfaces within the proposed alignment, all of which would reduce net stormwater volumes flowing from the Project Site and the associated potential for adverse effects on the River ecosystem. As such, the Project would be expected to improve flood control and support ecosystem rehabilitation along the River. The proposed Project would be consistent with the goals, actions, and methods of the LA Master Plan including, 1) reduce flood risk and improve resiliency, 2) provide equitable, inclusive, and safe parks, open space, and trails, 3) support healthy, connected ecosystems, 4) enhance opportunities for equitable access to the river corridor, and 5) promote healthy, safe, clean water.

LA River Ecosystem Restoration Project[54]

The LA River Ecosystem Restoration Project involves restoration activities throughout 11 miles of the River from Griffith Park to downtown Los Angeles. This restoration project is a collaborative effort between the City of Los Angeles and the USACE, and the published plans included reference to the Los Angeles River Revitalization Master Plan, which called for connectivity of non-motorized transportation facilities including bicycle and pedestrian paths along with multi-use trails. The purpose of the LA River Ecosystem Restoration Project is to establish riparian stand, freshwater marsh, and aquatic habitat communities, and reconnect the River to its major tributaries and historic floodplains. In the area of the proposed Project, the LA River Ecosystem Restoration Project includes modifying the right

[53] City of Los Angeles. 2022. LA River Master Plan. Available online at: https://pw.lacounty.gov/uploads/swp/LARiverMasterPlan-FINAL-DIGITAL-COMPRESSED.pdf. Accessed April 2024.

[54] City of Los Angeles. 2024. Los Angeles River Ecosystem Restoration Project. Available online at: https://engineering.lacity.gov/about-us/divisions/environmental-management/projects/los-angeles-river-ecosystem-restoration. Accessed April 2024.

bank of the River to provide 80 feet of soft bottom width in the riverbed and increase the habitat by 20 acres. Since the LA River Ecosystem Restoration Projects includes objectives of increasing linkage of recreation trails along the River, and the proposed Project would not conflict with the LA River Ecosystem Restoration Project plans for the area, the Project would be consistent.

Therefore, the proposed Project would not conflict with any applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant.

Mineral Resources

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

Discussion

a) **Less-than-Significant Impact.** The Project site is located in a highly urbanized area and is surrounded by public streets and the 134 Freeway, single- and multi-family residential uses, recreational uses including Griffith Park, Bette Davis Picnic Area, and the existing Los Angeles River Bikeway, and equestrian uses including the Los Angeles Equestrian Center. According to the Department of Conservation (DOC), Mineral Land Classification Map, the Project site is not located within a Mineral Resource Zone (MRZ) where geologic data indicates the presence of significant mineral resources.[55] However, according to the County of Los Angeles Planning and Zoning Information GIS-NET, the Project site is located within a MRZ Zone, specifically MRZ-2, which indicated that the Project site is in an area where geologic information indicates the presence of significant Portland cement concrete aggregate resources.[56],[57] The Project site is not utilized for mineral resource extraction as no wells are located on-site.[58] Therefore, the proposed Project would have no impact on the availability of a known mineral resource that would be of value to the region and the residents of the State, and proposed Project impacts would be less than significant.

[55] DOC (California Department of Conservation). 2024. California Geologic Survey Information Warehouse, Mineral Land Classification. Available online at: https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc. Accessed March 2024.

[56] County of Los Angeles. 2024. GIS-NET- Mineral Resource Zone. Available online at: https://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public. Accessed March 2024.

[57] CGS (California Geologic Survey). 2021. Updated Mineral Resource Zones for Portland Cement Concrete Aggregate in the San Fernando Valley and Saugus-Newhall Production-Consumption Regions. Available online at: https://www.conservation.ca.gov/cgs/Documents/Publications/Special-Reports/SR_254-MLC-SanFernandoValleySaugusNewhallPCR-2021-Plate01-MRZs-a11y.pdf. Accessed October 2024.

[58] DOC (California Department of Conservation). 2024a. Well Finder. Available online at: https://maps.conservation.ca.gov/doggr/wellfinder/. Accessed March 2024.

b) **Less-than-Significant Impact.** As previously mentioned, no mineral extraction operations currently occur on the Project site.[59,60] However, according to the County of Los Angeles Planning and Zoning Information GIS-NET, the Project site is located within a MRZ Zone, specifically MRZ-2.[61] The proposed Project would occur in an urbanized area and would not result in the loss of availability of a known or locally important mineral resource. Due to the nature of the proposed Project and since no mineral resource extraction activities currently occur on-site, proposed Project impacts would be less than significant.

[59] DOC (California Department of Conservation). 2024b. California Geologic Survey Information Warehouse, Mineral Land Classification. Available online at: https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc. Accessed March 2024.

[60] DOC (California Department of Conservation). 2024a. Well Finder. Available online at: https://maps.conservation.ca.gov/doggr/wellfinder/. Accessed March 2024.

[61] County of Los Angeles. 2024. GIS-NET- Mineral Resource Zone. Available online at: https://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public. Accessed March 2024.

Noise

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

Discussion

a) **Less-than-Significant Impact with Mitigation Incorporated.** This section includes an overview of the typical methods, equipment, and workforce that would be used for construction of the Project. The discussion of noise impacts presented below is based on the data, modeling, and calculations performed by ESA for the Project in December 2024, which is included in Appendix H of this Draft IS/MND. Given that the project site itself is located within the City of Los Angeles, the construction noise limitations from the City of Los Angeles would be applicable at the Project Site itself and for any receptor within the City of Los Angeles. Regarding construction, Section 41.40 of the LAMC indicates that no construction or repair work shall be performed between the hours of 9:00 p.m. and 7:00 a.m., since such activities would generate loud noises and disturb persons occupying sleeping quarters in any adjacent dwelling, hotel, apartment or other place of residence. No person, engaged in the repair or construction, shall perform any construction or repair work of any kind or perform such work within 500 feet of land so occupied before 8:00 a.m. or after 6:00 p.m. on any Saturday or on a federal holiday, or at any time on Sunday.

Short-term noise impacts would be associated with demolition, excavation, grading, paving, and building construction of the Project. Construction of the Project would generate short-term noise, which could increase the ambient noise levels in the Project area but any such increases would no longer occur once conversion of the Project is completed. The Project is located immediately north of the SR-134 Freeway, which is the

dominant source of existing noise in the area. According to Caltrans, a typical noise level for busy street traffic is 70 dB.[62]

Off-Site Construction Noise

Worker and haul truck trips would occur throughout the construction period and the Project is estimated to include a maximum of 44 haul truck trips per day (22 incoming and 22 outgoing) during the demolition phase (the most hauling intensive day) in addition to 36 worker trips for a total of 80 trips would result in a less than 3 dBA traffic noise level increase along the access roads. Worker and haul trips are assumed to gain access primarily from driving through State Route 134 (Ventura Freeway) and stopping along local access roads such as Zoo Drive, Riverside Drive, or Forest Lawn Drive. It is more than likely that State Route 134 would have much more than 80 trips in either direction. A 3 dBA change in ambient noise levels is considered to be a barely perceivable difference and would only occur from a doubling of the existing traffic volumes. Therefore, since the maximum truck trips would not increase the ambient noise levels above 3 dBA, noise impacts from off-site construction traffic would be less than significant.

Construction crew commutes and the transport of construction equipment and materials to the site for the Project would incrementally increase noise levels on access roads leading to the site. Although there would be a relatively high single-event noise-exposure potential causing intermittent noise nuisance (passing trucks at 50 feet would generate up to a maximum of 84 dBA L_{max}), the effect on longer-term (hourly or daily) ambient noise levels would be small. Therefore, short-term construction-related impacts associated with worker commute and equipment transport to the Project site would be less than significant.

On-Site Construction Noise

Noise generated during site preparation and on-site construction activities on the Project site would generate short-term noise. Construction is completed in discrete steps, each of which has its own mix of equipment, and consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the Project site, and therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. **Table 11,** *Roadway Construction Noise Model Default Noise Emission Reference Levels and Usage Factors*, lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 feet between the equipment and a noise receptor, taken from the FHWA Roadway Construction Noise Model. As shown in Table 11, construction equipment used for the proposed project would result in a maximum noise level ranging from 75 dBA L_{max} to 90 dBA L_{max} at 50 feet. As stated previously, Section 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) of the LAMC specifies the maximum noise

[62] Caltrans (California Department of Transportation). 2025. Typical Noise Levels. Available online at: \\EgnyteDrive\oneesa\Shared\Projects\2021\D202100667.07 - LA River Phase IV Bike Path CEQA-NEPA\Working Documents\Noise. Accessed February 2025.

level of powered equipment or powered hand tools. Any powered equipment or hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet is prohibited. Therefore, stock noise levels from the proposed equipment would cause a significant impact within the City of Los Angeles, construction noise thresholds.

TABLE 11
ROADWAY CONSTRUCTION NOISE MODEL DEFAULT NOISE EMISSION REFERENCE LEVELS AND USAGE FACTORS

Equipment Description	Impact Device?	Acoustical Usage Factor	Spec. 721.560 L_{max} at 50 Feet (dBA, slow)	Actual Measured L_{max} at 50 Feet (dBA, slow)	Number of Actual Data Samples (Count)
All other equipment >5 HP	No	50	85	N/A	0
Compressor (air)	No	40	80	78	18
Compactor (ground)	No	20	80	83	57
Concrete saw	No	20	90	90	55
Dozer	No	40	85	82	55
Drum Mixer	No	50	80	80	1
Dump Truck	No	40	84	76	31
Excavator	No	40	85	81	170
Forklift	No	10	75	N/A	N/A
Front End Loader	No	40	80	79	96
Generator	No	50	82	81	19
Man Lift	No	20	85	75	23
Roller	No	20	85	80	16
Scraper	No	40	85	84	12
Tractor	No	40	84	N/A	0
Welder	No	40	73	74	5

SOURCE: Federal Highway Administration. 2006. *Highway Construction Noise Handbook*, Table 9.1.
dBA = A-weighted decibels; HP = horsepower; N/A = not applicable

The demolition, grading, and building construction phases tend to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery such as backfillers, excavators, and front loaders. Earthmoving and compacting equipment include compactors, scrapers, and graders.

Project construction would include up to five phases with various construction equipment in each phase. **Table 12**, *Summary of Construction Phases and Equipment*, list the types and number of pieces of construction equipment that would be used during each construction phase.

TABLE 12
SUMMARY OF CONSTRUCTION PHASES AND EQUIPMENT

Construction Phase	Equipment (number of equipment)
Demolition	Other Equipment (1), Concrete Saw (1), Dozer (1), Scraper (1), Front End Loader (1), Dump Truck (1);
Site Preparation	Dump Truck (1), Front End Loader (2);
Grading	Dozer (1), Excavator (1), Dump Truck (2), Compactor (ground) (1), Front End Loader (1);
Building Construction	Man Lift (1), Concrete Mixer Truck (1), Forklift (1), Roller (1), Welder (1), Generator (1), Dump Truck (1);
Architectural Coating	Air Compressor (1), Welder (1), Forklift (1), Generator (1), Dump Truck (1).

SOURCE: ESA, 2024

Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings. While the operating cycles may involve 1 or 2 minutes of full power operation (generating the maximum sound levels identified in Table 12), the equipment would be moving around and would not stay at a specific location for the entire cycle. Therefore, adjacent receivers would be exposed to the maximum noise level intermittently rather than continuously.

Over the course of a construction day, the highest noise levels would be generated when multiple pieces of construction equipment are being operated concurrently. The Project's estimated construction noise levels were calculated for a scenario in which all pieces of construction equipment used in a phase were assumed to operate simultaneously, accounting for appropriate distances between equipment and the usage factor for each piece of equipment.

As discussed above, the demolition grading, and building construction phases tend to generate the largest noise levels because of the type of equipment anticipated. All other construction phases would generate noise levels lower than the noise levels generated during these phases and would result in noise impacts smaller than those in these phases. A summary of calculated construction noise level is provided in **Table 13**, *Estimated Construction Noise Levels at Existing Off-Site Sensitive Receptors.*

As stated previously, sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. For a single point source, sound levels decrease approximately 6 dBA for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment.

As previously mentioned, individual pieces of construction equipment for the proposed project would exceed the 75 dBA L_{max} at 50 feet threshold set forth by the LAMC Section 112.05. Therefore, impacts within the City of Los Angeles would be potentially significant. As shown below in Table 13, construction activities at the project site would also occur

within 500 feet from inhabited sensitive receptors at R2 and R3. Thus, requiring a modification of the allowed hours of construction under the City of Los Angeles. Additionally, construction noise would result in a perceptible change (5 dBA L_{eq} increase over ambient conditions) at Receptor R2 and R3. Thus, without impacts Receptor R2 which is located in the City of Glendale and Receptor R3 which is located in the City of Los Angeles would have potentially significant impacts. With implementation of Mitigation Measure MM-NOI-1 impacts from construction noise would be reduced to less than significant. Mitigation Measure MM-NOI-1 would require all equipment to reach a maximum of 75 dBA L_{max} or less through the usage of improved mufflers which can provide at minimum 6 dBA $L_{eq.}$ A study prepared for the U.S. Department of Transportation found that in cases where a particular piece of equipment either does not have or has a very poor muffler, the application of a good muffler will reduce the overall noise by 6 to 12 dBA.[63] In addition, Mitigation Measure MM-NOI-1 would implement a temporary noise barrier / sound blanket (minimum 9 dBA reduction) would be required to reduce L_{max} noise levels from individual pieces of equipment to below the 75 dBA L_{max} threshold set forth by the City of Los Angeles. By reducing noise levels to comply with the City of Los Angeles construction noise thresholds, construction noise at surrounding receptors would be reduced to below ambient levels as compliance with the City of Los Angeles thresholds would result in a 15 dBA reduction. Finally, given that construction would occur within the City of Los Angeles within 500 feet of residential uses, some of which are located in surrounding jurisdictions, the permitted hours of construction were modified to account for surrounding jurisdiction regulations and to ensure construction activities would only occur during the least sensitive time uses during the day, as defined in the noise ordinances of all three jurisdictions that specify the allowable construction hours. Therefore, with implementation of Mitigation Measure MM-NOI-1 noise levels would be reduced by at least 15 dBA as part of the Project's mitigation measures and reduce construction noise below ambient conditions, and impacts related to onsite construction noise would be less than significant.

Project Operations

This section describes the activities relating to the operation of the Project; including Project-related vehicular traffic and any onsite noise-generating equipment and activity. On-site activity would primarily result in transient bicyclists, equestrians, or pedestrians walking along the trail. Noise levels from such users would be intermittent and quieter over ambient conditions - given that SR-134 is to the immediate south of the proposed trail. The proposed project may result in maintenance vehicle trips along local access routes, however; similar to worker and haul trips, these trips would be miniscule compared to existing traffic volumes along local roadways. Therefore, the operations of the Project would result in less than a 3 dBA increase over ambient conditions, and impacts would be less than significant.

[63] Toth, William J. 1979, Noise Abatement Techniques for Construction Equipment. Prepared for the U.S. Department of Transportation. August. Available at: https://rosap.ntl.bts.gov/view/dot/30592/dot_30592_DS1.pdf. Accessed February 24, 2025.

TABLE 13
ESTIMATED CONSTRUCTION NOISE LEVELS AT EXISTING OFF-SITE SENSITIVE RECEPTORS

	Construction Noise Levels (Leq, dBA)						
Receptor	**Applicable Jurisdiction**	**Within 500 Feet from Project Site?**	**Does Construction Noise Exceed 75 dBA L_{max} at 50 feet.**	**Maximum Noise Levels at Actual Distance.**	**Ambient Noise Levels at Receptor**	**Threshold (Ambient + 5 dBA)**	**Exceeds Ambient Threshold?**
R1	City of Burbank	No	Yes	60.3	61.5	66.5	No
R2	City of Glendale	Yes	Yes	67.7	56.4	61.4	Yes
R3	City of Los Angeles	Yes	Yes	65.3	52.6	57.6	Yes
With Mitigation Implemented[a,b]							
R1	City of Burbank	No	No	45.3	61.5	66.5	No
R2	City of Glendale	Yes	No	52.7	56.4	61.4	No
R3	City of Los Angeles	Yes	No	50.3	52.6	57.6	No

NOTE:

[a] Noise mitigation includes 9 dBA reduction from the temporary construction noise barriers or sound blankets placed along or around the Project boundary or individual pieces of equipment, as identified in Mitigation Measure MM-NOI-1.

[b] Noise mitigation includes an additional 6 dBA reduction from the usage of enhanced mufflers where applicable for equipment within the Project Site, as identified in Mitigation Measure MM-NOI-1.

Mitigation Measures:

Mitigation Measure MM-NOI-1: Temporary mobile noise barriers shall be installed along the northern and southern Project boundary where construction activity is currently active that is made of sound blanket, plywood or other solid material capable of reducing on-site construction noise levels by at least 9 dBA when measured from the outside of the barrier. In addition, all applicable equipment shall be fitted with proper/improved mufflers which will provide a reduction in construction noise levels by 6 dBA. Furthermore, given that construction would occur within 500 feet from a sensitive receptor within the City of Los Angeles as well as to those in other jurisdictions the revised construction activity timeline will be used:

Construction, alteration, movement, enlargement, replacement, repair, equipment, maintenance, removal and demolition work within the project site shall only be allowed between the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday and between the hours of 9:00 a.m. to 5:00 p.m. on Saturdays, with no construction activity being allowed on Sundays or on federal holidays.

b) **Less-than-Significant Impact.** Because vibration level in RMS is best for characterizing human response to building vibration and vibration level in PPV is best used to characterize potential for damage, this construction vibration impact analysis will discuss the human annoyance using vibration levels in vibration decibel(s) (VdB) and will assess the potential for building damages using vibration levels in PPV (inch/sec).

Because vibration impacts occur normally with (building damage) or within (human annoyance) the buildings, the distance to the nearest sensitive uses, for vibration impact analysis purposes, is measured between the nearest off-site sensitive use buildings and the Project boundary (assuming the construction equipment would be used at or near the Project boundary). Vibratory Rollers and other heavy-tracked construction equipment generate approximately 94 VdB of groundborne vibration when measured at 25 feet, based on the *Transit Noise and Vibration Impact Assessment Manual*.[64] Construction vibration, similar to vibration from other sources, would not have any significant effects on outdoor activities (e.g., those outside the residential buildings in the Project vicinity). **Table 14**, *Vibration Source Amplitudes for Construction Equipment*, taken from the FTA's *Transit Noise and Vibration Impact Assessment Manual*,[65] shows vibration source amplitudes of various construction equipment. Table 14 shows the PPV values at 25, 50, 75, 100, and 250 feet for vibration damage and 500 feet for Human Annoyance from the construction vibration source as well as vibration levels in terms of inches per second (in/sec) from the construction vibration source at similar distances.

[64] Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment Manual. September 2018.

[65] Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment Manual. September 2018.

TABLE 14
VIBRATION SOURCE AMPLITUDES FOR CONSTRUCTION EQUIPMENT

	Approximate PPV (in/sec)					Approximate RMS (VdB)				
Equipment	**25 Feet**	**50 Feet**	**75 Feet**	**100 Feet**	**250 Feet**	**25 Feet**	**50 Feet**	**75 Feet**	**100 Feet**	**500 Feet**
Vibratory Roller	0.210	0.074	0.040	0.026	0.007	94	88	85	82	68.0
Large Bulldozer	0.089	0.031	0.001	0.011	0.003	93	84	79	75	61.0
Loaded Trucks	0.076	0.027	0.0008	0.010	0.002	86	77	72	68	47.0
Jackhammer	0.035	0.012	0.0004	0.004	0.001	79	70	67	61	40.0
Small Bulldozer	0.003	0.001	0.00003	<0.001	<0.001	58	49	44	40	19.0

SOURCE: Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment Manual. September 2018.

Structural Damage

The closest residential building is located adjacent to the Project site and is approximately 25 feet to the west from the nearest construction area on the Project site. According to Caltrans vibration PPV level of 0.3 inch/sec or more may potentially result in building damage to older residential buildings.[66] Table 14 shows that none of the construction activities anticipated on the Project site would result in a vibration level that would reach more than 0.089 inch/sec PPV at 25 feet from each of the Project construction equipment and/or activities. At the nearest building from the project site, approximately at 250 feet to the north (building on the southeast corner of the Los Angeles Equestrian Center), the vibration level would not reach or exceed the minimum threshold of 0.1 inch/sec PPV. Other buildings are located further from the Project site, and the vibration level would be reduced from onsite construction activity due to the greater distance. Therefore, no building damages would occur as a result of the Project construction.

Human Annoyance

With respect to human annoyance, as previously stated the FTA's *Transit Noise and Vibration Impact Assessment* identifies residential buildings and institutional buildings that have vibration-sensitive equipment or have the potential for activity interference such as churches, as sensitive uses. The Project would potentially generate a vibration of up to 87 VdB at a distance of 25 feet from the construction activity (see Table 14 above) from occasional or infrequent construction-related groundborne vibration. The nearest residential uses to the Project site are located past receptor R2 at approximately 500 feet to the north(east) from the project site. Because the nearest residential buildings are at a distance of 500 feet from the Project site, construction vibration would not exceed the lowest FTA human annoyance threshold of 72 VdB at the nearest residential buildings. In addition, construction vibration-generation activities would not occur during the nighttime hours when people normally sleep. Thus, would eliminate the potential for groundborne

[66] Caltrans (California Department of Transportation). 2013. Technical Noise Supplement to the Caltrans Traffic Noise Analysis Protocol. Division of Environmental Analysis, Environmental Engineering, Hazardous Waste, Air, Noise, Paleontology Office. Sacramento, California. September 2013.

vibration and groundborne noise human annoyance impacts at the nearby residential uses during sensitive nighttime hours when people normally sleep. Therefore, groundborne vibration and groundborne noise human annoyance impacts would be less than significant.

Project Operations

Operations of the proposed components of the Project would not generate substantial vibration to affect receivers adjacent to proposed Project facilities. Impacts would be less than significant.

c) **Less-than-Significant Impact.** The Hollywood Burbank Airport is located approximately 3.8 miles northwest of the Project site. The Hollywood Burbank Airport has runways with awest to east orientation and northwest to southeast orientation. The Los Angeles International Airport is located 15 miles to the southwest of the Project site. The Los Angeles International Airport has runways with an east to west orientation. There may be occasional flyovers from small general aviation aircraft, but no commercial flights are scheduled to fly directly over the airspace above the Project site. The Project site is outside of the 65 dBA CNEL contour for both The Hollywood Burbank Airport and the Los Angeles International Airport. Therefore, the Project would result in no impacts relevant to airport land use plans, airports, or private airstrips.

Population and Housing

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

Discussion

a) **Less-than-Significant Impact.** The proposed Project consists of a new multi-use trail segment along the south side of the River from the existing western terminus of the Los Angeles River Bikeway located just to the west of Riverside Drive westward to approximately 200 feet east of Forest Lawn Drive in the Hollywood Community Plan area of the City of Los Angeles. The proposed Project does not propose any residential uses that would introduce a new permanent population to the Project site as construction workers would likely come from the wider area and not need to relocate for the purpose of working on the proposed Project. During construction and grading activities, approximately 18 construction workers would be expected to be on-site for approximately 36 months at various locations along the Project alignment. It is anticipated that this nominal amount of construction workers would come from the local labor force and therefore would not require the increase of permanent staff, and therefore, would not introduce new families to the Project site and area. Therefore, the proposed Project would not include unplanned direct or indirect population growth in the area and impacts would be less than significant.

b) **No Impact.** The Project site is currently an existing paved service road owned and maintenance by the Los Angeles County Flood Control District and under the jurisdiction of the USACE and is currently accessible only to pedestrians, cyclists, and equestrian users. No housing or residential uses occur within the Project site. As mentioned in the Project Description above, the Project site is zoned Open Space within the City of Los Angeles and therefore, residential uses are not permitted within the Project site.[67] The proposed Project does not propose implementation of housing or residential uses and therefore would not displace any existing housing or residents. Therefore, the proposed Project would not necessitate the construction of replacement housing elsewhere and no impact would occur.

[67] City of Los Angeles. 2024. ZIMAS, Parcel Profile Report. Available online at: https://zimas.lacity.org/. Accessed October 2024.

Public Services

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

Discussion

a. i) **Less-than-Significant Impact.** According to the Parcel Profile Report, the Project site is located within a Very High Fire Hazard Severity Zone.[68] The proposed Project is served by the City of Los Angeles Fire Department Fire Station No. 56 located at 2759 Rowena Avenue, approximately 3.8 miles south of the Project site.[69] The second closest fire stations in the Project vicinity include Fire Station No. 76, located at 3111 North Cahuenga Boulevard, approximately 3.8 miles southwest of the Project site and Fire Station No. 86, located at 4305 Vineland Avenue, approximately 4.4 miles east of the Project site. As mentioned, the proposed Project consists of a new multi-use trail segment along the south side of the River from the existing western terminus of the Los Angeles River Bikeway located just to the west of Riverside Drive westward to approximately 200 feet east of Forest Lawn Drive in the Hollywood Community Plan area of the City of Los Angeles. Construction activities would occur on site, and no street closures are anticipated that would potentially impact service ratios, response times, or other fire department

[68] City of Los Angeles. 2024. ZIMAS, Parcel Profile Report. Available online at: https://zimas.lacity.org/. Accessed October 2024.

[69] LAFD (City of Los Angeles Fire Department). 2024. Find Your Location. Available online at: https://www.lafd.org/fire-stations/station-results. Accessed March 2024.

performance objectives. Given construction activities would require the use of flammable materials on site, the proposed Project would comply with applicable federal, State, and local laws and regulations to reduce potential risks from flammable materials. Additionally, as previously mentioned, the proposed Project would not induce population growth in the area and would not result in a substantial increase in the demand for fire protection services. Thus, the proposed Project would not exacerbate the potential for fire hazards and would not increase demand for fire services. Impacts regarding fire protection would be less than significant.

a. ii) **No Impact.** The Los Angeles Police Department, Central Bureau, Northeast Division provides police services to the Project site.[70] The closest police station is the Northeast Community Police Station located at 3353 San Fernando Rd, approximately 3.5 miles southeast of the Project site. The second closest police stations to the Project site include the City of Burbank Police Department located at 200 N 3rd St, approximately 2.1 miles north of the Project site and City of Glendale Police Department, located at 131 N. Isabel St., approximately 2.6 miles east of the Project site.[71] As mentioned, the proposed Project would not directly or indirectly induce population growth and, therefore, would not result in a substantial increase in the demand for police protection services. Construction activities would occur on-site, and no street closures are anticipated that may potentially affect service ratios, response times, or other police department performance objectives. Therefore, the proposed Project would not require new or expanded police facilities that would cause significant environmental impacts. No impacts related to police services would occur.

a. iii) **No Impact.** The Los Angeles Unified School District (LAUSD), West Region serves the proposed Project site.[72] The proposed Project does not propose any residential development that may introduce new permanent student residents to the LAUSD. As discussed above, the proposed Project does not propose development that would introduce new families with school-aged children into the LAUSD. Construction activities would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities. Therefore, no impacts to existing or planned schools would occur.

a. iv) **No Impact.** The proposed Project would not induce population growth in the area that could cause an increase in the use of existing parks and recreational facilities provided by the City of Los Angeles Department of Recreation and Parks. The proposed Project would not introduce residential uses and would not generate a new residential population that

[70] LAPD (Los Angeles Police Department). 2021. LAPD Divisions by Bureau. Available online at: https://lapdonlinestrgeacc.blob.core.usgovcloudapi.net/lapdonlinemedia/2021/09/citywide.pdf. Accessed March 2024.

[71] County of Los Angeles. 2022. Sheriff and Police Stations. Available online at: https://www.arcgis.com/home/item.html?id=19d2bcfd18054942bda2c95b47bf1927. Accessed March 2024.

[72] LAUSD (City of Los Angeles Unified School District). 2023. LA Unified Regions. Available online at: https://www.lausd.org/site/handlers/filedownload.ashx?moduleinstanceid=22580&dataid=127568&FileName=LAUSDRegions_2023-24.pdf. Accessed March 2024.

would regularly utilize nearby parks and recreational facilities. As mentioned, during construction activities, approximately 18 construction workers per day would be present for approximately 36 months. While some of the construction workers may utilize local parks and recreational facilities during the work day, such use would be anticipated to be limited. The proposed Project would not require the construction of new or expanded park facilities. No impact related to existing or planned parks would occur.

a.v) **No Impact.** The proposed Project would not introduce residential uses and would not generate a new residential population that would require other public facilities, such as libraries. Therefore, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities. Thus, impacts related to other government services or public facilities such as libraries would not occur.

Recreation

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

Discussion

a) **Less-than-Significant Impact.** The nearest recreational facilities to the Project site are the existing Los Angeles River Bikeway, located along the Project site segment, Bette Davis Picnic Area, located at 18150 Riverside Dr., approximately 0.1 mile north, Griffith Park located at 4730 Crystal Spring Drive, directly abutting the Project site to the south, and Los Angeles Equestrian Center located at 480 Riverside Drive, approximately 0.1 mile north of the Project site. As discussed above under Section 2.4, Project Background, LADOT conducted extensive outreach with community stakeholders including the local equestrian community, in order to gather input from potential future equestrian trail users regarding Project design. The input provided from LADOT's outreach efforts has resulted in design changes in the Project to address concerns raised in community meetings to facilitate safe operation of the proposed bike path and equestrian trail along the same alignment. Such design changes included modifications to the width of the equestrian trail right-of-way, changes to fencing materials and heights, and changes to the visual permeability of the fence between the bike path and equestrian trail facilities. Other nearby recreational facilities include the Mary Alvord Recreation Center located at 3201 W. Verdugo Ave, approximately 1.7 miles northwest, Chevy Chase Recreation Center located at 4165 Chevy Chase Dr., approximately 2.1 miles southeast, and the North Weddington Recreation Center located at 10844 Acama St, approximately 3.3 miles southwest.[73]

The proposed Project consists of a new multi-use trail segment along the south side of the River from the existing western terminus of the Los Angeles River Bikeway located just to the west of Riverside Drive, to approximately 200 feet east of Forest Lawn Drive in the Hollywood Community Plan area of the City of Los Angeles. The proposed Project would not induce population growth in the area, and therefore, would not cause an increase in

[73] LADRP (City of Los Angeles Department of Recreation and Parks). 2023. Discover Facilities. Available online at: https://www.laparks.org/discover-facilities?filters=type.20%2Ctype.23%2Clocation.distance.2%2Ctype.8. Accessed March 2024.

the use of existing parks and recreational facilities. Furthermore, the Project is not expected to increase use of existing parks and recreational facilities in the Project area, despite the fact that it would provide a new multi-use trail along the existing maintenance road. This is because equestrian, pedestrian, and bicycle users already access this segment under existing conditions, and therefore a substantial increase in the number of people utilizing nearby recreational facilities is not expected. Further, the proposed Project would terminate on its western end without adding any bike path or trail connections to additional off-site recreational facilities, and thus the Project would not provide any new connections to such facilities. As such, the operation of the proposed Project itself would not result in adverse impacts to existing parks or other recreational facilities. During construction activities, approximately 18 construction workers per day would be present for approximately 36 months. While some of the construction workers may utilize local parks and recreational facilities during the workday, such use would be anticipated to be limited. Therefore, construction activities of the proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities. Impacts would be less than significant.

b) **Less-than-Significant Impact.** The proposed Project consists of a new multi-use trail segment along the south side of the River. Specifically, the proposed Project would construct a Bike Path and Equestrian Trail along the south bank access road of the River. The Project would expand the existing LA River Bikeway System to support, among other objectives, the goals of the Los Angeles River Revitalization Master Plan. Furthermore, the proposed Project is not expected to induce substantial population growth that would result in increased demand for, or use of existing recreational facilities compared to existing conditions. Additionally, no increase in permanent residents would occur as there is no planned development proposed; therefore, the proposed Project would not necessitate the expansion of additional recreational facilities. Lastly, as noted in Response 4.16.a), above, the Project is not expected to increase use of existing parks and recreational facilities in the Project area because users already access this segment under existing conditions, and therefore a substantial increase in the number of people utilizing nearby recreational facilities is not expected. In addition, the proposed Project would terminate on its western end without adding any bike path or trail connections to additional off-site recreational facilities, and thus the Project would not provide any new connections to such facilities. Therefore, impacts on existing recreational facilities would be less than significant.

Transportation

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

Discussion

The following discussion of transportation impacts is based on the information, discussion, and conclusions presented in Appendix I of this Draft IS/MND.

a) **Less-than-Significant Impact.** The Project is not expected to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. According to the CEQA Analysis of Transportation Impacts, prepared by Fehr and Peers in December 2024, included as Appendix I of this Draft IS/MND, the Project would not conflict with the Los Angeles Mobility Plan 2035, Plan for Healthy LA, Hollywood Community Plan, Los Angeles Citywide Design Guidelines, Los Angeles River Ecosystem Restoration Plan, or the Los Angeles River Master Plan. Impacts would be less than significant.

b) **Less-than-Significant Impact.** The Project is an extension of an existing Class I bicycle facility with legal access only at the terminus of the existing path and thus vehicle trip generation is not anticipated. Therefore, the Project will not exceed the net 250 daily vehicle trip threshold and would not require further analysis (Appendix I). Therefore, impacts would be less than significant.

c) **Less-than-Significant Impact.** Fehr and Peers conducted a review of the Project set against the relevant standards of the Caltrans Highway Design Manual and the City of Los Angeles Complete Streets Design Guide within Appendix I. This geometric hazards review is also provided in Table 15, below.

TABLE 15
GEOMETRIC HAZARDS REVIEW

Document	Relevant Standard	Project Consistency
Caltrans Highway Design Manual (HDM) **Chapter 1000, Section 1003.1**	The minimum paved width of travel way for a two-way bike path shall be 8 feet, 10-foot preferred. Where heavy bicycle volumes are anticipated and/or significant pedestrian traffic is expected, the paved width of a two-way bike path should be greater than 10 feet, preferably 12 feet or more.	The proposed traveled way of the bike path is at least 8 feet, consistent with the existing LA River Bike Path directly to the south, to which the Project would connect.
	A minimum 2-foot wide shoulder, composed of the same pavement material as the bike path or all weather surface material that is free of vegetation, shall be provided adjacent to the traveled way of the bike path when not on a structure.	In many cases, the shoulder width is less than 2 feet on both sides of the bike path. In several typical sections shown on the plan set, the width from the [middle of] the fence on both sides of the bike path is exactly 12 feet, which would result in a shoulder that is a few to several inches short of 2 feet on both sides. While substandard to the HDM, it is not anticipated that this would substantially increase geometric hazards as to result in a significant transportation impact, as the traveled way is not affected, and a shoulder is still provided. Additionally, there are several occurrences at which a retaining wall would result in a (south side) shoulder width of less than 2 feet (by several inches). The City of LA design team (Engineers of Record) has prepared a written design-exception to justify this design, which is based on the relatively short distance of these sections, and the fact that the HDM provides provision for less than 2-foot shoulders in other cases (on a structure). While substandard to the HDM, it is not anticipated that this would substantially increase geometric hazards as to result in a significant transportation impact, as the traveled way is not affected, and a shoulder is still provided.
	A minimum 2-foot horizontal clearance from the paved edge of a bike path to obstructions shall be provided.	In many cases, there is less than 2 feet on both sides of the bike path between the traveled way and the fence. In several typical sections shown on the plan set, the width from the [middle of] the fence on both sides of the bike path is exactly 12 feet, which would result in distance to obstructions that is a few to several inches short of 2 feet. While substandard to the HDM, it is not anticipated that this would substantially increase geometric hazards as to result in a significant transportation impact, as the traveled way is not affected, and a shoulder is still provided. Additionally, there are several occurrences at which a retaining wall would result in a (south side) distance to obstructions width of less than 2 feet (by several inches). The City

Document	Relevant Standard	Project Consistency
		of LA design team (Engineers of Record) has prepared a written design-exception to justify this design, which is based on the relatively short distance of these sections. While substandard to the HDM, it is not anticipated that this would substantially increase geometric hazards as to result in a significant transportation impact, as the traveled way is not affected, and a distance from the traveled way to the obstruction is still provided.
	The vertical clearance to obstructions across the width of a bike path shall be a minimum of 8 feet and 7 feet over shoulder. Where practical, a vertical clearance of 10 feet is desirable.	There are no overhead obstructions along the bike path.
	When a corridor includes equestrian paths and Class I bikeways, the widest possible lateral separation should be provided between the two. A physical obstacle, such as an open rail fence, adjacent to the equestrian trail may be beneficial to induce horses to shy away from the bikeway, as long as the obstacle does not block visibility between the equestrian trail and bicycle path.	The proposed bike path and equestrian trail include an 8.5-foot chain link fence for lateral separation which does not block the visibility between the equestrian trail and the bike path.
LA Complete Streets Design Guide, Section 4.18	A minimum height of 4 feet is recommended for all fences and barriers along trails. A greater height may be permitted for trails adjacent to high-speed roads where traffic may startle horses. Height should be tapered down as trail approaches intersections or end, to maximize horse/rider view.	The Project proposes 8.5-foot chain link fence between the bike path and equestrian trail. The equestrian trail is separated from CA SR-134 by a 5-foot chain link fence, as well as a hillslope or a retaining wall, depending on the segment.

SOURCE: Fehr and Peers, 2024 (Appendix I)

As determined within Table 15, the Project is not expected to substantially increase geometric hazards, and impacts would be less than significant.

d) **Less-than-Significant Impact.** The Project is the extension of a bicycle, pedestrian, and equestrian path that does not interface with the vehicular street network. While temporary construction activities would intermittently result in construction-related worker vehicle and construction equipment and vehicular movements on public streets in the immediate Project area, these activities would not measurably affect vehicular circulation and access along public street rights-of-way or otherwise limit emergency vehicle access. During Project operations, all Project-related activity would be limited to pedestrian, bicycle, and equestrian movements along the proposed trail segment, which would have no adverse effects on emergency access. Therefore, it is anticipated that the Project would not interfere with emergency access, and impacts would be less than significant.

Tribal Cultural Resources

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

Discussion

a - b) **Less-than-Significant With Mitigation Incorporated.** The SCCIC records search and pedestrian survey did not identify potential tribal cultural resources within the APE. The NAHC SLF search returned positive results within the APE. The NAHC suggested contacting the Fernandeño Tataviam Band of Mission Indians.

The City of Los Angeles conducted consultation with California Native American tribes pursuant to AB 52 to identify tribal cultural resources in or near the Project. Letters were sent via certified mail and email on September 20, 2024, to 16 Native American contacts (**Table 16**). The letters included a brief Project description, location information, including maps, and a summary of the SLF and SCCIC searches. The letters requested for the contacts to provide any information on cultural resources in the vicinity within 30 days of receipt of the letters (see **Appendix K** of this IS/MND). On October 28, 2024, the Gabrieleño Band of Mission Indians - Kizh Nation reached out and asked if ground disturbance was proposed for the Project and requested consultation. On October 5, 2024, the Gabrieleno Tongva Indians of California Tribal Council indicated that the APE for the Project runs across the village of *Maawnga* and requested Native American monitoring during all ground disturbance. On January 9, 2025, the Kizh Nation provided information regarding the potential for tribal cultural resources to be inadvertently discovered within the Project area. They provided information that indicated they found the location to be sensitive for these resources but did not identify the presence of any known tribal cultural resources within the Project Site. The Kizh Nation also provided the City with their

preferred mitigation measures to be used for the Project. No additional responses have been received to date by the Gabrieleno Tongva Indians of California, and the City is in the process of closing consultation with both tribes.

TABLE 16
SUMMARY OF AB 52 CONSULTATION

Contact/Title	Tribal Affiliation	Response/Comments
Andrew Salas, Chairperson	Gabrieleno Band of Mission Indians - Kizh Nation	Tribe asked if ground disturbance was proposed for the Project and requested consultation. Consultation materials received by the City and the City is in the process of closing consultation.
Christina Marsden Conley, Tribal Cultural Resource Administrator,	Gabrieleno Tongva Indians of California Tribal Council	Tribe indicated that the APE for the Project runs across the village of *Maawnga* and requested Native American monitoring during all ground disturbance. Tribe also requested to stay informed of the Project and suggested a rotation may be implemented if there is more than one interested tribe. The City reached out to the Tribe in an effort to schedule consultation but has not received a response. The City is in the process of closing consultation.
Robert Dorame, Chairperson	Gabrieleno Tongva Indians of California Tribal Council	See response above
Erica Schenk, Chairperson	Cahuilla Band of Indians	No response yet
BobbyRay Esparza, Cultural Director	Cahuilla Band of Indians	No response yet
Anthony Madrigal, Tribal Historic Preservation Officer	Cahuilla Band of Indians	No response yet
Sarah Brunzell, CRM Manager	Fernandeño Tataviam Band of Mission Indians	No response yet
Christina Swindall Martinez, Secretary	Gabrieleno Band of Mission Indians - Kizh Nation	See response above
Anthony Morales, Chairperson	Gabrieleno/Tongva San Gabriel Band of Mission Indians	No response yet
Sandonne Goad, Chairperson	Gabrielino/Tongva Nation	No response yet
Charles Alvarez, Chairperson	Gabrielino-Tongva Tribe	No response yet
Sam Dunlap, Cultural Resource Director	Gabrielino-Tongva Tribe	No response yet
Steven Estrada, Tribal Chairman	Santa Rosa Band of Cahuilla Indians	No response yet
Vanessa Minott, Tribal Administrator	Santa Rosa Band of Cahuilla Indians	No response yet
Joseph Ontiveros, Tribal Historic Preservation Officer	Soboba Band of Luiseno Indians	No response yet
Jessica Valdez, Cultural Resource Specialist	Soboba Band of Luiseno Indians	No response yet

As stated above, as required by AB 52, consultation between the City and the Gabrieleno Band of Mission Indians-Kizh Nation and the Gabrieleno Tongva Indians of California Tribal Council was conducted. No identified tribal cultural resources as defined in PRC section 21074(a)(1) that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k) have been identified within the Project site. However, implementation of Mitigation Measures MM-TCR-1 through MM-TCR-3, below, would avoid and/or substantially lessen the above impact by ensuring that any unanticipated tribal cultural resources are appropriately identified, all tribes consulted, documented, evaluated, and treated promptly, so they are not inadvertently damaged or destroyed. With implementation of Mitigation Measures MM-TCR-1 through MM-TCR-3, the impact to any unanticipated Tribal cultural resources would be less than significant.

Mitigation Measures:

Mitigation Measure MM-TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. Should the Tribe decide that they no longer wish to provide a monitor or enter into a contracting agreement, or be unable to provide a monitor, work may commence without a Tribal monitor from the Kizh Nation.
C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.
D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

Mitigation Measure MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

A. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

Mitigation Measure MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5shall be followed.

C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

D. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.

E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

Utilities and Service Systems

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
4.19 UTILITIES AND SERVICE SYSTEMS - Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion

a) **Less-than-Significant Impact.** A significant impact would occur if a project would require or result in the relocation or construction of new utilities facilities or service systems, which would cause significant environmental effects. As mentioned above, the proposed Project consists of a new multi-use trail segment along the south side of the River from the existing western terminus of the Los Angeles River Bikeway located just to the west of Riverside Drive westward to approximately 200 feet east of Forest Lawn Drive in the Hollywood Community Plan area of the City of Los Angeles. There are existing aboveground and underground utilities within the proposed Project alignment that include a Los Angeles Department of Water and Power (LADWP) water line, buried sewer lines, storm drains, and LADWP overhead power lines and towers throughout the Project site limits. The proposed Project would generate minor amounts of water and electricity use for landscaping, water features, and lighting elements typical of recreational facilities. The proposed Project would be served by existing utility infrastructure and would not result in the relocation of public utilities. The proposed Project would comply with applicable federal, state, and local laws, statutes, and ordinances regarding water disposal, water use, and electrical use. Utility companies serving the Project site would include the

LADWP for water and electricity services and the City of Los Angeles Department of Public Works Bureau of Sanitation for wastewater and stormwater drainage management. Thus, the proposed Project would be served by existing utility infrastructure and would not result in the relocation of public utilities. The proposed Project would generate a minimal net increase in demand for electric power and water. Therefore, impacts would be less than significant.

b) **Less-than-Significant Impact.** A significant impact would occur if the proposed Project would increase water usage such that the Project site would not have enough water supplies during normal, dry, and multiple dry years. The proposed Project would not generate a substantial increase in demand for water as the proposed Project would not induce population growth in the area that could increase demand for water services. During construction activities, a small amount of water may be used for dust suppression and fire suppression, as needed. The proposed Project would use existing water supplies on-site to suppress dust, negating the need for temporary water to be brought to the Project site. During Project operation, minimal water would be used for landscaping**.** The estimated water demand of the proposed Project is not expected to exceed available supplies or the available capacity within the distribution infrastructure that would serve the Project site. Therefore, impacts would be less than significant.

c) **Less-than-Significant Impact***.* A significant impact would occur if a project's wastewater exceeded the capacity of the wastewater treatment provider. The City of Los Angeles Department of Public Works Bureau of Sanitation manages the wastewater collection and treatment system within the City. As mentioned, the proposed Project consists of a new multi-use trail segment along the south side of the River from the existing western terminus of the Los Angeles River Bikeway located just to the west of Riverside Drive westward to approximately 200 feet east of Forest Lawn Drive in the Hollywood Community Plan area of the City of Los Angeles. The proposed Project would not induce population growth in the area that could increase demand for wastewater services. The proposed Project would contain no restroom facilities on site, and therefore would not generate wastewater. The proposed Project's wastewater demand would be minor, and no new entitlements or resources would be required to meet the proposed Project's expected wastewater needs. Therefore, impacts would be less than significant.

d) **Less-than-Significant Impact***.* A significant impact would occur if a project would generate solid waste in excess of State or local standards, the capacity of local infrastructure, or State and local solid waste reduction goals; or if the project would not comply with federal, state, and local management and reduction statutes and regulations related to solid waste. The proposed Project would excavate and haul approximately 19,900 cubic yards of soil and construction debris; however, this would occur over a period of at least 60 work days, which results in approximately 330 cubic yards of construction waste and soil requiring disposal per day. Thus, the amount of daily solid waste generated during construction would be minimal. There are no City-owned landfills currently in

operation; therefore, waste from the proposed Project would be hauled to private or County operated landfills. The City standard for public works requires demolition debris to be recycled where feasible, in accordance with the Citywide Construction and Demolition Debris Recycling Ordinance. Thus, construction impacts related to landfill capacity would be less than significant and operation of the proposed Project would not generate solid waste. Therefore, impacts would be less than significant.

e) **Less-than-Significant Impact.** During construction, the proposed Project would be required to comply with all applicable regulations pertaining to solid waste disposal. These regulations include AB 939 which requires each city in the State to divert at least 50 percent of their solid waste from landfill disposal through source reduction, recycling, and composting.[74] Additionally, the proposed Project would be consistent with the Citywide Construction and Demolition Debris Recycling Ordinance, which requires projects to divert at least 65 percent through recycling, salvage, or deconstruction.[75] Therefore, the proposed Project would comply with federal, State, and local statutes and regulations related to solid waste. Impacts regarding compliance with federal, State, and local solid waste regulations would be less than significant.

[74] CalRecycle (California Department of Resources Recycling and Recovery). 2024. Enforcement. Available online at: https://calrecycle.ca.gov/LGCentral/Enforcement/#:~:text=The%20California%20Integrated%20Waste%20Management%20Act%20%28AB%20939%2C,by%201995%20and%2050%20percent%20by%20year%202000. Accessed March 2024.

[75] LASAN (Los Angeles Sanitation). 2024. Construction and Demolition Recycling. Available online at: https://sanitation.lacity.gov/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r/s-lsh-wwd-s-r-cdr?_adf.ctrl-state=5wh86m1ld_1&_afrLoop=2563416436468206&_afrWindowMode=0&_afrWindowId=null#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D2563416436468206%26_afrWindowMode%3D0%26_adf.ctrl-state%3D5wh86m1ld_5. Accessed March 2024.

Wildfire

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

Discussion

a) **No Impact.** The proposed Project activities would be contained entirely within the Project site and served by the Los Angeles Fire Department and the Los Angeles Police Department for fire protection, police protection, and emergency services. The proposed Project would not substantially affect traffic circulation or increase demand for existing emergency response services during construction and operation. All proposed Project activities would take place outside of main public roadways and would not result in temporary blockage or closure of local access routes in the Project vicinity. No impact related to emergency response or emergency evacuation plans would occur.

b) **Less-than-Significant Impact.** According to the California Department of Forestry and Fire (CAL FIRE), the Project site is designated as being Outside State Responsibility Area.[76] However, according to the Parcel Profile Report, the Project site is located within a Very High Fire Hazard Severity Zone.[77] As mentioned, the proposed Project consists of a new multi-use trail segment along the south side of the River from the existing western

[76] CAL FIRE (California Department of Forestry and Fire Protection). 2024. Fire Hazard Severity Zones in State Responsibility Area Map. Available online at: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008. Accessed March 2024.

[77] City of Los Angeles. 2024. ZIMAS, Parcel Profile Report. Available online at: https://zimas.lacity.org/. Accessed October 2024.

terminus of the Los Angeles River Bikeway located just to the west of Riverside Drive, to approximately 200 feet east of Forest Lawn Drive in the Hollywood Community Plan area of the City of Los Angeles. The proposed Project does not propose structures that would exacerbate wildfire risks or uncontrolled spread of a wildfire. Therefore, the proposed Project would not pose people or structures, either directly or indirectly, to wildfires. Therefore, impacts would be less than significant.

c) **No Impact.** As mentioned, the proposed Project consists of a new multi-use trail segment along the south side of the River from the existing western terminus of the Los Angeles River Bikeway located just to the west of Riverside Drive, to approximately 200 feet east of Forest Lawn Drive in the Hollywood Community Plan area of the City of Los Angeles. The proposed Project would not require installation or maintenance of infrastructure that may exacerbate fire risk. Therefore, no impacts related to fire risk due to installation or maintenance of associated infrastructure would occur.

d) **No Impact.** As mentioned, the proposed Project consists of a new multi-use trail segment along the south side of the River from the existing western terminus of the Los Angeles River Bikeway located just to the west of Riverside Drive, to approximately 200 feet east of Forest Lawn Drive in the Hollywood Community Plan area of the City of Los Angeles. Thus, no impacts to people or structures would occur due to significant risks, including exposing people or structures to downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impacts related to downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes would occur.

Mandatory Findings of Significance

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

Discussion

a) **Less-than-Significant Impact.** As described throughout this IS/MND, the Project would not degrade the quality of the environment; would not substantially reduce the habitats of fish or wildlife species; would not cause a fish or wildlife population to drop below self-sustaining levels; would not threaten to eliminate a plant or animal; and would not eliminate important examples of major periods of California history or prehistory. Therefore, impacts would be less than significant.

b) **Less-than-Significant Impact with Mitigation Incorporated.** When evaluating cumulative impacts, it is important to remain consistent with Section 15064(h) of the CEQA Guidelines, which states that an EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

Alternatively, a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable through mitigation measures set forth in an MND or if the project will comply with the requirements in a previously approved plan

or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located.

The proposed Project would potentially result in project related noise and tribal cultural resource impacts that could be potentially significant without the incorporation of mitigation. Thus, when coupled with noise and tribal cultural resource impacts related to the implementation of other related projects throughout the broader project area, the Project would potentially result in cumulative-level impacts if these significant impacts are left unmitigated. However, with the incorporation of mitigation identified herein, the Project's impacts to noise and tribal cultural resources would be reduced to less-than-significant levels and would not considerably contribute to cumulative impacts in the greater project region. In addition, these other related projects would presumably be bound by their applicable lead agency to (1) comply with all applicable federal, state, and local regulatory requirements; and (2) incorporate all feasible mitigation measures, consistent with CEQA, to further ensure that their potentially cumulative impacts would be reduced to less-than-significant levels. Although cumulative impacts are always possible, the Project, by incorporating all mitigation measures outlined herein, would reduce its contribution to any such cumulative impacts to less than cumulatively considerable; therefore, the Project would result in individually limited, but not cumulatively considerable, less-than-significant impacts with mitigation incorporated.

c) **Less-than-Significant Impact with Mitigation Incorporated.** As evaluated throughout this IS/MND, with incorporation of mitigation identified herein, all environmental impacts associated with the Project would be reduced to less-than-significant levels. Thus, the Project would not directly or indirectly cause substantial adverse effects on human beings. Impacts would be less than significant with mitigation incorporated.

5.0 MITIGATION MEASURES

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

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

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

Mitigation Measure MM-BIO-1: The City shall provide replacement trees on-site and within other suitable locations in accordance with RAP Policy, and shall establish a tree monitoring program to be managed by a qualified arborist in coordination with and to the satisfaction of RAP on behalf of LADOT. The monitoring program shall cover all phases of construction including: pre-construction, active construction, and post-construction, and shall comply with the Department of Urban Forestry's establishment period of up to three (3) years. During this period, LADOT shall monitor tree watering schedules depending on the season and the soil types, maintain an 18-inch circumference around the trunk base of each tree free of sod, pull vegetation by hand, and remove tree ties and tree stake after 1-3 years, as determined by a qualified arborist. Fertilizers or weed killers shall not be used near the newly planted trees. If any encroached trees fail during construction or post-construction they shall be mitigated at the applicable rate per RAP Policy.

Mitigation Measure MM-NOI-1: Temporary mobile noise barriers shall be installed along the northern and southern Project boundary where construction activity is currently active that is made of sound blanket, plywood or other solid material capable of reducing on-site construction noise levels by at least 9 dBA when measured from the outside of the barrier. In addition, all applicable equipment shall be fitted with proper/improved mufflers which will provide a reduction in construction noise levels by 6 dBA. Furthermore, given that construction would occur within 500 feet from a sensitive receptor within the City of Los Angeles as well as to those in other jurisdictions the revised construction activity timeline will be used:

Construction, alteration, movement, enlargement, replacement, repair, equipment, maintenance, removal and demolition work within the project site shall only be allowed between the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday and between the hours of 9:00 a.m. to 5:00 p.m. on Saturdays, with no construction activity being allowed on Sundays or on federal holidays.

Mitigation Measure MM-TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. Should the Tribe decide that they no longer wish to provide a monitor or enter into a contracting agreement, or be unable to provide a monitor, work may commence without a Tribal monitor from the Kizh Nation.

C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

Mitigation Measure MM-TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

A. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any

purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

Mitigation Measure MM-TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5shall be followed.
C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
D. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.
E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

6.0 PREPARATION AND CONSULTATION

6.1 Preparers

Environmental Science Associates
633 West 5th Street, Suite 830
Los Angeles, CA 90071

David Crook, AICP, Principal Planner (Project Manager)
Tamseel Mir, Project Director
Meghan Gibson, Principal Planner
Hayley Ward, Associate Planner
Ana Rodriguez-Lomeli, Assistant Planner
Michael Burns, Principal Geologist
Alan Sako, Director of Air Quality/Climate/Acoustics
Elbert Hsuing, Senior Air Quality/Greenhouse Gas Specialist
Anaya Ward, Air Quality/Greenhouse Gas Specialist
Abdul Khan, Noise Specialist
Daniel Swenson, PhD., Principal Regulatory Specialist
Brian Rawles, Senior Biologist
Sonya Vargas, Biologist
Ryan Gilmore, ISA, Principal Biologist/Urban Forester
Sara Dietler, Principal Archaeologist
Fatima Clark, Senior Archaeologist
Claudia Camacho-Trejo, Archaeologist
Shannon Papin, Principal Architectural Historian
Valerie Smith, Architectural Historian
Denise Kaneshiro, Senior Graphics Specialist
Chance Scott, GIS Specialist
Stephan Geissler, Senior GIS Specialist
Jason Nielsen, Principal GIS Specialist
Aaron Guzman, Document Production

Fehr & Peers
600 Wilshire Blvd, Suite 1050
Los Angeles, CA 90017

Netai Basu, AICP CTP, Principal
Matt Benjamin, Principal
Alex Melaragno, Senior Engineer/Planner

6.2 Coordination and Consultation

City of Los Angeles
Department of Public Works, Bureau of Engineering
1149 South Broadway, Suite 600
Los Angeles, CA 90015

Christopher Adams, Environmental Specialist III
Rachel McPherson, Environmental Supervisor
Dr. Jan Green Rebstock, Environmental Affairs Officer

Bureau of Street Services
1149 S Broadway 4th Floor
Los Angeles, CA 90015

Ricardo Acosta, PE, Civil Engineer
Thomas Sarkisyan, PE, Civil Engineering Associate II

Department of Transportation
100 S. Main Street, 9th Floor
Los Angeles, CA 90012

Monique Alcala, Transportation Engineering Associate II
Edward Giron, TE, Transportation Engineer

California Department of Transportation – District 7
Division of Environmental Planning
100 S. Main Street, Los Angeles, CA 90012

Shabnam Sheikh, Environmental Scientist

United States Army Corps of Engineers
Operations Division, Management Support Branch (Section 408)
Los Angeles District, U.S. Army Corps of Engineers

Clayton "Clay" Lay, Project Manager

MEGA Projects Division
Los Angeles District, U.S. Army Corps of Engineers

Monica Eichler, PE, PMP, Program Manager

California Department of Fish and Wildlife
South Coast Region
3883 Ruffin Road, San Diego, CA 92123

Julisa Portugal, Environmental Scientist
Joleena de la Fe, CEQA Staff
Andrew Aitken, 1602 Lake Streambed Alteration Staff

7.0 REFERENCES

Chapter 1

No references.

Chapter 2

City of Los Angeles. 2010. Detailed Griffith Park Map. Available online at: https://friendsofgriffithpark.org/wp-content/uploads/2020/12/Detailed_Griffith_Park_Map.pdf. Accessed February 26, 2024.

LA River Master Plan. 2021. High Resolution Map. Frame 6: Narrows. Available online at: https://larivermasterplan.org/wp-content/uploads/24x36_Frame-Maps_Frame-6-Narrows-1.pdf. Accessed February 26, 2024.

Los Angeles Equestrian Center. 2024. Our Story. Available online at: https://thelaec.com/. Accessed February 26, 2024.

U.S. Army Corps of Engineers Los Angeles District. 2015. Los Angeles River Ecosystem Restoration Final EIS/EIR. September 2015. Available online at: https://apps.engineering.lacity.gov/techdocs/emg/docs/lariver/LAR_Vol%201_Integrated%20Feasibility%20Report.pdf. Accessed December 12, 2024

Chapter 3

No references.

Chapter 4

Aesthetics

Caltrans (California Department of Transportation). 2023. California State Scenic Highway System Map. Available online at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed March 2024.

City of Los Angeles. 1973. Open Space Plan. Available online at: https://planning.lacity.gov/odocument/01ea5f66-3281-488a-930b-f523712fef07/Open_Space_Element.pdf. Accessed March 2024.

City of Los Angeles. 1988. Hollywood Community Plan. Available online at: https://planning.lacity.gov/plans-policies/community-plan-area/hollywood. Accessed March 2024.

City of Los Angeles. 2001. City of Los Angeles General Plan, Conservation Element. Available online at: https://planning.lacity.gov/odocument/28af7e21-ffdd-4f26-84e6-dfa967b2a1ee/Conservation_Element.pdf. Accessed March 2024.

City of Los Angeles. 2014a. RIO District Ordinance No. 183144. Available online at: https://planning.lacity.gov/Code_Studies/RIOproject/LA-RIO_183144_8.20.14.pdf. Accessed April 2024.

City of Los Angeles. 2014b. RIO District Ordinance No. 183145. Available online at: https://planning.lacity.gov/Code_Studies/RIOproject/RIO_183145_8.20.14.pdf. Accessed April 2024.

City of Los Angeles. 2024. ZIMAS, Parcel Profile Report. Available online at: https://zimas.lacity.org/. Accessed October 2024.

Griffith Observation. 2024. Wilderness in the Heart of Los Angeles. Available online at: https://griffithobservatory.org/explore/griffith-park/. Accessed March 2024.

U.S. Army Corps of Engineers Los Angeles District. 2015. Los Angeles River Ecosystem Restoration Final EIS/EIR. September 2015. Available online at: https://apps.engineering.lacity.gov/techdocs/emg/docs/lariver/LAR_Vol%201_Integrated%20Feasibility%20Report.pdf. Accessed December 12, 2024.

Agriculture and Forestry Resources

City of Los Angeles. 2024. ZIMAS, Parcel Profile Report. Available online at: https://zimas.lacity.org/. Accessed October 2024.

DOC (California Department of Conservation). 2022a. California Important Farmland Finder. Available online at: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed March 2024

DOC. 2022b. California Williamson Act Enrollment Finder. Available online at: https://maps.conservation.ca.gov/dlrp/WilliamsonAct/. Accessed March 2024.

Air Quality

SCAQMD (South Coast Air Quality Management District). 1993. CEQA Air Quality Handbook. November 1993.

SCAQMD (South Coast Air Quality Management District). 2003. 2003 Air Quality Management Plan. Adopted August 1, 2003.

SCAQMD (South Coast Air Quality Management District). 2008. Localized Significance Threshold Methodology. June 2003, revised July 2008.

SCAQMD (South Coast Air Quality Management District). 2022. 2022 Air Quality Management Plan. Adopted December 2, 2022.

SCAQMD (South Coast Air Quality Management District). 2023. SCAQMD Air Quality Significance Thresholds. March 2003.

Biological Resources

Environmental Science Associates. 2024. Los Angeles River Phase IV Bike Path Project Biological Technical Letter Report. November 2024.

Environmental Science Associates. 2024. Los Angeles River Phase IV Bike Path Project Aquatic Resources Delineation Report. November 2024.

Environmental Science Associates. 2025. Los Angeles River Phase IV Bike Path Project Park Tree Inventory Report. February 2025.

Cultural Resources

Environmental Science Associates. 2024. City of Los Angeles LA River Phase IV Bike Path Cultural Resources Assessment Report. November 2024.

Energy

LADWP (Los Angeles Department of Water and Power). 2023. 2023-2024 Briefing Book. https://www.ladwp.com/sites/default/files/2024-06/2023-24_BB_FullBook_Digital.pdf. Accessed February 23, 2025.

Geology and Soils

CGS (California Geologic Survey). 2024. Earthquake Zones of Required Investigation. Available online at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed March 2024.

CGS (California Geologic Survey). 2024. Earthquake Zones of Required Investigation. Available online at: https://maps.conservation.ca.gov/cgs/EQZApp/app/ Accessed March 2024.

DOC (California Department of Conservation). 2024a. Liquefaction Zones. Available online at: https://data.ca.gov/dataset/cgs-seismic-hazards-program-liquefaction-zones. Accessed March 2024.

DOC (California Department of Conservation). 2024b. Landslide Inventory (Beta). Available online at: https://maps.conservation.ca.gov/cgs/lsi/. Accessed March 2024.

Environmental Science Associates. 2024. LA River Phase IV Bike Path Project Paleontological Identification Report. November 2024.

GED (Geotechnical Engineering Division). 2013. Geotechnical Engineering Report LA River Phase IV Project, Riverside Drive to Forest Lawn Drive.

LACDPW (Los Angeles County Department of Public Works). 2006. Hydrology Manual, Appendix C. Available online at:

https://dpw.lacounty.gov/wrd/Publication/engineering/2006_Hydrology_Manual/Appendix-C.pdf. Accessed April 2024.

Los Angeles County. 2023. Soil Types Feature Layer. Available online at: https://www.arcgis.com/home/item.html?id=e754a6de1ba448f68d15d0d48ee6ba49. Accessed April 2024.

United States Department of Agriculture. 2017. Tujunga Series. Available online at: https://soilseries.sc.egov.usda.gov/OSD_Docs/T/TUJUNGA.html. Accessed April 2024.

Greenhouse Gas Emissions

CARB (California Air Resources Board). 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. Final. December 2022.

CARB (California Air Resources Board). 2023. California Greenhouse Gas Emissions from 2000 to 2021: Trends of Emissions and Other Indicators. https://ww2.arb.ca.gov/sites/default/files/2023-12/2000_2021_ghg_inventory_trends.pdf. Accessed February 23, 2025.

Hazards and Hazardous Materials

Environmental Science Associates. 2024. Los Angeles River Phase IV Bike Path Initial Site Assessment. September 2024.

Hydrology and Water Quality

City of Los Angeles Bureau of Street Services. 2024. Preliminary Hydrology Report LA River Bike Path Phase IV Los Angeles, California. November 2024.

City of Los Angeles, Streets LA, 2024. Preliminary Hydrology Report, LA River Bike Path Phase IV, Los Angeles, California. November 22, 2024.

Los Angeles Basin Regional Water Quality Control Board. 2014. Los Angeles Region Water Quality Control Plan.

Santa Clarita Valley Groundwater Sustainability Agency. 2022. Santa Clara River Valley East Groundwater Subbasin Groundwater Sustainability Plan. January.

Land Use and Planning

City of Los Angeles Municipal Code. Section 12.04.05. “OS” Open Space Zone. Available online at: https://codelibrary.amlegal.com/codes/los_angeles/latest/lapz/0-0-0-1514. Accessed March 2024.

City of Los Angeles. 1973. Open Space Plan. Available online at: https://planning.lacity.gov/odocument/01ea5f66-3281-488a-930b-f523712fef07/Open_Space_Element.pdf. Accessed March 2024.

City of Los Angeles. 1988. Hollywood Community Plan. Available online at: https://planning.lacity.gov/plans-policies/community-plan-area/hollywood. Accessed March 2024.

City of Los Angeles. 2014a. RIO District Ordinance No. 183144. Available online at: https://planning.lacity.gov/Code_Studies/RIOproject/LA-RIO_183144_8.20.14.pdf. Accessed April 2024.

City of Los Angeles. 2014b. RIO District Ordinance No. 183145. Available online at: https://planning.lacity.gov/Code_Studies/RIOproject/RIO_183145_8.20.14.pdf. Accessed April 2024.

City of Los Angeles. 2022. LA River Master Plan. Available online at: https://pw.lacounty.gov/uploads/swp/LARiverMasterPlan-FINAL-DIGITAL-COMPRESSED.pdf. Accessed April 2024.

City of Los Angeles. 2024. Los Angeles River Ecosystem Restoration Project. Available online at: https://engineering.lacity.gov/about-us/divisions/environmental-management/projects/los-angeles-river-ecosystem-restoration. Accessed April 2024.

Mineral Resources

CGS (California Geologic Survey). 2021. Updated Mineral Resource Zones for Portland Cement Concrete Aggregate in the San Fernando Valley and Saugus-Newhall Production-Consumption Regions. Available online at: https://www.conservation.ca.gov/cgs/Documents/Publications/Special-Reports/SR_254-MLC-SanFernandoValleySaugusNewhallPCR-2021-Plate01-MRZs-a11y.pdf. Accessed October 2024.

County of Los Angeles. 2024. GIS-NET- Mineral Resource Zone. Available online at: https://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public. Accessed March 2024.

DOC (California Department of Conservation). 2024. California Geologic Survey Information Warehouse, Mineral Land Classification. Available online at: https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc. Accessed March 2024.

DOC (California Department of Conservation). 2024a. Well Finder. Available online at: https://maps.conservation.ca.gov/doggr/wellfinder/. Accessed March 2024.

DOC (California Department of Conservation). 2024b. California Geologic Survey Information Warehouse, Mineral Land Classification. Available online at: https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc. Accessed March 2024.

Noise

Caltrans (California Department of Transportation). 2013. Technical Noise Supplement to the Caltrans Traffic Noise Analysis Protocol. Division of Environmental Analysis, Environmental Engineering, Hazardous Waste, Air, Noise, Paleontology Office. Sacramento, California. September 2013.

Caltrans (California Department of Transportation). 2025. Typical Noise Levels. Available online at: \\EgnyteDrive\oneesa\Shared\Projects\2021\D202100667.07 - LA River Phase IV Bike Path CEQA-NEPA\Working Documents\Noise. Accessed February 2025.

City of Los Angeles. 2024. ZIMAS, Parcel Profile Report. Available online at: https://zimas.lacity.org/. Accessed October 2024.

Federal Highway Administration. 2006. *Highway Construction Noise Handbook*.

Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment Manual. September 2018.

Toth, William J. 1979. Noise Abatement Techniques for Construction Equipment. Prepared for the U.S. Department of Transportation. August. Available at: https://rosap.ntl.bts.gov/view/dot/30592/dot_30592_DS1.pdf. Accessed February 24, 2025. Toth. 1979Population and Housing

Public Services

City of Los Angeles. 2024. ZIMAS, Parcel Profile Report. Available online at: https://zimas.lacity.org/. Accessed October 2024.

County of Los Angeles. 2022. Sheriff and Police Stations. Available online at: https://www.arcgis.com/home/item.html?id=19d2bcfd18054942bda2c95b47bf1927. Accessed March 2024.

LAFD (City of Los Angeles Fire Department). 2024. Find Your Location. Available online at: https://www.lafd.org/fire-stations/station-results. Accessed March 2024.

LAPD (Los Angeles Police Department). 2021. LAPD Divisions by Bureau. Available online at: https://lapdonlinestrgeacc.blob.core.usgovcloudapi.net/lapdonlinemedia/2021/09/citywide.pdf. Accessed March 2024.

LAUSD (City of Los Angeles Unified School District). 2023. LA Unified Regions. Available online at: https://www.lausd.org/site/handlers/filedownload.ashx?moduleinstanceid=22580&dataid=127568&FileName=LAUSDRegions_2023-24.pdf. Accessed March 2024.

Recreation

LADRP (City of Los Angeles Department of Recreation and Parks). 2023. Discover Facilities. Available online at: https://www.laparks.org/discover-facilities?filters=type.20%2Ctype.23%2Clocation.distance.2%2Ctype.8. Accessed March 2024.

Transportation

No references.

Tribal Cultural Resources

No references.

Utilities and Service Systems

CalRecycle (California Department of Resources Recycling and Recovery). 2024. Enforcement. Available online at: https://calrecycle.ca.gov/LGCentral/Enforcement/#:~:text=The%20California%20Integrated%20Waste%20Management%20Act%20%28AB%20939%2C,by%201995%20and%2050%20percent%20by%20year%202000. Accessed March 2024.

LASAN (Los Angeles Sanitation). 2024. Construction and Demolition Recycling. Available online at: https://sanitation.lacity.gov/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r/s-lsh-wwd-s-r-cdr?_adf.ctrl-state=5wh86m1ld_1&_afrLoop=2563416436468206&_afrWindowMode=0&_afrWindowId=null#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D2563416436468206%26_afrWindowMode%3D0%26_adf.ctrl-state%3D5wh86m1ld_5. Accessed March 2024.

Wildfire

CAL FIRE (California Department of Forestry and Fire Protection). 2024. Fire Hazard Severity Zones in State Responsibility Area Map. Available online at: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008. Accessed March 2024.

City of Los Angeles. 2024. ZIMAS, Parcel Profile Report. Available online at: https://zimas.lacity.org/. Accessed October 2024.

Mandatory Findings of Significance

No references.

Chapter 5

No references.

Chapter 6

No references.