

THIS NOTICE WAS POSTED

ON April 21 2026

UNTIL May 21 2026

REGISTRAR – RECORDER/COUNTY CLERK

CITY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
1149 S. BROADWAY, 7th FLOOR
LOS ANGELES, CALIFORNIA 90015
CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE OF EXEMPTION

2026087529



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Apr 21 2026

Dean C. Logan, Registrar – Recorder/County Clerk

Electronically signed by LAKEISHA MCCOY

(Articles II and III – City CEQA Guidelines)

Submission of this form is optional. The form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, California, 90650 and with the State Clearinghouse in the Governor's Office of Land Use and Climate Innovation, if filed with the County Clerk, pursuant to Public Resources Code Section 21152(b). Pursuant to Public Resources Code Section 21167(d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the Project.

LEAD CITY AGENCY AND ADDRESS: City of Los Angeles c/o Bureau of Engineering 1149 S. Broadway, 6 th Floor, M/S 939 Los Angeles, CA 90015	COUNCIL DISTRICT 13
PROJECT TITLE: (W.O. E190927 / CIP No. 937)	LOG REFERENCE

PROJECT LOCATION: North Atwater East Bank Riverway Project – Colorado Street Bridge Undercrossing, in the Northeast Los Angeles Community Plan Area of the City of Los Angeles (see *Figure 1: Project Location*. T.G. Page 564, Grid C5)

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT: The North Atwater East Bank Riverway Project – Colorado Street Bridge Undercrossing Project (Project) proposes to construct a new 500-foot undercrossing beneath the Colorado Street Bridge Freeway Extension alongside the Los Angeles River within the City of Los Angeles. Project beneficiaries include the community of the City of Los Angeles by establishing a link between the existing parks, equestrian facilities, housing, businesses, and the Los Angeles River. Please see the Project description continuation in the narrative for more details.

The City Engineer issued 50% design plans on December 01, 2025. On April 14, 2026, the Bureau of Engineering determined the Project was exempt under the California Environmental Quality Act (CEQA).

CONTACT PERSON Cristian Centeno	CONTACT INFORMATION cristian.centeno@lacity.org
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EXEMPT STATUS:		
CATEGORICAL EXEMPTION*	CITY CEQA GUIDELINES	Art. III, Sec. 1. Class 1. Cat. 3 Art. III, Sec. 1. Class 4. Cat 1
CATEGORICAL EXEMPTION*	STATE CEQA GUIDELINES	Sec. 15301 (c) Sec. 15304 (a)

* See Public Resources Code Sec. 21080 and set forth state and city guidelines provisions.

JUSTIFICATION FOR PROJECT EXEMPTION: This Project is exempt from the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Article 19, Section 15301 (c) and Section 15304 (a). Additionally, the Project is exempt pursuant to *Los Angeles CEQA Guidelines* Article III, Section 1, Class 1, Existing Facilities - Category 3 and Class 4, Minor Alterations to Land - Category 1. *None of the limitations set forth in State CEQA Guidelines 15300.2 apply (see attached narrative).*

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING

SIGNATURE: <i>For</i> Dr. Jan Green Rebstock	TITLE: Environmental Affairs Officer Clean Water Division	DATE: <i>4/16/2026</i>
FEE: \$75.00	RECEIPT NO.	REC'D BY
		DATE

DISTRIBUTION: (1) COUNTY CLERK, (2) STATE CLEARINGHOUSE, (3) AGENCY RECORD



Project Location

Project Location

North Atwater East Bank Riverway Project – Colorado Bridge Undercrossing



Figure 1: Project Location

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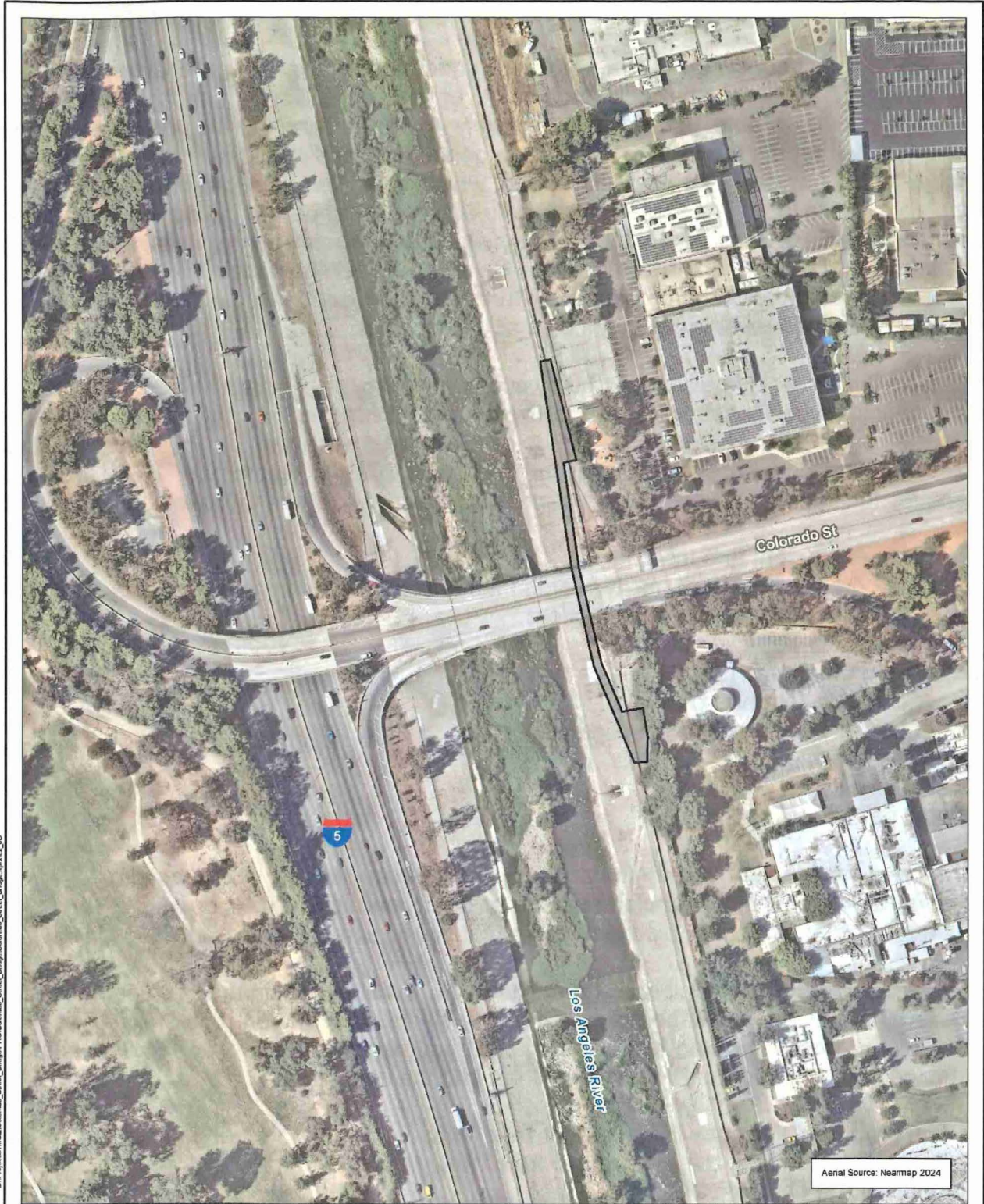
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Aerial Source: Nearmap 2024

Figure 2: Project Site

North Atwater East Bank Riverway Project – Colorado Bridge Undercr



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CATEGORICAL EXEMPTION NARRATIVE

I. DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT, CONTINUED

The proposed Project consists of a new 500-foot undercrossing beneath the Colorado Street Bridge Freeway Extension alongside the Los Angeles River within the City of Los Angeles. The proposed undercrossing would enable pedestrians to safely traverse beneath the Colorado Street Bridge Freeway Extension on the east side of the Los Angeles River and would connect the planned 2.2-mile multi-modal North Atwater East Bank Riverway, which combined with other funded bridge Projects would create a 6-mile loop. The Project would help achieve a key part of the community-driven plan for the North Atwater East Bank Riverway by establishing a link between the existing parks, equestrian facilities, housing, businesses, the Los Angeles River, and providing access for the local community to currently unconnected parks and open space. Currently, north-south access along the path on the east side of the Los Angeles River is not connected at this location.

The proposed Project would be constructed by accessing from the existing maintenance road alongside the Los Angeles River. Construction of the Project would not require any access within the wetted portion of the Los Angeles River. Therefore, no diversion or dewatering would be required to construct the Project. Project construction would occur from April 2027 to September 2027 over a period of approximately five months. Construction activities would consist of the following primary activities:

- Mobilize equipment and materials;
- Sawcut portions of existing eastern embankment to allow for installation of undercrossing;
- Excavate for retaining wall construction;
- Build retaining walls;
- Backfill to create the path;
- Pour concrete for undercrossing;
- Install collapsible barrier and bollards;
- Install lighting;
- Install fence; and
- Install pavement markings.



An appropriate combination of monitoring and resource avoidance would be employed during all construction activities, including implementation of the following Best Management Practices (BMPs) focused on protecting air quality, biological resources, cultural resources, and water quality:

BMP-1: The proposed Project will implement Rule 401, Visible Emissions, control measures required by the SCAQMD, which prohibit the discharge of any single source of emission for a period or periods aggregating more than 3 minutes in any 1 hour which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart into the atmosphere.

BMP-2: The proposed Project will implement Rule 402, Nuisance, control 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-3: The proposed Project will 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 and beyond the property from which the emission originates. Reasonable precautions 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

BMP-4: Prior to construction, focused least Bell's Vireo (LBVI) protocol surveys will be conducted within a 200 meter buffer around the Project footprint to determine presence/absence of LBVI. Protocol surveys will follow procedures established by United States Fish and Wildlife Service (USFWS 2001). The survey effort will also include territory mapping of LBVI in the survey area. **If LBVI are identified on site, then construction cannot commence until either a No Take Plan for Construction has been developed** via informal consultation with USFWS and the California Department of Fish and Wildlife (CDFW) **and approved by the Bureau of Engineering or formal consultation with USFWS and CDFW has occurred.**

Given the marginal quality habitat, it is unlikely that the species will be found nesting onsite. During the construction period, in each subsequent spring, a habitat assessment will be completed by a qualified biologist to determine if an additional round of protocol surveys is required. This assessment will evaluate the quality of the habitat and the potential to support LBVI. Construction will not commence in the spring prior to this determination.

BMP-5: The proposed Project will obtain a qualified professional Biologist to conduct a pre-construction nesting bird survey within three days prior to construction activities. If the Biologist finds an active nest within or adjacent to the construction area, the Biologist would identify an appropriate protective buffer zone around the nest depending on the sensitivity of the species, the nature of the construction activity, and the amount of existing disturbance in the vicinity. Construction may be temporarily restricted in the vicinity of the nest until nesting is complete, as determined by the Biologist.

BMP-6: The proposed Project will obtain a qualified professional Biologist to conduct an acoustic bat survey to detect the presence/absence and identity of bat species within the Project site. Based on the findings of the acoustic bat survey, the following will be implemented:

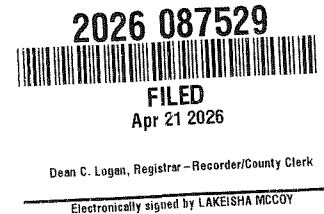
- If the qualified professional biologist determines that roosting bats are found within the Project site, are not special-status species, and the roost is not being used as a maternity roost, then the bats may be evicted from the roost by a qualified bat biologist experienced in developing and implementing Bat Exclusion Plans.
- If the qualified professional biologist determines that roosting bats are found within the Project site and are special-status bat species or a maternity roost of any bat species, then a qualified bat biologist experienced in developing Bat Exclusion Plans shall develop a Bat Exclusion Plan, in coordination with CDFW, to detail the methods of excluding bats from the roost and the plans for a replacement roost in the vicinity of the Project site. Removal of the roost shall only occur when the Bat Exclusion Plan has been approved by BOE, authorization from CDFW has been granted, and only when bats are not present in the roost.

The results of bat surveys, evaluations, and monitoring efforts that are undertaken shall be documented in a report by the qualified professional biologist and provided to the BOE for review and

approval by the first week of the following month of the activity.

BMP-7: The proposed Project will implement erosion control where necessary 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-8: The proposed Project will implement Archaeological Resources – Pre-Construction Worker Training. Prior to the start of construction, a qualified archaeologist shall be retained to provide construction personnel with a briefing in the identification of archaeological resources and information on regulatory requirements for the protection of cultural resources. The briefing shall include examples of cultural resources (i.e., archaeological, Native American, and paleontological resources) that may be onsite and protocols to follow if discoveries are made. The archaeologist shall develop the training program and any supplemental materials necessary for its implementation.

BMP-9: If archaeological resources are encountered during ground-disturbing activities, work will be temporarily halted in the vicinity of the find and LABOE will contact a qualified archaeologist to evaluate and determine appropriate treatment for the resource in accordance with the Public Resources Code (PRC) Section 21083.2(i). If any Native American cultural material is encountered within the Project area, consultation with interested Native American parties shall be conducted by LABOE to apprise them of any such findings, solicit any comments regarding the significance of the find, and obtain any recommendations they may have regarding appropriate treatment and disposition of the resources.

BMP-10: 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 (NAHC) and identify a Most Likely Descendant pursuant to PRC Section 5097.98, California Code of Regulations (CCR) Section 15064.5. Work may be resumed at the landowner's discretion but will only commence after consultation and treatment have been concluded. Work may continue on other parts of the Project while consultation and treatment are conducted.

BMP-11: Construction of the proposed Project is anticipated to occur Monday through Friday from 7:00 a.m. to 4:00 p.m. Should construction be required outside of the anticipated hours, construction activity will comply with the allowable hours of construction as dictated in the Los Angeles Municipal Code Section 41.40, including 7:00 a.m. to 9:00 p.m. Monday through Friday, 8:00 a.m. to 6:00 p.m. on Saturday, and no construction activity on Sundays or City holidays.

Unless otherwise stated, the proposed Project will be designed, constructed and operated following all applicable laws, regulations, ordinances and formally adopted City standards including but not limited to:

- City of Los Angeles Municipal Code
- Bureau of Engineering Standard Plans
- Standard Specifications for Public Works Construction (Greenbook) Amendments
- Work Area Traffic Control Handbook



Dean C. Logan, Registrar – Recorder/County Clerk
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II. PROJECT HISTORY

The Project is part of the larger North Atwater East Bank Riverway Project (NAEBRP) which will convert an existing maintenance road that runs along the east bank of the Los Angeles River channel into an aesthetically pleasing pathway for use by pedestrians and equestrians. The existing pathway is an asphalt maintenance road alongside a series of power lines in the Atwater Village area of the City of Los Angeles south of 134 Freeway and north of Los Feliz Boulevard. The NAEBRP will transform the 2.2 miles of a currently dilapidated asphalt maintenance road into a clearly marked, multi-use, accessible path along the LA River.

Preliminary design for the NAEBRP commenced in April 2020 and is scheduled to reach 100% design completion in May 2026. In 2021, an environmental review determined that the project is categorically exempt from CEQA, in accordance with State CEQA Guidelines Article 19, Sections 15301(c) and 15302(c). A CEQA Notice of Exemption was approved and issued by the City of Los Angeles Bureau of Engineering (BOE) on August 21, 2021. During the preliminary design phase, the Colorado Street Bridge Undercrossing was not a proposed component of the NAEBRP and therefore not assessed in 2021 CEQA environmental review. The Colorado Street Bridge Undercrossing was proposed and began preliminary design in August 2023. Based on geographic proximity and similar project objectives, the Project was added as the second phase to the NAEBRP.

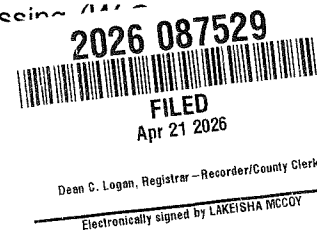
The current Colorado Street Bridge Freeway Extension is a barrier to a future continuous North Atwater East Bank Riverway. The Project would create a path under the 70-foot wide Colorado Bridge Freeway Extension by cutting into the concrete bank of the Los Angeles River under the Colorado Bridge Freeway Extension to create a continuous path that accommodates all users and meets Americans with Disabilities Act (ADA) standards.

The current levee and underside of the bridge is maintained to minimal standards, meaning encampments and graffiti are often present. The maintenance road adjacent to the location of the undercrossing is currently dilapidated, unlocked, and used by equestrians, pedestrians, and cyclists but the Colorado Street Bridge Freeway Extension blocks the safe passage of all users due to the current slopes on the river embankment. Due to the challenges of accessing and using the maintenance road, the community has described the road as an "attractive nuisance", wherein trash dumping, illegal camping, and illegal drug use happens. The Project addresses community concerns given that the Project was developed in consultation with the community and because the Project is consistent with the Los Angeles River Revitalization Master Plan and the Los Angeles River Ecosystem Restoration Project recommendations for this location. The Project would formalize a passive river-adjacent recreational trail that will provide safe linkages between the neighborhood, area parks, and open space if constructed.

III. ENVIRONMENTAL REVIEW

A. Basis for Categorical Exemption

The Project is exempt from CEQA pursuant to State CEQA Guidelines Article 19, Section 15301 (c), Existing Facilities, for minor alteration of existing public structures and topographical features involving negligible or no expansion of existing or former use. The Class 1 Categorical Exemption (CE) would



apply to the Project, because the Project involves minor alterations to the embankment and structural elements beneath the Colorado Street Bridge. The Project would occur in an area already developed. The expansion of use would occur beyond the existing conditions, and the increase in capacity or change the type or intensity of use. Therefore, as the Project involves minor alterations to existing public facilities with negligible expansion of use, the Project would qualify for a Class 1 CE.

The Project is exempt from CEQA pursuant to State CEQA Guidelines Article 19, Section 15304 (a), Minor Alterations to Land, for minor public alterations in the condition of land which do not involve removal of healthy mature, scenic trees for the creation of bicycle lanes on existing rights-of-way. The Class 4 Categorical Exemption (CE) would apply to the Project, because the Project involves cutting into the existing concrete embankment of the Los Angeles River to create an undercrossing. All work would occur outside the wetted portion of the Los Angeles River. The Project would not require the removal of any vegetation. Therefore, given that the Project would consist of minor grading and alterations to land, the Project qualifies for a Class 4 CE.

The Project is exempt from CEQA pursuant to the Los Angeles CEQA Guidelines Article III, Section 1, Class 1, Existing Facilities - Category 3 for minor alteration of existing public structures and topographical features, involving negligible or no expansion of use beyond that previously existing. The Class 1 CE would apply to the Project, because the Project involves minor alterations to the existing concrete embankment and structural elements beneath the Colorado Street Bridge Freeway Extension to improve pedestrian connectivity and safety. The Project would occur in an area already developed. No expansion of use would occur beyond the existing conditions, and the improvements would not increase capacity or change the type or intensity of use. Therefore, as the Project involves minor alterations to existing public facilities with negligible expansion of use, the Project would qualify for a Class 1 CE.

The Project is exempt from CEQA pursuant to the Los Angeles CEQA Guidelines Article III, Section 1, Class 4, Minor Alterations to Land - Category 1 for minor public alterations to the conditions of land which do not involve removal of mature, scenic trees. The Class 4 Categorical Exemption (CE) would apply to the Project, because the Project involves cutting into the existing concrete embankment of the Los Angeles River to create an undercrossing. All work would occur outside the wetted portion of the Los Angeles River. The Project would not require the removal of any vegetation. Therefore, given that the Project would consist of minor grading and alterations to land, the Project qualifies for a Class 4 CE.

B. Consideration of Potential Exceptions to use of a Categorical Exemption

The State CEQA Guidelines (CCR Sec 15300.2) limit the use of categorical exemptions in the following circumstances:

1. Location. Exemption Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the Project is to be located – a Project that is ordinarily insignificant in its impact on the environment may be significant in a particularly sensitive environment. Therefore, these classes are considered to apply all instances, except where the Project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

This Project is exempt from CEQA pursuant to State CEQA Guidelines Article 19, Section 15301 (c), Class 1, Existing Facilities and 15304 (a), Class 4, Minor Alterations to Land. Although this exception does not apply to Class 1, it does apply to Class 4 which would also be applied to the Project. As demonstrated throughout the analysis presented below, the Project would not result in impacts to

environmental resources of hazardous or critical concern. Therefore, this exception does not apply.

2. Cumulative Impact. This exception applies when, although a Project may not have a significant impact, the cumulative impact of successive Projects of the same type in the same place, over time is significant.

The cumulative impacts of the Project and other closely-related past, present, and reasonably foreseeable probable future Projects in the vicinity have been analyzed. The Project would occur in combination with the NAEBRP, which has been assessed in a separate CEQA process under a Notice of Exemption with technical studies, and would result in similar construction impacts (e.g., air quality, noise, water quality). Given the limited scale of both Projects, the cumulative effect of these two Projects combined would not be significant. These two Projects would work together to improve pedestrian and bicycle access for local residents, providing transportation choices that will improve community connectivity. The proposed Project as well as the NAEBRP would both be required to adhere to noise, stormwater, and transportation-related best practices that would serve to minimize construction effects to the local community. Therefore, this exception has no application to this Project.

3. Significant Effect. This exception applies when, although the Project may otherwise be exempt, there is a reasonable possibility that the Project will have a significant effect due to unusual circumstances.

Air Quality

An Air Quality and Greenhouse Gas Emissions Analysis (AQ/GHG Report) was prepared for the Project which quantified the estimated construction and operational emissions of criteria pollutants due to excavation and grading activities, paving, construction, and the vehicle trips generated by the Project (Psomas 2025a). As shown in the AQ/GHG Report, estimated maximum daily emissions during construction of the Project would be well below both regional and local emission significance thresholds established by the South Coast Air Quality Management District (SCAQMD). Additionally, as documented in the AQ/GHG Report, the Project would not conflict with or obstruct implementation of SCAQMD’s 2016 Air Quality Management Plan. Further, construction contractors are required to comply with SCAQMD Rules 401, Visible Emissions; 402, Nuisance; and 403, Fugitive Dust at all times during Project construction and will implement Best Management Practices (BMPs) to maintain compliance with the above mentioned SCAQMD Rules.

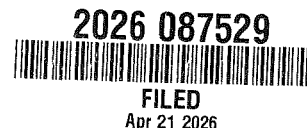
The localized effects from the on-site portion of daily construction were evaluated at receptor locations potentially impacted by the Project according to the SCAQMD’s localized significance threshold (LST) method, which utilizes on-site emissions rate look up tables and Project-specific modeling, where appropriate. As shown in the AQ/GHG Report, localized emissions would be less than their respective SCAQMD LSTs for all four criteria pollutants. Thus, localized construction emissions would be less than significant.

Construction activities would result in short-term, Project-generated emissions of diesel particulate matter (DPM) from the exhaust of off-road, heavy-duty diesel equipment used for site preparation (e.g., excavation and grading); paving; building construction; and other miscellaneous activities. The nearest sensitive receptors are residential uses that are located approximately 1,700 feet from the Project site; therefore, due to the distance, construction emissions would have minimal impacts on risks to human health and the environment at the nearest residential uses. As such, construction emissions as shown in the AQ/GHG Report would not expose sensitive receptors to substantial pollutant concentrations.

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Furthermore, the Project would not result in other emissions that would adversely affect a substantial number of people. During construction, the Project would involve the operation of equipment that would generate odors resulting from on-site construction equipment's diesel exhaust emissions or paving operations. However, these odors would be temporary and would dissipate rapidly from the source with an increase in distance. Moreover, SCAQMD Rule 402, Nuisance, prohibits discharge from any source of air contaminants or other material which would cause injury, detriment, nuisance, or annoyance to people or the public. The Project would be required to comply with Rule 402, which would ensure that no significant odor impacts would result. Therefore, the Project would not result in other emissions that would adversely affect a substantial number of people.

Therefore, the Project would result in less than significant impacts related



Biological Resources

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A Biological Constraints Analysis was prepared for the Project which included a survey of the Project site by a biologist to evaluate potential biological constraints that may result from the Project (Psomas 2025c). The Project site for the biological constraints analysis included the Los Angeles River 500 feet upstream and 500 feet downstream of the Colorado Street freeway exit. Laterally, the biological constraints analysis extended to the top of the west bank and 15 feet east of the levee on the east side of the river. A summary of the analysis is presented below:

Special Status Vegetation Types: Cattail – California bulrush marsh was observed in the Project site in the Los Angeles River channel bottom, which is considered a special status vegetation type by the CDFW. As Project construction, including site access and construction staging, would occur entirely outside of the wetted portion of the Los Angeles River, impacts on special status vegetation types would be avoided and would therefore be less than significant.

Special Status Plant Species: A literature review was conducted for the presence of federal or State-listed species (including Proposed and Candidate species) in the Project site vicinity. Based on the review, various species were reported in Project site vicinity, however, none of these species are expected to occur in the Project site. Potentially suitable habitat is present for marsh sandwort and Gambel's water cress; however, all reported occurrences of these species in the vicinity are historic (i.e., 1904 or earlier). The Project site is outside the current known geographic range of the species. The remainder of the species are not expected to occur due to lack of suitable habitat in the Project site. Several species with a California Rare Plant Rank (CRPR) of 1 or 2 have been reported from the literature review, however, the Project site is outside the current known geographic or elevation range for species with a CRPR of 1 or 2 or lacks suitable habitat.

As Project construction, including site access and construction staging, would not occur within the channel bottom, impacts on plant species, including common and special status plant species, would be avoided and less than significant.

Special Status Wildlife Species: A literature review was conducted for the presence of federal or State-listed species (including Proposed and Candidate species) in the Project site vicinity. Based on the review, various species were reported in Project site vicinity, however, these species are not expected to occur in the Project site due to lack of suitable habitat or because the Project site is outside the current known range of the species, except for Crotch's bumble bee which may forage in vegetation in the channel bottom but could not nest in the concrete on or above the banks of the river and the



southwestern pond turtle which has marginally suitable habitat in the reported from near the Sepulveda Basin upstream of the Project site.

As Project construction, including site access and construction staging, wetted portion of the Los Angeles River, impacts on wildlife species, including common and special status wildlife species, would be avoided and less than significant.

Regarding southwestern willow flycatcher or least Bell's vireo (LBVI), riparian vegetation in the channel bottom is not extensive enough to support these species, which require a more complex canopy and vegetative structure with an understory Goldwasser 1981; Gray and Greaves 1981, Salata 1981, 1983; RECON 1989. However, the Project will conduct focused LBVI protocol surveys of the Project footprint and areas within 200 meters of the footprint to determine presence/absence of LBVI. Additional protocol surveys (i.e. a second round of protocol surveys during subsequent years of construction) will be performed if Project activities will occur in a subsequent breeding season(s). As a part of this effort, surveys and LBVI territory boundary mapping will be conducted in order to determine any LBVI territory boundaries (edges) needed for Project. If LBVI are identified on site, then construction cannot commence until either a No Take Plan for Construction has been developed via informal consultation with USFWS and the California Department of Fish and Wildlife (CDFW) and approved by the Bureau of Engineering or formal consultation with USFWS and CDFW has occurred. With the implementation of these BMPs, impacts on wildlife species, including LBVI, would be avoided and less than significant.

Critical Habitat: The Project site is not located in areas designated or proposed as Critical Habitat. Nor is the Project site is not designated as a Significant Ecological Area (SEA) by the County of Los Angeles. As such, the Project would have no impact on critical habitat.

Wildlife Movement and Migratory Species

Nesting Birds and Raptors: The noise and disturbance that would result from Project construction may disturb a nesting raptor within or adjacent to the Project site if implemented during the bird breeding season. Birds have potential to nest throughout the Project site and in the immediate vicinity in vegetation, on bare ground, and potentially on developed structures. Trees in the Project site and immediate vicinity also have the potential to be used for nesting by raptors. As such, the Project would adhere to the recommendations provided in the Biological Constraints Analysis in order to avoid impacts on nesting birds and raptors. Typically, construction activities would be scheduled to begin between September 1 and January 31, which is outside the peak nesting season, if possible. However, since construction activities must occur during the peak nesting season (i.e., generally between February 1 and June 30 for raptors and between March 1 and August 31 for other nesting birds), a pre-construction nesting bird survey would need to be conducted by a qualified Biologist within three days prior to construction activities. If the Biologist finds an active nest within or adjacent to the construction area, the Biologist would identify an appropriate protective buffer zone around the nest depending on the sensitivity of the species, the nature of the construction activity, and the amount of existing disturbance in the vicinity. Construction may be temporarily restricted in the vicinity of the nest until nesting is complete, as determined by the Biologist. With adherence to these BMPs, potential impacts on nesting birds and raptors would be avoided and be less than significant.

Roosting Bats: Several species of bats, such as Brazilian free-tailed bat, big brown bat, and Yuma bat, would be expected to forage along the Los Angeles River and may roost under the existing bridge and in trees adjacent to the Project site. The Project has the potential to disturb roosting bats, therefore, the Project will conduct an acoustic bat survey to detect and identify bat species within the Project site. If

bat species are present are special-status bat species or a maternity roost of any bat species, then a qualified bat biologist shall develop a Bat Exclusion Plan, in coordination with CDFW, to detail the methods of excluding bats from the roost and the plans for a replacement roost in the vicinity of the Project site. Removal of the roost shall only occur when the Bat Exclusion Plan has been approved by BOE, authorization from CDFW has been granted, and only when bats are not present in the roost. With adherence to these BMPs, impacts to roosting bats would be avoided and be less than significant.

Jurisdictional Waters: The Los Angeles River is under the jurisdictional authority of the U.S. Army Corps of Engineers (USACE), the CDFW, and the Regional Water Quality Control Board (RWQCB). The quantity of jurisdictional resources in the Project site is provided and depicted in the Project's Biological Constraints Analysis (Psomas 2025c). As previously stated, during construction, the Project site would be accessed via the existing maintenance road and would not require access or other work in the wetted portion of the Los Angeles River channel. To minimize potential impacts to jurisdictional waters, the Project would obtain certifications/agreements from the USACE (Section 404 permit), the RWQCB (Section 401 Water Quality Certification), and/or CDFW (Lake or Streambed Alteration Agreement).

There is potential that during construction, untreated runoff carrying silt, petroleum, or other chemical contaminants from construction equipment or debris could potentially impact water quality in the Los Angeles River and, in turn, could affect plant and wildlife species in adjacent and downstream areas. To minimize these risks, the Project would incorporate standard stormwater treatment best management practices to prevent toxins, chemicals, construction debris, or petroleum products from entering the Los Angeles River and degrading water quality downstream, which would be detailed in the Project's plans and specifications.

Indirect Impacts: A variety of indirect impacts may occur during construction and during Project implementation. This includes noise impacts affecting wildlife species, impacts of night lighting, and increased human activity. Given the existing ambient conditions (e.g., high levels of existing traffic noise, lighting, and human activity), the Project's impacts are anticipated to be minimal. Further, lighting would be concentrated and oriented to shine on the ~~road~~ ~~to~~ ~~adjacent~~ ~~habitat~~ ~~impacts~~ ~~related~~ ~~to~~ ~~biological~~ ~~resources~~. Therefore, the Project would ~~not~~ ~~have~~ ~~any~~ ~~adverse~~ ~~impacts~~ ~~related~~ ~~to~~ ~~biological~~ ~~resources~~.

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Cultural Resources

Based on the cultural resources assessment prepared for the Project, the North Atwater East Bank Riverway Project, which involved similar or greater construction activities, was determined not to have an adverse effect on the historic significance of the Los Angeles River. Because the Project would involve similar uses with fewer construction activities, it is reasonable to conclude that the Project would not substantially adversely affect a historical resource.

The cultural resources assessment also found no known archaeological resources within the Project site. Two known archaeological resources were identified within a 1/8-mile radius of the area of potential effects for the NAEBRP, including one in Griffith Park and a segment of the Los Angeles River; neither is within the Project boundaries. The Project site has been previously disturbed by construction associated with the river channel, so the likelihood of encountering archaeological resources or human remains during construction of the Project is low.

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Apr 21 2026
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Consistent with Sections 21074 and 21083.2(g) of the California Public Resources Code and Section 15064.5(a) of the State CEQA Guidelines, if archaeological resources are encountered during construction, a qualified archaeologist would be retained to evaluate the resources and recommend appropriate best management practices, including for tribal cultural resources, unique archaeological resources, or buried historical resources. Similarly, if human remains are encountered, procedures outlined in Section 5097.98 of the California Public Resources Code and Section 7050.5 of the California Health and Safety Code would be followed to ensure proper handling and disposition.

Therefore, the Project would result in less than significant impacts related to cultural resources.

Greenhouse Gas Emissions

An Air Quality and Greenhouse Gas Emissions Analysis (AQ/GHG Report) was prepared for the Project which quantified the estimated construction and operational emissions of criteria pollutants due to excavation and grading activities, paving, construction, and the vehicle trips generated by the Project (Psomas 2025a).

Construction of the Project would result in temporary GHG emissions from worker vehicles and construction equipment. These emissions would be short-term, limited in scale, and represent a small fraction of the total lifetime emissions of the area. Operational activities would not change substantively from existing conditions, as the Project would not introduce any new stationary sources of emissions nor does the Project propose any additional facilities or features that would result in energy consumption or increased vehicle trips.

While no quantitative CEQA thresholds for non-industrial Projects such as the Project exist in the South Coast Air Basin, the SCAQMD has recommended an interim threshold of 3,000 MTCO_{2e} per year. As detailed in the Project’s AQ/GHG Report (Psomas 2025a), Project construction and operational emissions would be below this threshold.

The Project would comply with applicable regulatory requirements under the 2022 California Air Resources Board Scoping Plan and would be consistent with SB 32, the State’s 2030 and 2045 GHG reduction mandates, and SCAG’s 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy, as outlined in the Project’s AQ/GHG Report. The Project would not increase population nor would the Project increase vehicle miles traveled (VMT) in the region.

Therefore, the Project would result in less than significant impacts related to GHG emissions.

Geology and Soils

A geotechnical report was prepared for the Project to determine if the Project is geotechnically feasible. The results of the geotechnical report are summarized below.

The Project was evaluated and determined to be geotechnically feasible in the Project’s geotechnical report. As such, the Project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

The Project site is located within a potentially liquefiable zone according to the Project’s geotechnical

report. Liquefaction analyses for the Project site indicate that saturated, cohesionless soils below groundwater could experience localized settlement (up to approximately 5.3 inches in a worst-case scenario), but these effects would be minor and not widespread or catastrophic. Soils in the 0 to 20 feet are primarily granular and non-expansive; laboratory tests indicate that soils are suitable for concrete or steel. Given the shallow depth of soil disturbance for construction, soil liquefaction of liquefiable soils are not anticipated to be encountered.



Soil erosion and loss of topsoil would be minimized during construction through the use of paved access roads as well as by implementing storm water best management practices in accordance with the contractor's plans and specifications, and which will be further developed during the Project's regulatory permitting process with USACE and LARWQCB.

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Therefore, the Project would result in less than significant impacts related to geology and soils.

Hydrology and Water Quality

A Hydraulic Analysis Report was prepared for the Project (Rivertech 2025), which evaluated the Project's hydraulic impacts and the Project's compliance with USACE requirements for the Los Angeles River related to flood control.

The Project site is located on the east bank of the Los Angeles River. The Project would be constructed during the dry season to avoid the potential for adversely impacting operation of the Los Angeles River as a flood control and conveyance facility.

Soil erosion and loss of topsoil from construction of the Project would be minimized during construction through the use of paved access roads as well as by implementing storm water best management practices that will be outlined in the contractor's plans and specifications, and which will be further developed during the Project's regulatory permitting process with the USACE and RWQCB.

The Project would not substantially increase the rate or amount of surface runoff coming from the Project site given that the Project site is already paved and disturbed, so the Project would not be increasing imperviousness in the Project site.

As demonstrated in the report, the Project would maintain required channel capacity during construction and operation and would not increase flood elevations or backwater effects upstream or downstream. Construction would occur during the dry season between the months of April to September, which would minimize risk of high flows during construction activities. Overall, the Project was determined to be hydraulically neutral with respect to flood elevations and the Project would not increase risk to adjacent properties or infrastructure.

The Project site is not located within a 100-year flood hazard area, as mapped by the Federal Emergency Management Agency (FEMA) (FEMA 2008). Therefore, flood hazards are not a substantial risk to the Project. The Project site is not located in a zone influenced by the inundation of seiche, tsunami, or mudflow (City of Los Angeles 2025a). Therefore, seiche, tsunami, and mudflow are not substantial risks to the Project.

Therefore, the Project would result in less than significant impacts related to hydrology and water quality.



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Noise

A Construction Noise Analysis was prepared for the Project (Psomas 2025b). The ambient noise in the Project site are vehicular traffic on the I-5, freeway ramps, and Colorado Street. An ambient noise survey was conducted as a part of the Project's Construction Noise Analysis, which was conducted on April 10, 2025, at two locations within the Los Angeles River. The noise measurements found average existing ambient noise levels of 62.4 A-weighted decibels (dBA) (south of the Project site) and 62.0 dBA (north of the Project site), with maximums of 68.5 dBA and 73.0 dBA, respectively (Psomas 2025b). The nearest sensitive receptor to the Project site is a church located about 430 feet east of the Project site, and the nearest residences to the Project site are located approximately 1,700 feet away.

The Project's Construction Noise Analysis quantified the estimated noise generated by demolition/site preparation, excavation/grading, retaining walls construction, and paving phases relative to the applicable noise and vibration standards (Psomas 2025b).

The Construction Noise Analysis determined that during construction, noise from equipment, truck trips, and worker activities would intermittently dominate the immediate noise environment. Estimated maximum construction noise levels would range from approximately 77.2 to 89.6 dBA equivalent sound level (Leq), with average levels of 77.2 to 82.6 dBA Leq. An estimated 2,000 cubic yards of soil would be imported as part of the Project over approximately 20 working days, which would generate approximately 10 truck trips per day. Noise from construction activities within the Project site would be clearly audible above the existing ambient noise environment but would occur during daytime hours Monday through Friday, which is the least noise-sensitive portions of the day, consistent with Section 41.40 of the LAMC. Compliance with the City of Los Angeles Noise Ordinance would minimize short-term construction-related noise impacts.

To avoid potential impacts from Project construction noise on potentially suitable LBVI habitat that may exist within the construction noise contours within the Los Angeles River, the proposed Project will implement focused LBVI protocol surveys and LBVI territory boundary mapping. Additional BMPs will be implemented should the survey determine the presence of LBVI.

Therefore, the Project would result in less than significant impacts related to noise.

Tribal Cultural Resources

Based on the cultural resources assessment prepared for the adjacent NAEBRP, the SCCIC records search did not reveal the presence of known tribal cultural resources within the Project area that would be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. The Sacred Lands File (SLF) search conducted for the adjacent Project through the Native American Heritage Commission (NAHC) was positive for sacred lands; however, it is noted that this search included the entirety of the Los Angeles River channel and it is unknown where within the channel lie sacred lands (ESA 2022). Regardless, it is generally known that tribes have historically used the areas adjacent to the Los Angeles River for village sites and burials due to the proximity of the Los Angeles River. Although no archaeological resources important to Native Americans have been identified within the Project area, there is always the possibility that undiscovered intact cultural resources, including tribal cultural resources may be present below the surface in native sediments.

As previously discussed under the cultural resources analysis, consistent with Sections 21074 and

21083.2(g) of the California Public Resources Code and Section 15064.5(a) of the State CEQA Guidelines, if archaeological resources are discovered during construction, a qualified archaeologist would be retained to evaluate the resource and implement appropriate measures, including for tribal cultural resources, unique archaeological resources, or buried historical resources. Similarly, if human remains are encountered, procedures outlined in Section 5097.98 of the California Public Resources Code and Section 7050.5 of the California Health and Safety Code would be followed to ensure proper handling and disposition.

Therefore, the Project would result in less than significant impacts related to tribal cultural resources.

4. Scenic Highway. A categorical exemption shall not be used for a Project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.

There are no State scenic highways located within or near the Project site, nor is the Project site visible from the nearest State scenic highway (Caltrans 2025). Therefore, this exception is not triggered by the Project. Therefore, this exception has no application to this Project.

5. Hazardous Waste Site. This exception applies when a Project is located on a site listed as a hazardous waste site under Government Code Section 65962.5.

Based on review of resources compiled by the California Environmental Protection Agency (CalEPA) that provide information regarding facilities and sites identified as meeting “Cortese List” requirements, the Project site is not included on a list of hazardous materials sites compiled pursuant to Section 65962.5 of the California Government Code (i.e., Cortese List) (CalEPA 2025). Therefore, this exception has no application to this Project.

6. Historical Resources. This exception applies when a Project may cause a substantial adverse change in the significance of a historical resource.

Based on the cultural resources assessment prepared for the adjacent NAEBRP, no known archaeological resources were found within the Project site. In addition, the SCCIC records search did not reveal the presence of known tribal cultural resources within the Project area. A Sacred Lands File (SLF) search was conducted for the adjacent Project and found positive for sacred lands; however, the Project site has been previously disturbed by construction associated with the river channel, so the likelihood of encountering archaeological and tribal cultural resources, and human remains during construction of the Project is low. Nonetheless, the Project will implement measures to address the potential discovery of resources. Therefore, this exception has no application to this Project.

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