

DRAFT

Initial Study and Mitigated Negative Declaration

Bowtie Park Development Project

City of Los Angeles, California

Lead Agency:



California Department of Parks and Recreation
1925 Las Virgenes Road
Calabasas, CA 91302

Prepared by:



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June 2024

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DRAFT MITIGATED NEGATIVE DECLARATION

Lead Agency:	California Department of Parks and Recreation, Angeles District 1925 Las Virgenes Road Calabasas, CA 91302
Project Proponent:	California Department of Parks and Recreation, Angeles District
Project Location:	The Proposed Project would occupy approximately 14.8 acres in the City of Los Angeles. The Project Area is located at 2780 W. Casitas Avenue on Los Angeles Assessor's Parcel Number (APN) 5442-002-914.
Project Description:	The California Department of Parks and Recreation (DPR; State Parks) proposes redeveloping the northern portion of a former rail yard into a publicly accessible urban greenspace. The greenspace would include habitat restoration and enhancement; viewing opportunities for local wildlife; walking, jogging, and biking trails; shaded picnic areas; historical, cultural, and environmental programming; and unstructured play areas.
Public Review Period:	June 26, 2024 to July 26, 2024

Standard Project Requirements (SPRs), Project Specific Requirements (PSRs), and Mitigation Measures Incorporated into the Project to Reduce Environmental Effects:

Biological Resources

BIO-1 (SPR): Preconstruction Survey for Nesting Birds. During the bird breeding/nesting window (February 15 to August 31), DPR shall ensure a nesting bird survey is completed prior to the start of any development activities (such as ground disturbance, construction activities, and/or removal of trees and vegetation) within the Project Area. This will maintain compliance with the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code Sections 3503, 3503.5, and 3513. The preconstruction nesting bird survey shall include the Project Area and a buffer area of 300 feet.

The survey results shall be provided to the Lead Agency (DPR). DPR shall adhere to the following:

- Designate a qualified biologist experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.
- Preconstruction surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than three days prior to the initiation

of Project activities. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. Survey duration shall take into consideration the size of the Project Area; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate.

If no nesting birds are observed during the survey, site preparation and construction activities may begin. If nesting birds (including nesting raptors) are found to be present, then avoidance or minimization measures shall be undertaken in consultation with the Lead Agency, and as required, the United States Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW). Measures shall include immediate establishment of an appropriate buffer zone to be established by a qualified biologist, based on their best professional judgement and experience. The buffer around the nest shall be delineated and flagged, and no construction activity shall occur within the buffer area until a qualified biologist determines nesting species have fledged and the nest is no longer active, or the nest has failed. The qualified biologist shall monitor the nest at the onset of Project activities, and at the onset of any changes in such Project activities (e.g., increase in number or type of equipment, change in equipment usage) to determine the efficacy of the buffer. If the qualified biologist determines that such Project activities may be causing an adverse reaction, the qualified biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers shall be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest) or failed. The onsite qualified biologist shall review and verify compliance with these nesting avoidance buffers and shall verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found.

Upon completion of the survey and nesting bird monitoring, a memorandum or report shall be prepared and submitted to the Lead Agency for mitigation monitoring compliance record keeping.

BIO-2 (PSR): Protection Measures Specific to Least Bell's Vireo. Focused, protocol-level surveys for least Bell's vireo (LBVI) are in progress. The survey area includes the Project footprint and a 500-foot buffer where habitat exists.

- If LBVI is detected during the surveys, coordination with the USFWS and CDFW will be initiated.

Regardless of survey results, the following avoidance and minimization measures shall be implemented to reduce potential impacts to nesting LBVI throughout the construction process:

- DPR shall designate a qualified biologist with experience surveying for and monitoring LBVI. If construction activity overlaps with the LBVI breeding period, the qualified biologist shall conduct pre-construction surveys (i.e. surveys at least one

week apart with the last survey conducted within three days of the start of Project activities) for vireos and their nests within a 500-foot buffer zone of the work area and other areas potentially supporting nesting birds. If a vireo nest is observed, the qualified biologist shall immediately contact DPR. The qualified biologist and DPR shall review the findings and notify the USFWS and/or CDFW. Project work shall be suspended within the buffer zone until the qualified biologist can determine whether nest avoidance is feasible or not.

- If nest avoidance is not feasible, DPR and the qualified biologist shall determine whether an exception is possible and seek approval from the USFWS and CDFW before work can resume within the buffer zone. All construction in the buffer zone shall cease until USFWS and CDFW approval is obtained. Additional conservation measures may be required to ensure nesting vireos are not adversely affected, which may include onsite noise reduction/attenuation techniques (i.e., noise shall not exceed an hourly average of 60 A-weighted decibels (dBA) or above existing ambient levels, whichever is greater, at the edge of occupied habitat).
- Should work be suspended or delayed for a period of greater than seven (7) days, then DPR and the qualified biologist shall determine the need for another bird survey to ensure no additional nesting has occurred in the Project Area.
- The qualified biologist shall be onsite daily during the bird breeding season (February 15 to September 15) to monitor and record activities that could impact LBVI and other nesting birds within the Project Area. If active nests are found, measures (such as those described below) shall be incorporated into ongoing operations to reduce the potential for disturbance.
- Should any other nesting bird be found during the surveys, then appropriate measures, as determined by the qualified biologist, in coordination with DPR, shall be implemented by the Contractor to minimize harm/harassment. These measures may include, but are not limited to, temporary delay of construction, staking/flagging near the nest, establishing a minimum “no work” buffer, and/or installing temporary fencing.

BIO-3 (PSR): Protection Measures Specific to Crotch’s Bumblebee. Focused surveys for Crotch’s bumblebee (CBB) are in progress.

- If CBB is detected during these surveys, coordination with CDFW will be initiated.

Regardless of survey results, the following avoidance and minimization measures shall be implemented to reduce potential impacts CBB throughout the construction process:

- DPR shall designate a qualified biologist with experience surveying for and monitoring CBB. If construction activity overlaps with the CBB flight period (February 1 through October 31), the qualified biologist shall conduct pre-construction surveys (i.e. surveys at least one week apart with the last survey conducted within three days of the start of Project activities) for CBB within the work area and other adjacent areas potentially supporting native pollinators. If a CBB is observed, the qualified biologist

shall immediately contact DPR. The qualified biologist and DPR shall review the findings and notify the CDFW. Project work shall be suspended within a buffer zone identified by the qualified biologist until the qualified biologist can determine whether CBB avoidance is feasible or not.

- Removal of CBB nectar plants and other native vegetation should be avoided. If nectar plants or native vegetation must be removed, it shall be completed outside the CBB flight season (February 1 through October 31), with the qualified biologist conducting a survey immediately before any vegetation removal activities. If CBB is discovered, work shall be suspended until the qualified biologist has consulted with the CDFW. Removal of vegetation shall only proceed with implementation of the conditions set forth by CDFW.
- If ground, leaf litter, or vegetation disturbing work occurs within the flight season, the qualified biologist shall conduct daily monitoring for the CBB during these activities. If CBB is discovered in the Project Area, monitoring shall occur daily for the remainder of the flight season (February 1 through October 31). The qualified biologist shall inspect vegetation for bumblebee foraging or nesting prior to removal. If a bumblebee nest is discovered, removal of the vegetation shall not occur until the flight season has ended and the nest has been determined abandoned by the qualified biologist.
- If Crotch's bumblebee is found during the surveys, then appropriate measures, as determined by the qualified biologist and DPR, shall be implemented by the Contractor to minimize harm/harassment. These measures may include, but are not limited to, temporary delay of construction, staking/flagging near the nest or nectar plants, establishing a minimum "no work" buffer, and/or installing temporary fencing.

BIO-4 (SPR): Protection Measures for Other Sensitive Plant and Wildlife Species. DPR shall designate a qualified biologist familiar with sensitive species with the potential to occur onsite (see Section 4.4.2). The qualified biologist shall complete a pre-construction survey within 72 hours of the start of construction to ensure that no sensitive species are present onsite or will be within a 300-foot buffer of the Project footprint. If sensitive species are found during the surveys, then appropriate measures, as determined by the qualified biologist and DPR, shall be implemented by the Contractor to minimize harm/harassment. These measures may include, but are not limited to, temporary delay of construction, staking/flagging near the nest or nectar plants, establishing a minimum "no work" buffer, and/or installing temporary fencing.

Cultural Resources

CUL-1 (SPR): Worker Awareness Training, Archaeological Monitoring, and Unanticipated Discovery Procedures. Prior to the start of construction, the DPR shall retain a qualified professional archaeologist to prepare a worker awareness training program for all operators of ground-disturbing equipment and their supervisors. The program shall be designed, under the direction of DPR, to inform construction workers about: federal and

state regulations pertaining to cultural resources; the purpose of monitoring; the authority of the monitors to halt construction in the event of a find; procedures for coordinating activities with the monitors and if applicable, archaeologists; and penalties and repercussions from non-compliance with the program.

In addition, DPR shall retain a qualified professional archaeologist to monitor all ground-disturbing activities associated with Project construction. Monitoring is not required for placement of equipment or fill inside excavations that were monitored, above-ground construction activities, or redistribution of soils that were previously monitored (such as the return of stockpiles to use in backfilling). The Monitoring Archaeologist shall meet or work under the direct supervision of a qualified individual meeting the Secretary of the Interior's professional qualifications standards for prehistoric and historic archaeology, or another qualified individual as determined by DPR in consultation with USACE. The Monitoring Archaeologist shall have the authority to temporarily halt ground-disturbing or construction-related work within 50 feet of any discovery of potential historical or archaeological resources to implement the following procedures.

If the Monitoring Archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required. If the Monitoring Archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, or determines that the discovery represents new significant information about a resource previously determined to not be significant, they shall immediately notify DPR, who shall consult with cooperating agencies and consulting tribes, as appropriate, on a finding of eligibility. DPR shall determine and require implementation of appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. Work may not resume within the no-work radius until DPR, through consultation as appropriate, determines that the resources is either: 1) is not a Historical Resource under CEQA; or 2) that the treatment measures have been completed to its satisfaction.

If the find includes human remains, or remains that are potentially human, the procedures in Mitigation Measure CUL-2 shall be implemented.

CUL-2 (SPR): Human Remains. In the event that any human remains, or remains that are potentially human, are encountered within the Project Area, the following steps shall be taken: work shall cease immediately within 100 feet of the remains in compliance with California Health and Safety Code Sections 7050.5 and 7052; and Public Resources Code (PRC) Section 5097.98-.99 The Monitoring Archaeologist will then immediately contact DPR cultural staff and work with them to ensure reasonable measures are taken to protect the area from disturbance (Assembly Bill [AB] 2641). The Monitoring Archaeologist shall notify the DPR Angeles District Superintendent, and they or their designee will contact the Los Angeles County Coroner/Medical Examiner (as per Section 7050.5 of the Health and Safety Code). The provisions of Section 7050.5 of the California Health and Safety

Code, Section 5097.98 of the California Public Resources Code (PRC), and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the Native American Heritage Commission (NAHC), which then will designate a Native American Most Likely Descendant (MLD) for the Project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner (DPR) does not agree with the recommendations of the MLD, then the NAHC can mediate (Section 5097.94 of the PRC). If no agreement is reached, the landowner (DPR) must rebury the remains where they will not be further disturbed (Section 5097.98 of the PRC). Reburial will also include either recording the site with the NAHC or the appropriate Information Center or recording a reinternment document with the county in which the property is located (AB 2641). Work cannot resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

Geology and Soils

GEO-1 (PSR): The Project Applicant shall implement the Conclusions and Recommendations as listed in the final site-specific geotechnical report or most recent site-specific geotechnical evaluation.

GEO-2 (SPR): **Unanticipated Paleontological Discovery.** A paleontologist shall be retained as the Project paleontologist to oversee all aspects of paleontological mitigation, including the development and implementation of a Paleontological Monitoring and Mitigation Plan (PMMP) tailored to the Project plans that provides for paleontological monitoring of earthwork and ground disturbing activities into undisturbed geologic units with high paleontological potential to be conducted by a paleontological monitor meeting industry standards (Murphey et al. 2019). The PMMP shall also include provisions for a Workers' Environmental Awareness Program training that communicates requirements and procedures for the inadvertent discovery of paleontological resources during construction, to be delivered by the paleontological monitor to the construction crew prior to the onset of ground disturbance.

Paleontological monitoring shall be conducted by a qualified paleontological monitor for ground disturbance that exceeds 10 feet in depth across the Project Area. The Project paleontologist may reduce the frequency of monitoring or spot checks should subsurface conditions indicate low paleontological potential.

Should a potential paleontological resource be identified in the Project Area, whether by the monitor or a member of the construction crew, work shall halt in a safe radius around the find (usually 50 feet) until the Project paleontologist can assess the find and, if significant, salvage the fossil for laboratory preparation and curation at the Natural History Museum of Los Angeles County.

Hazards and Hazardous Materials

HAZ-1: Preparation of a Removal Action Workplan. The Project Proponent shall prepare a Removal Action Workplan (RAW) prior to construction. The RAW shall meet the requirements of Health and Safety Code Section 25356.1 and to the satisfaction of the California Department of Toxic Substances Control. The RAW shall include the following information:

- Site Description – Include current site conditions, ownership and operational history, site characterization activities conducted, any response actions taken, nature and extent of contamination, and risk assessment/evaluation.
- Conceptual Site Model – Discussion of the relationship between contaminant sources and receptors through migration and exposure paths.
- Removal Action Objectives – Identify goals or objectives to be achieved by the removal action.
- Applicable or Relevant and Appropriate Requirements (ARARs): state or federal standards, which are aimed at protecting human health and the environment.
- Identify Removal Action Alternatives – Develop and analyze removal action alternatives, at a minimum, consider effectiveness, implementability, and cost.
- Engineering Evaluation/Cost Analysis – Provide a comparison of alternatives, technical and cost evaluation, selection of a preferred alternative, and explanation of the basis for the selection.
- Implementation Details – Include details on all aspects of removal action implementation, including confirmation sampling and waste disposal.
- Sampling and Analysis Plan – Provide confirmation sampling, along with corresponding Quality Assurance Plan to confirm effectiveness of RAW, if applicable.
- Long Term Stewardship – Describe deed restrictions and any operation & maintenance requirements, if applicable.
- Dust Monitoring Plan: Describe Ambient Air Monitoring performed in accordance with appropriate SCAQMD regulation(s).
- Transportation Plan: Plan to minimize potential health, safety, and environmental risks resulting from the movement of material and/or equipment.
- Health and Safety Plan – Outline methods that will be employed during the removal action to ensure the health and safety of workers and the public.
- Schedule of Activities – Include a detailed Project schedule.
- Public Involvement Process – Describe public participation activities.
- California Environmental Quality Act – Outline the CEQA process within the RAW.
- Administrative Record – Provide a list of all documents and information relied on or considered during the removal action selection process.

Tribal Cultural Resources

TCR-1: Tribal Monitoring. A tribal monitor from a Consulting Tribe (defined herein as those tribes that consulted with DPR for this Project) shall be retained to monitor all ground-disturbing activities associated with Project construction. Monitoring is not required for placement of equipment or fill inside excavations that were monitored, above-ground construction activities, or redistribution of soils that were previously monitored (such as the return of stockpiles to use in backfilling).

In the event that more than one Consulting Tribe requests to provide a monitor for activities subject to this measure, DPR will allow for representation of the interested tribes in a mutually agreeable monitoring schedule. In the event that none of the Consulting Tribes choose to enter into a monitoring contract, or otherwise fail to respond to the offer to do so, DPR shall allow construction to proceed without a tribal monitor present as long as the offers to all Consulting Tribes were extended and documented.

No later than five business days prior to the start of ground disturbing activities, the construction supervisor or their designee shall notify the contracted Consulting Tribe(s) of the construction schedule. Should the contracted Consulting Tribe(s) choose not to provide a tribal monitor for any given day, or if the monitor does not report to the Project location at the scheduled time, or if the monitor is present but not actively observing activity, work may proceed without a monitor as long as the notification was made and documented. Unless there is a hiatus of construction activity that exceeds 14 days, daily updates to construction schedules can be made through email, text, phone, or other methods and frequencies agreed upon between the monitor(s) and construction supervisor. If a hiatus in ground disturbance of more than 14 days occurs, then notice of at least five business days before resuming work will be required to be given and documented.

The tribal monitor shall have the authority to temporarily halt ground disturbance within 50 feet of the discovery for a duration long enough to examine potential TCRs that may become unearthed during the activity. If no TCRs are identified at the discovery location, then construction activities shall proceed and no agency notifications are required. In the event that a TCR is identified, the monitor shall flag off the discovery location and notify DPR immediately to consult with tribal representatives and cooperating agencies on appropriate and respectful treatment. DPR shall determine and require implementation of appropriate treatment measures, if the find is determined to be a TCR under CEQA, as defined in Public Resources Code 5024.1. Work may not resume within the no-work radius until DPR, through consultation as appropriate, determines that the resource is either: 1) is not a TCR under CEQA; or 2) that the treatment measures have been completed to its satisfaction. Work cannot resume at the stop-work location until authorized to do so by an authorized representative of DPR.

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LIST OF ACRONYMS AND ABBREVIATIONS

Term	Definition
µg/m ³	micrograms per cubic meter
AB	Assembly Bill
AF	acre-feet
APE	Area of Potential Effect
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
ARBOR	Area with Restoration Benefits and Opportunities for Revitalization
bgs	below ground surface
BMP	Best Management Practice
BSA	Biological Study Area
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBB	Crotch's bumblebee
CBC	California Building Code

Term	Definition
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CH ₄	methane
CHP	California Highway Patrol
City	City of Los Angeles
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalence Levels
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
Coordinator	Noise Control Coordinator
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
dB	decibels
dBA	A-weighted decibels
DHS	California Department of Health Services
DOC	California Department of Conservation
DPM	Diesel Particulate Matter
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
ECORP	ECORP Consulting, Inc.
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
Geocon	Geocon Consultants, Inc.
GHG	greenhouse gas
HTRW	hazardous, toxic, and radioactive waste
IFR	Integrated Feasibility Report
IS/MND	Initial Study/Mitigated Negative Declaration
KOA	KOA Corporation
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAMC	City of Los Angeles Municipal Code
LAPD	Los Angeles Police Department

Term	Definition
LASAN	Los Angeles Sanitation and Environment
LAUSD	Los Angeles Unified School District
LBVI	least Bell's vireo
L _{dn}	day-night average sound level
L _{eq}	average equivalent noise level
LID	low impact development
L _{max}	maximum noise level during a measurement period
L _{min}	minimum noise level during a measurement period
LST	Localized Significance Thresholds
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendant
MRZ	Mineral Resource Zone
MWD	Metropolitan Water District
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO ₂	nitrogen dioxide
NO _x	nitric oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
O ₃	ozone
OPR	Office of Planning and Research
Park	Bowtie Park
PM	Particulate Matter
PM ₁₀	Particulate Matter Less than 10 Microns in Diameter
PM _{2.5}	Particulate Matter Less than 2.5 Microns in Diameter
PMMP	Paleontological Monitoring and Mitigation Plan
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
Project	Bowtie Park Development Project
RAW	Removal Action Workplan
RCPG	Regional Comprehensive Plan and Guide
River	Los Angeles River
ROG	Reactive Organic Gases
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison

Term	Definition
SCORP	Statewide Comprehensive Outdoor Recreation Plan
SFVGB	San Fernando Valley Groundwater Basin
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SMARA	Surface Mining and Reclamation Act of 1975
SO ₂	sulfur dioxide
SoCAB	South Coast Air Basin
SPR	Standard Project Requirement
SR	State Route
SRA	source receptor area
SSC	California Species of Special Concern
Stantec	Stantec Consulting Services, Inc.
State Parks	California Department of Parks and Recreation
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TA	Transportation Assessment
TAC	toxic air contaminant
TAG	Transportation Assessment Guidelines
TCR	tribal cultural resource
TNC	The Nature Conservancy
USACE	U.S. Army Corps of Engineers
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
UWMP	Urban Water Management Plan
VHFHSZ	Very High Fire Hazard Severity Zones
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WQMP	Water Quality Management Plan

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1.0 BACKGROUND

1.1 Summary

Project Title:	Bowtie Park Development Project
Lead Agency Name and Address:	California Department of Parks and Recreation, Angeles District 1925 Las Virgenes Road Calabasas, CA 91302
Contact Person and Phone Number:	Luke Serna Associate Park and Recreation Specialist (619) 221-7060
Project Location:	The Proposed Project would occupy approximately 14.8 acres in the City of Los Angeles. The Project Area is located at 2780 West Casitas Avenue on Los Angeles Assessor's Parcel Number (APN) 5442-002-914.
General Plan Designation (California Department of Parks and Recreation):	State Park
Zoning (City of Los Angeles):	Public Facilities

1.2 Introduction

The California Department of Parks and Recreation (DPR) is the Lead Agency for this California Environmental Quality Act (CEQA) Initial Study. This Initial Study has been prepared to identify and assess the anticipated environmental impacts of the Bowtie Park Development Project (Project) to satisfy CEQA (Public Resources Code [PRC], Section 21000 et seq.) and State CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.). The Initial Study also identifies mitigation measures for any identified significant environmental impacts. CEQA requires that all state and local government agencies consider the environmental consequences before approving those projects. DPR will use this CEQA Initial Study to determine which CEQA document is appropriate for the Project: Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report (EIR).

In accordance with CEQA, this Initial Study/Mitigated Negative Declaration (IS/MND) will be circulated for a 30-day public review and comment period. Written comments on the Draft IS/MND should be submitted to:

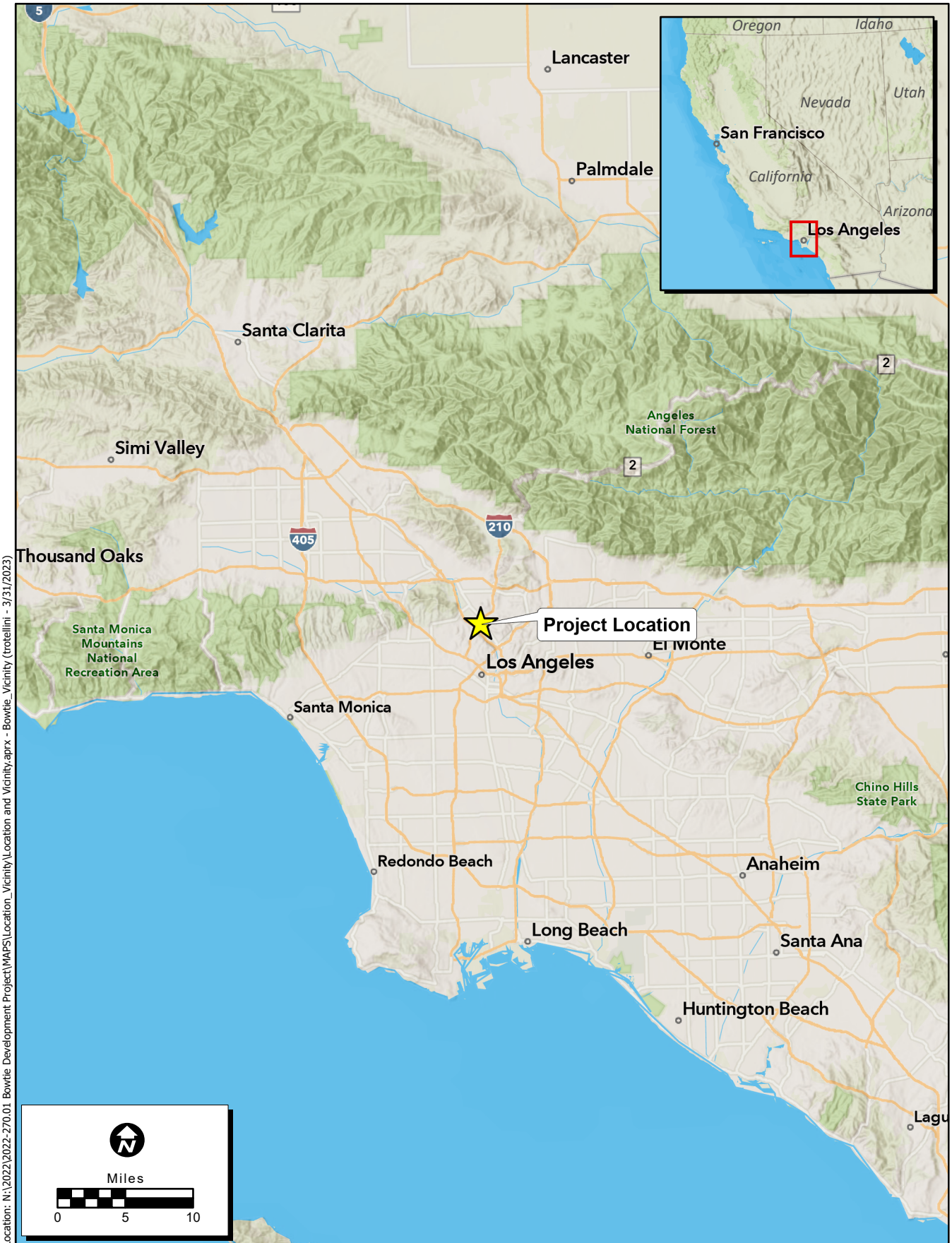
Luke Serna
Department of Parks & Recreation
Southern Service Center
2797 Truxtun Road
San Diego, CA 92106
(619) 221-7060
Lucas.Serna@parks.ca.gov

1.3 Surrounding Land Uses/Environmental Setting

The Project Area is within an approximately 18-acre parcel (APN 5442-002-914) in the northeast portion of the City of Los Angeles (City). The Project Area encompasses approximately 14.8 acres and is currently undeveloped. The Project address is 2780 W. Casitas Avenue and is generally bordered by California State Route (SR) 2 to the northwest, the Union Pacific Railroad to the north and east, and the Los Angeles River to the south and west (Figures 1 and 2). The Project Area is a sub-unit of the existing Rio de Los Angeles State Park and under DPR's General Plan for the park has a Land Use designation of State Park. The existing underlying City zoning designation of the Project Area is Public Facilities. Table 1.3-1 below summarizes the General Plan and zoning designations for the Project Area and surrounding properties.

Table 1.3-1. Summary of Project Area and Surrounding Land Uses			
	Rio de Los Angeles State Park Land Use Designation	City of Los Angeles Zoning Designation	Existing Land Use
Project Area	State Park	Public Facilities	Vacant
North	Heavy Manufacturing/Commercial Manufacturing	Manufacturing	Manufacturing, Storage Facility
East	Heavy Manufacturing/Commercial Manufacturing	Manufacturing	Manufacturing, Educational Facilities
South	Open Space/Heavy Manufacturing	Open Space/Heavy Manufacturing	Los Angeles River, Vacant
West	Open Space	Open Space	Los Angeles River

Source: California Department of Parks and Recreation 2005; City of Los Angeles 2023.



Location: N:\2022\2022-270.01 Bowtie Development Project\MAPS\Location_Vicinity\Location and Vicinity.aprx - Bowtie_Vicinity (trotellini - 3/31/2023)

Map Date: 3/31/2023
Sources: ESRI

Figure 1. Regional Project Location



Location: N:\2022\2022-270.01 Bowtie Development Project\MAPS\Location_Vicinity\Location and Vicinity.aprx - Bowtie_Location (trolletini - 6/12/2024)

Map Date: 6/12/2024
Sources: ESRI

Map Contents

- Project Area (14.8 ac.)
- Bowtie Parcel (G-1)
- Not a Part of Project

Figure 2. Project Location

2.0 PROJECT DESCRIPTION

2.1 Project Background

The Project Area was part of the Taylor Yard rail yard complex, the former freight classification yard (1925 to 1973) of Southern Pacific Railroad. The 247-acre Taylor Yard rail yard complex (previously referred to as the G-1 parcel) was historically divided into ten parcels, some of which were further subdivided for sale purposes, and two of which – Parcels D and G-1 – were purchased by DPR for Rio de Los Angeles State Park. The 40-acre Parcel D, acquired in 2001, is located between an active rail line and San Fernando Road. The approximately 18-acre parcel (G-1), acquired in 2003, is located between the Los Angeles River and an industrial development. The 14.8-acre Project Area is located within Parcel G-1 (Figure 2). Formerly part of a 247-acre closed freight switching facility, this and several other parcels in the facility were vacant for two decades, as rail yard functions shifted offsite (DPR 2005).

2.2 Project Objectives

Project objectives include increasing outdoor recreational park space to the public, including overburdened communities in the Project vicinity; providing an experience of urban river and habitat restoration for the local community as well as those outside of it; reestablishing access to the Los Angeles River for indigenous communities who regard the area as a sacred land; restoring and enhancing natural habitat along the Los Angeles River, including wetlands, to attract wildlife; providing educational opportunities with respect to historical, cultural, and environmental considerations; and advancing the goals of the Statewide Comprehensive Outdoor Recreation Plan (SCORP). Policy documents, including the Rio de Los Angeles General Plan and Los Angeles River Master Plan, have acknowledged the need for a reimagined and revitalized Los Angeles River and is a critical component of fulfilling the ecosystem restoration goals identified in the United States Army Corps of Engineers (USACE) Los Angeles River Ecosystem Restoration Feasibility Study.

2.3 Project Characteristics

The Proposed Project would result in the development of the property to restore it to a vibrant green space, focused on nature and passive recreation. Project implementation would require soil remediation to address previous site contamination associated with the former use as a railroad maintenance facility. Proposed Park improvements would consist of the following:

- A native plant demonstration garden to provide outdoor educational space;
- Several vista points facing the Los Angeles River;
- An event space within a historic turntable circular pit repurposed for larger crowds;
- Internal multi-use trails for walking and biking;
- Open meadow areas, picnic locations, and seating benches;

- A welcoming kiosk with restrooms (comfort station) housed within an earthen mound with a green roof (natural vegetation roof);
- A Park entry and internal vehicular access road with turnouts for passenger drop off/pick-up and a turnaround point;
- Parking spaces along the internal vehicular access road along the eastern perimeter of the Project Area; and
- An internal maintenance road for State Park maintenance staff, fire access route, and utility access easement.

The Proposed Project would create a direct connection and access to the Glendale Narrows section of the Los Angeles River and complements two additional projects planned for the site by creating and facilitating access among these projects: The Bowtie Wetland Demonstration Project (in partnership with The Nature Conservancy [TNC]) and the Paseo del Rio Riverfront Trail Project (in partnership with the Mountains Recreation and Conservancy Authority and the City of Los Angeles). The Proposed Project would be partially funded by a grant from the National Parks Service and Santa Monica Mountain Conservancy. The proposed conceptual site plan is illustrated in Figure 3.

2.4 Project Requirements (Standard Project Requirements [SPRs] and Project Specific Requirements [PSRs])

Under the CEQA guidelines, DPR is in a unique role as both the Lead Agency and a Trustee Agency. The Lead Agency is a public agency that has the primary responsibility for carrying out or approving a project and for implementing CEQA. A Trustee Agency is a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California. DPR takes this distinction with responsibility to ensure that its actions protect both cultural and natural resources on all projects.

However, DPR is also the Project Proponent. Because of its unique role as Lead Agency, Trustee Agency as well as the Project Proponent, DPR's resource professionals take a prominent and influential role during the Project conceptualization, design, and planning process consistent with Section 15004(b)(1) of CEQA. Their early involvement during the planning process enables environmental considerations to influence Project programming and design. This approach permits DPR under CEQA Section 15065(b)(1), to incorporate Project modifications prior to the start of the public review process of the environmental document, to avoid impacts to a point where clearly no significant effect on the environment would occur.

As part of its effort to avoid impacts, DPR also maintains a list of Project Requirements that are included in a project design to reduce impacts to resources. From this list, SPRs are assigned, as appropriate to all projects. These features are standard and do not constitute mitigation measures. For example, projects that include ground-disturbing activities, such as trenching would always include SPRs addressing the inadvertent discovery of archaeological artifacts. However, for a project that replaces a roof on an historic structure, ground disturbance would not be necessary; therefore, SPRs for ground disturbance would not be applicable and DPR would not assign it to the project.

DPR also makes use of PSRs. DPR develops these project requirements to address project impacts for projects that have unique issues but do not typically standardize these for projects statewide. These features are a part of project design and therefore do not constitute mitigation measures. As part of the Initial Study review process, DPR will utilize both SPRs and PSRs.

2.5 Project Timing

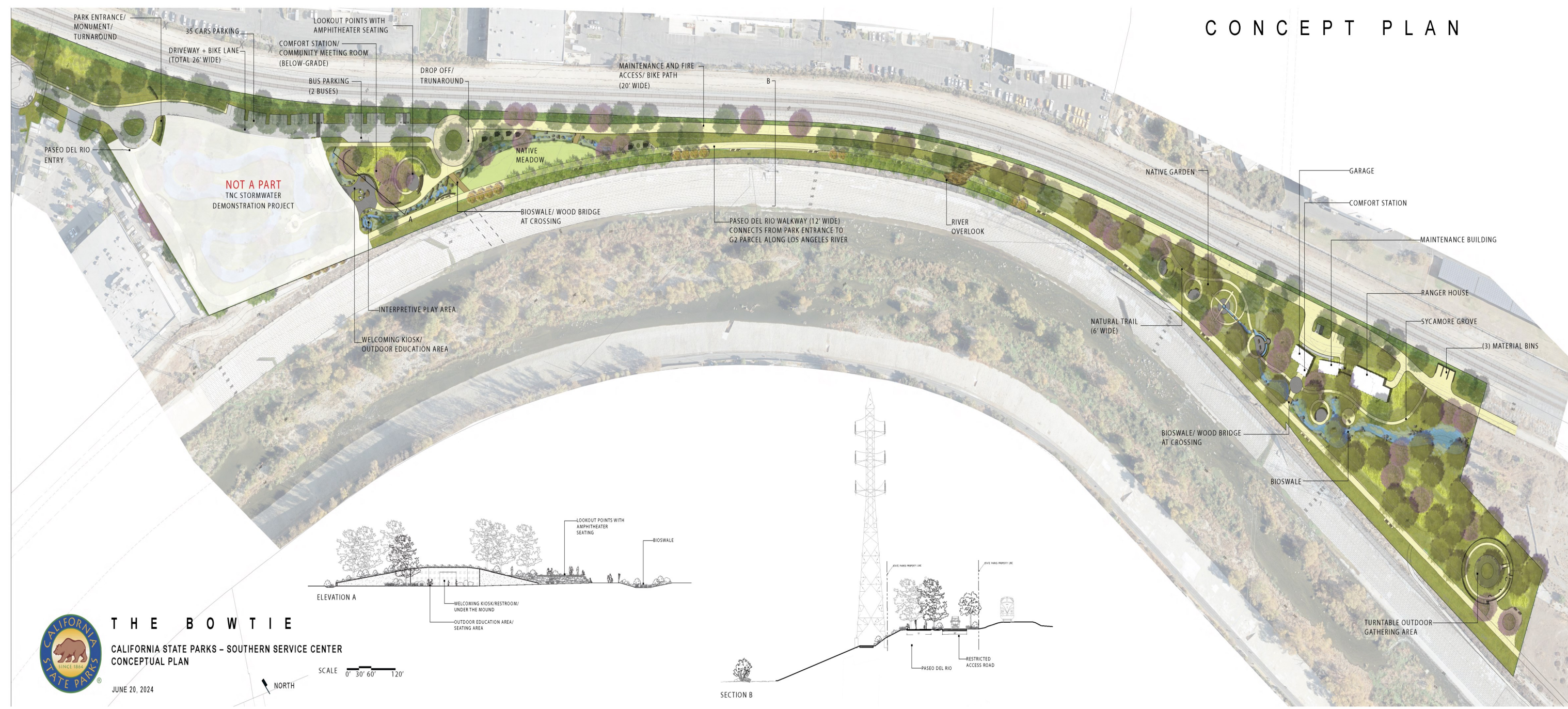
It is anticipated that construction would occur in late 2025 and would take approximately 24 months to complete.

2.6 Regulatory Requirements, Permits, and Approvals

The Proposed Project would require the following approvals and regulatory permits:

- Statewide Construction General Permit – State Water Resources Control Board (SWRCB)
- National Environmental Policy Act approval – USACE
- Removal Action Workplan – California Department of Toxic Substances Control (DTSC)
- Permitting – City of Los Angeles

CONCEPT PLAN



THE BOW TIE
 CALIFORNIA STATE PARKS - SOUTHERN SERVICE CENTER
 CONCEPTUAL PLAN

JUNE 20, 2024



SCALE 0' 30' 60' 120'

2.7 Consistency with Programmatic and Planning Documentation

2.7.1 Rio De Los Angeles State Park General Plan and Programmatic Environmental Impact Report for Taylor Yard Parcels D and G-1

The Programmatic EIR for the Rio de Los Angeles State Park Project was certified by DPR (as CEQA Lead Agency) in June 2005. The EIR evaluates the planned development and management strategies developed in the General Plan for the approximate 37-acre property along the eastern banks of the Los Angeles River. The General Plan establishes a framework to build, restore, and maintain the DPR unit's natural resources and provide for recreational activities at the Park. The General Plan proposes a variety of traditional passive park uses such as habitat restoration, multi-purpose trails, special event areas, nature center, gardens, picnic areas, and other compatible uses. Interpretive and educational facilities would focus on the site's natural history along the Los Angeles River. Transitional open space zones are provided to buffer the Park from adjacent City park uses and trail connections are provided to connect the Park to other regional open space and recreational areas.

The EIR was prepared to analyze potential environmental impacts that may result from the implementation of the management goals and guidelines as well as the area-specific management and facility prescriptions that, together, constitute the General Plan.

The Rio de Los Angeles State Park General Plan and EIR serves as a first-tier EIR, as defined in Section 15166 of the CEQA Guidelines. Tiering in an EIR, particularly for a program-level project such as a general plan, allows agencies to consider broad environmental issues at the general planning stage. These environmental considerations are analyzed in greater detail in subsequent environmental documents when specific development projects and management programs are proposed. It should be noted that subsequent environmental documents would incorporate, by reference, the general analysis from this program-level EIR and would concentrate on the issues specific to the characteristics of subsequent projects (PRC Section 21093; CEQA Guidelines Section 15152).

The General Plan specifically envisions a series of focused management plans (Cultural Resources, Interpretive, Concessions) that will propose the activities to be carried out and will require CEQA compliance and public review as part of their approval. Future second-tier environmental review will be based on more detailed information about each proposed action, including facility size, location, and capacity. The environmental analysis for second-tier environmental review will be more specific and focused, identifying any significant environmental impacts and mitigation measures that are applicable to future projects. Future actions will also be evaluated for consistency with the General Plan.

The General Plan EIR concluded that implementation of the General Plan would not result in significant impacts on the environment, with the exception of potential impacts to soils and groundwater from contamination by previous industrial processes that occurred within the site from former uses prior to purchase by DPR.

The following are mitigation measures developed within the General Plan EIR and have been considered and implemented where applicable to the Project.

2.7.1.1 Mitigation Measure HAZ-1

Potential impacts from hazardous materials release during the construction-phase related to soil contamination should be reviewed at the Project level for specific facilities or management plans proposed under the Rio de Los Angeles State Park General Plan. Appropriate mitigation measures shall be implemented, and may include but not be limited to:

- Prior to earthwork and construction activities on Parcel G-1, the State shall submit the Project grading plans to DTSC for concurrence that the Project is cleared for recreational development and is consistent with approvals described in the *Explanation of Significant Differences for Union Pacific Railroad Company – Taylor Yard – Sale Parcel Site- Hump Yard Area* (January 30, 1998). Approval to proceed with the recreational development on Parcel D shall be documented in writing.
- During Project construction on Parcel G-1, soil sampling shall occur consistent with the requirements of DTSC in areas of heavy ground disturbance to ensure that construction workers and future Park users are not exposed to contaminated soil. Samples will be screened for petroleum hydrocarbons, soluble lead, volatile organic compounds, and semi-volatile organic compounds. If soil contamination levels are encountered that exceed regulatory standards, grading activities in the area(s) of contamination shall be halted until appropriate remediation measures are identified and approved by DTSC.
- If contaminated soils are encountered during construction on Parcels D and G-1, operations shall be stopped in the vicinity of the suspected impacted soil. Samples shall be collected and analyzed using appropriate collection and sampling techniques. If an area of contamination is identified, the department shall implement appropriate testing and handling of the soil to determine the appropriate disposal and treatment options. If the soils exceed the applicable screening criteria established by DTSC or are classified as hazardous (according to Resource Conservation and Recovery Act and CCR Title 22), soils shall be hauled to a Class I landfill or other appropriate soil treatment and recycling facility.

2.7.1.2 Mitigation Measure HAZ-2

Potential construction-phase hazardous materials release impacts related to groundwater contamination should be reviewed at the Project level for specific facilities or management plans proposed under the Rio de Los Angeles State Park General Plan. Appropriate mitigation measures shall be implemented, and may include but not limited to:

- If groundwater is encountered during Project grading or construction activities, construction shall be halted in the area until appropriate dewatering or avoidance measures are identified or other treatment is recommended or required by the Regional Water Quality Control Board (RWQCB) If dewatering is required, the Department shall procure a permit from the RWQCB for treatment and disposal of groundwater and shall comply with all provisions of the permit.

2.7.2 Final Feasibility Report and Environmental Impact Statement/Environmental Impact Report for the Los Angeles River Ecosystem Restoration Integrated Feasibility Report

The Integrated Feasibility Report (IFR) and Environmental Impact Statement (EIS)/EIR was prepared as a partial response to the resolution adopted by the Senate Committee on Public Works approved June 25, 1969, and Section 4018 of the Water Resources Development Act of 2007. The study's primary purpose is to restore approximately 11 miles of the Los Angeles River from Griffith Park to downtown Los Angeles through habitat reestablishment and reconnecting the River to major tributaries, its historic floodplain, and regional habitat zones of the local mountain ranges while maintaining existing levels of flood risk management. In addition to habitat restoration, a secondary Project objective is to provide recreational opportunities consistent with the restored ecosystem. Channelization has degraded the remaining habitat values of the River by straightening the River's course, diminishing its plant and wildlife diversity and quality, disconnecting it from its floodplain and significant ecological zones, and dramatically changing its appearance and function. The 11-mile reach analyzed in the EIS/EIR is identified as the Area with Restoration Benefits and Opportunities for Revitalization (ARBOR). The ARBOR reach contains a large portion of soft bottom area where existing native vegetation already exists making this portion of the River ideal for implementing the primary objectives of restoring habitat, increasing habitat connectivity, and increasing passive recreational opportunities identified in the IFR.

The IFR analyzed a range of potential environmental impacts that could result during construction and operation of the Proposed Project across the five action alternatives and the No Project alternative. Aside from impacts related to air quality and land use, all other impacts to environmental resource areas analyzed in the EIS/EIR were found to be less than significant with implementation of mitigation measures and/or Best Management Practices (BMPs), less than significant, or would have no impact. Significant and unavoidable air quality impacts under CEQA were identified for four of the five action alternatives evaluated due to the use of equipment during construction that were expected to exceed daily significance thresholds for nitrogen oxides. Significant and unavoidable land use impacts under CEQA were identified for all five action alternatives within Reach 8 and within both Reach 8 and 3 (Alternative 20 only) due to a conflict with the Industrial and Light Industrial land use designation within those areas.

A complete list of the mitigation measures and/or BMPs from the IFR EIS/EIR are listed below. These measures have been considered and implemented as necessary within the Proposed Project.

2.7.2.1 GEOLOGY

- Minimizing the extent of areas to be cleared, graded, or recontoured,
- Erecting construction fencing in all areas that require clearing, grading, revegetation, or recontouring,
- Conducting all construction work in accordance with site-specific construction plans that minimize the potential for sediment to enter the stream,

- Applying mulch or chemical stabilizers to disturbed areas as needed, and/or using a water truck to reduce fugitive dust,
- Stabilizing and reseeding disturbed areas with native grasses after construction is complete,
- Installing silt fences to prevent silt and sediment from entering the River channel,
- Grading spoil sites to minimize surface erosion and prevent sediment from entering water courses or the stream channel to the maximum extent feasible,
- Designing and implementing a dewatering plan to avoid operating equipment in flowing water by using temporary cofferdams or some other suitable diversion to divert channel flow around the channel and bank construction area, and
- Limiting certain aspects of in-channel construction to the low-flow period between April 15 and October 31 (non-flood season) to minimize soil erosion.
- Soils and all materials used for backfilling or stabilization must be certified to be free of contaminants.
- In-channel work would be isolated from existing flows by the use of dewatering structures such as cofferdams constructed from k-rails and other suitable materials.
 - Cofferdam construction will be adequate to prevent seepage into or from the work area.
 - Cofferdams may be constructed from sandbags, concrete k-rails, sheet piles or other appropriate materials that would not leach contaminants into the water column or increase downstream turbidity.
 - Ensure that dewatering structures and coffer dams are in place and functional prior to in-water work.
 - Visually inspect all cofferdam components on a regular basis.
 - Check for water seepage under the dam and general integrity of the dam.
 - Fix all leaks immediately.
 - If turbid water is discharged from the work area despite the cofferdam, place wattles, filter fabric, silt fencing across the flow stream downstream of the work area as appropriate.
 - All cofferdams and associated structures will be removed upon completion of work.
- Prepare a Storm Water Pollution Prevention Plan (SWPPP) consistent with RWQCB policy and guidelines. At a minimum, the SWPPP would include the following elements:
 - Work areas, staging areas, or stockpile areas that could be subject to erosion during storm events would be stabilized with erosion control measures as appropriate. These measures could typically include silt fencing, straw bales, sandbags, filter fabric, coir rolls or wattles.
 - Erosion control methods used to prevent siltation would be monitored weekly and maintained as needed.

- Stabilize and reseed disturbed upland areas with native grasses, shrubs, and trees upon completion of construction.
- Stationary equipment such as motors, pumps, generators, and welders located within or adjacent to the channel or basin will be positioned over drip pans.
- Any equipment or vehicles driven and/or operated within or adjacent to the channel or basin should be checked and maintained daily, to prevent leaks. All maintenance will occur in a designated offsite area. The designated area will include a drain pan or drop cloth and absorbent material to clean up spills.
- Fueling and equipment maintenance will be done in a designated area removed from the area of the channel or basin such that no petroleum products or other pollutants from the equipment may enter these areas via rainfall or runoff. The designated area will include a drain pan or drop cloth and absorbent materials to clean up spills.
- Materials for the containment of spills (i.e., absorbent materials, silt fencing, filter fabric, coir rolls) will be identified and be available onsite prior to commencement of construction or maintenance activities.
- Any accidental spill of hydrocarbons or coolant that may occur within the work area will be cleaned immediately. Absorbent materials will be maintained within the work area for this purpose.
- No wet concrete product will come into contact with any flowing or standing water at any time. Areas where raw cement or grout are applied or where concrete curing or finishing operations are conducted will be separated from any ponded or diverted water flows by a cofferdam or silt-free, exclusionary fencing. All equipment involved with the concrete or grouting operations will be located within a contained area while using any slurry or concrete product. A protective berm or other structure will be in place prior to maintenance and/or repair activities.
- Any spill of the grout, concrete, concrete curing, or wash water adjacent to or within the work area will be removed immediately.

2.7.2.2 AIR QUALITY

- Tier 4 equipment and haul trucks no older than 2010 would be utilized to the extent practicable during construction years when emissions are expected to exceed Local Significance Thresholds.
- Mobile Emissions Attenuating Measures:
 - Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
 - Provide dedicated turn lanes for movement of construction trucks and equipment on- and offsite.
 - Reroute construction trucks away from congested streets or sensitive receptor areas.
 - Utilize electricity from power poles rather than temporary diesel or gasoline power generators to the extent practicable.
- Fugitive Dust Attenuating Measures:

- Appoint a construction relations officer to act as a community liaison concerning onsite construction activity including resolution of issues related to Particulate Matter Less than 10 Microns in Diameter (PM₁₀) generation.
- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour.
- Require frequent street sweeping surrounding the Project Area to minimize fugitive dust emissions from track-out. All street sweeping shall use alternatively fueled sweepers that are equivalent to those specified in South Coast Air Quality Management District (SCAQMD) Rules 1186 and 1186.1.
- Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Apply water three times daily, or non-toxic soil stabilizers according to manufacturer's specifications, to all unpaved parking or staging areas or unpaved road surfaces.
- Replace ground cover in disturbed areas as quickly as possible.
- Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).

2.7.2.3 WATER RESOURCES

- Limiting most in-channel construction to the low-flow period between April 15 and October 30 to minimize soil erosion.
- Soils and all materials used for backfilling or stabilization must be certified to be free of contaminants.
- All sites with known and suspected hazardous, toxic, and radioactive waste (HTRW) soil contamination will be investigated and remediated prior to Project construction. All groundwater contamination that cannot be remediated prior to Project construction will be subject to appropriate handling, treatment and disposal ensured by the non-Federal sponsor. All work shall be consistent with Engineering Regulations 1165-2-132.
- In-channel work would be isolated from existing flows by the use of dewatering structures such as cofferdams constructed from k-rails and other suitable materials.
 - Cofferdam construction will be adequate to prevent seepage into or from the work area.
 - Cofferdams may be constructed from sandbags, concrete k-rails, sheet piles or other appropriate materials that would not leach contaminants into the water column or increase downstream turbidity.
 - Ensure that dewatering structures and coffer dams are in place and functional prior to in-water work.
 - Visually inspect all cofferdam components on a regular basis.
 - Check for water seepage under the dam and general integrity of the dam.
 - Fix all leaks immediately.

- If turbid water is discharged from the work area despite the cofferdam, place wattles, filter fabric, silt fencing across the flow stream downstream of the work area as appropriate.
 - All cofferdams and associated structures will be removed upon completion of work.
- Require the construction contractor to prepare a SWPPP consistent with State Water Board policy and guidelines. At a minimum, the SWPPP would include the following elements:
- Work areas, staging areas, or stockpile areas that could be subject to erosion during storm events would be stabilized with erosion control measures as appropriate. These measures could typically include silt fencing, straw bales, sandbags, filter fabric, coir rolls or wattles.
 - Erosion control methods used to prevent siltation would be monitored weekly and maintained as needed.
 - Stabilize and reseed disturbed upland areas with native grasses, shrubs, and trees upon completion of construction.
 - Stationary equipment such as motors, pumps, generators, and welders located within or adjacent to the channel or basin will be positioned over drip pans.
 - Any equipment or vehicles driven and/or operated within or adjacent to the channel or basin should be checked and maintained daily, to prevent leaks. All maintenance will occur in a designated offsite area. The designated area will include a drain pan or drop cloth and absorbent material to clean up spills.
 - Fueling and equipment maintenance will be done in a designated area removed from the area of the channel or basin such that no petroleum products or other pollutants from the equipment may enter these areas via rainfall or runoff. The designated area will include a drain pan or drop cloth and absorbent materials to clean up spills.
 - Materials for the containment of spills (i.e., absorbent materials, silt fencing, filter fabric, coir rolls) will be identified and be available onsite prior to commencement of construction or maintenance activities.
 - Any accidental spill of hydrocarbons or coolant that may occur within the work area will be cleaned immediately. Absorbent materials will be maintained within the work area for this purpose.
 - No wet concrete product will come into contact with any flowing or standing water at any time. Areas where raw cement or grout are applied or where concrete curing or finishing operations are conducted will be separated from any ponded or diverted water flows by a cofferdam or silt-free, exclusionary fencing. All equipment involved with the concrete or grouting operations will be located within a contained area while using any slurry or concrete product. A protective berm or other structure will be in place prior to maintenance and/or repair activities.
 - Any spill of the grout, concrete, concrete curing, or wash water adjacent to or within the work area will be removed immediately.

2.7.2.4 BIOLOGICAL RESOURCES

- To the maximum extent practicable, vegetation clearing activities would not occur during the breeding season, which generally runs from February 15 to August 31.
- If vegetation removal must occur during the breeding season, a qualified biologist would perform nesting bird surveys following established protocol prior to construction. If nests are detected during these surveys, a 300-foot no construction buffer would be delineated around the nest (500-foot buffer for raptors).
- Construction would be monitored by a qualified biologist.
- Construction would be phased to minimize impacts to wildlife species, so that the entire study area would not be under construction at the same time.
- Pre-construction surveys for special-status plants and wildlife would be performed as needed in coordination with U.S. Fish and Wildlife Service (USFWS).
- Protocol level surveys for least Bell's vireo (LBVI) would be performed during the detailed design phase and prior to construction to avoid impact to this species. If paired and potentially nesting vireo or other listed species are found, DPR will coordinate with USFWS and consult as applicable, if it is determined that the Project would affect the species.
- Trails and other recreational features will be designed and located to be compatible with restoration features and goals.

2.7.2.5 CULTURAL RESOURCES

- An archaeologist meeting the Secretary of the Interior's Qualification Standards, or another qualified individual as determined by DPR in consultation with USACE shall monitor all construction activities in areas where there is a potential for buried resources. The monitor shall immediately notify the Project's on-site construction supervisor of any discovery. The Project on-site construction supervisor shall temporarily stop construction in the area of the discovery. The discovery area and a surrounding buffer zone shall then be clearly delineated. Ground disturbing activities can resume outside the delineated buffer zone. Should previously unknown historic or archaeological remains be discovered, the DPR and USACE would comply with 36 Code of Federal Regulations (CFR) 800.13. At the conclusion of monitoring activities, a detailed letter report shall be prepared. This report shall be submitted to the State Historic Preservation Officer (SHPO) for review and comment.
- When construction crews are working within 50 meters of an eligible or unevaluated cultural resource, the edge of the site, including a 25-meter site buffer will be fenced off, thus ensuring that no construction equipment inadvertently strays into the culturally sensitive area.

- Cultural resource block inventories and evaluations shall be conducted early in the next design phase so that avoidance and impact minimization measures for cultural resources can be incorporated into Project design.
- Recordation and evaluation of the constructed features of the flood risk management system on the river and lower tributaries within the Area of Potential Effect (APE) will be prioritized in preconstruction, engineering, and design. The recordation and evaluation shall be conducted in one effort and in reference to and in the context of the entirety of the flood risk management system constructed on the Los Angeles River and lower tributaries.
- Comply with the terms and conditions of the Programmatic Agreement executed by and between the Corps and SHPO, and any amendments thereto.

2.7.2.6 NOISE

- Develop and implement a Project noise control plan that identifies when construction activities would occur and where and how avoidance measures shall be used. Construction activities would generally occur between the hours of 8 a.m. and 6 p.m. Monday through Friday, and 8 a.m. and 5 p.m. Saturday. Construction and operations would not occur on Sunday or a national holiday. The plan will require the identification of a Noise Control Coordinator, who will be available to receive and respond to any concerns from residents regarding construction noise. Residents shall be notified prior to the start of construction activities and informed of the Coordinator's contact information. Signage will also be posted on the construction site with Coordinator's contact information.
- Use power construction equipment state-of-the-art noise shielding and muffling devices.
- Whenever construction occurs within 500 feet of occupied residences, temporary barriers shall be constructed around the construction sites to shield the ground floor of the noise-sensitive uses. These barriers shall be of ¾-inch medium density plywood sheeting, or equivalent, and shall achieve a Sound Transmission Class of 30 or greater, based on certified sound transmission loss data taken according to American Society for Testing and Materials Test Method E90 or as approved by the City Building Department.
- Construction equipment staging areas shall be located as far as practicable from residential areas.
- Quieter "sonic" pile drivers shall be used as necessary, unless engineering studies are submitted to the City showing this is not feasible and cost effective, based on geotechnical considerations.
- Routes for heavy construction site vehicles shall be identified to minimize noise impacts to residences and noise-sensitive receptors.
- Impose construction hours that are more restrictive than those set forth in the City Municipal Code (LAMC) if necessary and when practical.
- Require vehicle parking and deployment activities to be separated and buffered from sensitive uses.

- Limit haul truck or other vehicle speed on roads adjacent to residences and on unpaved roadways.
- Notify residents about type and schedule of construction.

2.7.2.7 TRAFFIC

- (P 5-104) A construction traffic management plan would be prepared and submitted to Los Angeles Department of Transportation (LADOT) for review and approval prior to Project implementation to ensure that construction impacts are minimized. The plan would include:
 - Designated routes and access points for construction vehicles and equipment,
 - Any turning movement restrictions,
 - Travel time restrictions to avoid peak travel periods on selected roadways, and
 - Designated staging and parking areas for workers and equipment.
- The location and duration of any lane or street closures, including impacts on public transit, railroads, bicycle lanes, sidewalks, and parking would be fully coordinated with local cities and nearby residents,
- Detour routes would be provided if needed (including detour routes for public transit, bicycles, and pedestrians when effected),
- Local traffic and emergency vehicle access would be maintained or accommodated,
- Traffic protective devices and control measures would be implemented such as barricades, cones, flaggers, lights, warning beacons, temporary turning restrictions, temporary traffic signals, and warning signs,
- Advance notice would be provided to affected residents, businesses, emergency services providers (police, fire, ambulance) and public transit providers,
- Temporary bus stops would be located within a reasonable walking distance of any displaced bus stops when public transit stops are affected,
- Safety improvements would be made to existing at-grade street-rail crossings where traffic increases would be expected, and
- The Project would coordinate with railroad companies to ensure continuous operation and appropriate safety measures.

2.7.2.8 RECREATION

- Public media/meetings to provide clear information on the types and durations of disruptions to the River and adjacent resources.
- Signed detour routes for affected roads as well as pedestrian, bicycle, and equestrian trails, and river access points.

- Signage at construction areas with information relevant to recreation users (length of closure, alternative access points, etc.).
- Working with Park representatives on timing of Park and golf club closures to minimize effects on recreational access and use.
- Consult with Park maintenance personnel prior to implementation of measures to coordinate maintenance during construction and operations.

2.7.2.9 PUBLIC HEALTH AND SAFETY

- Fire extinguishers or other firefighting equipment (such as drums of water) would be close at hand during construction, regularly inspected, and maintained in proper working condition.
- Equipment with internal combustion engines would be placed so that exhaust is not near combustible materials.
- Combustible or flammable materials would be properly stored and proper clearance around these materials would be maintained.
- City will coordinate as needed with Vector Control agencies after Project completion.
- A rigorous review of the HTRW sites identified as those with potential impacts on the Project would be conducted. The review would include obtaining and reviewing regulatory files, site visits, and discussions with regulators and others about the severity of the contamination. Following this review, Phase I or II environmental site assessments would be conducted as necessary. In areas where existing information is limited, environmental investigations shall follow industry approved protocols for conducting Phase I and Phase II investigations as needed. The sponsor shall not provide lands for Project construction without first ensuring that it has undertaken adequate investigation and determined there is no contamination of concern for the relevant parcel or, where contamination is identified, has remediated or ensured remediation of the parcel to the standards necessary to support the restoration Project, as agreed by the relevant regulatory agency and USACE. Coordination and consultation with the appropriate regulatory agencies, including the U.S. Environmental Protection Agency (USEPA) and California lead agency (usually the Los Angeles RWQCB or the DTSC), and responsible parties, as necessary, would begin as early as possible regarding investigation and remediation at the San Fernando Valley Superfund Site and Taylor Yard G1 and G2 sites, as well as the Los Angeles Trailer and Container Intermodal Facility LATC site as needed. The City would conduct remediation at contaminated sites prior to construction of restoration features at those sites.
- Prior to the start of construction, the USACE will develop engineering specifications and plans that will include a written environmental protection plan. This plan will include a written pollution prevention plan that outlines the actions needed to respond to spill or release of hazardous materials during construction or maintenance activities. The environmental protection plan would describe hazardous materials management and spill prevention and response methods. The plan would be reviewed with all site workers.

- A site-specific health and safety plan would be prepared and reviewed with all workers detailing methods of compliance with occupational health and safety regulations, emergency response actions, and include the route to the nearest emergency medical facility. Relevant paperwork such as Material Safety Data Sheets and chain of custody documents recording the transport and disposal of hazardous material and waste would be maintained and available for inspection.
- All hazardous materials would be completely removed from the site when construction or maintenance activities were completed, if not before.
- Construction site would be fenced to prevent unauthorized access.

2.7.2.10 UTILITIES AND PUBLIC SERVICES

- Development of a utility management plan
- Obtaining a Private Solid Waste Hauler permit from the City's Bureau of Sanitation prior to collecting, hauling, and transporting waste.
- Recycling/reuse of construction debris to the extent possible.
- Disposing of excess debris to City certified waste processing facility.

2.8 Consultation With California Native American Tribe(s)

On October 26, 2020, DPR contacted the California Native American Heritage Commission (NAHC) to request a search of the Sacred Lands File and a list of tribal contacts for the Bowtie parcel. On November 9, 2020, the NAHC responded and indicated that the search of the Sacred Lands File was positive, meaning that there is a recorded sacred land in the vicinity. The NAHC provided a list of tribal contacts who may have additional information.

On February 4, 2021, DPR contacted the following individuals to invite them to consult on the Bowtie Wetland Demonstration Project.

- Gabrielino-Tongva Tribe, Charles Alvarez, Chairperson
- Fernandeno Tataviam Band of Mission Indians, Jairo Avila, Tribal Historic and Cultural Preservation Officer
- Gabrielino Tongva Indians of California Tribal Council, Robert Dorame, Chairperson
- Gabrielino/Tongva Nation, Sandonne Goad, Chairperson
- Gabrieleno/Tongva San Gabriel Band of Mission Indians, Anthony Morales, Chairperson
- Gabrieleno Band of Mission Indians – Kizh Nation, Andrew Salas, Chairperson

On June 19, 2023, DPR contacted the following individuals to invite them to consult on the Project:

- Gabrielino-Tongva Tribe, Charles Alvarez, Chairperson

- Fernandeno Tataviam Band of Mission Indians, Sarah Brunzell, CRM Manager
- Gabrielino Tongva Indians of California Tribal Council, Christina Conley, Cultural Resource Administrator
- Gabrielino Tongva Indians of California Tribal Council, Robert Dorame, Chairperson
- Gabrielino/Tongva Nation, Sandonne Goad, Chairperson
- Gabrieleno/Tongva San Gabriel Band of Mission Indians, Anthony Morales, Chairperson
- Gabrieleno Band of Mission Indians – Kizh Nation, Andrew Salas, Chairperson

Each recipient was provided a brief description of the Project and its location, the lead agency (DPR) contact information, and a notification that the tribe has 30 days to request consultation, pursuant to PRC Section 21080.3.1(d). Phone calls and follow-up emails were made to reach non-responsive representatives. As a result of the initial notification letters and follow-up contacts, DPR received the following responses:

- On June 19, 2023, Sarah Brunzell of the Fernandeno Tataviam Band of Mission Indians responded by email to decline consultation on the Project.
- On June 26, 2023, Christina Conley from the Gabrielino Tongva Indians of California Tribal Council responded to request consultation and a monitor during all ground disturbing activities. On December 4, 2023, tribal representatives met with DPR via virtual meeting to discuss the Project. The tribe provided comments on the use of traditional plants in the revegetation. Concern was expressed over public access to certain traditional native plants.
- On March 2, 2023, Kimberly Johnson of the Gabrieleno/Tongva San Gabriel Band of Mission Indians was contacted by phone to discuss the Project's Native Spirit Garden design concept conceptualized by the late elder Barbara Drake. A follow-up call was conducted on September 18, 2023. No response to date has been received to set up a meeting on the Park development concept. Therefore, pursuant to Section 21082.3(d)(2) of the Public Resources Code, DPR concluded consultation with the Gabrieleno/Tongva San Gabriel Band of Mission Indians.
- On June 20, 2023, Brandy Salas of the Gabrieleno Band of Mission Indians – Kizh Nation requested consultation. On October 12, 2023, tribal representatives met with DPR via virtual meeting to discuss Park development. The tribe provided comments on the placement and type of biological habitat for revegetation.
- All other tribes did not respond to the opportunity to consult; therefore, DPR considers consultation concluded with the remaining tribes pursuant to Section 21082.3(d)(3) of the Public Resources Code.

Consultation is ongoing with the Gabrielino Tongva Indians of California Tribal Council and Gabrieleno Band of Mission Indians – Kizh Nation; however, the threshold for releasing the CEQA document for public review (PRC Section 21080.3.1(b)) has been met. DPR will conclude consultation with these two remaining tribes prior to the certification of the EIR pursuant to PRC Section 21082.3(d).

Section 4.18 of this IS/MND provides a summary of the consultation process, including the determination of significance of impacts to tribal cultural resources (TCRs).

3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

3.1 Environmental Factors Potentially Affected

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

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

Determination

On the basis of this initial evaluation:

- I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the 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 Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the 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 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 Project, nothing further is required.

Richard Fink
District Superintendent

Date

3.2 Evaluation of Environmental Impacts

Evaluation Process

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

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

4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION

4.1 Aesthetics

4.1.1 Environmental Setting

4.1.1.1 Regional Setting

State Scenic Highways

The California Scenic Highway Program protects and enhances the scenic beauty of California's highways and adjacent corridors. The California Department of Transportation (Caltrans) can designate a highway as scenic based on how much natural beauty can be seen by users of the highway, the quality of the scenic landscape, and if development impacts the enjoyment of the view.

SR-2 is the closest officially designated state scenic highway. However, it does not become a scenic highway until it reaches the San Gabriel Mountains approximately 11 miles north of the Project Area, where its name changes to the Angeles Crest Highway. Arroyo Seco Parkway (SR-110), an official Federal Byway, connects the City of Los Angeles to Pasadena approximately 2 miles southeast of the Project Area (Caltrans 2023).

General Plan

The City has four designated scenic highways within a 3.5-mile radius of the Project Area: Los Feliz Boulevard, Glendale Boulevard, Eagle Rock Boulevard, and Colorado Boulevard. The scenic portion of Los Feliz Boulevard runs from Western Avenue to Riverside Drive and exposes viewers to hillside and city views. The scenic section of Glendale Boulevard offers a wide landscaped median and stretches from the Los Angeles River Bridge to the City boundary with Glendale. The Eagle Rock Boulevard scenic section offers a landscaped median and runs from Verdugo Road to Colorado Boulevard. The scenic stretch of Colorado joins Eagle Rock Boulevard at Eagle Dale and continues to Monte Bonito (City of Los Angeles 2016).

4.1.1.2 Visual Character of the Project Area

The Project Area is a 14.8-acre riverfront strip of land on the east bank of the Los Angeles River near the Glendale Freeway (SR-2). Due to its shape, this parcel is typically referred to as the "bowtie." Overall, the Project Area is flat, devoid of structures, and has limited vegetation. A few piles of rubble, concrete pads, small trees, and isolated patches of vegetation are visible on this otherwise barren dirt lot. Large overhead utility lines parallel the Los Angeles River on the Project parcel. Industrial buildings border the lot on the north, while to the east lie an elevated railroad track and at-grade service road. Further north lies the Heron Gates and historic bridges spanning the Los Angeles River.

Aesthetics (I) Environmental Checklist and Discussion

Except as provided in Public Resources Code Section 21099, would the Project:

a) have a substantial adverse effect on a scenic vista?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Project Area runs along the Los Angeles River and offers views of the surrounding Verdugo and San Gabriel Mountains to the far north. The views from the Project Area down the River include the Glendale Narrows. In the Los Angeles basin and along the River there is a severe shortage of native plants and natural vegetation. The Proposed Project would establish open space and would add to the Los Angeles regional green open space network and connection to the Los Angeles River landscape. No adverse impacts would occur. The conversion of the Project Area to open space with native and natural vegetation would be a beneficial Project effect.

Except as provided in Public Resources Code Section 21099, would the Project:

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Project Area is generally vacant, but remnants of the former use remain such as remnant concrete pads, railroads, and structure foundations; overhead electrical utility poles are present throughout. A few piles of rubble, small trees, and isolated patches of vegetation are also visible. The Proposed Project would create natural habitat and passive recreation opportunities. The proposed greenspace would include habitat restoration and enhancement; viewing opportunities for wildlife; walking, jogging, and biking trails, shaded picnic areas; historical, cultural, and environmental programming; and unstructured play areas. Scenic resources, such as the adjacent Los Angeles River, would not be damaged as a result of the Project but would become further accessible based on the addition of new pathways and recreation areas for public use. There are small trees in the Project Area, however they are non-native and not considered scenic resources. Additionally, the Proposed Project is not located within or near a state scenic highway. No impact would occur.

Except as provided in Public Resources Code Section 21099, would the Project:

c) In non-urbanized areas, 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?

Potentially Significant Impact Less than Significant with Mitigation Incorporated Less than Significant Impact No Impact

No Impact.

The Proposed Project is in an urbanized area on a parcel which contains no structures. A few piles of rubble, concrete pads, small trees, and isolated patches of vegetation are visible. Industrial buildings border the parcel on the north and an elevated railroad track and at-grade service road border the parcel on the east. To the west is the Los Angeles River. The surrounding area is characterized by industrial and residential uses. The existing zoning designation of the Project Area is public facilities as it is a sub-unit of the existing Rio de Los Angeles State Park. The Project does not conflict with the current zoning or regulations governing scenic quality. No impact would occur.

Except as provided in Public Resources Code Section 21099, would the Project:

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Potentially Significant Impact Less than Significant with Mitigation Incorporated Less than Significant Impact No Impact

Less than Significant Impact.

The proposed Park improvements would include a Park entry and internal vehicular access road, parking spaces, internal maintenance road, welcoming kiosk with restrooms, vista points facing the Los Angeles River, native collection garden, event space, internal multi-use trails, open turf areas, picnic locations, and seating benches. The welcoming kiosk would be within an earthen mound with a green roof (natural vegetation roof), thus reducing any glare from the building. Where night lighting is necessary, lighting would be directed downward and new exterior lighting would be located such that it is not highly obtrusive. Impacts relating to light or glare would be less than significant.

4.1.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.2 Agriculture and Forestry Resources

4.2.1 Environmental Setting

“Forest land” as defined by PRC Section 12220(g) is “...land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.”

“Timberland” as defined by PRC Section 4526 means “...land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis.”

“Timberland zoned Timberland Production” is defined by PRC Section 51104(g) as “...an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision h.”

According to the California Department of Conservation (DOC) Important Farmland Finder, the Project Area is classified as Urban and Built-Up Land. The surrounding area consists of Urban and Built-Up Land and Other Land. The Project Area is not located on or near Farmland, nor is it under a Williamson Act Contract (DOC 2023).

4.2.2 Agriculture and Forestry Resources (II) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Project Area is characterized by urban (residential and industrial) uses. According to the California Important Farmland Finder, the Project Area is classified as Urban and Built-Up Land. Therefore, the Proposed Project would not be located on land classified as prime farmland, unique farmland, or farmland of statewide importance (DOC 2023). No impact would occur, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Project Area is not located on land zoned for agricultural use. According to the California Important Farmland Finder, the Project Area is mapped as Urban and Built-Up Land and not an agricultural preserve subject to a Williamson Act contract (DOC 2023). The Proposed Project would not conflict with zoning for agricultural use or a Williamson Act Contract. No impact would occur, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Project Area is currently zoned for public facilities. The Project is surrounded by residential and industrial uses and is not located on land designated for forest land, timberland, or timberland zoned timberland production. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

As described above, the Project Area is not zoned for forest land, timberland, or timberland production (DOC 2023). Therefore, the Proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Project Area and surrounding properties are not currently designated for agricultural use. As previously described, the Project Area is on land classified as Urban and Built-Up Land. The surrounding area consists of Urban and Built-Up Land and Other Land. Development on the Project Area would not result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

4.2.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.3 Air Quality

4.3.1 Environmental Setting

The Proposed Project is located within the City of Los Angeles. The California Air Resources Board (CARB) has divided California into regional air basins according to topographic features. Los Angeles is located in a region identified as the South Coast Air Basin (SoCAB). The SoCAB occupies the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County. The air basin is on a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean on the southwest, with high mountains forming the remainder of the perimeter. The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

Ambient air quality is commonly characterized by climate conditions, the meteorological influences on air quality, and the quantity and type of pollutants released. The air basin is subject to a combination of topographical and climatic factors that reduce the potential for high levels of regional and local air pollutants. The following section describes the pertinent characteristics of the air basin and provides an overview of the physical conditions affecting pollutant dispersion in the Project Area.

Both the USEPA and CARB have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are

called “criteria” pollutants because the health and other effects of each pollutant are described in criteria documents. The six criteria pollutants are ozone (O₃), carbon monoxide (CO), particulate matter (PM), nitric oxide (NO_x), sulfur dioxide (SO₂), and lead. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas.

Toxic Air Contaminants (TACs) are separated into categories of carcinogens and noncarcinogens. Carcinogens, such as diesel particulate matter (DPM), are considered dangerous at any level of exposure. Noncarcinogens, however, have a minimum threshold for dangerous exposure. Common sources of TACs include, but are not limited to: gas stations, dry cleaners, diesel generators, ships, trains, construction equipment, and motor vehicles.

4.3.1.1 Ambient Air Quality

Ambient air quality in the Project Area can be inferred from ambient air quality measurements conducted at nearby air quality monitoring stations. CARB maintains more than 60 monitoring stations throughout California. O₃, PM₁₀ and Particulate Matter Less than 2.5 Microns in Diameter (PM_{2.5}) are the pollutant species most potently affecting the Project region. As described in detail below, the region is designated as a nonattainment area for the federal O₃ and PM_{2.5} standards and is also a nonattainment area for the state standards for O₃, PM_{2.5} and PM₁₀ (CARB 2020; 2018). The North Main Street air quality monitoring station (1630 North Main Street) located approximately 2.4 miles south of the Project Area monitors ambient concentrations of O₃, PM_{2.5}, and PM₁₀. Ambient emission concentrations will vary due to localized variations in emission sources and climate and should be considered “generally” representative of ambient concentrations in the Project Area.

Table 4.3-1 summarizes the published data concerning O₃, PM_{2.5} and PM₁₀ since 2019 for each year that the monitoring data is provided.

Table 4.3-1. Summary of Ambient Air Quality Data			
Pollutant Standards	2019	2020	2021
O₃			
Max 1-hour concentration (ppm)	0.093	0.185	0.099
Max 8-hour concentration (ppm) (State/federal)	* / 0.080	* / 0.118	0.109 / 0.085
Number of days above 1-hour standard (State/federal)	0 / *	14 / *	1 / *
Number of days above 8-hour standard (State/federal)	2 / 2	22 / 22	2 / 2
PM₁₀			
Max 24-hour concentration (µg/m ³) (State/federal)	93.9 / 62.4	185.2 / 83.7	138.5 / 64.0

Table 4.3-1. Summary of Ambient Air Quality Data			
Pollutant Standards	2019	2020	2021
Number of days above 24-hour standard (State/federal)	* / *	35.6 / *	17.2 / 0.0
PM_{2.5}			
Max 24-hour concentration (µg/m ³) (State/federal)	43.5 / 43.5	175.0 / 175.0	61.1 / 61.0
Number of days above federal 24-hour standard	1.0	12.1	13.0

Notes: ppm = parts per million; PM₁₀ = Particulate Matter Less than 10 Microns in Diameter; PM_{2.5} = Particulate Matter Less than 2.5 Microns in Diameter; µg/m³ = micrograms per cubic meter; * = Insufficient data available.

Source: CARB 2022a.

The USEPA and CARB designate air basins or portions of air basins and counties as being in “attainment” or “nonattainment” for each of the criteria pollutants. Areas that do not meet the standards are classified as nonattainment areas. Acceptable exceedances of the maximum value vary for the National Ambient Air Quality Standards (NAAQS) from 4th highest concentration for the 8-hour O₃ standard to 99th percentile to the SO₂ standard. The NAAQS for O₃, PM₁₀, and PM_{2.5} are based on statistical calculations over one- to three-year periods, depending on the pollutant. The California Ambient Air Quality Standards (CAAQS) are not to be exceeded during a three-year period. The attainment status for the Los Angeles portion of the SoCAB, which encompasses the Project Area, is included in Table 4.3-2.

Table 4.3-2. Attainment Status of Criteria Pollutants in the Los Angeles County Portion of the SoCAB		
Pollutant	State Designation	Federal Designation
O ₃	Nonattainment	Nonattainment
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Unclassified/Attainment
NO ₂	Attainment	Unclassified/Attainment
SO ₂	Attainment	Unclassified/Attainment
Lead	Attainment	Nonattainment

Notes: CO = carbon monoxide; NO₂ = nitrogen dioxide; O₃ = Ozone; PM₁₀ = Particulate Matter Less than 10 Microns in Diameter; PM_{2.5} = Particulate Matter Less than 2.5 Microns in Diameter; SO₂ = sulfur dioxide.

Source: CARB 2020, 2018.

The determination of whether an area meets the state and federal standards is based on air quality monitoring data. Some areas are unclassified, which means there is insufficient monitoring data for determining attainment or nonattainment. Unclassified areas are typically treated as being in attainment. Because the attainment/nonattainment designation is pollutant-specific, an area may be classified as nonattainment for one pollutant and attainment for another. Similarly, because the state and federal standards differ, an area could be classified as attainment for the federal standards of a pollutant and as nonattainment for the state standards of the same pollutant. The region is designated as a nonattainment area for the federal O₃, PM_{2.5}, and lead standards and is also a nonattainment area for the state standards for O₃, PM_{2.5} and PM₁₀ (CARB 2020; 2018). It is noted that the Project would not be a source of lead emissions.

4.3.1.2 Regulatory Setting

South Coast Air Quality Management District

The local air quality regulating authority in Los Angeles City portion is the SCAQMD. The SCAQMD's primary responsibility is ensuring that the NAAQS and CAAQS are attained and maintained in the Los Angeles City portion of the SoCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The following is a list of noteworthy SCAQMD rules that are required of construction activities associated with the Proposed Project:

- **Rule 201 & Rule 203 (Permit to Construct & Permit to Operate)** – Rule 201 requires a “Permit to Construct” prior to the installation of any equipment “the use of which may cause the issuance of air contaminants . . .” and Regulation II provides the requirements for the application for a Permit to Construct. Rule 203 similarly requires a Permit to Operate.
- **Rule 212 (Standards for Approving Permits and Issuing Public Notice)**- This rule requires the applicant to show that the equipment used of which may cause the issuance of air contaminants or the use of which may eliminate, reduce, or control the issuance of air contaminants, is so designed, controlled, or equipped with such air pollution control equipment that it may be expected to operate without emitting air contaminants in violation of Section 41700, 4170 or 44300 of the Health and Safety Code or of these rules.
- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which 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 which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to

odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement the best available control measures for all sources, and all forms of visible PM are prohibited from crossing any property line. This rule is intended to reduce PM10 emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM10 suppression techniques are summarized below.
 - A. Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
 - B. All onsite roads will be paved as soon as feasible or watered periodically or chemically stabilized.
 - C. All material transported offsite will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
 - D. The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
 - E. Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.
- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce emissions of Reactive Organic Gases (ROG) from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.
- **Rule 1401 (New Source Review of Toxic Air Contaminants)** – This rule requires new source review of any new, relocated, or modified permit units that emit TACs. The rule establishes allowable risks for permit units requiring permits pursuant to Rules 201 and 203 discussed above.

4.3.1.3 Thresholds of Significance

The significance criteria established by the applicable air quality management or air pollution control district (SCAQMD) may be relied upon to make the impact determination shown below in the Checklist Questions. According to the SCAQMD, an air quality impact is considered significant if the Proposed Project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality for construction and operational activities of land use development projects such as that proposed, as shown in Table 4.3-3.

Air Pollutant	Construction Activities	Operations
Reactive Organic Gas	75	55
Carbon Monoxide	550	550
Nitrogen Oxide	100	55
Sulfur Oxide	150	150
Coarse Particulate Matter	150	150
Fine Particulate Matter	55	55

Notes: SCAQMD = South Coast Air Quality Management District.

Source: SCAQMD 1993 (Particulate Matter Less than 2.5 Microns in Diameter threshold adopted June 1, 2007).

By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's individual emissions exceed its identified significance thresholds, the Project would be cumulatively considerable. Projects that do not exceed significance thresholds would not be considered cumulative considerable.

4.3.1.4 Localized Significance Thresholds

In addition to regional significance thresholds, the SCAQMD developed localized significance thresholds (LSTs) for emissions of nitrogen dioxide (NO₂), CO, PM₁₀, and PM_{2.5} generated at new development sites (offsite mobile source emissions are not included in the LST analysis protocol). LSTs represent the maximum emissions that can be generated at a project site without expecting to cause or substantially contribute to an exceedance of the most stringent national or state ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the Project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. The Project Area is located within SCAQMD SRA 2 (Los Angeles). Table 4.3-4 shows the LSTs for a one-acre, two-acre, and five-acre Project site in SRA 2 with sensitive receptors located within 25 meters of the Project Area.

Project Size	Pollutant (pounds per day Construction/Operations)			
	NO₂	CO	PM₁₀	PM_{2.5}
1 Acre	103 / 103	562 / 562	4 / 1	3 / 1
2 Acres	147 / 147	827 / 827	6 / 2	4 / 1

Project Size	Pollutant (pounds per day Construction/Operations)			
	NO ₂	CO	PM ₁₀	PM _{2.5}
5 Acres	221 / 221	1,531 / 1,531	13 / 3	6 / 2

Notes: CO = carbon monoxide; NO₂ = nitrogen dioxide; PM₁₀ = Particulate Matter Less than 10 Microns in Diameter; PM_{2.5} = Particulate Matter Less than 2.5 Microns in Diameter.
 Source: SCAQMD 2009.

4.3.2 Air Quality (III) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

As part of its enforcement responsibilities, the USEPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the NAAQS and CAAQS. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As previously mentioned, the Project Area is located within the SoCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the SoCAB is in nonattainment. In order to reduce such emissions, the SCAQMD drafted the 2016 Air Quality Management Plan (AQMP) (it is noted that the SCAQMD has recently adopted the 2022 AQMP, which is awaiting final approval by the USEPA). Although the SCAQMD has recently adopted the 2022 AQMP and submitted to the USEPA for approval, the 2016 AQMP will be utilized until the USEPA approval is granted for the 2022 AQMP. The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, CARB, Southern California Association of Governments (SCAG), and the USEPA. The plan’s pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG’s latest Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG’s latest growth forecasts. (SCAG’s latest growth forecasts were defined in consultation with local governments and with reference to local general plans.) The Project is subject to the SCAQMD’s AQMP.

According to the SCAQMD, in order to determine consistency with SCAQMD's air quality planning two main criteria must be addressed.

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

- a) *Would the Project result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new air quality violations?*

As shown in Table 4.3-5, 4.3-7, and 4.3-9 below, the Proposed Project would result in emissions that would be below the SCAQMD regional and localized thresholds during both construction and operations. Therefore, the Proposed Project would not result in an increase in the frequency or severity of existing air quality violations and would not have the potential to cause or affect a violation of the ambient air quality standards.

- b) *Would the Project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?*

As shown in Table 4.3-5 and 4.3-9 below, the Proposed Project would be below the SCAQMD regional thresholds for construction and operations. Because the Project would result in less than significant regional emission impacts, it would not delay the timely attainment of air quality standards or AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the SoCAB focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining Project consistency focuses on whether or not the Proposed Project exceeds the assumptions utilized in preparing the forecasts presented in its air quality planning documents. Determining whether or not a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

- a) *Would the Project be consistent with the population, housing, and employment growth projections utilized in the preparation of the 2016 AQMP?*

A project is consistent with regional air quality planning efforts in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the SCAQMD air quality plans. Generally, three sources of data form the basis for the projections of air pollutant emissions in the City. Specifically, SCAG's Growth Management Chapter of the Regional Comprehensive Plan and Guide (RCPG) provides regional population forecasts for the region and SCAG's RTP/SCS

provides socioeconomic forecast projections of regional population growth. The City's General Plan is referenced by SCAG in order to assist forecasting future growth in the unincorporated portions of the City.

The Proposed Project is consistent with the land use designation and development density presented in the County General Plan. The Project Area currently has a land use designation of *State Park* under the Rio de Los Angeles State Park General Plan (DPR 2005). According to the General Plan, development within the State-owned Park is not subject to the land use plans and policies of the City (DPR 2005). The uses proposed by the Project are consistent with the General Plan's *State Park* land use designation, and this change would not increase the number of people residing in the area beyond that anticipated by the City.

The Project is consistent with the Rio de Los Angeles State Park General Plan and is therefore consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the RTP/SCS and RCPG. Several of the goals laid out by SCAG's RTP/SCS promote construction of and access to sustainable development projects and parks. The Proposed Project would boost the availability and accessibility of parks and recreational facilities for local residents, and therefore is consistent with the land uses envisioned by the General Plan and SCAG's RTP/SCS. As a result, the Project would not conflict with the land use assumptions or exceed the population or job growth projections used by SCAQMD to develop the 2016 AQMP. The City's population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City; and these are used by SCAG in all phases of implementation and review. Additionally, as the SCAQMD has incorporated these same projections into their air quality planning efforts, it can be concluded that the Proposed Project would be consistent with the projections. (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.) Therefore, the Proposed Project would be considered consistent with the population, housing, and employment growth projections utilized in the preparation of SCAQMD's air quality plans.

b) Would the Project implement all feasible air quality mitigation measures?

In order to further reduce emissions, the Project would be required to comply with emission reduction measures promulgated by the SCAQMD, such as SCAQMD Rules 201, 402, 403, and 1113. SCAQMD Rule 402 prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which 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 which cause, or have a natural tendency to cause, injury or damage to business or property. SCAQMD Rule 403 requires fugitive dust sources to implement Best Available Control Measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. SCAQMD 1113 requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories. As such, the Proposed Project meets this consistency criterion.

- c) *Would the Project be consistent with the land use planning strategies set forth by SCAQMD air quality planning efforts?*

The AQMP contains air pollutant reduction strategies based on SCAG’s latest growth forecasts, and SCAG’s growth forecasts were defined in consultation with local governments and with reference to local general plans. As mentioned previously, the Proposed Project aims to redevelop a former railyard into a community Park and open space area for recreation. This would not increase the Project Area’s development density beyond current levels that would conflict with the development density standards set out by the City’s General Plan. This would not exceed the population or job growth projections used by the SCAQMD to develop the AQMP.

In conclusion, the determination of AQMP consistency is primarily concerned with the long-term influence of a Project on air quality. The Proposed Project would not result in a long-term impact on the region’s ability to meet state and federal air quality standards. The Proposed Project’s long-term influence would also be consistent with the goals and policies of the SCAQMD’s 2016 AQMP.

Because of these reasons, this impact is less than significant.

Applicable BMPs related to air quality from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project’s individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project’s individual emissions exceed its identified significance thresholds, the Project would be cumulatively considerable. Projects that do not exceed significance thresholds would not be considered cumulative considerable.

Air quality impacts were assessed in accordance with methodologies recommended by the SCAQMD. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod), version 2022.1. CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Project construction-generated air pollutant emissions were calculated using CalEEMod model defaults for Los Angeles County. Operational air pollutant emissions were based on the Project site plans and traffic trip generation rates from KOA Corporation (KOA; KOA 2022).

4.3.2.2 Construction Impacts

Regional Construction Significance Analysis

Construction-generated emissions are temporary and short-term but have the potential to represent a significant air quality impact. The basic sources of short-term emissions that will be generated through construction of the Proposed Project will be from grading activities and the from the operation of the construction vehicles (i.e., trenchers, dump trucks). Construction activities such as excavation and grading operations, construction vehicle traffic, and wind blowing over exposed soils would generate exhaust emissions and fugitive PM emissions that affect local air quality at various times during construction. Effects would be variable depending on the weather, soil conditions, the amount of activity taking place, and the nature of dust control efforts. The dry climate of the area during the summer months creates a high potential for dust generation. Construction activities would be subject to SCAQMD Rule 403, which requires taking reasonable precautions to prevent the emissions of fugitive dust, such as using water or chemicals, where possible, for control of dust during the clearing of land and other construction activities.

Construction-generated emissions associated with the Proposed Project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. The total Project Area, defined for the purposes of this IS/MND encompasses the development site including the area incorporating the proposed infrastructure improvements internal to the site. The Proposed Project will include roadway infrastructure improvements that will accommodate project circulation needs, new parking areas, and will include a new building with necessary utility infrastructure. Emissions resulting from infrastructure improvements are accounted for in the construction emissions analysis. As previously identified, the General Plan EIR concluded that implementation of the General Plan would not result in significant impacts on the environment, with the exception of potential impacts on soils and groundwater contamination. Soil characterization and risk assessment to determine the levels of contaminants in on-site soils is ongoing and data is not yet available at the time of preparation of this IS/MND. To account for a worst-case scenario, the emissions modeling assumed that soil excavation at a depth of up to three feet would need to occur for the entire site and would need to be removed and hauled away offsite to a landfill that accepts contaminated wastes. The estimated volume of soil to be exported offsite equates to 56,000 cubic yards of soil requiring 70 haul trips. It is anticipated that soil characterization would identify that a majority of the onsite soils do not pose a health risk and would be able to be kept onsite. Therefore, the results of the analysis are conservative and likely overstate Project-related emissions impacts. See Appendix A for more information regarding the construction assumptions, including construction equipment and duration, used in this analysis.

Predicted maximum daily construction-generated emissions for the Proposed Project are summarized in Table 4.3-5. Construction-generated emissions are short-term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Table 4.3-5. Construction-Related Emissions (Regional Significance Analysis)						
Construction Year	Pollutant (pounds per day)					
	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Construction Year One	4.09	43.70	38.10	0.07	7.94	4.58
Construction Year Two	3.78	35.40	31.70	0.08	7.72	4.39
Construction Year Three	1.15	10.50	13.40	0.02	0.50	0.41
<i>SCAQMD Regional Significance Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Exceed SCAQMD Regional Threshold?	No	No	No	No	No	No

Notes: CO = carbon monoxide; NO_x = nitric oxides; PM₁₀ = Particulate Matter Less than 10 Microns in Diameter; PM_{2.5} = Particulate Matter Less than 2.5 Microns in Diameter; ROG = Reactive Organic Gases; SCAQMD = South Coast Air Quality Management District; SO₂ = sulfur dioxide.

Emissions taken of the season, summer or winter, with the highest outputs. Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Table 11-4 and A11-9-A) were applied.

Source: California Emissions Estimator Model version 2022.1. Refer to Appendix A for Model Data Outputs.

As shown in Table 4.3-5, emissions generated during Project construction would not exceed the SCAQMD's regional thresholds of significance. Therefore, criteria pollutant emissions generated during Project construction would not 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, and no health effects from Project criteria pollutants would occur. As such, the Project would have a less than significant impact.

Localized Construction Significance Analysis

The nearest sensitive receptor is Alliance Tennenbaum Family Technology High School, which is located approximately 183 feet to the east of the Project Area. In order to identify localized, air toxic-related impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific level proposed projects.

For this Project, the appropriate SRA for the localized significance thresholds is Los Angeles, SRA 2. LSTs apply to CO, NO₂, PM₁₀, and PM_{2.5}. Over the course of construction, the Proposed Project would disturb approximately 10 acres out of total 18-acre Project Area. The SCAQMD has produced lookup tables for projects that disturb less than or equal to five acres daily. The SCAQMD has also issued guidance on applying the CalEEMod emissions software to LSTs for projects greater than five acres. Since CalEEMod

calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, Table 4.3-6 is used to determine the maximum daily disturbed acreage for comparison to LSTs. All construction years have the same equipment, as such, only phases are shown in the table.

Table 4.3-6. Equipment-Specific Grading Rates					
Construction Phase	Equipment Type	Acres Graded/Disturbed per 8-Hour Day	Equipment Quantity	Operating Hours per Day	Acres Graded per Day
Site Preparation	Rubber Tired Dozer	0.5	3	8	1.5
	Tractors/Loaders/Backhoes	0.5	4	8	2.0
Site Preparation Total:					3.5
Site Grading	Grader	0.5	1	8	0.5
	Rubber Tired Dozer	0.5	1	8	0.5
	Tractors/Loaders/Backhoes	0.5	2	8	1.0
	Scraper	1.0	2	8	2.0
	Excavator	0.0	2	8	0.0
Site Grading Total:					4.0
Building Construction, Paving, and Painting	Tractors/Loaders/Backhoes	0.5	3	8	1.5
	Crane	0.0	1	8	0.0
	Forklift	0.0	3	8	0.0
	Generator Sets	0.0	1	8	0.0
	Welders	0.0	1	8	0.0
	Pavers	0.0	2	8	0.0
	Paving Equipment	0.0	2	8	0.0
	Rollers	0.0	2	8	0.0
	Air Compressors	0.0	1	8	0.0
Building Construction, Paving, and Painting Total:					1.5

As shown in Table 4.3-6, Project implementation could potentially disturb a total maximum of 3.5 acres daily during site preparation, 4.0 acres daily during site grading, and 1.5 acres daily during the combined building construction, paving, and painting phase. As described, the SCAQMD has produced lookup tables for projects that disturb one, two and five acres. While the Project Area could disturb over two acres during the site preparation and site grading phases, the LST threshold value for a two-acres site was employed from the LST lookup tables for these phases. The Proposed Project could disturb over one acre during the combined building construction, paving, and painting phase, and therefore, the LST threshold value for a one-acre site was employed. This is a conservative estimate since the analysis will only account for the dispersion of air pollutants over one and two acres before reaching sensitive receptors, as opposed to accounting for the dispersion of pollutants over the 18.0-acre Project Area.

LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. The nearest sensitive receptor is Alliance Tennenbaum Family Technology High School, which is located approximately 183 feet, or 55.8 meters, to the east of the Project Area. Nevertheless, LSTs for receptors located at 50 meters were utilized in this analysis as a conservative approach. The SCAQMD's methodology clearly states that "offsite mobile emissions from a project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "onsite" emissions outputs were considered. Table 4.3-7 presents the results of localized emissions from the most polluting activity for each year of construction.

Table 4.3-7. Construction-Related Emissions (Localized Significance Analysis)				
Activity	Onsite Pollutant (pounds per day)			
	NO_x	CO	PM₁₀	PM_{2.5}
1.0 Acre Threshold				
Building Construction, Paving, and Painting (Year Two)	11.20	13.10	0.50	0.46
Building Construction, Paving, and Painting (Year Three)	10.40	13.0	0.43	0.40
<i>SCAQMD Localized Significance Threshold (1.0 Acres)</i>	104	833	3	1
Exceed SCAQMD Localized Threshold?	No	No	No	No
2.0 Acre Threshold				

Table 4.3-7. Construction-Related Emissions (Localized Significance Analysis)				
Activity	Onsite Pollutant (pounds per day)			
	NO_x	CO	PM₁₀	PM_{2.5}
Site Preparation	39.70	35.50	6.92	4.29
Grading	34.30	30.20	3.84	2.28
<i>SCAQMD Localized Significance Threshold (2.0 Acres)</i>	<i>143</i>	<i>1,213</i>	<i>19</i>	<i>5</i>
Exceed SCAQMD Localized Threshold?	No	No	No	No

Notes: CO = carbon monoxide; NO_x = nitric oxides; PM₁₀ = Particulate Matter Less than 10 Microns in Diameter; PM_{2.5} = Particulate Matter Less than 2.5 Microns in Diameter; SCAQMD = South Coast Air Quality Management District. Emissions taken of the season, summer or winter, with the highest outputs. Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in California Emissions Estimator Model include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD California Environmental Quality Act Handbook (Table 11-4 and A11-9-A) were applied.

Source: California Emissions Estimator Model version 2022.1. Refer to Appendix A for Model Data Outputs.

Table 4.3-7 shows that the emissions of these pollutants during construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during construction activities. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative. The SCAQMD Environmental Justice Enhancement Initiative program seeks to ensure that everyone has the right to equal protection from air pollution. Therefore, impacts would be less than significant concerning LSTs during construction activities.

USEPA Conformity Determination Thresholds

As previously described, the Project Area is located in the Los Angeles County region, which is designated as a nonattainment area for the federal O₃ and PM_{2.5} standards. Emissions generated during Project implementation would be short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the Conformity Determination thresholds. Predicted maximum annual construction-generated emissions for the Proposed Project are summarized in Table 4.3-8 and compared against the USEPA Conformity Determination thresholds.

Table 4.3-8. Construction-Related Emissions (USEPA Conformity Determination Analysis)					
Construction Year	Pollutant (tons per year)				
	VOC (ROG)	NO_x	CO	PM₁₀	PM_{2.5}
Construction First Calendar Year	0.13	1.42	1.24	0.26	0.15
Construction Second Calendar Year	0.43	3.77	3.55	0.47	0.27
Construction Third Calendar Year	0.12	1.06	1.35	0.05	0.04
<i>USEPA Conformity Determination Thresholds (40 CFR 93.153)</i>	<i>10</i>	<i>100</i>	<i>100</i>	<i>100</i>	<i>70</i>
Exceed USEPA Conformity Determination Thresholds?	No	No	No	No	No

Notes: CFR = Code of Federal Regulations; CO = carbon monoxide; NO_x = nitric oxides; PM₁₀ = Particulate Matter Less than 10 Microns in Diameter; PM_{2.5} = Particulate Matter Less than 2.5 Microns in Diameter; ROG = Reactive Organic Gases; USEPA = U.S. Environmental Protection Agency; VOC = Volatile Organic Compound.

Source: CalEEMod version 2022.1. Refer to Appendix A for Model Data Outputs.

As shown in Table 4-3.8, emissions from construction of the Proposed Project would not exceed the USEPA Conformity Determination thresholds for the region.

4.3.2.3 Project Operations Criteria Air Quality Emissions

Regional Operational Significance Analysis

Implementation of the Project would result in long-term operational emissions of criteria air pollutants such as PM₁₀, PM_{2.5}, CO, and SO₂ as well as O₃ precursors such as ROGs and NO_x. Project-generated increases in emissions would be predominantly associated with motor vehicle use. As previously described, operational air pollutant emissions were based on the Project site plans and traffic trip generation rates from KOA (2022). Long-term operational emissions attributable to the Project are identified in Table 4.3-9 and compared to the operational significance thresholds promulgated by the SCAQMD.

Table 4.3-9. Operational-Related Emissions (Regional Significance Analysis)						
Emission Source	Pollutant (pounds per day)					
	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Summer Emissions						
Mobile	0.31	0.21	2.42	0.01	0.20	0.04
Area	0.32	0.00	0.43	0.00	0.00	0.00
Energy	0.01	0.09	0.08	0.00	0.01	0.01
Total:	0.64	0.3	2.93	0.01	0.21	0.05
Winter Emissions						
Mobile	0.31	0.23	2.25	0.01	0.20	0.04
Area	0.25	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.09	0.08	0.00	0.01	0.01
Total:	0.57	0.32	2.33	0.01	0.21	0.05
<i>SCAQMD Regional Significance Threshold</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Exceed SCAQMD Regional Threshold?	No	No	No	No	No	No

Notes: CO = carbon monoxide; NO_x = nitric oxides; PM₁₀ = Particulate Matter Less than 10 Microns in Diameter; PM_{2.5} = Particulate Matter Less than 2.5 Microns in Diameter; ROG = Reactive Organic Gases; SCAQMD = South Coast Air Quality Management District; SO₂ = sulfur dioxide. Emission projections predominately based on CalEEMod model defaults for Los Angeles County. Average daily vehicle trips provided by KOA (2022).

Source: California Emissions Estimator Model version 2022.1. Refer to Appendix A for Model Data Outputs.

As shown in Table 4.3-9, the Project's emissions would not exceed any SCAQMD thresholds for any criteria air pollutants during operation.

The Los Angeles City portion of the SoCAB is listed as a nonattainment area for federal O₃ and PM_{2.5} standards and is also a nonattainment area for the state standards for O₃, PM_{2.5} and PM₁₀ (CARB 2020; 2018). O₃ is a health threat to persons who already suffer from respiratory diseases and can cause severe ear, nose and throat irritation and increases susceptibility to respiratory infections. PM can adversely affect the human respiratory system. As shown in Table 4.3-9, the Proposed Project would result in increased emissions of the O₃ precursor pollutants ROG and NO_x, PM₁₀, and PM_{2.5}, however, the correlation between a project's emissions and increases in nonattainment days, or frequency or severity of related illnesses, cannot be accurately quantified. The overall strategy for reducing air pollution and related health effects in the SCAQMD is contained in the SCAQMD AQMP. The AQMP provides control measures that reduce emissions to attain federal ambient air quality standards by their applicable deadlines such as the

application of available cleaner technologies, best management practices, incentive programs, as well as development and implementation of zero and near-zero technologies and control methods. The CEQA thresholds of significance established by the SCAQMD are designed to meet the objectives of the AQMP and in doing so achieve attainment status with state and federal standards. As noted above, the Project would increase the emission of these pollutants, but would not exceed the thresholds of significance established by the SCAQMD for purposes of reducing air pollution and its deleterious health effects.

Localized Operational Significance Analysis

According to the SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project only if the project includes stationary sources (e.g., smokestacks) or attracts heavy-duty trucks that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The Proposed Project does not include such uses. Therefore, in the case of the Proposed Project, the operational LST protocol is not applied.

As previously described, the Project Area is located in the Los Angeles County region, which is designated as a nonattainment area for the federal O₃ and PM_{2.5} standards. Project operations would be considered a significant air quality impact if the volume of pollutants generated during operations exceeds the USEPA Conformity Determination thresholds. Predicted maximum annual operational-generated emissions of criteria air pollutants for the Proposed Project are summarized in Table 4.3-10 and compared to the Conformity Determination thresholds promulgated by the USEPA Conformity Determination.

Emission Source	Pollutant (tons per year)					
	VOC (ROG)	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Total Annual Emissions	0.10	0.05	0.40	0.01	0.03	0.01
<i>USEPA Conformity Determination Thresholds (40 CFR 93.153)</i>	<i>10</i>	<i>100</i>	<i>100</i>	<i>100</i>	<i>70</i>	<i>10</i>
Exceed USEPA Conformity Determination Thresholds?	No	No	No	No	No	No

Notes: CFR = Code of Federal Regulations; CO = carbon monoxide; NO_x = nitric oxides; PM₁₀ = Particulate Matter Less than 10 Microns in Diameter; PM_{2.5} = Particulate Matter Less than 2.5 Microns in Diameter; ROG = Reactive Organic Gases; SO₂ = sulfur dioxide; USEPA = U.S. Environmental Protection Agency; VOC = Volatile Organic Compound.

Source: CalEEMod version 2022.1. Refer to Appendix A for Model Data Outputs.

As shown in Table 4.3-10, emissions from operation of the Proposed Project do not exceed the USEPA Conformity Determination thresholds for the region.

Because of these reasons, these impacts of the Proposed Project are less than significant, and no mitigation is required.

Applicable BMPs related to air quality from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

As previously described, sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over age 65, children under age 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive receptor is Alliance Tennenbaum Family Technology High School, which is located approximately 183 feet east of the Project Area.

4.3.2.4 Construction-Generated Air Contaminants

Construction-related activities would result in temporary, short-term Proposed Project-generated emissions of DPM, ROG, NO_x, CO, and PM₁₀ from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); soil hauling truck traffic; paving; and other miscellaneous activities. The portion of the SoCAB which encompasses the Project Area is designated as a nonattainment area for federal O₃ and PM_{2.5} standards and is also a nonattainment area for the state standards for O₃, PM_{2.5} and PM₁₀ (CARB 2020; 2018). Thus, existing O₃, PM₁₀, and PM_{2.5} levels in the SoCAB are at unhealthy levels during certain periods. However, as shown in Table 4.3-5 and Table 4.3-7, the Project would not exceed the SCAQMD regional or localized significance thresholds for emissions.

The health effects associated with O₃ are generally associated with reduced lung function. Because the Project would not involve construction activities that would result in O₃ precursor emissions (ROG or NO_x) in excess of the SCAQMD thresholds, the Project is not anticipated to substantially contribute to regional O₃ concentrations and the associated health impacts.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. The Project would not involve construction activities that would result in CO emissions in excess of the SCAQMD thresholds. Thus, the Project's CO emissions would not contribute to the health effects associated with this pollutant.

Particulate matter (PM₁₀ and PM_{2.5}) contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been

linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing. For construction activity, DPM is the primary TAC of concern. PM₁₀ exhaust is considered a surrogate for DPM as all diesel exhaust is considered to be DPM. As with O₃ and NO_x, the Project would not generate emissions of PM₁₀ or PM_{2.5} that would exceed the SCAQMD's thresholds. Accordingly, the Project's PM₁₀ and PM_{2.5} emissions are not expected to cause any increase in related regional health effects for these pollutants.

In summary, Project construction would not result in a potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants. Furthermore, the Project has been evaluated against the SCAQMD's LSTs for construction. As previously stated, LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative and can be used to assist lead agencies in analyzing localized impacts associated with Project-specific level of proposed projects. The SCAQMD Environmental Justice Enhancement Initiative program seeks to ensure that everyone has the right to equal protection from air pollution. The Environmental Justice Program is divided into three categories, with the LST protocol promulgated under Category I: *Further-Reduced Health Risk*. As shown in Table 4.3-7, the emissions of pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Thus, the fact that onsite Project construction emissions would be generated at rates below the LSTs for NO_x, CO, PM₁₀, and PM_{2.5} demonstrates that the Project would not adversely impact vicinity sensitive receptors. A less than significant impact would occur.

4.3.2.5 Operational Air Contaminants

Operation of the Proposed Project would not result in the development of any substantial sources of air toxics. There are no stationary sources associated with the operations of the Project; nor would the Project attract additional mobile sources that spend long periods queuing and idling at the site. Onsite Project emissions would not result in significant concentrations of pollutants at nearby sensitive receptors. The Project would not have a high carcinogenic or non-carcinogenic risk during operation.

Carbon Monoxide Hot Spots

It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Under certain meteorological conditions, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Given the high traffic volume potential, areas of high CO concentrations, or "hot spots," are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. However, transport of this criteria pollutant is extremely limited, and CO disperses rapidly with distance from the source under normal meteorological conditions. Furthermore, vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams per mile for passenger cars (there are requirements for certain

vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SoCAB is designated as in attainment. Detailed modeling of Project-specific CO “hot spots” is not necessary and thus this potential impact is addressed qualitatively.

A CO “hot spot” would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. The analysis prepared for CO attainment in the SCAQMD’s *1992 Federal Attainment Plan for Carbon Monoxide* in Los Angeles County and a Modeling and Attainment Demonstration prepared by the SCAQMD as part of the 2003 AQMP can be used to demonstrate the potential for CO exceedances of these standards. The SCAQMD is the air pollution control officer for much of southern California. The SCAQMD conducted a CO hot spot analysis as part of the 1992 CO Federal Attainment Plan at four busy intersections in Los Angeles County during the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicles per day. Despite this level of traffic, the CO analysis concluded that there was no violation of CO standards (SCAQMD 1992). In order to establish a more accurate record of baseline CO concentrations affecting Los Angeles, a CO “hot spot” analysis was conducted in 2003 at the same four busy intersections in Los Angeles at the peak morning and afternoon time periods. This “hot spot” analysis did not predict any violation of CO standards. The highest one-hour concentration was measured at 4.6 ppm at Wilshire Boulevard and Veteran Avenue and the highest eight-hour concentration was measured at 8.4 ppm at Long Beach Boulevard and Imperial Highway. Thus, there was no violation of CO standards.

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District, the air pollution control officer for the San Francisco Bay Area, concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact.

The Proposed Project is anticipated to result in 98 weekday traffic trips (KOA 2022). Thus, the Proposed Project would not generate traffic volumes at any intersection of more than 100,000 vehicles per day (or 44,000 vehicles per day) and there is no likelihood of the Project traffic exceeding CO values.

Because of these reasons, this impact is less than significant.

Applicable BMPs related to biological resources from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person’s reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word “strong” to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

During construction, the Proposed Project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the site. However, these emissions are short-term in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the construction area. Therefore, construction odors would not adversely affect a substantial number of people to odor emissions.

According to the SCAQMD, land uses commonly considered to be potential sources of obnoxious odorous emissions include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Proposed Project includes the development of a community Park and associated in the

Project Area. There would not be any introduction of other uses identified by the SCAQMD as being associated with odors.

4.3.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.4 Biological Resources

This section is based on the analysis and recommendations presented in the Biological Resources Technical Report prepared for the Proposed Project (Stantec Consulting Services Inc. [Stantec] 2023a; Appendix B). A reconnaissance survey for the Project Area and a 300-foot buffer zone was conducted on November 21, 2022. This 79-acre area is defined as the Biological Survey Area (BSA). The Project Area does not cover the northwest end of the parcel, which was surveyed separately on May 26, 2022 for the Bowtie Demonstration Project.

4.4.1 Environmental Setting

4.4.1.1 Vegetation Communities

Vegetation communities and land cover types occurring within the BSA include Fountaingrass swards (*Pennisetum setaceum* – *Pennisetum ciliare* Herbaceous Semi-Natural Alliance), Gooding’s willow – red willow riparian woodland and forest (*Salix gooddingii* – *Salix laevigata* Forest and Woodland Alliance), California buckwheat scrub (*Eriogonum fasciculatum* Shrubland Alliance), deerweed – silver lupine – yerba santa scrub (*Lotus scoparius* – *Lupinus albifrons* – *Eriodictyon* spp. Shrubland Alliance), ornamental non-native, disturbed/developed, and open water (Stantec 2023a).

Fountaingrass swards (*Pennisetum setaceum* – *Pennisetum ciliare* Herbaceous Semi-Natural Alliance)

Vegetation characteristic of the *Pennisetum setaceum* – *Pennisetum ciliare* herbaceous seminatural alliance was mapped throughout the Project Area. In the BSA, this alliance is dominated by crimson fountaingrass (*Pennisetum setaceum*). Other species that occur within this community include Mexican fan palm (*Washingtonia robusta*), coyote brush (*Baccharis pilularis*), deerweed (*Acmispon glaber* [*Lotus scoparius*]), and mulefat (*Baccharis salicifolia*).

Gooding’s willow – red willow riparian woodland and forest (*Salix gooddingii* – *Salix laevigata* Forest and Woodland Alliance)

Vegetation characteristic of the *Salix gooddingii* – *Salix laevigata* forest and woodland alliance was mapped within the Los Angeles River in the southern portion of the BSA. This alliance is considered a state-sensitive vegetation community and has a State Rarity Rank of S3 (Appendix B). In the BSA, this alliance is dominated by red willow (*Salix laevigata*) in the open tree canopy with white mulberry (*Morus alba*) occurring occasionally. The shrub layer is sparse to absent. In the understory, there is a variety of

wetland and riparian plants, including cattail (*Typha* sp.), bulrushes (*Schoenoplectus* sp.), and spotted ladythumb (*Persicaria maculosa*).

California buckwheat scrub (Eriogonum fasciculatum Shrubland Alliance)

Vegetation characteristic of the *Eriogonum fasciculatum* shrubland alliance was mapped adjacent to the concrete canal embankment just south of the Project Area within the BSA. In the BSA, California buckwheat dominates the shrub canopy. Other shrubs include California sage (*Artemisia californica*), bush sunflower (*Encelia californica*), and white sage (*Salvia apiana*). Shrubs are less than 2 meters in height and shrub canopy is continuous. The herbaceous layer is variable but has grasses. Non-native crimson fountaingrass and Mexican fan palms also occur within this area. Within the BSA, this alliance transitions into the fountaingrass swards herbaceous semi-natural alliance. Due to presence, height, maturity, and density of native plant species observed only in this area, where they were intermixed with the surrounding non-native plant species, this alliance appears to have been planted or seeded within approximately the last five years.

Deerweed – silver lupine – yerba santa scrub (Lotus scoparius – Lupinus albifrons – Eriodictyon spp. Shrubland Alliance)

Vegetation characteristic of the *Lotus scoparius – Lupinus albifrons – Eriodictyon* spp. Shrubland alliance was mapped adjacent to the concrete canal embankment. In the BSA this plant community is heavily dominated by thick leaved yerba santa in the shrub layer along with the occasional white sage. A few Mexican fan palms are found in the tree layer. Crimson fountaingrass is found throughout the herbaceous layer.

Ornamental non-native

This land cover type was used to describe landscaped areas within the buffer around the Project Area, which were observed from the edge of the Project Area and through aerial imagery, and disturbed areas in the parcel where non-native ornamental plants had volunteered. The disturbed areas consist of various ornamental and non-native plants such as Brazilian peppertree (*Schinus terebinthifolius*), common fig (*Ficus carica*), acacias (*Acacia* sp.), and tree tobacco (*Nicotiana glauca*) in the tree layer, and star thistle (*Centaurea solstitialis*), crimson fountaingrass, and California buckwheat occurring in the herbaceous layer.

Disturbed/Developed

This land cover type was mapped where there is compacted soil, gravel, concrete cover, or buildings.

Open water

This land cover type was mapped where the Los Angeles River is located south of the Project Area.

4.4.1.2 Wildlife

Common wildlife observed during the reconnaissance survey of the BSA includes two (2) species of terrestrial invertebrates, one (1) species of reptiles, and 14 species of birds. No species of fish, amphibians, and mammals were observed during the November 2022 survey of the BSA (Stantec 2023a).

Terrestrial Invertebrates

Though heavily urbanized, habitat conditions within the BSA provide a suite of microhabitat conditions for a wide variety of terrestrial insects and other invertebrates that are known to adapt to such disturbance. During the field reconnaissance two insects were observed, the non-native honeybee (*Apis mellifera*) and a harvester ant species (*Pogonomyrmex* sp.).

Fish

There were no fish observed in the Los Angeles River during the survey of the BSA. Non-native fish species known to occur in the Glendale Narrows portion of the Los Angeles River include fathead minnow (*Pimephales promelas*), black bullhead (*Ameiurus melas*), Amazon sailfin catfish (*Pteroplichthys pardalis*), mosquitofish (*Gambusia affinis*), green sunfish (*Lepomis cyanellus*), largemouth bass (*Micropterus salmoides*), and tilapia (*Oreochromis* sp.). No native fish species historically occupying the Glendale Narrows portion of the LA River remain in the river, based on results from recently performed fish surveys.

Amphibians

No amphibians were observed during the reconnaissance survey; however, the survey was performed during the day when frogs are typically inactive and not calling. Therefore, it is not unexpected that other amphibian species were not observed during the reconnaissance survey. Amphibians known to occur within the Los Angeles River watershed include western toad (*Anaxyrus boreas*), Pacific chorus frog (*Pseudacris regilla*), California tree frog (*Pseudacris cadaverina*), and non-native American bullfrog (*Lithobates catesbeianus*).

Reptiles

One reptile species, the native common side-blotched lizard (*Uta stansburiana*), was observed during the reconnaissance survey. Other species of reptile known to occur within the Los Angeles River watershed include Western pond turtle (*Actinemys marmorata*), red-eared slider (*Trachemys scripta elegans*), western fence lizard (*Sceloporus occidentalis*), southern alligator lizard (*Elgaria multicarinata*), western whiptail (*Aspidoscelis tigris*), striped racer (*Masticophis lateralis*), gopher snake (*Pituophis catenifer*), California king snake (*Lampropeltis californiae*), and western rattlesnake (*Crotalus oreganus*).

Birds

Birds were identified by sight and observed throughout the BSA, especially birds associated with the Los Angeles River corridor. Bird species observed within the river corridor included native mallard duck (*Anas platyrhynchos*), great egret (*Ardea alba*), great blue heron (*Ardea herodias*), Canada goose (*Branta canadensis*), American coot (*Fulica americana*), hooded merganser (*Lophodytes cucullatus*), double-crested

cormorant (*Nannopterum auritum*), belted kingfisher (*Megaceryle alcyon*), osprey (*Pandion haliaetus*), and black-necked stilt (*Himantopus mexicanus*). Upland bird species observed included black phoebe (*Sayornis nigricans*), Cooper's hawk (*Accipiter cooperii*), American crow (*Corvus brachyrhynchos*), and northern mockingbird (*Mimus polyglottus*). Many of the bird species found in the Los Angeles River corridor are migratory and the Los Angeles River is within the Pacific Flyway avian migratory corridor. Therefore, bird species diversity near the Bowtie Parcel is remarkably high, and the bird species present in the BSA will change throughout the year.

Mammals

No terrestrial mammal species were observed during the reconnaissance survey of the BSA. Mammals not observed during the reconnaissance survey that are tolerant of urban spaces and known to occur in the Los Angeles region include raccoon (*Procyon lotor*), opossum (*Deidelphis virginiana*), striped skunk (*Mephitis mephitis*), and coyote (*Canis latrans*).

Bats

No bat surveys were performed within the Project Area. However, a bat habitat assessment was performed during the foot surveys. Suitable bat roosting habitat within the Project Area consisted of untrimmed palm trees near the northern entrance gate to the property and the middle section of the parcel. The untrimmed palm trees would be suitable for tree roosting bats such as the western yellow bat (*Lasirus xanthinus*). No bat guano or other bat sign was observed near the base of the palm trees. Bats are known to occur in the Los Angeles River corridor and use the corridor for foraging and roosting on the numerous bridges over the river.

4.4.1.3 Soils

Historic soils data from the Natural Resources Conservation Service (NRCS) was used to determine potential soil types that may occur with the BSA. Soils onsite include urban land-Palmview-Tujunganga complex (0 to 5 percent slopes); urban land, commercial (0 to 5 percent slopes); and Xeropsamments, frequently flooded (0 to 2 percent slopes).

4.4.1.4 Potential Waters of the U.S.

There are no potential jurisdictional features within the Project Area. Immediately adjacent (southwest) to the Project Area and within the BSA is the Los Angeles River. The Project Area is located in the upland area adjacent to the concrete-lined banks of the Los Angeles River channel. The Los Angeles River is considered to be Waters of the U.S. and under the jurisdiction of the USACE up to the Ordinary High Water Mark, and waters of the state under jurisdiction of the RWQCB. The river channel up to the top of the concrete banks and within any adjacent riparian zone vegetation is considered to be under the jurisdiction of California Department of Fish and Wildlife (CDFW; Stantec 2023a).

4.4.1.5 Special-Status Plants

The literature review and database searches identified 30 special-status plant species that occur in or within 10 miles of the BSA. A list was generated from the results of the literature review and database search, and the BSA was evaluated for suitable habitat that could support any of the special-status plant species on the list. While many of the species have a low potential to occur within the BSA, they are not expected to occur within the Project Area due to the lack of suitable habitat (Stantec 2023a).

4.4.1.6 Special-Status Wildlife

The literature review and database searches identified 48 special-status wildlife species that occur in or within 10 miles of the BSA. A list was generated from the results of the literature review and database search, and the BSA was evaluated for suitable habitat that could support any of the special-status wildlife species on the list. While many of the species have some potential to occur within the BSA, they are generally not expected to occur within the Project Area due to the lack of suitable habitat (Stantec 2023a).

4.4.1.7 Wildlife Movement Corridors

The concept of habitat corridors addresses the linkage between large blocks of habitat that allow the safe movement of mammals and other wildlife species from one habitat area to another. Corridors can connect water, food, and cover sources, spatially linking these three resources with wildlife in different areas. In addition, wildlife movement between habitat areas provides for the potential of genetic exchange between wildlife species populations, thereby maintaining genetic variability and adaptability to maximize the success of wildlife responses to changing environmental conditions.

Within the BSA, the level of surrounding urban development, presence of physical barriers, and lack of native habitat outside of the Los Angeles River would significantly constrain the passage of most large terrestrial wildlife known to occur in the region. The BSA is located in a heavily developed area but contains localized portions of open space and riparian habitat along the Los Angeles River.

4.4.2 Biological Resources (IV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant with Standard Project Requirements and Project Specific Requirements Incorporated.

4.4.2.1 **Special-Status Plants**

Of the 30 special-status plants identified, 20 are not likely to occur and 10 were determined to have a low potential to occur. While many of the species have some potential to occur within the BSA, they are generally not expected to occur within the Project Area due to the lack of suitable habitat.

Plant Species with a High Potential to Occur

Due to the lack of a documented recent record (within 10 years) of the taxa within the BSA or immediate vicinity (approximately 5 miles) and lack of suitable habitat for the special-status plants identified in the literature review, no special-status plant species were found to have a high potential to occur.

Plant Species with a Moderate Potential to Occur

Due to the lack of a documented recent record (within 10 years) of the taxa within the BSA or immediate vicinity (approximately 5 miles) and lack of marginally or limited suitable habitat for the special-status plants identified in the literature review, no special-status plant species were found to have a moderate potential to occur.

Plant Species with a Low Potential to Occur

The following species were found to have a low potential to occur in the BSA because limited habitat for the species occurs in the BSA and a historic record (over 10 years) exists of the taxa within the BSA or general vicinity (approximately 10 miles):

- Marsh sandwort (*Arenaria paludicola*) – California Rare Plant Rank (CRPR) 1B.1
- Braunton's milk-vetch (*Astragalus brauntonii*) – CRPR 1B.1
- Coastal dunes milk-vetch (*Astragalus tener* var. *titi*) – CRPR 1B.1
- Lucky morning-glory (*Calystegia felix*) – CRPR 1B.1
- Southern tarplant (*Centromadia parryi* ssp. *Australis*) – CRPR 1B.1
- White rabbit-tobacco (*Pseudognaphalium leucocephalum*) – CRPR 2B.2
- Parish's gooseberry (*Ribes divaricatum* var. *Parishii*) – CRPR 1A
- San Bernardino aster (*Symphyotrichum defoliatum*) – CRPR 1B.2
- Greata's aster (*Symphyotrichum greatae*) – CRPR 1B.2
- Sonoran maiden fern (*Thelypteris puberula* var. *sonorensis*) – CRPR 2B.2

4.4.2.2 **Special-Status Wildlife**

Of the 48 special-status wildlife identified, 21 are not likely to occur, nine (9) were determined to have a high potential to occur, 18 were determined to have a moderate potential to occur, and 15 were determined to have a low potential to occur. Occurrence potential for each bird species includes separate

occurrence potential determinations for nesting and foraging. While many of the species have a low potential to occur within the BSA, they are not expected to occur within the Project Area due to the lack of suitable habitat.

Wildlife Species with a High Potential to Occur

Nine species were found to have a high potential to occur in the BSA because habitat (including soils) for the taxa occurs onsite, and a known occurrence occurs within the BSA or immediate vicinity (within 5 miles of the BSA) within the past 20 years; however, these taxa were not detected during the most recent surveys.

- Crotch bumble bee (*Bombus crotchii*). CDFW candidate for listing as endangered. The nearest recorded occurrence of this species is within the BSA in 2020, and there are multiple occurrences within 5 miles within the past 20 years. California buckwheat, a food plant for the species, occurs within the BSA, but there is none within the Project Area.
- Cooper's hawk (*Accipiter cooperii*). High potential to occur for foraging. CDFW Watch List. Suitable foraging habitat occurs in the Los Angeles River corridor, but habitat is disturbed. This species was observed within the BSA in the Los Angeles River corridor during the reconnaissance survey.
- Great Egret (*Ardea alba*). High potential to occur for foraging. CDFW Special Animal. Suitable habitat occurs within the LA River corridor. There are no California Natural Diversity Database (CNDDDB) occurrences recorded from within 10 miles of the BSA, however, this species was observed in the Los Angeles River corridor during the reconnaissance survey.
- Great blue heron (*Ardea Herodias*). High potential to occur for foraging. CDFW Special Animal. Suitable habitat occurs within the Los Angeles River corridor. There are no CNDDDB occurrences recorded from within 10 miles of the BSA, however, this species was observed in the Los Angeles River corridor during the reconnaissance survey.
- Snowy egret (*Egretta thula*). High potential to occur for foraging. CDFW Special Animal. Suitable habitat occurs within the Los Angeles River corridor. There are no CNDDDB occurrences recorded from within 10 miles of the BSA, however, this species was observed in the Los Angeles River corridor during the reconnaissance survey.
- American peregrine falcon (*Falco peregrinus anatum*). CDFW Fully Protected. Marginally suitable foraging habitat occurs within the BSA. There is one recorded occurrence within 1-mile north of the BSA in 2005, and an occurrence recorded on eBird across the Los Angeles River from the BSA at Lewis MacAdams Riverfront Park in 2022.
- Black-crowned night heron (*Nycticorax nycticorax*). High potential to occur for foraging. CDFW Special Animal. Suitable habitat occurs within the Los Angeles River corridor. This species was observed within the river corridor adjacent to the Bowtie Parcel during surveys.
- Osprey (*Pandion haliaetus*). High potential to occur for foraging. CDFW Watch List. Suitable foraging habitat occurs within the Los Angeles River corridor. This species was observed within the river corridor adjacent to the Bowtie Parcel during surveys.

- American white pelican (*Pelecanus erythrorhynchos*). High potential to occur for foraging. CDFW Species of Special Concern (SSC). Suitable foraging habitat occurs within the Los Angeles River corridor. There are occurrences recorded on eBird in Lewis McAdams Riverfront Park, approximately 0.6 mile southwest of the BSA from 2022, in the Frogtown area approximately 1-mile south of the BSA from 2021, and in the Rio de Los Angeles State Park, approximately 0.6 mile from the BSA from 2022.

Wildlife Species with a Moderate Potential to Occur

Nineteen species were found to have a moderate potential to occur in the BSA because habitat (including soils) for the taxa occurs onsite, and a known regional record occurs within the database search but not within 5 miles of the BSA or within the past 20 years; or a known occurrence occurs within 5 miles of the BSA and within the past 20 years and marginal or limited amounts of habitat occurs onsite; or the taxa's range includes the geographic area and suitable habitat exists.

- Western ridged mussel (*Gonidea angulate*) – State Ranking S1S2. The portion of the BSA that contains the Los Angeles River has suitable habitat for this species, and the nearest recorded occurrence was within the BSA in 1993. However, the species was not observed onsite during the field survey. It is not expected to occur within the Project Area due to lack of suitable habitat.
- Southern California legless lizard (*Anniella stebbinsi*) – CDFW SSC, State Ranking S3. Marginally suitable habitat occurs within the Los Angeles River within the BSA. Five species occurrences occur within 5 miles within the past 10 years. The closest of these was approximately 0.5 mile to the east of the BSA in 2013. This species was not observed during the field survey.
- Western pond turtle (*Emys marmorata*) – CDFW SSC, State Ranking S3. Marginally suitable habitat occurs within the BSA. The nearest CNDDDB records were 6 miles west northwest of the BSA in 1917. Species was observed in the Los Angeles River approximately 5 miles upstream of Bowtie parcel in 2017 by Stantec Biologists.
- Cooper's hawk – CDFW Watch List, State Ranking S4. Moderate potential to occur for nesting. Suitable foraging habitat occurs in the Los Angeles River corridor, but habitat is disturbed. This species was observed in the BSA eating a prey item in the river corridor in November of 2022.
- Sharp-shinned hawk (*Accipiter striatus*) – CDFW Watch List, State Ranking S4. Moderate potential to occur for foraging. Marginally suitable habitat occurs within the Los Angeles River corridor. There is one occurrence recorded on eBird in Lewis MacAdam's Riverfront Park, approximately 0.6 mile southwest of the BSA from 2022 and one occurrence at the Frogtown area approximately 1-mile downstream of the BSA from 2022.
- Tri-color blackbird (*Agelaius tricolor*) – State Threatened. Moderate potential to occur for nesting and foraging. Suitable habitat occurs in the river corridor, but habitat is disturbed within the Los Angeles River corridor. There are numerous occurrences near the BSA on eBird, including at the Lewis MacAdams Riverfront Park, approximately 0.6 mile southwest of the BSA in 2022 and the Frogtown area approximately 1-mile downstream of the BSA in 2023.

- Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*) – CDFW Watch List, State Ranking S3. Moderate potential to occur for nesting and foraging. Marginally suitable breeding and foraging habitat occurs within the BSA. There is one occurrence 5 miles west of the BSA in 2014.
- Great egret – CDFW Special Animal, State Ranking S4. Moderate potential to occur for nesting. Suitable habitat occurs within the Los Angeles River corridor. There are no CNDDDB occurrences recorded from within 10 miles of the BSA. This species was observed in the Los Angeles River corridor during the survey.
- Great blue heron – CDFW Special Animal, State Ranking S4. Moderate potential to occur for nesting. Suitable habitat occurs within the Los Angeles River corridor. There are no CNDDDB occurrences recorded from within 10 miles of the BSA. This species was observed in the Los Angeles River during the survey.
- Costa's hummingbird (*Calypte costae*) – CDFW Special Animal, USFWS Bird of Conservation Concern, State Ranking S4. Moderate potential to occur for foraging. Marginally suitable habitat occurs within the BSA. There are occurrences recorded on eBird at Lewis MacAdams Riverfront Park approximately 0.6 mile west of the BSA in 2022 and in the Frogtown area approximately 1-mile south of the BSA in 2016.
- Southwestern willow flycatcher (*Empidonax traillii extimus*) – Federally and State Endangered, State Ranking S1. Moderate potential to occur for foraging. Marginally suitable nesting habitat occurs and suitable foraging habitat occurs within the BSA. There are two occurrences from within the site and within 5 miles of the site, but they are from over 90 years ago. There is an eBird occurrence of willow flycatcher from Rio De Los Angeles State Park approximately 0.6 mile south of the BSA from 2022 and from the Frogtown area approximately 1-mile south of the BSA in 2018. These occurrences were not confirmed at the subspecies level.
- American peregrine falcon – CDFW Fully Protected, State Ranking S3S4. Moderate potential to occur for nesting. Marginally suitable nesting and foraging habitat occurs within the BSA. There is one recorded occurrence within 1-mile north of the BSA in 2005, and an occurrence recorded on eBird across the Los Angeles River from the BSA at Lewis MacAdams Riverfront Park in 2022.
- California gull (*Larus californicus*) – CDFW Watch List, USFWS Bird of Conservation Concern, State Ranking S4. Moderate potential to occur for foraging. Suitable foraging habitat occurs within the Los Angeles River corridor. Two recorded occurrences in 2022 in eBird, including one in the BSA and one in the Rio de Los Angeles State Park, approximately 0.6 mile from the BSA.
- Double-crested cormorant (*Nannopterum auritum*) – CDFW Watch List, State Ranking S4. Moderate potential to occur for foraging. Suitable foraging habitat occurs within the Los Angeles River corridor. There are no CNDDDB occurrences within 10 miles of the BSA. An occurrence was recorded in eBird from 2022, from the Bowtie Parcel hotspot.

- Osprey – CDFW Watch List, State Ranking S4. Moderate potential to occur for nesting. Suitable foraging habitat occurs within the Los Angeles River corridor. This species was observed within the river corridor adjacent to the Bowtie parcel during surveys.
- Yellow warbler (*Setophaga petechia*) – CDFW SSC, State Ranking S3S4. Moderate potential to occur for nesting and foraging. Suitable nesting habitat and foraging habitat occurs in vegetated sections of the Los Angeles River corridor. This species was observed in 2022 by Stantec biologists within the Los Angeles River corridor adjacent to the Bowtie parcel.
- Least Bell's vireo (*Vireo bellii pusillus*) – Federally and State Endangered, State Ranking S2. Moderate potential to occur for foraging. Marginally suitable nesting habitat and suitable foraging habitat occurs within the BSA along the Los Angeles River. All the CNDDDB occurrences within 5 miles of the BSA are from over 100 years ago. More recent occurrences, from 2013 and 2015, are 7 and 10 miles to the east and northeast of the BSA. Recent occurrences were recorded on eBird in the Rio de Los Angeles State Park approximately 0.6 mile from the BSA in 2022 in 2024 (and confirmed by DPR biologists during a survey performed in the spring of 2024), and in the Frogtown area approximately 1-mile south of the BSA in 2021.
- Western yellow bat – CDFW SSC, State Ranking S3. Moderate potential to occur. Untrimmed palm trees are present in the BSA. There is an occurrence 1-mile north/northwest of the BSA from 1984.
- San Diego desert woodrat (*Neotoma lepida intermedia*) – CDFW SSC, State Ranking S3S4. Moderate potential to occur. Marginally suitable habitat occurs within the BSA within the low-quality coastal scrub. Two occurrences from 2006 were documented approximately 5 miles west/northwest of the site.

Wildlife Species with a Low Potential to Occur

Fifteen species were found to have a low potential to occur in the BSA because limited habitat for the taxa occurs within the BSA and no known occurrences were found from the database search (although the taxa's range includes the geographic area). These species include western spadefoot (*Spea hammondi*), burrowing owl (*Athene cunicularia*), Costa's hummingbird (nesting), Vaux's swift (*Chaetura vauxi*), white-tailed kite (*Elanus leucurus*), southwestern willow flycatcher (nesting), snowy egret (nesting), white-faced ibis (*Plegadis chihi*) (foraging), coastal California gnatcatcher (*Polioptila californica californica*), bank swallow (*Riparia riparia*) (foraging), LBVI (nesting), hoary bat (*Lasiurus cinereus*), southern grasshopper mouse (*Onychomys torridus ramona*), and Los Angeles pocket mouse (*Perognathus longimembris brevinasus*).

While many of the species have some potential to occur within the BSA, they are generally not expected to occur within the Project Area due to the lack of suitable habitat. However, the trees and shrubs immediately adjacent to the Project Area and the disturbed land on the Project Area could provide nesting habitat for birds and raptors protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. The timing of the nesting season varies greatly depending on several factors, such as the bird species, weather conditions in any given year, and long-term climate changes (e.g., drought, warming). Changing climate conditions may result in the nesting bird season occurring earlier and later in

the year than historical nesting season dates. To ensure compliance with all applicable laws pertaining to nesting birds and to avoid take of nests, a nesting bird survey should be conducted prior to initial ground disturbance during the bird breeding/nesting window (February 15 to August 31). If nesting birds are present in the Project Area, ground-disturbing construction activities could directly affect nesting birds and other birds protected by the MBTA and their nests through the removal of habitat in the Project Area, and indirectly through increased noise, vibrations, and increased human activity. Impacts to nesting birds would be less than significant. The implementation of SPRs and PSRs BIO-1 through BIO-4 will also reduce impacts to nesting birds and sensitive species within the Project Area. SPRs are specific standard requirements imposed uniformly by DPR based on the proposed action taken and are required of the Proposed Project to reduce its potential environmental effects. Because these features are standard, they do not constitute mitigation measures. PSRs are specific project requirements of the Proposed Project that have been incorporated to reduce its potential environmental effects. Because these features are part of Project design, they do not constitute mitigation measures.

Applicable BMPs related to biological resources from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

One vegetation community identified within the BSA is listed as sensitive: Gooding’s willow – red willow riparian woodland and forest. This community has a state rank of S3/Vulnerable; vulnerable in the state due to a restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors making it vulnerable to extirpation from the state. Although this community occurs within the BSA, it is not found within the Project Area. No other sensitive communities occur within the Project Area. No impact would occur.

Applicable BMPs related to biological resources from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

There are no potential jurisdictional features within the Project Area. The Project Area is located in the upland area adjacent to the concrete-lined banks of the Los Angeles River. The Los Angeles River is considered to be Waters of the U.S. and under the jurisdiction of the USACE up to the Ordinary High Water Mark, and waters of the state under jurisdiction of the RWQCB. The River channel up to the top of the concrete banks and within any adjacent riparian zone vegetation is considered to be under the jurisdiction of the CDFW. Construction of the Proposed Project includes filling, however there would be no substantial adverse effects to the Los Angeles River. No state or federally protected wetlands occur within the Project Area. No impact would occur.

Applicable BMPs related to biological resources from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

The BSA is located in a heavily developed area but contains localized portions of open space and riparian habitat along the Los Angeles River. Development and anticipated usage of the Proposed Project could potentially impact the habitat linkages that exist between the property and the surrounding heavily vegetated portion of the Los Angeles River. Once established, Bowtie Park (Park) has the potential to become significant in the habitat linkage along the Los Angeles River. The proximity of the Project Area to the Los Angeles River may synergistically establish and attract avian wildlife from throughout the region by providing protective cover, water, and forage for a variety of bird species as they travel up and down the River valley. The Project Area resides in the Pacific Flyway, a critical migratory bird path. Regionally, the Park will continue to provide intermediate open space refuge for migratory species. Therefore, impacts would be less than significant.

Applicable BMPs related to biological resources from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Project Area is located within a parcel with a partial concrete post-industrial landscape on the east bank of the Los Angeles River. The Project aligns with the following local policies:

- Conservation and Natural Resources Element of the Los Angeles County General Plan
 - Open Space Resources Component
 - Goal 1: Open space area that meet the diverse needs of the Los Angeles County
 - Biological Resources Component
 - Goal 3: Permanent, sustainable preservation of genetically and physically diverse biological resources and ecological systems including: habitat linkages, forests, coastal zone, riparian habitats, streambeds, wetlands, woodlands, alpine habitat, chaparral, shrublands, and sensitive ecological areas.
 - Local Water Resources Component
 - Goal 5: Protected and useable local surface water resources.
 - Goal 7: Protected and healthy watersheds.

- City of Los Angeles General Plan
 - Conservation Element: Preservation, conservation, protection, and enhancement of the City’s natural resources. The natural resources or processes that should be or are subject to preservation, conservation, protection, and enhancement efforts include endangered species, erosion, habitats, and open space and parks.
 - Open Space Element: Open Space Plan that serves to guide the identification, preservation, conservation, and acquisition of open space within the City. The BSA supports several of the characteristics used to define “Open Space” in the Open Space Element of the City’s General Plan. Specifically, it provides “opportunities for recreation and education”, preserves scenic, cultural, or historic values, conserves or preserves natural resources or ecologically important areas, and protects or preserves lands for managed production of natural resources.

LAMC Article 6 Preservation of Protected Trees protects certain southern California indigenous tree and shrub species, including trees of the oak genus indigenous to California but excluding the scrub oak (*Quercus berberidifolia*), southern California black walnut (*Juglans californica*), western sycamore (*Platanus*

racemosa), and California bay (*Umbellularia californica*). Protected shrubs include blue elderberry (*Sambucus mexicana*) and toyon (*Heteromeles arbutifolia*). There are no protected tree or shrub species in the Project Area, thus the Project would not conflict with the tree protection policy. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Project Area is zoned Public Facilities and is designated in the General Plan as Public Facilities. As discussed above, the Project Area is a partial concrete post-industrial landscape and does not contain habitat for sensitive biological resources. The Proposed Project would not conflict with any habitat conservation plans. No impact would occur.

4.4.3 Standard Project Requirements and Project Specific Requirements

BIO-1 (SPR): Preconstruction Survey for Nesting Birds. During the bird breeding/nesting window (February 15 to August 31), DPR shall ensure a nesting bird survey is completed prior to the start of any development activities (such as ground disturbance, construction activities, and/or removal of trees and vegetation) within the Project Area. This will avoid violations of the MBTA and California Fish and Game Code Sections 3503, 3503.5, and 3513. The preconstruction nesting bird survey shall include the Project Area and adjacent areas Where Project activities have the potential to cause nest failure.

The survey results shall be provided to the Lead Agency (DPR). DPR shall adhere to the following:

- Designate a qualified biologist experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.
- Preconstruction surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than three days prior to the initiation of Project activities. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. Survey duration shall take into consideration the size of the Project Area; density, and complexity of the habitat;

number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate.

If no nesting birds are observed during the survey, site preparation and construction activities may begin. If nesting birds (including nesting raptors) are found to be present, then avoidance or minimization measures shall be undertaken in consultation with the Lead Agency, and as required, the United State Fish and Wildlife Service (USFWS and California Department of Fish and Wildlife (CDFW). Measures shall include immediate establishment of an appropriate buffer zone to be established by a qualified biologist, based on their best professional judgement and experience. The buffer around the nest shall be delineated and flagged, and no construction activity shall occur within the buffer area until a qualified biologist determines nesting species have fledged and the nest is no longer active, or the nest has failed. The qualified biologist shall monitor the nest at the onset of Project activities, and at the onset of any changes in such Project activities (e.g., increase in number or type of equipment, change in equipment usage) to determine the efficacy of the buffer. If the qualified biologist determines that such Project activities may be causing an adverse reaction, the qualified biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers shall be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest) or failed. The onsite qualified biologist shall review and verify compliance with these nesting avoidance buffers and shall verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found.

Upon completion of the survey and nesting bird monitoring, a memorandum or report shall be prepared and submitted to the Lead Agency for mitigation monitoring compliance record keeping.

BIO-2 (PSR): Protection Measures Specific to Least Bell's Vireo. Focused, protocol-level surveys for LBVI are in progress. The survey area includes the Project footprint and a 500-foot buffer where habitat exists.

- If LBVI is detected during the surveys, coordination with the USFWS and CDFW will be initiated.

Regardless of survey results, the following avoidance and minimization measures shall be implemented to reduce potential impacts to nesting LBVI throughout the construction process:

- DPR shall designate a qualified biologist with experience surveying for and monitoring LBVI. If construction activity overlap with the LBVI breeding period, the qualified biologist shall conduct pre-construction surveys (i.e. surveys at least one week apart with the last survey conducted within three days of the start of Project activities) for vireos and their nests within a 500-foot buffer zone of the work area and other areas potentially supporting nesting birds. If a vireo nest is observed, the

qualified biologist shall immediately contact DPR. The qualified biologist and DPR shall review the findings and notify the USFWS and/or CDFW. Project work shall be suspended within the buffer zone until the qualified biologist can determine whether nest avoidance is feasible or not.

- If nest avoidance is not feasible, DPR and the qualified biologist shall determine whether an exception is possible and seek approval from the USFWS and CDFW before work can resume within the buffer zone. All construction in the buffer zone shall cease until USFWS and CDFW approval is obtained. Additional conservation measures may be required to ensure nesting vireos are not adversely affected, which may include onsite noise reduction/attenuation techniques (i.e., noise shall not exceed an hourly average of 60 A-weighted decibels (dBA) or above existing ambient levels, whichever is greater, at the edge of occupied habitat).
- Should work be suspended or delayed for a period of greater than seven (7) days, then DPR and the qualified biologist shall determine the need for another bird survey to ensure no additional nesting has occurred in the Project Area.
- The qualified biologist shall be onsite daily during the bird breeding season (February 15 to 15) to monitor and record activities that could impact the LBVI and other nesting birds within the Project Area. If active nests are found, measures (such as those described below) shall be incorporated into ongoing operations to reduce the potential for disturbance.
- Should any other nesting bird be found during the surveys, then appropriate measures, as determined by the qualified biologist, in coordination with DPR, shall be implemented by the Contractor to minimize harm/harassment. These measures may include, but are not limited to, temporary delay of construction, staking/flagging near the nest, establishing a minimum “no work” buffer, and/or installing temporary fencing.

BIO-3 (PSR): Protection Measures Specific to Crotch’s Bumblebee. Focused surveys for Crotch’s bumblebee (CBB) are in progress.

- If CBB is detected during these surveys, coordination with CDFW will be initiated.

Regardless of survey results, the following avoidance and minimization measures shall be implemented to reduce potential impacts CBB throughout the construction process:

- DPR shall designate a qualified biologist with experience surveying for and monitoring CBB. If construction activity overlaps with the CBB flight period (February 1 through October 31), the qualified biologist shall conduct pre-construction surveys (i.e., surveys at least one week apart with the last survey conducted within three days of the start of Project activities) for CBB within the work area and other adjacent areas potentially supporting native pollinators. If a CBB is observed, the qualified biologist shall immediately contact DPR. The qualified biologist and DPR shall review the findings and notify the CDFW. Project work shall be suspended within a buffer zone

identified by the qualified biologist until the qualified biologist can determine whether CBB avoidance is feasible or not.

- Removal of CBB nectar plants and other native vegetation should be avoided. If nectar plants or native vegetation must be removed, it shall be completed outside the CBB flight season (February 1 through October 31), with the qualified biologist conducting a survey immediately before any vegetation removal activities. If CBB is discovered, work shall be suspended until the qualified biologist has consulted with the CDFW. Removal of vegetation shall only proceed with implementation of the conditions set forth by CDFW.
- If ground, leaf litter, or vegetation disturbing work occurs within the flight season, the qualified biologist shall conduct daily monitoring for the CBB during these activities. If CBB is discovered in the Project Area, monitoring shall occur daily for the remainder of the flight season (February 1 through October 31). The qualified biologist shall inspect vegetation for bumblebee foraging or nesting prior to removal. If a bumblebee nest is discovered, removal of the vegetation shall not occur until the flight season has ended and the nest has been determined abandoned by the qualified biologist.
- If Crotch's bumblebee is found during the surveys, then appropriate measures, as determined by the qualified biologist and DRP, shall be implemented by the Contractor to minimize harm/harassment. These measures may include, but are not limited to, temporary delay of construction, staking/flagging near the nest or nectar plants, establishing a minimum "no work" buffer, and/or installing temporary fencing.

BIO-4 (SPR): Protection Measures for Other Sensitive Plant and Wildlife Species. DPR shall designate a qualified biologist familiar with sensitive species with the potential to occur onsite (see Section 4.4.2). The qualified biologist shall complete a pre-construction survey within 72 hours of the start of construction to ensure that no sensitive species are present onsite or will be within a 300-foot buffer of the Project footprint. If sensitive species are found during the surveys, then appropriate measures, as determined by the qualified biologist and DPR, shall be implemented by the Contractor to minimize harm/harassment. These measures may include, but are not limited to, temporary delay of construction, staking/flagging near the nest or nectar plants, establishing a minimum "no work" buffer, and/or installing temporary fencing.

4.5 Cultural Resources

Stantec prepared a Cultural Resources Survey Report for the Proposed Project to determine if cultural resources were present in or adjacent to the Project Area and assess the sensitivity of the Project Area for undiscovered or buried cultural resources (Stantec 2024; Appendix C). Cultural resources include precontact archaeological sites, historic archaeological sites, and historic structures, and generally consist of artifacts, food waste, structures, and facilities made by people in the past. Precontact archaeological sites are places that contain the material remains of activities carried out by Native Americans prior to the arrival of Europeans in Southern California. Places that contain the material remains of activities carried

out by people during the period when written records were produced after the arrival of Europeans are considered historic archaeological sites. Historic structures include houses, garages, barns, commercial structures, industrial facilities, community buildings, and other structures and facilities that are more than 50 years old. Historic structures may also have associated archaeological deposits, such as abandoned wells, cellars, privies, refuse deposits, and foundations of former outbuildings. Tribal cultural resources are addressed separately in Section 4.18 of this Initial Study.

Under CEQA, "historical resources" require special consideration. A historical resource is a resource that 1) is listed in or has been determined eligible for listing in the California Register of Historical Resources (CRHR) by the State Historical Resources Commission, or has been determined historically significant by the CEQA lead agency because it meets the eligibility criteria for the CRHR, 2) is included in a local register of historical resources, as defined in Public Resources Code (PRC) 5020.1(k), or 3), and has been identified as significant in a historical resources survey, as defined in PRC 5024.1(g) (14 CCR 15064.5(a)).

The eligibility criteria for the CRHR are as follows (14 CCR 4852(b)):

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
2. It is associated with the lives of persons important to local, California, or national history;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition, the resource must retain integrity, which is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association (14 CCR 4852I). Resources that have been determined eligible for the National Register of Historic Places (NRHP) are automatically eligible for the CRHR.

Impacts to a Historical Resource, as defined by CEQA (listed in an official historic inventory or survey or eligible for the CRHR), are significant if the resource is demolished or destroyed or if the characteristics that made the resource eligible are materially impaired (14 CCR 15064.5(b)). Demolition or alteration of eligible buildings, structures, and features that they would no longer be eligible would result in a significant impact. Whole or partial destruction of eligible archaeological sites would result in a significant impact. In addition to impacts from construction resulting in destruction or physical alteration of an eligible resource, impacts to the integrity of setting (sometimes termed *visual impacts*) of physical features in the Project Area could also result in significant impacts.

The fact that a resource is not listed in, or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to PRC Section 5020.1(k)), or identified in a historical resources survey (meeting the criteria in PRC Section 5024.1(g)) does not preclude a lead agency from determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) or 5024.1. In addition, properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical

resources inventory may be eligible for listing in the CRHR and are presumed to be historical resources for purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC Section 5024.1 and 14 CCR 4850).

CEQA also requires lead agencies to determine if a proposed project would have a significant effect on unique archaeological resources. If a lead agency determines that an archaeological site is a historical resource, the provisions of PRC Section 21084.1 and CEQA Guidelines Section 15064.5 would apply. If an archaeological site does not meet the CEQA Guidelines criteria for a historical resource, then the site may meet the threshold of PRC Section 21083.2 regarding unique archaeological resources.

“Unique archaeological resource” means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

The CEQA Guidelines note that if a resource is neither a unique archaeological resource nor a historical resource, the effects of the Project on that resource shall not be considered a significant effect on the environment (14 CCR 15064[c][4]).

4.5.1 Environmental Setting

The following environmental setting is excerpted and summarized from Stantec 2024.

The Bowtie Parcel includes a concrete former industrial landscape on the eastern bank of the Los Angeles River. A group of businessmen led by Timothy Phelps formed the Southern Pacific Railroad company in 1865 with the aim of building a new rail line between San Francisco and San Diego. Looking to expand their western operations, Central Pacific Railroad purchased the fledgling company in 1868 as part of the western expansion of its soon to be completed transcontinental railroad line. In 1876, Southern Pacific completed Los Angeles’ connection to the terminus of the transcontinental rail line in San Francisco, transforming the course of the city’s history and fueling its early growth. It opened Los Angeles’ burgeoning agricultural industry to outside markets, inciting the cultivation of cash crops. This rise in agricultural production led to an expansion of the city’s population, which had doubled by 1886, as seasonal workers poured into Los Angeles along the transcontinental rail line. From the late 19th century onward, the history of the Southern Pacific Railroad and Los Angeles were intimately tied—with periods of growth in Southern Pacific’s business closely mirroring periods of economic growth in the city overall.

Within the City, Southern Pacific’s original rail alignment extended adjacent to San Fernando Road into downtown. Around 1908, Southern Pacific built a spur off the main line on San Ferando Road to a feed mill southwest of the present-day Bowtie parcel near Elm Street. The mill was owned by grain merchant J.

Hartley Taylor—an influential Los Angeles businessman and owner of the Taylor Grocery and Taylor Milling Company. As Los Angeles' economy and population continued to grow in the early 1900s, rail traffic increased throughout the region, prompting Southern Pacific to begin expansion of their freight classification yard capacity. In the early 1910s, the company began developing the area southwest of the Taylor spur between San Ferando Road and the Los Angeles River as a new freight classification yard and the site was soon commonly referred to as "Taylor Yard" after the owner of the nearby mill. Taylor Yard's capacity was increased to ten tracks by 1913 totaling 21,000 feet on both sides of the main line. Also in 1913, a railroad refrigerator car company named Pacific Fruit Express—jointly owned by Southern Pacific and Union Pacific—opened an ice plant at the new classification yard and a year later built several warehouse-type buildings adjacent to the tracks, just south of the present-day Bowtie Parcel. Many of these original buildings and structures were later damaged by flooding along the Los Angeles River in 1914.

Los Angeles' post-World War I economic boom driven by the film, oil, and real estate industries prompted an increase in rail activity along the Southern Pacific from a few hundred cars a month to 100,000 cars a month by the early 1920s. This increased traffic motivated the company to make a number of operational changes, including relocating freight handling operations from River Station to Taylor Yard. Taylor yard would soon become the central destination for much of Southern Pacific's freight traffic with other smaller switch yards in Calexico, Indio, and Colton supporting Los Angeles operations. Southern Pacific began a major overhaul of the Taylor classification yard in 1923, building a new earthen levee along the river's east bank, importing 900,000 yards of earth to level the ground between the Pacific Fruit Facility and the main line, and adding 47,000 feet of track. Taylor Yard extended roughly 2 miles on the east bank of the Los Angeles River between present-day Glendale Freeway (United States Route 2) on the north and I-5 on the south.

The northern portion of the yard was occupied by about 15 tracks, referred to as "A Yard" or receiving tracks. To the south of A Yard, the tracks narrowed to a single track sited on an eight-foot-high hill or "hump" before widening out to around 20 tracks, an area known as "B Yard" or the classification yard. South of B Yard, the tracks once again narrowed to four tracks before widening out again to approximately 10 tracks at an area known as "C Yard". The area to the west of B Yard was used during this period for maintenance and operation. The Pacific Fruit warehouses were at the north end of this maintenance area. The company also built icing docks near the center. A powerhouse was near the south end of the maintenance area as well as several warehouse buildings scattered throughout. The yard office was located to the south in between B Yard and C Yard, and an underpass connected the office to San Ferando Road.

Freight traffic traveling to Taylor Yard traveled from the main line into A Yard where the train cars were uncoupled, then the uncoupled train cars were pushed over the hump into B Yard and sorted, before finally being assembled into consists or groups of rail vehicles at C Yard. The hump between A Yard and B Yard was part of what was called a "hump-based" classification system or hump yard, one of several modern railroad infrastructure advancements that Southern Pacific first introduced to its Southern California operations at Taylor Yard. Hump yards appear to have originated in Europe in the mid-19th century and were built all over the United States by the 1920s. The system operated using small switch

locomotives that pushed strings of freight cars to the top of the artificially created hill and then were allowed to roll down the opposite side to prearranged tracks. The small switch locomotives were manned by car riders who used brake wheels to slow their descent. The hump at Taylor Yard was west of Macon Street south of the Bowtie parcel.

Despite the Great Depression, Southern Pacific continued to expand and improve Taylor Yard in 1930–1931, although by 1932 freight traffic was halved and Southern Pacific revenues sank to negative \$3 million. A new roundhouse and divisional shop facility for train maintenance and repair were constructed at the southwest end of the maintenance area, adjacent to the river. The roundhouse featured 24 stalls for steam locomotives and a turntable used to move the trains into the stalls. A new control tower—referred to as Dayton Tower—was built near the south end of the yard as well as other miscellaneous warehouse-type buildings and fuel tanks.

Other changes during this period included encasing the riverbanks adjacent to the freight yard in concrete. Due to the efforts to build up the levee after the 1914 flood, Taylor Yard sat above the river's natural flood plain. Because of this, flooding in 1938 mostly spared the yard. Nevertheless, as a result of the 1938 flood, the city soon embarked on one of its largest infrastructure projects, the channelization of the Los Angeles River. The riverbank to the west of Taylor Yard was subsequently reconfigured as a result of the channelization. According to historic aerial photographs, the west property boundary became a clearly defined concrete embankment instead of an undulating sandy riverbank by 1940. The fill material used to construct the channel was placed on undeveloped portions of the north end of Taylor Yard. The river's channelization created a permanent edge along Taylor Yard as well as protected the area from regular flooding.

Following World War II, growth in freight transport and transition from steam to diesel spurred Southern Pacific to upgrade Taylor Yard beginning in 1949. The company added tracks to A, B, and C Yards and built a new diesel repair shop to the south of the Taylor roundhouse. The hump was relocated 215 feet to the north and upgraded with pneumatically controlled retarders that pinched the train car's wheel, slowing it down to an appropriate speed, rather than requiring a brakeman to pull the brakes. Other changes included the addition of new concrete control towers west of the hump and construction of new warehouse-type buildings throughout the maintenance area. Sometime between 1952 and 1960, a new office building was constructed at the north end of the yard within the Bowtie parcel. The steam locomotive roundhouse was removed between 1960 and 1964, although the turntable and tracks appear to remain. A new diesel servicing facility with a diesel turntable called the sanding and fueling station was built to the north of the former roundhouse. A new addition was also built on the east facade of the ca. 1949 divisional shop facility.

With the redesign, Southern Pacific downgraded other classification yards in the region and rerouted traffic to Taylor Yard. It also reassigned responsibilities from peripheral yards in Los Angeles to Taylor Yard, consolidating its operations in the region. By the 1960s, freight traffic through Taylor Yard reached its peak, accounting for 50 percent of all railroad traffic into and out of Southern California. Its diesel repair shops also remained integral to the company's operations, second only to Southern Pacific's Sacramento facilities. As more people in the United States traveled by car than ever before, most railroads began discontinuing passenger train service, including Southern Pacific which began slowly eliminating

passenger service in the 1960s—although freight railroads remained important through the postwar period and continue to remain important to the American economy today.

After the completion of a modern automated freight classification yard at West Colton in 1973, Southern Pacific began phasing out operations at Taylor Yard. For 12 years, Taylor Yard was used for engine and car repair before finally closing in 1985. Southern Pacific prepared the northern portion of the site for sale, demolishing buildings, and structures as well as remediating contaminated soil, but retained facilities at the south end of the site, including the sanding and fueling station, turntables, and divisional shop facility. Union Pacific then bought out Southern Pacific in 1996, beginning the process of selling off the remaining parcels of Taylor Yard for redevelopment. One parcel was sold to the City for construction of the Metrolink. It was this sale that launched the extensive public effort to reserve the bulk of Taylor Yard for public use as a park and greenspace. A total of 40 acres of the former yard were subsequently acquired by the CA DPR in December 2001 and the Rio de Los Angeles State Park opened by 2007. Union Pacific sold other parcels, mostly those to the north of the Park on San Fernando Road, to private owners. The last buildings and structures at Taylor Yard were demolished between 2009 and 2010.

4.5.2 Cultural Resources (V) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant with Standard Project Requirements Incorporated.

A records search was requested from the South-Central Coastal Information Center of the California Historical Resources Information System at California State University, Fullerton. The request was submitted on May 11, 2022, and the results were received on July 19, 2022. The purpose of the records search was to identify previously recorded cultural resources, if any, within the APE which includes the Project Area and a 0.5-mile radius surrounding the entire 18-acre Bowtie parcel. The records search resulted in identification of previous investigations and site records of previously recorded resources within the Project Area and the 0.5-mile search radius. Stantec also reviewed the Built Environment Resources Directory on file with the Information Center to identify historic-era resources listed on or determined eligible for listing on the NRHP, the CRHR, and local registers. It also included a review of resources listed as California Historical Landmarks and California Points of Historical Interest (Stantec 2024).

The records search revealed that 23 previous cultural resources investigations have been completed within a 0.5-mile of the Project Area. The investigations were conducted between 1986 and 2017; three of the studies were conducted in the last ten years and most were conducted between 2000 and 2010. These projects supported a variety of undertakings, including private developments, railways, roadways, telecommunications, and water or sewer, and several involved archaeological monitoring. Two of the previous investigations overlapped a portion of the Project Area. However, most of the northern and

southern portions of Project Area have not been previously surveyed for cultural resources. The records search results also revealed that there are no previously recorded cultural resources within the Project Area. A total of five previously documented cultural resources are within a 0.5-mile radius of the Project Area, and these include three historic-era buildings, and two historic-era structures. None of the historic-era resources identified in the record search results were recommended eligible for the CRHR or NRHP (Stantec 2024).

The USACE, with SHPO concurrence, has determined that the Los Angeles River Channel is eligible for listing on the NRHP under Criterion A (is associated with events that have made a significant contribution to the broad patterns of our history) at the local level of significance for its significant association with the development of a comprehensive flood risk management program in the County and development in the Los Angeles metropolitan area. It is also eligible under NRHP Criterion C (embodies the distinctive characteristics of a type, period or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction) as the first implementation of a fully concrete lined waterway engineered to address unique challenges of the locale and for its role as a prototype for flood control channels in the region. The period of significance is 1936 to 1960. The formal recordation of the Los Angeles River Channel is still in process. Reach 6 of the Los Angeles River Channel is adjacent to, but outside of, the APE for the Project. No Project activities would impact the Los Angeles River Channel.

Archaeologists carried out an intensive pedestrian survey of the Project Area in 2022. The Project Area was surveyed using systematic, parallel transects spaced 15-meters apart. The goal of survey was to identify artifacts, archaeological features (such as foundations and other historic structures), anthropogenic sediments, or other evidence of cultural remains. All areas were examined, and noted the environment, disturbances, access, and the presence or absence of cultural resources (Stantec 2024).

Stantec concluded that the historical features of Taylor Yard remain within the Project Area, including building foundations, remnants of railroad tracks, and a railroad turntable, but that no other historic-era cultural resources were identified, and no precontact cultural resources were identified during the survey (Stantec 2024).

Stantec evaluated the significance of Taylor Yard by applying the NAHC and CRHR eligibility criteria. Taylor Yard is significant for its association with the history of Los Angeles' railroads, which played a primary role in the development of the Los Angeles economy, linking the City to the commercial port of San Pedro and the rest of the United States. Stantec concluded that Taylor Yard is eligible for inclusion in the NRHP and CRHR under NRHP Criterion A (is associated with events that have made a significant contribution to the broad patterns of our history) and CRHR Criterion 1 (associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States) and NRHP Criterion D (has yielded, or may be likely to yield, information important in history or prehistory) and CRHR Criterion 4 (has yielded, or has the potential to yield, information important in prehistory or history of the local area, California, or the nation) as a potential historic archaeological district (Southern Pacific Taylor Yard Historic Archaeological District; Stantec 2024).

A total of 25 contributing elements of Taylor Yard were identified, 12 of which are located (completely or partially) within the Project APE:

- Concrete foundation for the Southern Pacific Regional Office (Feature 1)
- Concrete foundation for Shed No. 1 (Feature 2)
- Concrete foundation for Shed No. 2 (Feature 3)
- Turntable pit for diesel locomotives (Feature 4)
- Concrete block containment wall for oil tanks (Feature 5)
- Structural Foundation No. 3, concrete base for possible water heater (Feature 15)
- East property roadway (Feature 16)
- West property roadway (Feature 17)
- Four sets of in-situ railroad tracks (Feature 21)
- Ten in-situ railroad ties (Feature 22)
- Single railroad track (Feature 23)
- Manhole No. 1 and No. 2 (Feature 24)

Although Southern Pacific leaders participated in the development of Taylor Yard, none were found to possess sufficient importance necessary to be considered a significant historical figure under NRHP Criterion B (is associated with the lives of persons significant in our past) or CRHR Criterion 2 (associated with the lives of persons important to local, California or national history). As a result, Taylor Yard is not eligible under Criterion B/2 at the local, state, or national level (Stantec 2024).

Taylor Yard does not embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic value. The majority of the buildings and structures on the property have been demolished, and the features that remain—building foundations, short segments of railroad tracks, a turntable, amongst other small-scale features—do not retain enough physical integrity from the period Taylor Yard gained significance (1923 to 1973). Taylor Yard is not eligible under Criterion 3/C at the local, state, or national level (Stantec 2024).

Taylor Yard appears to be eligible under Criterion D/4 for its potential to reveal information important to history because the Taylor Yard Historic Archaeological District appears to have the potential to provide important information about the history of the Southern Pacific's Taylor Yard and its role in the economic expansion of Los Angeles area (Stantec 2024).

Taylor Yard's period of significance is 1923 to 1973—the year it was constructed through the years it served as Southern Pacific's primary freight classification yard in Southern California. According to Stantec (2024), the Taylor Yard Historic Archaeological District contains extant structural remnants of railyard facilities that retain sufficient integrity of design to convey their original dimensions, some integrity of

material in the remaining construction materials. This includes concrete, some integrity of workmanship reflected in the construction of the extant features, and integrity of location in that the features still convey their spatial relationship with one another. Research questions related to the themes of function, design, operation, and advances/changes in railroad technology (such as Taylor Yard's transition from steam to diesel locomotive technologies), can potentially be answered based on the known remaining structural features. While some information about the physical development of Taylor Yard may also be obtained via archival sources (e.g., photographs, engineering, and architectural records), archival documents would likely not include all potentially significant details related to day-to-day operations on the ground. Frequently, actual operations differ from documented plans.

In addition, the property has the potential to contain previously undocumented subsurface refuse deposits and structural remnants. Because Taylor Yard experienced three major expansions that each involved massive amounts of soil fill and levee building as the Yard expanded northward, refuse and equipment that was no longer useful may underlie fill at the Project Area. Under some of these filled areas may lie historic roads and rail lines that would have been rebuilt on top of the fill. The historical information that could be gleaned from each period would broaden the understanding of Southern Pacific's priorities and methods of territorial expansion (Stantec 2024).

In summary, the Stantec (2024) cultural resources inventory concluded that there is one Historical Resource present within the Project Area: the Southern Pacific Taylor Yard Historic Archaeological District. Twelve of the 25 contributing features are located completely or partially within the Project APE. The development of the Proposed Project would result in the demolition and removal of 4 of the 25 contributing elements of the Taylor Yard District: the Regional Office, Shed No. 1 and Shed No. 2 foundations, and a single railroad track. Impacts to all other remaining contributing elements in the APE (the diesel turntable pit, concrete water heater base, concrete block containment wall for oil tank, the four sets of in-situ railroad tracks, manholes No. 1 and No. 2, and the two roads [minor modifications only]) will be avoided as these features would be preserved in place. The two manholes would be covered with fill material and the diesel turntable pit will be minimally capped to protect the public from protruding metal pieces while the remaining features would be preserved in-situ.

Southern Pacific occupied the 200 plus acre Taylor Yard through 1985, after which time almost all the buildings and structures related to the site's railroad use were demolished. To date, its extent has not been fully inventoried beyond the Project Area. While the Proposed Project would result in direct impacts to four contributing features of the NRHP- and CRHR-eligible Southern Pacific Taylor Yard Historic Archaeological District, the Project Area encompasses 14.8 acres of a much larger area associated with the historic district and only represents a small portion of the former rail yard facility. Eight of the 12 contributing features within the Project Area would be preserved in place with no modifications with the exception of the manholes and the diesel turntable pit. While the manholes would be covered with fill and no longer visible, the diesel turntable pit will remain intact and incorporated into the Project design and all changes to these features would be reversible. With the preservation of several key contributing elements of the historic district, and because of the size and scale of the former rail yard facility, the demolition and removal of the Regional Office, Shed No. 1 and Shed No. 2 foundations, and a single

railroad track would not affect the eligibility of the Southern Pacific Taylor Yard Historic Archaeological District to the NRHP or the CRHR. Impacts would be less than significant.

Other impacts to the district include demolition, grading, trenching, and other ground disturbing activities, such as the addition of new fill material, associated with Project construction. If those activities encounter associated archaeological deposits or previously unknown resources, a potentially significant impact could occur. Implementation of Standard Project Requirements CUL-1 and CUL-2 would reduce this impact to less than significant. SPRs are specific standard requirements imposed uniformly by DPR based on the proposed action taken and are required of the Proposed Project to reduce its potential environmental effects. Because these features are standard, they do not constitute mitigation measures.

Applicable BMPs related to cultural resources from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant with Standard Project Requirements Incorporated.

The potential impact to unique or non-unique archaeological resources is the same as historical resources above.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant with Standard Project Requirements Incorporated.

No human remains have been identified in the Project Area, and the geoarchaeological assessment performed by Stantec (2024) does not suggest that there is a high potential for encountering human remains. However, implementation of the Proposed Project would include ground-disturbing construction activities that could result in the inadvertent disturbance of previously undiscovered human remains, and if so, this would result in a significant impact. Procedures of conduct following the discovery of human remains on non-federal lands are mandated by procedures in existing state law; specifically, Health and Safety Code Section 7050.5, by PRC Section 5097.98, and by CEQA in CCR Section 15064.1).

According to these provisions, should human remains be encountered, all work in the immediate vicinity of the remains must cease, and any necessary steps to ensure the integrity of the immediate area must be taken. The remains are required to be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. The County Coroner would be immediately notified, and

the coroner would then determine whether the remains are Native American. If the coroner determines the remains are Native American, the coroner has 24 hours to notify the NAHC, which will in turn notify the person identified as the Most Likely Descendant (MLD) of any human remains. Further actions would be determined, in part, by the desires of the MLD, who has 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery.

Implementation of Mitigation Measure CUL-2 would assure that any discovery of human remains within the Project Area would be subject to these procedural requirements in existing state law. Implementation of this mitigation measure would reduce impacts associated with the discovery or disturbance of human remains to be less than significant.

Applicable BMPs related to cultural resources from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities.

4.5.3 Standard Project Requirements

CUL-1 (SPR): Worker Awareness Training, Archaeological Monitoring, and Unanticipated Discovery Procedures.

Prior to the start of construction, the DPR shall retain a qualified professional archaeologist to prepare a worker awareness training program for all operators of ground-disturbing equipment and their supervisors. The program shall be designed, under the direction of DPR, to inform construction workers about: federal and state regulations pertaining to cultural resources; the purpose of monitoring; the authority of the monitors to halt construction in the event of a find; procedures for coordinating activities with the monitors and if applicable, archaeologists; and penalties and repercussions from non-compliance with the program.

In addition, DPR shall retain a qualified professional archaeologist to monitor all ground-disturbing activities associated with Project construction. Monitoring is not required for placement of equipment or fill inside excavations that were monitored, above-ground construction activities, or redistribution of soils that were previously monitored (such as the return of stockpiles to use in backfilling). The Monitoring Archaeologist shall meet or work under the direct supervision of a qualified individual meeting the Secretary of the Interior's professional qualifications standards for prehistoric and historic archaeology, or another qualified individual as determined by DPR in consultation with USACE. The Monitoring Archaeologist shall have the authority to temporarily halt ground-disturbing or construction-related work within 50 feet of any discovery of potential historical or archaeological resources to implement the following procedures.

If the Monitoring Archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required. If the Monitoring Archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, or determines that the discovery represents new significant information about a resource previously determined to be not significant,

they shall immediately notify DPR, who shall consult with cooperating agencies and consulting tribes, as appropriate, on a finding of eligibility. DPR shall determine and require implementation of appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. Work may not resume within the no-work radius until DPR, through consultation as appropriate, determines that the resource is either: 1) is not a Historical Resource under CEQA; or 2) that the treatment measures have been completed to its satisfaction.

If the find includes human remains, or remains that are potentially human, the procedures in Standard Project Requirement CUL-2 shall be implemented.

CUL-2 (SPR): Human Remains. In the event that any human remains, or remains that are potentially human, are encountered within the Project Area, the following steps shall be taken: work shall cease immediately within 100 feet of the remains in compliance with California Health and Safety Code Sections 7050.5 and 7052; and PRC Section 5097.98-.99. The Monitoring Archaeologist will then immediately contact DPR cultural staff and work with them to ensure reasonable measures are taken to protect the area from disturbance (Assembly Bill [AB] 2641). The Monitoring Archaeologist shall notify the DPR Angeles District Superintendent, and they or their designee will contact the Los Angeles County Coroner /Medical Examiner (as per Section 7050.5 of the Health and Safety Code). The provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California PRC, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American MLD for the Project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner (DPR) does not agree with the recommendations of the MLD, then the NAHC can mediate (Section 5097.94 of the PRC). If no agreement is reached, the landowner (DPR) must rebury the remains where they will not be further disturbed (Section 5097.98 of the PRC). Reburial will also include either recording the site with the NAHC or the appropriate Information Center or recording a reinternment document with the county in which the property is located (AB 2641). Work cannot resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

4.6 Energy

This IS/MND analyzes energy consumption due to the potential direct and indirect environmental impacts associated with the Project. Such impacts include the depletion of nonrenewable resources (e.g., oil, natural gas, coal) and emissions of pollutants during the construction and operational phases. The impact analysis focuses on the four sources of energy that are relevant to the Proposed Project: electricity, natural gas, the equipment-fuel necessary for Project construction, and the automotive fuel necessary for Project operations.

The consumption of energy resources results in direct and indirect environmental impacts through the depletion of nonrenewable resources (e.g., oil, natural gas, coal) and emissions of pollutants during energy production. The impact analysis focuses on the four sources of energy that are relevant to the Proposed Project: electricity, natural gas, the equipment-fuel necessary for Project construction, and the automotive fuel necessary for Project operations.

4.6.1 Environmental Setting

Energy relates directly to environmental quality. Energy use can adversely affect air quality and other natural resources. The vast majority of California's air pollution is caused by burning fossil fuels. Consumption of fossil fuels is linked to changes in global climate and depletion of stratospheric ozone. Transportation energy use is related to the fuel efficiency of cars, trucks, and public transportation; choice of different travel modes (auto, carpool, and public transit); vehicle speeds; and miles traveled by these modes. Construction and routine operation and maintenance of transportation infrastructure also consume energy. In addition, residential, commercial, and industrial land uses consume energy, typically through the usage of natural gas and electricity.

4.6.1.1 Energy Types and Sources

California relies on a regional power system comprised of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. Natural gas provides California with a majority of its electricity, closely followed by renewables, large hydroelectric and nuclear (California Energy Commission [CEC] 2022a). Southern California Edison (SCE) provides electrical services to the Project Area through state-regulated public utility contracts. Southern California Edison, the largest subsidiary of Edison International, is the primary electricity supply company for much of Southern California. It provides 14 million people with electricity across a service territory of approximately 50,000 square miles.

The Southern California Gas Company provides natural gas services to the Project Area. Southern California Gas Company services approximately 21.6 million customers, spanning roughly 20,000 square miles of California.

The California Public Utilities Commission (CPUC) regulates SCE. The CPUC has developed energy efficiency programs such as smart meters, low-income programs, distribution generation programs, self-generation incentive programs, and a California solar initiative. Additionally, the CEC maintains a power plant database that describes all of the operating power plants in the state by county.

4.6.1.2 Energy Consumption

Electricity use is measured in kilowatt-hours (kWh), and natural gas use is measured in therms. Vehicle fuel use is typically measured in gallons (e.g., of gasoline or diesel fuel), although energy use for electric vehicles is measured in kWh.

The electricity consumption associated with all nonresidential uses in Los Angeles County from 2017 to 2021 is shown in Table 4.6-1. As indicated, the demand has generally decreased since 2017.

Table 4.6-1. Nonresidential Electricity Consumption in Los Angeles County 2017-2021

Year	Electricity Consumption (kilowatt hours)
2021	44,437,634,389
2020	42,736,774,915
2019	46,105,550,849
2018	47,361,083,621
2017	47,960,383,020

Source: CEC 2022b.

The natural gas consumption associated with all nonresidential uses in Los Angeles County from 2017 to 2021 is shown in Table 4.6-2. As indicated, the demand has decreased since 2017.

Table 4.6-2. Nonresidential Natural Gas Consumption in Los Angeles County 2017-2021

Year	Natural Gas Consumption (therms)
2021	1,743,418,587
2020	1,698,688,767
2019	1,812,591,804
2018	1,813,722,309
2017	1,840,583,089

Source: CEC 2022b.

Automotive fuel consumption in Los Angeles County from 2017 to 2021 is shown in Table 4.6-3. Fuel consumption demand has generally decreased since 2017.

Table 4.6-3. Automotive Fuel Consumption in Los Angeles County 2017-2021

Year	Total Fuel Consumption
2022	4,695,245,754
2021	4,724,505,393
2020	4,239,755,680

Table 4.6-3. Automotive Fuel Consumption in Los Angeles County 2017-2021	
Year	Total Fuel Consumption
2019	4,724,445,036
2018	4,797,804,755

Source: CARB 2021.

4.6.2 Energy (VI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

The impact analysis focuses on the four sources of energy that are relevant to the Proposed Project: electricity, natural gas, the equipment-fuel necessary for Project construction, and the automotive fuel necessary for Project operations. Addressing energy impacts requires an agency to make a determination as to what constitutes a significant impact. There are no established thresholds of significance, statewide or locally, for what constitutes a wasteful, inefficient, and unnecessary consumption of energy for a proposed land use project. For the purpose of this analysis, the amount of electricity and natural gas estimated to be consumed by the Project is quantified and compared to that consumed by all nonresidential land uses in Los Angeles County. Similarly, the amount of fuel necessary for Project construction and the amount of fuel necessary for Project operations is calculated and compared to that consumed in Los Angeles County.

The analysis of electricity and natural gas is based on CalEEMod modeling conducted by ECORP Consulting, Inc. (ECORP; Appendix A), which quantifies energy use for Project operations. The amount of operational automotive fuel use was estimated using the CARB’s EMFAC2021 computer program, which provides projections for typical daily fuel usage in Los Angeles County (see Appendix D). The amount of total construction-related fuel use was estimated using ratios provided in the Climate Registry’s General Reporting Protocol for the Voluntary Reporting Program, Version 2.1. Energy consumption associated with the Proposed Project is summarized in Table 4.6-4 (see Appendix A and Appendix D).

Table 4.6-4. Proposed Project Energy and Fuel Consumption		
Energy Type	Annual Energy Consumption	Percentage Increase Countywide
Project Energy Consumption		
Electricity Consumption	135,021 kilowatt-hours	0.0003 percent
Natural Gas Consumption	3,534 therms	0.0002 percent
Automotive Fuel Consumption		
Project Construction Year One	24,926 gallons	0.0005 percent
Project Construction Year Two	79,409 gallons	0.002 percent
Project Construction Year Three	22,759 gallons	0.0004 percent
Project Operations	14,591 gallons	0.0003 percent

Notes: The Bowtie Park Development Project (Project) increases in electricity and natural gas consumption are compared with all of the nonresidential usage in Los Angeles County in 2021, the latest year of data available. The Project increases in construction and operations automotive fuel consumption are compared with the countywide fuel consumption in 2022, the most recent full year of data.

Source: Refer to Appendix A for building energy consumption calculations and Appendix D for Fuel Consumption calculations.

As shown in Table 4.6-4, the annual electricity consumption due to operations would be 135,021 kWh, resulting in a negligible increase (0.0003 percent) in the typical annual electricity consumption attributable to all non-residential uses in Los Angeles County. This is potentially a conservative estimate since in September 2018 Governor Jerry Brown Signed Executive Order B-55-18, which established a new statewide goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." Carbon neutrality refers to achieving a net-zero carbon dioxide emissions. This can be achieved by reducing or eliminating carbon emissions, balancing carbon emissions with carbon removal, or a combination of the two. This goal is in addition to existing statewide targets for greenhouse gas (GHG) emission reduction. Governor's EO B-55-18 requires CARB to "work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal." Natural gas consumption due to operations would be 3,534 therms resulting in a negligible increase (0.0002 percent) in the typical annual natural gas consumption attributable to all nonresidential uses in Los Angeles County. For these reasons, the Project would not result in the inefficient, wasteful, or unnecessary consumption of building energy.

Fuel necessary for Project construction would be required for the operation and maintenance of construction equipment and the transportation of materials to the Project Area. The fuel expenditure necessary to construct the physical building and infrastructure would be temporary, lasting only as long as Project construction. As further indicated in Table 4.6-4, the Project's gasoline fuel consumption during the one-time construction period is estimated to be 24,926 gallons during the first year of construction.

This would increase the annual fuel use in the county by 0.0005 percent. The Project’s gasoline fuel consumption during the second and third year of construction would be 79,409 and 22,759 gallons, respectively, increasing the countywide annual fuel use by 0.002 percent and 0.0004 percent, respectively. As such, Project construction would have a nominal effect on local and regional energy supplies. No unusual Project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the state. Construction contractors would purchase their own gasoline and diesel fuel from local suppliers and would judiciously use fuel supplies to minimize costs due to waste and subsequently maximize profits. Additionally, construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency combined with state regulations limiting engine idling times and requiring recycling of construction debris, would further reduce the amount of transportation fuel demand during Project construction. For these reasons, it is expected that construction fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature.

The Project is estimated to generate approximately 98 weekday trips (KOA 2022). As indicated in Table 4.6-4, this would result in the consumption of approximately 14,591 gallons of automotive fuel per year, which would increase the annual countywide automotive fuel consumption by 0.0003 percent. Fuel consumption associated with the vehicle trips generated by the Project during operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

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. The Project would be built to the Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6, of the CCR (Title 24). Title 24 was established in 1978 in response to a legislative mandate to reduce California’s energy consumption. Title 24 is updated approximately every three years, with the most recent update of the 2022 standards that became effective on January 1, 2023. The 2022 Energy Standards improve upon the 2019 Energy Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2022 update to the Energy Standards encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, among other goals. The 2022 Energy Standards build and improve upon previous goals of achieving net Zero Net Energy. Buildings permitted on or after January 1, 2023, must comply with the 2022 Standards. Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments. Additionally, in January 2010, the State of California adopted the California Green Building Standards Code (CalGreen) that establishes mandatory green building standards for all buildings in California. The

code was most recently updated in 2022, effective for all applicable developments starting January 1, 2023. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. With these building standards in place, the Project would not obstruct any state or local plan for renewable energy or energy efficiency.

For these reasons, this impact would be less than significant.

4.6.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.7 Geology and Soils

4.7.1 Environmental Setting

4.7.1.1 Geomorphic Setting

The Project Area is in the Los Angeles Basin, a structural depression approximately 50 miles long and 20 miles wide in the northernmost Peninsular Ranges Geomorphic Province. The Los Angeles Basin is subdivided into four structural blocks. The Project Area is situated within the northernmost edge of the Central Block, where sediments range from 32,000 to 35,000 feet thick. The Central Block is wedge-shaped, and extends from the Santa Monica Mountains in the northwest, where it is about 10 miles wide, to the San Joaquin Hills in the southeast, where it widens to around 20 miles across (Yerkes et al. 1965). The Project Area is in the Elysian Hills, a structural anticlinorium, or uplifted fold of bedrock, which formed from fault activity 2.9 million years ago, resulting in the exposure of Miocene-aged marine rocks at the surface.

The Project Area surface geology is mapped as alluvial sediment along the Los Angeles River. Mapping by Yerkes and Campbell (2005) identifies the soils as alluvial fan deposits, older alluvial deposits, and Puente Formation likely present. These sediments consist of unconsolidated silt, sand, and gravel deposited as a result of the early Holocene or late Pleistocene erosional processes of the surrounding highlands.

The 2023 geotechnical investigation conducted by Geocon Consultants, Inc. (Geocon) found the Project Area to be underlain by artificial fill over Holocene age (Younger) alluvial deposits (Geocon 2023).

Artificial Fill

The artificial fill layer ranges from 3 to 5 feet below ground surface (bgs) and extends to a maximum depth of about 15 feet bgs. This layer consists of light to dark brown and olive brown sand and silty sand with varying amounts of gravel and lesser amounts of sandy silt and sandy clay. The artificial fill is characterized as slightly moist and soft or very loose to medium dense. The fill is likely the result of past grading or construction activities in the Project Area (Geocon 2023).

Younger Alluvium

Holocene age alluvium was encountered beneath the fill. The young alluvial deposits generally consist of light brown to brown, olive brown, and grayish brown interbedded poorly to well-graded sand, sand with silt, and silty sand with varying amounts of gravel and locally a few cobbles. The alluvial soils are characterized as slightly moist to wet and very loose to very dense or soft to stiff (Geocon 2023).

4.7.1.2 Regional Seismicity and Fault Zones

The Los Angeles River floodplain, on which the Project Area is located, has been created through centuries of alluvial deposition over Tertiary-age bedrock. Two fault systems transect the Los Angeles region: the east to northeast-trending faults of the Santa Monica Fault System, and the northwest-trending faults that may be a continuation of the Whittier Fault System. There are active faults within the immediate vicinity of the Project Area. The closest surface trace of an active fault is the Hollywood Fault located approximately 0.3 mile to the north. The Raymond Fault lies approximately 0.75 mile to the northwest, while the Elysian Park Fault lies to the southwest. The Newport-Inglewood Fault lies approximately 12 miles southwest, while the Sierra Madre Fault Zone is located approximately 12 miles northeast. The active San Andreas Fault Zone is located approximately 30 miles northeast. The Project Area is not located within an Alquist-Priolo Special Studies Zone.

4.7.1.3 Soils

Historic soils data from the NRCS was used to determine potential soil types that may occur with the BSA. Soils onsite include urban land-Palmview-Tujunga complex (0 to 5 percent slopes); urban land, commercial (0 to 5 percent slopes); and Xeropsammets, frequently flooded (0 to 2 percent slopes) (Stantec 2023a). Table 4.7-1 below describes each soil unit.

Table 4.7-1. Historic Soil Units Occurring within the BSA			
Map Unit Symbol	Map Unit Name	Description	Acres within BSA
1002	Urban land-Palmview-Tujunga complex, 0 to 5 percent slopes	A well-drained soil associated with alluvial fans at elevations between 240 to 1,990 feet; fine sandy loam, sandy loam; parent material consists of discontinuous human-transported material over alluvium derived from granite; very high runoff; 0 inches to manufactured layer.	3.38
1200	Urban land, commercial, 0 to 5 percent slopes	Associated with floodplains at 120 to 510 feet in elevation; very high runoff; 0 inches to manufactured layer.	56.03
1264	Xeropsammets, frequently flooded, 0 to 2 percent slopes	A somewhat excessively drained soil associated with rivers and channels at elevations between 100 to 460 feet; stratified sand; parent material consists of alluvium derived from granite.	20.18

Notes: BSA = Biological Survey Area.

4.7.1.4 Paleontological Resources

In September 2022, Stantec conducted a paleontological resources assessment on behalf of TNC for the Bowtie Demonstration Project on approximately 3.2 acres of land in a portion of the Bowtie parcel (Stantec 2023b; Appendix E). Subsequently, the scope of the paleontological study was expanded to include the entire 18-acre Bowtie parcel for the Proposed Project. In December 2022, a paleontological study was conducted in support of the TNC for the proposed habitat enhancement and stormwater treatment improvements occurring on the entire 18-acre parcel.

The previous assessment for the Bowtie Demonstration Project in September 2022 determined two geologic units were present in that portion of the Bowtie parcel, alluvial fan deposits at the surface underlain by the Puente Formation, with variable amounts of artificial fill present at the surface to depths of as much as 4 feet bgs. Stantec assessed the alluvial fan deposits as having low paleontological potential at the surface, transitioning to high potential within older alluvial deposits at an estimated 10 feet bgs. The Puente Formation was also assessed as having high paleontological potential and is likely present at depths of greater than 51 feet bgs (based on the results of geotechnical investigation). These paleontological potential assessments are used in the impacts assessment prepared by Stantec in December 2022 for the entire Project Area (Stantec 2023b).

The impact assessment takes into consideration all planned Project activities in terms of aerial and subsurface extents, including the possibility of subsurface geologic units having a different paleontological potential than surficial units. For example, younger surficial sediments (alluvium, lacustrine, eolian, etc.) have low potential to preserve fossil resources due to their age; yet sediments increase in age with depth and so these surficial deposits often overly older units that have high paleontological potential. In areas with this underlying geologic setting surficial work may be of low risk for impacting paleontological resources while activities that require excavations below the depth of the surficial deposits would be at greater risk of impacting paleontological resources. For this reason, the impact assessment takes into consideration both the surface and subsurface geology and is tailored to Project activities (Stantec 2023b).

4.7.2 Geology and Soils (VII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Refer to Division of Mines and Geology
Special Publication 42.

ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

- i. The closest surface trace of an active fault is the Hollywood Fault located approximately 0.3 mile north of the Project Area. Thus, the Project Area is not located within an Alquist-Priolo Earthquake Fault Zone. No impact would occur.

Less than Significant with Project Specific Requirements Incorporated.

- ii. The Project Area is in Southern California, which is prone to ground shaking during earthquakes. Therefore, due to its location in Southern California the Project Area is also subject to ground shaking during an earthquake, as is any other proposed development project. However, as detailed in Threshold i) directly above, the Project Area is not within a state designated Alquist Priolo Earthquake Fault Zone (DOC 2021). Additionally, the City adopted the Uniform Building Code, which requires that the construction of structures comply with the California Building Code (CBC) to reduce the hazard risks posed by earthquakes. Adhering to these codes would ensure that potential ground-shaking impacts are reduced. A less than significant impact would occur with implementation of Project Specific Requirement GEO-1. PSRs are specific Project requirements of the Proposed Project that have been incorporated to reduce its potential environmental effects. Because these features are part of Project design, they do not constitute mitigation measures.

Applicable BMPs related to geology from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities.

Less than Significant with Project Specific Requirements Incorporated.

- iii. According to the DOC EQ Zapp: California Earthquake Hazards Zone Application (updated September 23, 2021), the Project Area is located in an area of liquefaction potential. This is due to the high water table and soil conditions under the site. The historical high groundwater level in the vicinity of the Project Area is reported to be approximately 20 feet bgs. Groundwater encountered in the geotechnical investigation borings range between 34.5 and 41.5 feet bgs (Geocon 2023). A less than significant impact would occur with implementation of Project Specific Requirement GEO-1. PSRs are specific Project requirements of the Proposed Project that have been incorporated to reduce its potential environmental effects. Because these features are part of Project design, they do not constitute mitigation measures.

Applicable BMPs related to geology from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities.

No Impact.

- iv. According to the DOC EQ Zapp: California Earthquake Hazards Zone Application (updated September 23, 2021), the Project Area is not located in an area of landslide potential. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

All excavation, grading, and construction activities would be conducted according to the CBC 2019. The Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards to ensure that pollutants are not discharged in the storm drain system. The applicant shall prepare a Water Quality Management Plan (WQMP) that incorporates the water quality treatment features and low impact development (LID) site design, source control and treatment BMPs to address the NPDES requirements as part of the review process. Examples of construction phase BMPs implemented with the SWPPP include sandbags, silt fences, and detention basins. Prior to the issuance of building permits, a final WQMP will have to be submitted by the applicant and approved by the City’s Engineering Division, and strict adherence to the program will be required.

Implementation of the SWPPP, including the use of storm water quality BMPs, would prevent erosion of soil from storm water runoff during Project construction (see Section 4.10 *Hydrology and Water Quality*). Once construction is completed, soils would be stabilized and monitored according to the SWPPP until a Notice of Termination for the NPDES construction permit is filed with the RWQCB. Consequently, the Proposed Project would not result in substantial erosion and/or unstable earth conditions from Project construction or operation. For these reasons, erosion-related impacts are considered to be less than significant.

Applicable BMPs related to geology from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant with Project Specific Requirements Incorporated.

The topography in the Project Area is gently sloping to the south-southeast. It is not located within the City Hillside Grading Area or Hillside Ordinance Area. Additionally, the Project Area is not located within an area identified as having a potential for seismic slope instability. There are no known landslides near the Project Area, nor is the Project Area in the path of any known or potential landslides (Geocon 2023). Therefore, the potential for slope stability hazards to adversely affect the proposed development is considered low.

Soils that are particularly subject to subsidence include those with high silt or clay content. The Project Area underlain by primarily sandy soils, and it is not located within an area of known ground subsidence. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned in the Project Area or in the general Project vicinity. There appears to be little or no potential for ground subsidence due to withdrawal of fluids or gases in the Project Area.

As discussed above, the Project Area is located in an area of liquefaction potential. To address the potential for unstable soils that are prone to collapse, liquefaction, or subsidence, the design and engineering of the Proposed Project would adhere to the applicable ordinances of the City/County of Los Angeles and CBC and incorporate recommendations from the Proposed Project’s site-specific geotechnical investigation. With implementation of Project Specific Requirement GEO-1, impacts would be less than significant. PSRs are specific Project requirements of the Proposed Project that have been incorporated to reduce its potential environmental effects. Because these features are part of Project design, they do not constitute mitigation measures

Applicable BMPs related to geology from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities.

Would the Project:

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?

Potentially Significant Impact Less than Significant with Mitigation Incorporated Less than Significant Impact No Impact

Less than Significant with Project Specific Requirements Incorporated.

Based on laboratory Expansion Index and Plasticity Index testing on representative soil samples, near-surface soil is predominantly granular (sandy) and is considered non-expansive (Geocon 2023). The Proposed Project would be required to comply with CBC requirements related to expansive soils. The Project’s foundations and structural designs would be required to incorporate measures prescribed in the CBC to address these design considerations and minimize related Project impacts. Appropriate construction plans would be reviewed by the City’s Building Official for consistency with current building codes and implementation of the recommendations contained in the Project’s geotechnical study. With implementation of Project Specific Requirement GEO-1, impacts would be reduced to less than significant. PSRs are specific Project requirements of the Proposed Project that have been incorporated to reduce its potential environmental effects. Because these features are part of Project design, they do not constitute mitigation measures.

Applicable BMPs related to geology from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities.

Would the Project:

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Potentially Significant Impact Less than Significant with Mitigation Incorporated Less than Significant Impact No Impact

No Impact.

The Project does not include septic tanks or alternative wastewater disposal systems. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant with Standard Project Requirements Incorporated.

A review of geologic mapping indicates that the entirety of the Bowtie parcel is mapped as alluvial fan deposits, as for the smaller parcel previously assessed. The results of this assessment show that should Project activities extend to depths of 10 feet bgs or greater, they may encounter geologic units with high paleontological potential (Stantec 2023b).

The Project plans to construct a Park entry, an internal vehicular access road, parking lots, trails and boardwalks, open native grass or turf areas, native habitat plantings, restrooms, a welcome area, and picnic tables and benches. Of these activities, those that entail ground disturbance over 10 feet in depth may extend into the high sensitivity, older layers of alluvium. Such disturbances therefore risk posing a direct adverse impact to paleontological resources. Following construction, operations and maintenance are not expected to pose an impact to resources.

Should Project-related activities encounter paleontological resources in these deeper units, the damage or destruction of those resources would constitute a direct adverse impact under CEQA. In order to adhere to state and City guidelines regarding paleontological resources, Standard Project Requirement GEO-2 would reduce impacts to less than significant. SPRs are specific standard requirements imposed uniformly by DPR based on the proposed action taken and are required of the Proposed Project to reduce its potential environmental effects. Because these features are standard, they do not constitute mitigation measures.

4.7.3 Project Specific Requirements and Standard Project Requirements

GEO-1 (PSR): DPR shall implement the Conclusions and Recommendations as listed in the final site-specific geotechnical report or most recent site-specific geotechnical evaluation.

GEO-2 (SPR): Unanticipated Paleontological Discovery. A paleontologist shall be retained as the Project paleontologist to oversee all aspects of paleontological mitigation, including the development and implementation of a Paleontological Monitoring and Mitigation Plan (PMMP) tailored to the Project plans that provides for paleontological monitoring of earthwork and ground disturbing activities into undisturbed geologic units with high paleontological potential to be conducted by a paleontological monitor meeting industry standards (Murphey et al. 2019). The PMMP should also include provisions for a Workers’ Environmental Awareness Program training that communicates requirements and procedures for the inadvertent discovery of paleontological resources during construction, to be delivered by the paleontological monitor to the construction crew prior to the onset of ground disturbance.

Paleontological monitoring will be conducted by a qualified paleontological monitor for ground disturbance that exceeds 10 feet in depth across the Project Area. The Project paleontologist may reduce the frequency of monitoring or spot checks should subsurface conditions indicate low paleontological potential.

Should a potential paleontological resource be identified in the Project Area, whether by the monitor or a member of the construction crew, work should halt in a safe radius around the find (usually 50 feet) until the Project paleontologist can assess the find and, if significant, salvage the fossil for laboratory preparation and curation at the Natural History Museum of Los Angeles County.

4.8 Greenhouse Gas Emissions

The purpose of this section is to estimate GHG emissions attributable to the Project and to determine the level of impact the Project would have on the environment.

4.8.1 Environmental Setting

GHG emissions are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and chlorofluorocarbons, creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth's climate system.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH₄ traps over 25 times more heat per molecule than CO₂, and N₂O absorbs 298 times more heat per molecule than CO₂ (Intergovernmental Panel on Climate Change 2014). Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO₂e), which weigh each gas by its global warming potential. Expressing GHG emissions in CO₂e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted.

The local air quality agency regulating the SoCAB is the SCAQMD, the regional air pollution control officer for the basin. As previously stated, to provide guidance to local lead agencies on determining significance for GHG emissions in CEQA documents, SCAQMD staff convened a GHG CEQA Significance Threshold Working Group. The Working Group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the Basin, various utilities such as sanitation and power companies throughout the Basin, industry groups, and environmental and professional organizations. On September 28, 2010, SCAQMD Working Group Meeting #15 provided an interim screening level numeric "bright-line" threshold of 3,000 metric tons of CO₂e annually and an efficiency-based threshold of 3.0 metric tons of CO₂e per service population (defined as the people that work and reside in the Project Area) per year in 2035. The

SCAQMD has not announced when staff is expecting to present a finalized version of these thresholds to the governing board.

The numeric bright line and efficiency-based thresholds described above were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners and lead agencies with regard to determining whether GHG emissions from a proposed project are significant.

The City has the Sustainable City pLAN/Green New Deal which aims to achieve the City's climate goals. On April 8, 2015, Mayor Eric Garcetti released the Sustainable City pLAN, a program of actions designed to meet short-term (2017) and long-term (2025 and 2035) targets in 14 categories designed to advance economic, environmental, and equity objectives. In 2019, the City released L.A.'s Green New Deal, which updated and superseded the 2015 Sustainable City pLAN. Rather than an adopted plan, L.A.'s Green New Deal is a mayoral initiative that consists of a program of actions designed to create sustainability-based performance targets through 2050 that advance economic, environmental, and equity objectives. L.A.'s Green New Deal is guided by four key principles: (1) a commitment to uphold the Paris Climate Agreement; (2) a promise to deliver environmental justice and equity through an inclusive green economy; (3) a plan to ensure every Angeleno has the ability to join the green economy by creating pipelines to good paying, green jobs; and (4) a determination to lead by example within City government, showing the world what an urban Green New Deal looks like in practice. While not a plan adopted solely to reduce GHG emissions, within L.A.'s Green New Deal (Sustainable City pLAN 2019), climate mitigation is one of eight explicit benefits that help define its strategies and goals. These include reducing GHG emissions through near-term outcomes such as net zero-carbon buildings, water reduction, electric vehicles, and solid waste reduction.

In December 2019, the Los Angeles City Council approved Ordinance No. 186488, which incorporates provisions of the CALGreen Code. This includes the newest version of the 2022 CALGreen Code. Projects filing building permit applications on or after January 1, 2020, must comply with the provisions of the Los Angeles Green Building Code. The City's Green Building Code has many mandatory and voluntary measures that would result in reductions of GHG emissions. The newest version (2022) of the CALGreen Code for nonresidential buildings includes expanded electric vehicle or electric vehicle capable charging space requirements and stricter compliance with indoor air quality standards in classrooms. There are several measures that remain the same, such as requiring 25 percent of hardscape be shaded or composed of alternatives that reduce heat (such as open-grid pavement); meeting the applicable energy efficiency requirements of Title 24, Part 6 of the California Energy Code, requiring each building to reduce overall potable water use by 20 percent; and compliance with Section 66.32 of the LAMC regarding construction and demolition waste diversion requirements.

In *Center for Biological Diversity v. Department of Fish and Wildlife* (2015) 62 Cal. 4th 2014, 213, 221, 227, following its review of various potential GHG thresholds proposed in an academic study [Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Envtl. L. J. 203], the California Supreme Court identified the use of numeric bright-line thresholds as a potential pathway for compliance with CEQA GHG requirements. The study found numeric bright line thresholds designed to determine when small projects

were so small as to not cause a cumulatively considerable impact on global climate change was consistent with CEQA. Specifically, Public Resources Code section 21003(f) provides it is a policy of the State that "[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." The Supreme Court-reviewed study noted, "[s]ubjecting the smallest projects to the full panoply of CEQA requirements, even though the public benefit would be minimal, would not be consistent with implementing the statute in the most efficient, expeditious manner. Nor would it be consistent with applying lead agencies' scarce resources toward mitigating actual significant climate change impacts." (Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Env'tl. L. J. 203, 221, 227.)

Project emissions are compared to the SCAQMD bright line numeric threshold of 3,000 metric tons annually to determine if 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 Project will also be assessed for consistency with the Sustainable City pLAN/Green New Deal, and the City of Los Angeles Green Building Code.

4.8.2 Greenhouse Gas Emissions (VIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

GHG emissions-related impacts were assessed in accordance with methodologies recommended by the SCAQMD. Where GHG emission quantification was required, emissions were modeled using CalEEMod version 2022.1. CalEEMod is a statewide land use emissions computer model designed to quantify potential GHG emissions associated with both construction and operations from a variety of land use projects. Project construction generated GHG emissions were calculated using CalEEMod model defaults for Los Angeles County. Operational GHG emissions were based on the Project site plans and traffic trip generation rates from KOA (2022).

4.8.2.1 Construction Significance Analysis

Construction-related activities that would generate GHG emissions include worker commute trips, haul trucks carrying supplies and materials to and from the Project Area, and off-road construction equipment (e.g., dozers, loaders, excavators). Table 4.8-1 illustrates the specific construction generated GHG emissions that would result from construction of the Project. Once construction is complete, the generation of these GHG emissions would cease.

Table 4.8-1. Construction-Related Greenhouse Gas Emissions	
Emissions Source	CO₂e (Metric Tons/Year)
Construction Year One	253
Construction Year Two	806
Construction Year Three	231
Total Construction Emissions	1290

Notes: CO₂e = carbon dioxide equivalent.

Source: CalEEMod version 2022.1. Refer to Appendix A for Model Data Outputs.

As shown in Table 4.8-1, Project construction would result in the generation of approximately 1,290 metric tons of CO₂e over the course of construction. Once construction is complete, the generation of these GHG emissions would cease. Consistent with SCAQMD recommendations, Project construction GHG emissions have been amortized of the expected life of the Project, which is considered to be 30 years per the SCAQMD. The amortized construction emissions are added to the annual average operational emissions (see Table 4.8-2). The construction impacts are less than significant.

4.8.2.2 Operational Significance Analysis

Operation of the Project would result in an increase in GHG emissions primarily associated with motor vehicle trips and onsite energy sources. Long-term operational GHG emissions attributed to the Project are identified in Table 4.8-2.

Table 4.8-2. Operational-Related Greenhouse Gas Emissions	
Emissions Source	CO₂e (Metric Tons/ Year)
Construction Emissions (amortized over the 30-year life of the Project)	43
Mobile	72
Area	0
Energy	61
Water	2
Waste	18
Vegetation	-24
Total	172

Table 4.8-2. Operational-Related Greenhouse Gas Emissions	
Emissions Source	CO₂e (Metric Tons/ Year)
<i>SCAQMD Significance Threshold</i>	<i>3,000</i>
Exceed SCAQMD Threshold?	No

Notes: CO₂e = carbon dioxide equivalent; SCAQMD = South Coast Air Quality Management District
 Emission projections predominately based on CalEEMod model defaults for Los Angeles County. Average daily vehicle trips provided by KOA Corporation (2022).

Source: California Emissions Estimator Model version 2022.1. Refer to Appendix A for Model Data Outputs.

As shown in Table 4.8-2, operational-generated emissions would not exceed the SCAQMD’s numeric bright-line threshold. SCAQMD thresholds were developed based on substantial evidence that such thresholds represent quantitative levels of GHG emissions, compliance with which means that the environmental impact of the GHG emissions will normally not be cumulatively considerable under CEQA. These thresholds were developed as part of the SCAQMD GHG CEQA Significance Threshold Working Group. The working group was formed to assist the SCAQMD’s efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State OPR, CARB, the Attorney General’s Office, a variety of city and county planning departments in the SoCAB, various utilities such as sanitation and power companies throughout the basin, industry groups, and environmental and professional organizations. The 3,000 metric tons of CO₂e per year value represents less than one percent of future 2050 statewide GHG emissions target.

This impact is less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

While L.A.’s Green New Deal was not adopted solely to reduce GHG emissions, climate mitigation is one of eight explicit benefits that help define its strategies and goals. The Proposed Project aims to redevelop a former railyard into a community Park and open space area for recreation along the Los Angeles River. The Proposed Project would further the Urban Ecosystem and Resilience Goals of the LA Green New Deal, including increasing access to parks and open space for local residents, expanding bike paths and trail systems throughout the city, and increase tree canopy and native plants. Additionally, the Project would be designed and operated to meet or exceed the applicable requirements of the state Green Building Standards and the City’s Green Building Code. Furthermore, the Project would be subject to the 2022 Title 24 Standards which represent challenging but achievable design and construction practices that represent a major step towards meeting Zero Net Energy. Additionally, Project-generated GHG emissions would not

surpass the SCAQMD's GHG significance thresholds, which were prepared with the purpose of complying with statewide GHG-reduction efforts and the Scoping Plan. As such, the Project would in no way hinder or conflict with the GHG-reducing goals and strategies.

4.8.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.9 Hazards and Hazardous Materials

4.9.1 Environmental Setting

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency, or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined by the California Health and Safety Code, Section 25501 as follows:

Hazardous material" means any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

A hazardous material is defined in 22 CCR Section 662601.10 as follows:

A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed.

Transporters of hazardous waste in California are subject to several federal and state regulations. They must register with the California Department of Health Services (DHS) and ensure that vehicle and waste container operators have been trained in the proper handling of hazardous waste. Vehicles used for the transportation of hazardous waste must pass an annual inspection by the California Highway Patrol (CHP). Transporters must allow the CHP or DHS to inspect its vehicles and must make certain required inspection records available to both agencies. The transport of hazardous materials that are not wastes is regulated by the U.S. Department of Transportation through national safety standards.

4.9.2 Hazardous Conditions Within the Project Area

Under Government Code Section 65962.5, both the DTSC and SWRCB are required to maintain lists of sites known to have hazardous substances present in the environment. Both agencies maintain up-to-date lists on their websites. According to DTSC, the Project Area historically operated as a locomotive maintenance facility which contained features that included the track area, filter press recycling area,

above-ground storage area, and wash rack area. Investigations indicated that there are compounds present at elevated levels which may require mitigation (DTSC 2023).

DPR entered a Voluntary Clean-up Agreement for the site in December 2021 and began a supplemental investigation work plan to test soil. An investigation of the Project Area was completed in 2020. The results showed shallow soil contained concentrations of lead and petroleum-related compounds. Samples collected from test borings at five feet and below the surface were below residential screening levels. Soil samples were also conducted on March 9 and 10, 2022 to determine the extent of contamination between zero and four feet. Samples were collected at one foot, three feet and four feet below ground surface in each boring (DTSC 2022).

As previously identified in Section 4.3, Air Quality, the General Plan EIR concluded that implementation of the General Plan would not result in significant impacts on the environment, with the exception of potential impacts on soils and groundwater contamination. Soil characterization and risk assessments to determine the levels of contaminants in on-site soils is ongoing and data is not yet available at the time of preparation of this IS/MND. To account for a worst-case scenario, it was assumed that soil excavation at a depth of up to three feet would need to occur for the entire site and would need to be removed and hauled to an offsite landfill that accepts contaminated wastes. The estimated volume of soil to be exported offsite equates to 56,000 cubic yards of soil requiring 70 haul trips. It is anticipated that soil characterization and risk assessments at the site would identify that a majority, if not all, of the onsite soils do not pose a health risk and would be able to be kept onsite. Therefore, the evaluation of hazards and hazardous materials impacts as discussed below considers overly conservative assumptions that all onsite soils at up to a depth of three feet would not meet acceptable screening levels and would need to be hauled offsite to an appropriate disposal facility.

As previously identified, the Rio De Los Angeles State Park General Plan EIR concluded that implementation of the General Plan could result in potential impacts to soils and groundwater from contamination by previous industrial processes that occurred within the site from former uses prior to purchase by DPR. Mitigation measures identified with the General Plan EIR requires that DPR receive concurrence from DTSC that the Project is cleared for recreational development; that soil sampling occur and be screened for specific constituents of concern and if encountered, work must halt and the contaminated area(s) must be remediated; implement appropriate testing and handling of soil to determine appropriate disposal and treatment options; and ensure contaminated soils are hauled to a Class I landfill or other appropriate soil treatment and recycling facility. Additionally, to address potential groundwater contamination impacts, a mitigation measure was identified requiring the halting of construction if groundwater is encountered during construction until appropriate dewatering or avoidance measures is identified, or other treatment is recommended or required by the RWQCB.

4.9.3 Hazards and Hazardous Materials (IX) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Less Than Significant with Mitigation Incorporated.

As the Proposed Project would construct various new Park amenities, it would not transport, use, or dispose of any hazardous materials beyond those required for soil hauling and used for construction and maintenance during occupancy. Under a worst-case scenario requiring excavation and hauling of soil materials out of the Project Area, haul trucks would transport soils from the Project Area to a receiving landfill that accepts contaminated soils. It is estimated that up to 70 haul trips daily would be required over a construction period of 100 days. Title 49 of the Code of Federal Regulations and implemented by Title 13 of the California Code of Regulations (CCR), the United States Department of Transportation (USDOT) Office of Hazardous Materials Safety has established strict regulations for the safe transportation of hazardous materials. Appropriate documentation for all hazardous waste that is transported in connection with project-site activities would be provided as required for compliance with existing hazardous materials regulations. Hazardous wastes produced on site are subject to requirements associated with accumulation time limits, proper storage locations and containers, and proper labeling. Additionally, for removal of hazardous waste from the site, hazardous waste generators are required to use a certified hazardous waste transportation company, which must ship hazardous waste to a permitted facility for treatment, storage, recycling, or disposal. Compliance with applicable regulations would reduce impacts associated with the use, transport, storage, and sale of hazardous materials. Under the likely scenario that onsite soils would remain onsite and would be capped in place, this impact would not occur.

Other construction activities may involve limited transport, storage, use, or disposal of hazardous materials. Some examples of hazardous materials handled during construction include fueling and servicing construction equipment on-site and the use of paints and solvents during construction. These activities would be short-term and one-time events and would be subject to federal, state, and local health and safety requirements. A less than significant impact related to the use or transport of hazardous materials is expected to occur during construction.

Long-term operation of the Proposed Project would involve very little transport, storage, use, or disposal of hazardous material. Typical facility maintenance involves the limited use of hazardous materials through custodial, routine maintenance, and repair activities, including commercial cleansers, lubricants, paints, and pesticides/herbicides for landscaping purposes. These items would be stored in an appropriate place, such as a utility closet, with limited access only by appropriate employees of the Park.

Based on the results of previous soil sampling, soil at various locations within the Project Area are impacted with lead and/or petroleum hydrocarbon compounds. To achieve removal action objectives consistent with the mitigation requirements identified in the Rio De Los Angeles State Park General Plan

EIR, soil with contaminant concentrations above allowable levels would be handled as described in Mitigation Measure HAZ-1 below, which outlines the preparation of a Removal Action Work Plan (RAW) for the Proposed Project. After implementation of the RAW, groundbreaking and construction activities at the site would not likely release any known toxins or contaminants onsite or convey hazardous materials offsite. Therefore, the Project would not create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant with implementation of Mitigation Measure HAZ-1.

Applicable BMPs related to hazards and hazardous materials from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Less Than Significant with Mitigation Incorporated.

Based on the results of previous soil sampling, soil at various locations within the Project Area are impacted with lead and/or petroleum hydrocarbon compounds. As described above, Mitigation Measure HAZ-1 outlines the preparation of a RAW for the Proposed Project. The primary objectives of the removal action described in the RAW are to mitigate and minimize exposure of humans to the chemicals of concern (in this case lead and petroleum hydrocarbons) in shallow soil through inhalation, dermal absorption, and ingestion identified within the Project Area. The RAW would identify and evaluate remedial approaches to clean up the Project Area so that it is suitable for use as a recreation area. Using prescribed screening criteria, a preferred remedial alternative would be selected for detailed discussion. The RAW would also summarize previous field investigation results and establish site-specific cleanup goals that are protective of human health and the environment. These actions are consistent with the mitigation requirements identified in the Rio De Los Angeles State Park General Plan EIR. Thus, impacts would be less than significant with implementation of Mitigation Measure HAZ-1.

Applicable BMPs related to hazards and hazardous materials from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Less Than Significant with Mitigation Incorporated.

Multiple schools surround the Project Area including preschools, charter schools, public schools, and music schools. The nearest school is Alliance Tennenbaum Family Technology High School, which is located approximately 183 feet to the east of the Project Area. As part of the Proposed Project, prior to construction, the Project would be required to adhere to the construction specifications and applicable regulations regarding hazardous materials and hazardous waste, including disposal, and would further ensure that construction of the Proposed Project would not create a significant hazard to the public or the environment, including nearby schools.

The Project would take preventative measures to reduce potential hazards to the surrounding communities. The Project would prepare a RAW as described in Mitigation Measure HAZ-1; comply with provisions of the County’s Fire Code, the Los Angeles County Department of Environmental Health’s Hazardous Materials Management Division, and the California Health and Safety Code; and prepare and implement a hazardous substance management, handling, storage, disposal, and emergency response plan during all construction activities. Upon the completion of construction, the Proposed Project would serve as a recreation area and would not emit hazardous emissions or create significant impacts through the handling of hazardous or acutely hazardous materials, substances, or wastes within one-quarter mile of a school. For these reasons, a less than significant impact would occur with mitigation.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Less than Significant with Mitigation Incorporated.

Government Code Section 65962.5 requires the DTSC, the State Department of Health Services, the SWRCB, and the California Integrated Waste Management Board to compile and annually update lists of hazardous waste sites and land designated as hazardous waste property throughout the state.

California Environmental Protection Agency’s (CalEPA) Cortese List Data Resources records were reviewed to help determine whether hazardous materials have been handled, stored, or generated in the Project

Area or the adjacent properties and businesses (CalEPA 2023). The list, although covering the requirements of Section 65962.5, has always been incomplete because it does not indicate if a specific site was at one time included in the abandoned site program.

The list is a compilation of the following five separate websites:

- 1) DTSC's EnviroStor – identifies waste or hazardous substances sites.
- 2) SWRCB's GeoTracker – identifies underground storage tanks for which an unauthorized release report was filed, cleanup sites, and all solid waste disposal facilities from which there is a mitigation of hazardous waste for which a regional board has notified DTSC.
- 3) A Portable Document Format of solid waste disposal sites identified by the SWRCB with waste constituents above hazardous waste levels outside the waste management unit.
- 4) A list of cease-and-desist orders and clean up and abatement orders.
- 5) A list of hazardous waste facilities subject to corrective action.

GeoTracker did not identify the site as an underground storage tank for which an unauthorized release report was filed, a cleanup site, or a solid waste disposal facility from which there is a mitigation of hazardous waste for which a regional board has notified DTSC (SWRCB 2023).

A list of solid waste disposal sites with waste constitutes above hazardous waste levels outside the waste management unit was also checked. No records were listed.

The list of cease-and-desist orders and clean up and abatement orders did not include the Project Area.

The list of hazardous facilities subject to corrective action does not include the Project Area.

However, DTSC's EnviroStor indicated that that Project Area was identified as a hazardous waste or substances site (DTSC 2023). The Project would prepare a RAW as described in Mitigation Measure HAZ-1; comply with provisions of the County's Fire Code, the Los Angeles County Department of Environmental Health's Hazardous Materials Management Division, and the California Health and Safety Code; and prepare and implement a hazardous substance management, handling, storage, disposal, and emergency response plan during all construction activities. Upon the completion of construction, the Proposed Project would serve as a recreation area and would not emit hazardous emissions or create significant impacts through the handling of hazardous or acutely hazardous materials, substances, or wastes within one-quarter mile of a school. For these reasons, a less than significant impact would occur with mitigation.

Would the Project

e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project Area?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact.

The Project Area is not located within an airport land use plan. No helistop/helipad is proposed, and no tall objects are proposed on the Project Area that would cause a hazard to flight. For these reasons, no impact would occur.

Would the Project:

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less than Significant Impact.

The City adopted a Local Hazard Mitigation Plan (City of Los Angeles 2018) that addresses response to and short-term recovery from disasters and emergency situations. Additionally, the City’s General Plan includes a Public Safety Element that addresses seismic and geologic hazards, flood risk, hazardous materials, and noise hazards. The Project would comply with the Local Hazard Mitigation Plan in the event of an emergency or citywide disaster.

Implementation of the Proposed Project would increase the potential need for emergency access to and from the site. The Project design proposes access to the site from the entrance at Kerr Street. The Project includes a 20-foot-wide decomposed granite pathway through the Project Area to allow for emergency access. During the course of the City’s required review of the Proposed Project’s applications, the site plan would be reviewed to ensure that adequate access to and from the Project Area and around the proposed structures is provided for emergency vehicles. With adherence to the City requirements for emergency vehicle access, impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

Some lands in proximity to the Project are at high risk for fire hazards (CAL FIRE 2023). These areas are located southwest of the Project Area across the I-5 freeway, and east of the Project Area in the Elysian Valley neighborhood. The Project Area and the surrounding area are relatively flat and located within an urban area of Los Angeles. Undeveloped wildland areas are not located in proximity to the Project Area. Further, the Project does not propose the construction of new housing or businesses. Through site plan review, construction of the Proposed Project would maintain adequate emergency access to the site and would not interfere with an emergency response plan or evacuation route. A less than significant impact would occur.

4.9.4 Mitigation Measures

HAZ-1: Preparation of a Removal Action Work Plan. The Project Proponent shall prepare a RAW prior to construction. The RAW shall meet the requirements of Health and Safety Code Section 25356.1 and to the satisfaction of the California Department of Toxic Substances Control. The RAW shall include the following information:

Site Description – Include current site conditions, ownership and operational history, site characterization activities conducted, any response actions taken, nature and extent of contamination, and risk assessment/evaluation.

- Conceptual Site Model – Discussion of the relationship between contaminant sources and receptors through migration and exposure paths.
- Removal Action Objectives – Identify goals or objectives to be achieved by the removal action.
- Identify Removal Action Alternatives – Develop and analyze removal action alternatives, at a minimum, consider effectiveness, implementability, and cost.
- Engineering Evaluation/Cost Analysis – Provide a comparison of alternatives, technical and cost evaluation, selection of a preferred alternative, and explanation of the basis for the selection.
- Implementation Details – Include details on all aspects of removal action implementation, including confirmation sampling and waste disposal.
- Sampling and Analysis Plan – Provide confirmation sampling, along with corresponding Quality Assurance Plan to confirm effectiveness of RAW, if applicable.

- Long Term Stewardship – Describe deed restrictions and any operation & maintenance requirements, if applicable.
- Health and Safety Plan – Outline methods that will be employed during the removal action to ensure the health and safety of workers and the public.
- Schedule of Activities – Include a detailed Project schedule.
- Public Involvement Process – Describe public participation activities.
- California Environmental Quality Act – Outline the CEQA approach for the removal action.
- Administrative Record – Provide a list of all documents and information relied on or considered during the removal action selection process.

4.10 Hydrology and Water Quality

4.10.1 Environmental Setting

4.10.1.1 Regional Hydrology

The Park is located in the San Fernando Valley Groundwater Basin (SFVGB), in the Upper River Area. The SFVGB includes the entire Verdugo Basin and the eastern portion of the San Fernando Valley, providing enough water to serve approximately 800,000 people.

As the Los Angeles River watershed passes the Taylor Yard complex, the Los Angeles River flows through the Glendale Narrows, a narrow valley that separates the San Fernando Valley and the Los Angeles Coastal Plain. The Los Angeles River drains a watershed that covers 834 square miles from the Santa Susana/San Gabriel Mountains to San Pedro. The section of the Los Angeles River by the Park continues to flow year-round, fed by groundwater forced up by relatively shallow.

4.10.1.2 Site Hydrology and Onsite Drainage

Groundwater flows underneath the Taylor Yard complex occur under unconfined conditions, such that levels vary with the season. Groundwater levels are relatively high during the wet season and low during the dry season. Based on data collected in 1999 and 2000, the general groundwater flow direction beneath the Taylor Yard complex is to the south-southeast with an average hydraulic gradient across the site of 0.0021 foot per foot (DPR 2005).

Taylor Yard has been graded and developed multiple times throughout the complex's history; therefore, the land remains relatively uniform and does not exhibit a high degree of slope on any part of the property. The Bowtie Parcel is relatively flat and consists of hardened dirt and slabs of concrete due to its previous use as a freight switching facility and recent remediation efforts. Local runoff from the surrounding communities of Cypress Park, Glassell Park, Elysian Valley, and Atwater Village is conveyed to storm drains that run under the Taylor Yard complex and empty into the Los Angeles River through culverts on the northeast levee.

4.10.2 Hydrology and Water Quality (X) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

Although some impervious surfaces may be needed throughout the Park, such as in parking lots, the Proposed Project would reduce the overall impervious surface area through the creation of naturalized landscapes, such as natural parkland and grassy areas. The existing hard dirt and concrete lot would be restored to a naturalized setting which permits increased groundwater infiltration. Development of the Park would have minimal potential to adversely affect groundwater recharge and would likely improve surface water quality. Although the Project Area is located within 0.25 mile of the Los Angeles River, Project implementation would not violate any water quality standards or discharge requirements, and impacts related to stormwater runoff would be less than significant. Implementation of NPDES and Los Angeles County MS4 Permit requirements, including a SWPPP would ensure that potential stormwater runoff impacts would be addressed through proper design and construction site BMPs. At a minimum, the SWPPP would include the following elements:

- Work areas, staging areas, or stockpile areas that could be subject to erosion during storm events would be stabilized with erosion control measures as appropriate. These measures could typically include silt fencing, straw bales, sandbags, filter fabric, coir rolls or wattles.
- Erosion control methods used to prevent siltation would be monitored weekly and maintained as needed.
- Stabilize and reseed disturbed upland areas with native grasses, shrubs, and trees upon completion of construction.
- Stationary equipment such as motors, pumps, generators, and welders located within or adjacent to the channel or basin will be positioned over drip pans.
- Any equipment or vehicles driven and/or operated within or adjacent to the channel or basin should be checked and maintained daily, to prevent leaks. All maintenance will occur in a designated offsite area. The designated area will include a drain pan or drop cloth and absorbent material to clean up spills.
- Fueling and equipment maintenance will be done in a designated area removed from the area of the channel or basin such that no petroleum products or other pollutants from the equipment may enter these areas via rainfall or runoff. The designated area will include a drain pan or drop cloth and absorbent materials to clean up spills.

- Materials for the containment of spills (i.e., absorbent materials, silt fencing, filter fabric, coir rolls) will be identified and be available onsite prior to commencement of construction or maintenance activities.
- Any accidental spill of hydrocarbons or coolant that may occur within the work area will be cleaned immediately. Absorbent materials will be maintained within the work area for this purpose.
- No wet concrete product will come into contact with any flowing or standing water at any time. Areas where raw cement or grout are applied or where concrete curing or finishing operations are conducted will be separated from any ponded or diverted water flows by a cofferdam or silt-free, exclusionary fencing. All equipment involved with the concrete or grouting operations will be located within a contained area while using any slurry or concrete product. A protective berm or other structure will be in place prior to maintenance and/or repair activities.
- Any spill of the grout, concrete, concrete curing, or wash water adjacent to or within the work area will be removed immediately.

Implementation of NPDES and Los Angeles County MS4 Permit requirements would reduce impacts to less than significant. Additionally, applicable BMPs related to water resources from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Sustainable Groundwater Management Act applies to all California Groundwater Basins and requires that high-and medium-priority groundwater basins form Groundwater Sustainability Agencies and be managed in accordance with locally developed Groundwater Sustainability Plans or Alternative Plans (California Department of Water Resources [DWR] 2020). The Proposed Project falls within San Fernando Valley Groundwater Basin, Basin 4-012. The basin covers 144,837.10 acres (DWR 2020). The basin is prioritized in the Very Low priority category based on the consideration of the eight components required in Water Code Section 10933(b) (DWR 2020).

According to the Los Angeles Department of Water and Power (LADWP) 2020 Urban Water Management Plan (UWMP), the primary LADWP sources of water supplies are water purchased from the Metropolitan Water District (MWD), the Los Angeles Aqueducts, and local groundwater. Recycled water projects are progressing and expected to be a greater portion of LADWP water supply in the future. Overall, these sources of water provide the necessary water to meet LADWP’s water supply needs. According to the 2020 UWMP, the City’s average water demand between 2016 and 2020 was 495,685 acre-feet per year

(LADWP 2020). The 2020 UWMP water demand projection for 2025 is approximately 642,600 acre-feet (AF) under an average weather year assuming passive conservation efforts, which is an increase of approximately 146,915 AF (LADWP 2020).

MWD’s 2020 UWMP indicates that MWD will continue to provide 100 percent supply capability through 2045 for its member agencies during average, single dry, and multiple dry years. For these scenarios, there is a projected surplus of supply capability in every forecast (LADWP 2020).

The Project would increase permeable surfaces at the site and is therefore not anticipated to affect the supplies derived from local groundwater wells. The Project water usage would not increase significantly from existing conditions and would be incapable of significantly affecting water supplies, including groundwater supplies. In addition, the Project would reduce water usage by installing drought tolerant native landscaping. Therefore, the Proposed Project would not substantially deplete groundwater supplies or interfere significantly with groundwater recharge such that there would be a substantive net deficit in aquifer volume or a lowering of the local groundwater table level. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 that would:				
i) result in substantial erosion or siltation onsite or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Less than Significant Impact.

- i) The Proposed Project would not result in large-scale topographic changes or other changes that would affect the drainage pattern of the surrounding area. The Proposed Project would not substantially alter the existing drainage patterns through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or offsite. Existing site drainage infrastructure would be extended to serve the

Project Area. After construction, the site would be covered with permeable and impermeable surfaces, and landscaping that would reduce any potential erosion impact. BMPs would be included as part of the SWPPP prepared for the Proposed Project and would be implemented to manage erosion and the loss of topsoil during construction-related activities. BMPs would include, but are not limited to, straw wattles, silt fences, straw and wood mulch, and preservation of existing vegetation. Therefore, the Proposed Project would not result in substantial soil erosion or the loss of topsoil and a less than significant impact would occur.

Applicable BMPs related to water resources from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities.

Less than Significant Impact.

- ii) As discussed above, the Proposed Project would not result in large-scale topographic changes or other changes that would affect the drainage pattern of the site and surrounding area or impact water resources. Surface runoff volumes would not be increased over existing conditions, and in fact would be mitigated by the increase in permeable surfaces. The Project Area would be designed to maintain existing runoff rates and volumes and would not result in a significant change in flooding conditions on- or offsite. A less than significant impact would occur.

Applicable BMPs related to water resources from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities.

Less than Significant Impact.

- iii) The Proposed Project would not change the amount of runoff water or create additional sources of polluted runoff. During construction, the contractor would implement BMPs for stormwater pollution control. The Project itself would not generate pollutants that may enter the storm drain system. The proposed improvements would not exceed the capacity of the downstream stormwater drainage systems or provide additional sources of polluted runoff. Impacts would be less than significant.

Applicable BMPs related to water resources from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities.

No Impact.

- iv) According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, a portion of the Project Area is located within a 100-year flood hazard area (FEMA 2023). The Project would increase permeable surfaces in the Project Area and is therefore not anticipated to impede or redirect flood flows. There would be no impact to existing housing or other insurable structures from the Proposed Project.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

A portion of the Project Area is located within a 100-year floodplain (FEMA 2023). Project Area is located within the Hansen Dam and Eagle Rock Reservoir flood boundaries. However, the it is located in a heavily developed urban area, more than 18 miles from the Hansen Dam and 4.5 miles from Eagle Rock Reservoir. Hansen Dam and Eagle Rock Reservoir are continually monitored by various governmental agencies to guard against the threat of dam failure. Catastrophic failure of a major dam as a result of an earthquake is regarded as unlikely. Therefore, the potential for the Project Area to be inundated as a result of a dam failure, and potential exposure of people and structures to flooding due to dam failure, are low (DPR 2005).

Because there are no lakes or other large inland bodies of water in the vicinity of the Project Area, there is no risk of inundation by seiche. The Project Area is located approximately 16 miles inland from the Pacific Ocean at an elevation of about 340 feet above mean sea level. At this distance and elevation, the Project Area would not be at risk of inundation by tsunami (DPR 2005). No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Less than Significant with Mitigation Incorporated.

The Park is located in the SFVGB in the Upper Los Angeles River Area. The SFVGB includes the entire Verdugo Basin and the eastern portion of the San Fernando Valley, providing enough water to serve approximately 800,000 people. The Project would increase permeable surfaces at the site, and is therefore not anticipated to affect the supplies derived from local groundwater wells. The Project water usage would not increase significantly from existing conditions and would be incapable of significantly affecting water supplies, including groundwater supplies. In addition, the Project would reduce water usage by installing drought tolerant native landscaping. Therefore, the Proposed Project would not substantially deplete groundwater supplies or interfere significantly with groundwater recharge such that a sustainable groundwater management plan would be obstructed.

The Project Area is located within San Fernando Valley Area 4, a 5,860-acre area of contaminated groundwater in Los Angeles, California. Area 4 is downgradient of two other San Fernando Valley Basin Superfund Sites (Area 1 and Area 2). Numerous potentially responsible parties contaminated groundwater in the San Fernando Valley Basin with volatile organic compounds, including trichloroethylene and

perchloroethylene. Cleanup and investigative activities are ongoing (U.S. Environmental Protection Agency 2023). While the clean-up efforts at the Taylor Yard complex have not completely treated the contaminated soils and groundwater, and the treatment and eventual total site clean-up is an on-going process that will take decades to complete, the Proposed Project would have the potential to improve groundwater quality over time. As described above, Mitigation Measure HAZ-1 outlines the preparation of a RAW for the Proposed Project. As compared to existing conditions, the Project would not introduce potential sources of water pollutants. Moreover, the Project would comply with the City’s LID ordinance, the primary purpose of which is to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater and removes pollutants while reducing the volume and intensity of storm water flows. Implementation of Mitigation Measure HAZ-1 would reduce impacts to less than significant.

Applicable BMPs related to water resources and hazards and hazardous materials from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities.

4.10.3 Mitigation Measures

Please see Mitigation Measure HAZ-1 in Section 4.9.4.

4.11 Land Use and Planning

4.11.1 Environmental Setting

The Project Area is a sub-unit of the existing Rio de Los Angeles State Park and under its General Plan has a Land Use designation of State Park. The existing underlying City Zoning designation of the Project Area is Public Facilities. Table 1.3-1 in Section 1.0 Background describes the surrounding General Plan and Zoning designations. Please also refer to the planning documentation that is referenced in Section 2.7 Consistency with Programmatic and Planning Documentation discussing the Rio de Los Angeles General Plan and Integrated Feasibility Report for the Los Angeles River Ecosystem Restoration.

4.11.2 Land Use and Planning (XI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Proposed Project would result in the development of the property to restore it to a green space, focused on nature and passive recreation. The parcel is currently undeveloped. Due to the nature of the Proposed Project, it would not physically divide an established community and no impact would occur. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Proposed Project consists of infrastructure improvements within the public Right-of-Way; as such, it would not conflict with any applicable land use plans or policies; and no impact would occur. No mitigation is required.

4.11.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.12 Mineral Resources

4.12.1 Environmental Setting

Minerals are defined as any naturally occurring chemical elements or compounds formed by inorganic processes and organic substances. Movable minerals are defined as a deposit of ore or minerals having a value materially in excess of the cost of developing, mining, and processing the mineral and reclaiming the Project area. The conservation, extraction, and processing of mineral resources is essential to meeting the needs of society.

The Surface Mining and Reclamation Act of 1975 (SMARA) states that cities and counties shall adopt ordinances "...that establish procedures for the review and approval of reclamation plans and financial assurances and the issuance of a permit to conduct surface mining operations..." (PRC Section 2774). The intent of this legislation is to ensure the prevention or mitigation of the adverse environmental impacts of mining, the reclamation of mined lands, and the production and conservation of mineral resources are consistent with recreation, watershed, wildlife, and public safety objectives (PRC Section 2712).

SMARA requires the State Geologist to classify land into Mineral Resource Zones (MRZs) according to the known or inferred mineral potential of that land. The process is based solely on geology, without regard to existing land use or land ownership. The primary goal of mineral land classification is to ensure that the mineral potential of land is recognized by local government decision makers and considered before land use decisions, which could preclude mining, are made. Areas subject to California mineral land classification studies are divided into the following MRZ categories that reflect varying degrees of mineral potential:

- MRZ-1: Areas of no mineral resource significance
- MRZ-2: Areas of identified mineral resource significance

- MRZ-3: Areas of undetermined mineral resource significance
- MRZ-4: Areas of unknown mineral resource significance

According to the Conservation Element of the City General Plan, the Project Area is located within MRZ-2 (City of Los Angeles 2001).

4.12.2 Mineral Resources (XII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

No mining operations exist on or in the vicinity of the Project Area, and no mining operations are proposed as part of the Project. The Project would not result in the loss of any locally or regionally known mineral. Therefore, the proposed improvements would have no impact on mineral resources.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

As discussed above, no mining operations exist on or in the vicinity of the Project Area, and no mining operations are proposed as part of the Project. Therefore, the proposed improvements would have no impact on locally important mineral resource recovery sites.

4.12.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.13 Noise

4.13.1 Environmental Setting

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the average equivalent noise level (L_{eq}) in addition to the

day-night average sound level (L_{dn}) and Community Noise Equivalent Level (CNEL). The L_{eq} is a measure of ambient noise, while the L_{dn} and CNEL are measures of community noise. Each is applicable to this analysis and defined as follows:

- **Equivalent Noise Level (L_{eq})** is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- **Day-Night Average (L_{dn})** is a 24-hour average L_{eq} with a 10 dBA added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn} .
- **Community Noise Equivalent Level (CNEL)** is a 24-hour average L_{eq} with a 5-dBA weighting during the hours of 7:00 pm to 10:00 pm and a 10-dBA weighting added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the evening and nighttime, respectively.

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations.

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 decibels (dB) for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics (Federal Highway Administration [FHWA] 2011). Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed (FHWA 2011).

The manner in which older structures in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows (Caltrans 2002). The exterior-to-interior reduction of newer structures is generally 30 dBA or more (Harris Miller Miller & Hanson Inc. 2006).

4.13.1.1 Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally

considered low when the CNEL is below 60 dBA, moderate in the 60- to 70-dBA range, and high, above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1.0 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3.0-dBA change is considered a just-perceivable difference.
- A change in level of at least 5.0 dBA is required before any noticeable change in community response would be expected. An increase of 5.0 dBA is typically considered substantial.
- A 10.0-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

4.13.1.2 Noise Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as hospitals, historic sites, cemeteries, and certain recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

The nearest noise sensitive receptor is Alliance Tennenbaum Family Technology High School, which is located approximately 183 feet to the east of the Project Area.

4.13.2 Vibration Fundamentals

Ground vibration can be measured several ways to quantify the amplitude of vibration produced, including through peak particle velocity (PPV) or root mean square velocity. These velocity measurements measure maximum particle velocity at one point or the average of the squared amplitude of the signal, respectively.

Vibration impacts on people can be described as the level of annoyance and can vary depending on an individual's sensitivity. Generally, low-level vibrations may cause window rattling but do not pose any threats to the integrity of buildings or structures.

4.13.3 Existing Ambient Noise Environment

The most common and significant source of noise in the City is mobile noise generated by transportation-related sources. Other sources of noise are the various land uses (i.e., industrial facilities, agricultural uses, residential and commercial) that generate stationary-source noise. The noise environment in the Proposed Project Area is impacted by various noise sources. The Project Area is currently less than 0.5 miles from the interchange between SR-2 and Interstate Highway 5 (I-5), a prominent source of noise in the area. As shown in Table 4.13-1 below, the ambient recorded noise levels range from 52.5 to 61.2 dBA L_{eq} near the Project Area, and 64.1 dBA CNEL in the Project Area.

4.13.3.1 Existing Ambient Noise Measurements

The Project Area is currently vacant, former railyard. In order to quantify existing ambient noise levels in the Project Area, ECORP conducted three short-term noise measurements (15-minutes) and one long term noise measurements in and around the Project Area on the afternoon of January 31, 2023. These short-term noise measurements are representative of typical existing noise exposure within and immediately adjacent to the Project Area during the daytime. The long-term measurement was taken from 11:21 a.m. on January 31 to 11:21 a.m. on February 1. The 15-minute measurements were taken between 10:08 a.m. and 11:06 a.m. on January 31. The average noise levels at each location are listed in Table 4.13-1.

Table 4.13-1. Existing (Baseline) Noise Measurements						
Location Number	Location	L_{eq} dBA	CNEL dBA	L_{min} dBA	L_{max} dBA	Time
Short Term Measurements						
1	Along the parkway, south of intersection at Carillon Street and La Clede Avenue	61.2	N/A	51.7	76.8	10:08 a.m. – 10:23 a.m.
2	End of cul-de-sac along Marsh Street	58.0	N/A	45.9	72.5	10:30 a.m. – 10:45 a.m.
3	Adjacent to intersection of Knox Avenue and Blake Avenue	52.5	N/A	41.7	80.0	10:51 a.m. – 11:06 a.m.
Long Term Measurement						
4	On the northern side of the Project Area	57.4	64.1	46.3	89.5	11:21 a.m. – 11:21 a.m.

Table 4.13-1. Existing (Baseline) Noise Measurements

Location Number	Location	L_{eq} dBA	CNEL dBA	L_{min} dBA	L_{max} dBA	Time
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Notes: L_{eq} is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. L_{min} is the minimum noise level during the measurement period and L_{max} is the maximum noise level during the measurement period. CNEL is a 24-hour average L_{eq} with a 5 dBA “weighting” during the nighttime hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA “weighting” added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

Source: Measurements were taken by ECORP with a Larson Davis SoundExpert LxT precision sound level meter, which satisfies the American National Standards Institute for general environmental noise measurement instrumentation. Prior to the measurements, the SoundExpert LxT sound level meter was calibrated according to manufacturer specifications with a Larson Davis CAL200 Class I Calibrator. See Appendix F for noise measurement outputs.

As shown in Table 4.13-1, the ambient recorded noise levels range from 52.5 to 61.2 dBA L_{eq} over the course of the three short-term noise measurements taken in the Project vicinity. The ambient recorded noise level in the Project Area was 64.1 dBA CNEL. The most common noise in the Project vicinity is produced by automotive vehicles (e.g., cars, trucks, buses, motorcycles) on area roadways.

4.13.3.2 Regulatory Setting

City of Los Angeles General Plan

The Noise Element of the City General Plan provides policy direction for minimizing noise impacts on the community and for coordinating with surrounding jurisdictions and other entities regarding noise control. By identifying noise-sensitive land uses and establishing compatibility guidelines for land use and noise, noise considerations will influence the general distribution, location, and intensity of future land use. The result is that effective land use planning and mitigation can alleviate the majority of noise problems.

The most basic planning strategy to minimize adverse impacts on new land uses due to noise is to avoid designating certain land uses at locations within Los Angeles that would negatively affect noise-sensitive land uses. Uses such as schools, hospitals, childcare, senior care, congregate care, churches, and all types of residential uses should be located outside of any area anticipated to exceed acceptable noise levels as defined by the Noise and Land Use Compatibility Guidelines, or should be protected from noise through sound attenuation measures such as site and architectural design and sound walls. The City has adopted land use noise compatibility guidelines as a basis for planning decisions based on noise considerations. The Guidelines for Noise Compatible Land Uses are shown in Table 4.13-2. In the case that the noise levels identified at a proposed land use do not surpass the maximum allowable levels presented, the proposed land use type is considered compatible with the existing noise environment.

Land Use Category	Day-Night Average Exterior Sound Level (CNEL dB)						
	50 dBA	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA
Residential Single Family, Duplex, Mobile Home	A	C	C	C	N	U	U
Residential Multi-Family	A	A	C	C	N	U	U
Transient Lodging, Motel, Hotel	A	A	C	C	N	U	U
School, Library, Church, Hospital, Nursing Home	A	A	C	C	N	N	U
Auditorium, Concert Hall, Amphitheater	C	C	C	C/N	U	U	U
Sports Arena, Outdoor Spectator Sports	C	C	C	C	U/C	U	U
Playground, Neighborhood Park	A	A	A	A/N	N	N/U	U
Golf Course, Riding Stable, Water Recreation, Cemetery	A	A	A	A	N	A/N	U
Office Building, Business, Commercial, Professional	A	A	A	A/C	C	C/N	U
Agriculture, Industrial, Manufacturing, Utilities	A	A	A	A	A/C	C/N	N

Notes: CNEL = Community Noise Equivalence Levels; dB = decibels; dBA = A-weighted decibels.
A= Normally Acceptable. Specified land use is satisfactory, based upon the assumption that any building involved are of normal conventional construction without any special noise insulation requirements.
C= Conditionally Acceptable. New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
N= Normally Unacceptable. New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
U= Clearly Unacceptable. New construction or development should generally not be undertaken.

Source: City of Los Angeles 1999.

In accordance with the Noise Element, a noise exposure of 65 dBA CNEL or less is considered to be the most desirable target for the exterior of a playground or neighborhood park land uses. Noise levels above 65 dBA CNEL are “normally unacceptable” playground or neighborhood park land uses.

City of Los Angeles Municipal Code

The City has numerous ordinances and enforcement practices that apply to intrusive noise and that guide new construction. The City’s comprehensive noise ordinance, found in Chapter XI of the LAMC, sets forth

sound measurement and criteria, minimum ambient noise levels for different land use zoning classifications, sound emission levels for specific uses, hours of operation for certain uses, standards for determining when noise is deemed to be a disturbance, and legal remedies for violations. Key provisions of Chapter XI of the LAMC are discussed below.

Section 112.05 of the LAMC prohibits the operation of any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet from the source of the noise between the hours of 7:00 a.m. and 10:00 p.m. when the source is located within 500 feet of a residential zone:

- 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors, and pneumatic or other powered equipment;
- 75 dBA for powered equipment of 20 horsepower or less intended for infrequent use in residential areas, including chain saws, log chippers, and powered hand tools; or
- 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools, and riding tractors.

The noise limitations above do not apply where compliance is technically infeasible, which means that the noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or other noise reduction device or techniques during the operation of the equipment. The limitations apply only to land uses in or within 500 feet of residential zones.

In accordance with the LAMC, a noise level increase of 5 dB over the existing average ambient noise level at an adjacent property line is considered a noise violation. This standard applies to:

- 1) radios, television sets, and similar devices defined in LAMC Section 112.01;
- 2) air conditioning, refrigeration, heating, pumping, and filtering equipment defined in LAMC Section 112.02;
- 3) powered equipment intended for repetitive use in residential areas and other machinery, equipment, and devices defined in LAMC Section 112.04; and
- 4) motor vehicles driven on-site as defined in LAMC Section 114.02.

Section 41.40 of the LAMC also prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturday. All such activities are also prohibited on Sundays and all federal holidays.

Furthermore, projects are subject to the following requirements:

- Compliance with the City's Noise Ordinance Nos. 144,331 and 161,574, which prohibit the emission or creation of noise beyond applicable levels (as described above) at adjacent uses unless technically infeasible.

- Restricting the construction and demolition activities to the hours indicated in Section 41.40 of the LAMC (i.e., between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturday. All such activities are also prohibited on Sundays and all federal holidays).
- Compliance with the City's Building Regulations Ordinance No. 178,048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City's Department of Building and Safety.
- Compliance with Section 112.02 of the LAMC for all new mechanical equipment, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than 5 dBA.

City of Los Angeles CEQA Threshold Guide

As set forth in the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on noise levels from construction if:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use;
- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or
- Construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or anytime on Sunday.

In addition, a project would normally have a significant impact on noise levels from project operations if:

- The Project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category identified in Table 4.13-2 of this acoustical analysis, or any 5 dBA or greater noise increase.

4.13.4 Noise (XIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

4.13.4.1 Construction Noise Analysis

Onsite Construction Noise

Construction noise associated with the Proposed Project would be temporary and would vary depending on the specific nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road equipment for onsite construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., site preparation, excavation, paving). Noise generated by construction equipment, including earth movers, pile drivers, and portable generators, can reach high levels. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). During construction, exterior noise levels could negatively affect sensitive land uses in the vicinity of the construction site.

The nearby sensitive receptors to the Project Area are Alliance Tennenbaum Family Technology High School and apartment complex residences on N. Coolidge Avenue. As previously mentioned, Section 112.05 of the LAMC prohibits the operation of any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA within or adjacent to a residential zone. Additionally, Section 41.40 of the LAMC also prohibits construction activity (including demolition) and repair work between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, between 6:00 p.m. and 8:00 a.m. on Saturday, Sundays, and all federal holidays. Lastly, the City CEQA Thresholds Guide states that construction activities lasting more than 10 days in a three-month period, such as in the case of the Proposed Project, would be considered a substantial noise impact if such activities exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use.

The anticipated short-term construction noise levels generated for the necessary equipment were calculated using the Roadway Noise Construction Model for the site preparation, grading, building construction, paving, and painting anticipated for the Proposed Project. It is acknowledged that the majority of construction equipment is not situated at any one location during construction activities, but

rather spread throughout the Project Area and at various distances from sensitive receptors. Therefore, this analysis employs Federal Transit Administration (FTA) guidance for calculating construction noise, which recommends measuring construction noise produced by all construction equipment operating simultaneously from the center of the Project Area (FTA 2018), which in this case is approximately 581 feet from the apartment complex residences and 786 feet distant from the high school. The anticipated short-term construction noise levels generated for the necessary equipment is presented in Table 4.13-3.

Construction Phase	Estimated Exterior Construction Noise Level @ Closest Residences (dBA L_{eq})	Construction Noise Standard (dBA L_{eq})	Exceeds Standards?
Site Preparation	66.3	75	No
Grading	66.3	75	No
Building Construction, Paving, and Painting	68.1	75	No

Notes: dBA = A-weighted decibels; L_{eq} = average equivalent energy noise level.

L_{eq} is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

Construction equipment used during construction provided using the California Emissions Estimator Model (CalEEMod), version 2022.1. CalEEMod is designed to calculate air pollutant emissions from construction activity and contains default construction equipment and usage parameters for typical construction projects based on several construction surveys conducted in order to identify such parameters. Consistent with Federal Transit Administration (FTA) recommendations for calculating construction noise, construction noise was measured from the center of the Project Area (FTA 2018), which is 581 feet from the apartment complex residences.

Source: Construction noise levels were calculated by ECORP Consulting, Inc. using the Federal Highway Administration (FHWA) Roadway Noise Construction Model (FHWA 2006). Refer to Appendix F for Model Data Outputs.

As shown, no individual or cumulative construction equipment would exceed 75 dBA at the closest residence. However, as stated above, ECORP conducted a series of noise measurements, including one long term measurement, in the Project Area (see Table 4.13-1), which recorded a noise level in the Project Area of 64.1 dBA CNEL. The City CEQA Thresholds Guide states that construction activities lasting more than 10 days in a three-month period, such as in the case of the Proposed Project, would be considered a substantial noise impact if such activities exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use. The long-term noise measurement, taken by ECORP from January 31, 2023 to February 1, 2023, is the best approximation of ambient noise level in the area surrounding the Project Area. Therefore, the ambient noise measurement of 64.1 dBA CNEL is used to represent the ambient noise level of the closest sensitive receptors. Project construction would not result in an increase in 5 dBA over existing conditions (68.1 dBA – 64.1 dBA = 4.0 dBA).

As previously described, all projects in Los Angeles are subject to compliance with the City's Noise Ordinance Nos. 144,331 and 161,574, which prohibit the emission or creation of noise beyond applicable levels (as described above) at adjacent uses unless technically infeasible. Section 41.40 of the LAMC restricts the construction and demolition activities between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and 6:00 p.m. and 8:00 a.m. on Saturdays. All such activities are also prohibited on Sundays and all federal holidays). Ordinance No. 178,048 requires a construction site notice to be provided that includes the job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice is required to be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City's Department of Building and Safety. The Project is required to adhere to all City regulations.

Project construction noise would be less than significant.

Applicable BMPs related to noise from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities.

Offsite Construction Worker Trips

Project construction would result in additional traffic on adjacent roadways over the period that construction occurs. According to CalEEMod, which is designed to model emissions for land use development projects based on several construction surveys conducted in order to identify such parameters, including those generated by worker commute trips and vendor trips, the maximum number of Project construction trips during a single construction phase is expected to be 58 one-way trips per day. According to Caltrans Technical Noise Supplement to the Traffic Noise Analysis Protocol (2013), a doubling of traffic on a roadway is required to result in an increase of 3 dB (outside of the laboratory, a 3-dBA change is considered a just-perceivable difference). The Project Area is accessible from Kerr Street and Glendale Freeway. Per the LADOT 24 Hour Traffic Volumes (2011), the intersection of Glendale Freeway and San Fernando Road, which is approximately 1,423 feet away from the Northern Boundary of the Project Area, had an average daily traffic count of 13,410 vehicles. As such, the Project would not result in a doubling of traffic on area roadways and the contribution to existing traffic noise during Project construction would not be perceptible. Additionally, it is noted that construction is temporary, and these trips would cease upon completion of the Project. Therefore, this impact is less than significant.

Operational Noise Analysis

Noise-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would each be considered noise-sensitive and may warrant unique measures for protection from intruding noise. The nearby sensitive receptors to the Project Area are Alliance Tennenbaum Family Technology High School, approximately 786 feet east from the center of the Project Area, and apartment complex residences on N. Coolidge Avenue, approximately 581 feet to the

west of the center of the Project Area. Operational noise sources associated with the Proposed Project include recreational and Park activities.

Operational Traffic Noise

The Project proposes to renovate a former railyard site into a community park with associated park features. According to the Traffic Study prepared for the Project, the Park is expected to generate approximately 98 daily trips on weekdays, under current conditions (KOA 2022). CalEEMod version 2022.1 generated defaults for the Proposed Project estimate there will be an average of approximately 23 daily trips on Saturdays and Sundays. The calculated noise levels as a result of the Project at affected sensitive land uses are compared against the Land Use Compatibility for Community Noise Exposure standards identified in Table 4.13-2 above.

Calculations using the FHWA roadway noise prediction model in conjunction with the trip generation rate identified by KOA identify Project traffic noise as 45.1 dBA CNEL (see Appendix F). This noise level lays within the Normally Acceptable ambient noise level range established by the County for the protection of residential and school land uses, the sensitive land uses in the Project Area. Thus, the Proposed Project would not result in a transportation noise exposure in excess of City's standards.

Onsite Operational Noise

The Project is proposing the renovation of former railyard site into a community park and associated features along the Los Angeles River. The most perceivable noise producing activities that would take place in the Project Area would be playground activities or recreational noises. This is not expected to be a significant source of noise that would impact the nearby sensitive noise receptors. As such, operational noise produced as a result of the Project would result in a less than significant impact.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

4.13.4.2 Construction Vibrational Analysis

Excessive groundborne vibration impacts result from continuously occurring vibration levels. Increases in groundborne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. Construction in the Project Area would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. It is not anticipated that pile drivers or jackhammers would be necessary during Project construction. Vibration decreases rapidly with distance, and it is acknowledged that construction activities would occur throughout the Project Area and would not be concentrated at the point closest to sensitive receptors. Groundborne vibration levels associated with construction equipment are summarized in Table 4.13-4.

Equipment Type	Peak Particle Velocity at 25 Feet (inches per second)
Large Bulldozer	0.089
Pile Driver	0.170
Loaded Trucks	0.076
Hoe Ram	0.089
Jackhammer	0.035
Small Bulldozer/Tractor	0.003
Vibratory Roller	0.210

Source: Caltrans 2020; FTA 2018

The City does not regulate vibrations associated with construction. However, a discussion of construction vibration is included for full disclosure purposes. For comparison purposes, the Caltrans (2020) recommended standard of 0.5 inches per second PPV with respect to the prevention of structural damage for commercial buildings is used as a threshold. Consistent with FTA recommendations for calculating vibration generated from construction equipment, construction vibration was measured from the center of the Project Area (FTA 2018). The nearest structure of concern to the construction site is a commercial building 235 feet east of the Project Area center. The closest residential apartment complexes are not included in this analysis because although they are 581 feet west of the Project Area's center, the Los Angeles River runs in between the Project Area and the residences, which are on the opposite side of the River. Because of this, vibrational impacts are more relevant to the commercial buildings located adjacent to the Project Area.

Based on the representative vibration levels presented for various construction equipment types in Table 4.13-4 and the construction vibration assessment methodology published by the FTA (2018), it is possible to estimate the potential project construction vibration levels. The FTA provides the following equation:

$$[PPV_{\text{equip}} = PPV_{\text{ref}} \times (25/D)^{1.5}]$$

Table 4.13-5 presents the expected Project related vibration levels at a distance of 235 feet.

Table 4.13-5 Construction Vibration Levels at 235 Feet							
Receiver Peak Particle Velocity Levels (in/sec)					Peak Vibration	Threshold	Exceed Threshold ?
Large Bulldozer, Caisson Drilling, & Hoe Ram	Loaded Trucks	Jackhammer	Pile Driver	Vibratory Roller			
0.003	0.002	0.001	0.005	0.007	0.007	0.5	No

Notes: Based on the Vibration Source Levels of Construction Equipment included on Table 4.13-4 (FTA 2018). Distance to the nearest structure of concern is approximately 235 feet measured from Project Area center.

As shown in Table 4.13-5, vibration as a result of onsite construction activities in the Project Area would not exceed 0.5 PPV at the nearest structure. Thus, onsite Project construction would not exceed the recommended threshold. Because of these reasons, this impact is less than significant.

Applicable BMPs related to noise from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities.

4.13.4.3 Operational Vibration Analysis

Project operations would not include the use of any stationary equipment that would result in excessive vibration levels. The Project would not accommodate any heavy-duty trucks or equipment. Therefore, the Project would result in negligible groundborne vibration impacts during operations. This impact is less than significant.

Would the Project:

- 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, would the Project expose people residing or working in the Project Area to excessive noise levels?

Potentially Significant Impact Less than Significant with Mitigation Incorporated Less than Significant Impact No Impact

No Impact.

The nearest airport to the Project Area is the Hollywood Burbank Airport located approximately 9 miles northwest. According to the City’s General Plan Noise Element, the Project Area is not within any of the noise contours from the airport. Therefore, the implementation of the Proposed Project would not affect airport operations, nor result in increased exposure of those on the Project Area to aircraft noise.

4.13.5 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.14 Population and Housing

4.14.1 Population and Housing (XIV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

The Proposed Project would add new structures and amenities to the Park. The Proposed Project does not propose the construction of new housing, businesses, or extended infrastructure and therefore is not anticipated to directly or indirectly induce population growth in the area. Upon completion, the new Park amenities would be maintained by State Park staff. As such, the Proposed Project is not expected to generate a substantial permanent increase in employment opportunities in the area capable of inducing population growth. A less than significant impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

The Project involves construction of passive recreation amenities and wetland habitat restoration. As described above, the Project Area does not contain any residential structures and no people live on the property under existing conditions. The Proposed Project would not remove housing; therefore, it would not displace people. Accordingly, implementation of the Proposed Project would not displace substantial numbers of people and would not necessitate the construction of housing elsewhere. A less than significant impact would occur.

4.14.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.15 Public Services

4.15.1 Environmental Setting

4.15.1.1 Police Services

Police protection services in the City are provided by the Los Angeles Police Department (LAPD). The nearest police station to the Project Area is the Northeast Police Station, located at 3353 N. San Fernando Road, approximately 0.6-mile north of the site. State Park Rangers and Lifeguards perform professional and technical duties in State Park units involving operations, interpretation, resource protection, patrol, safety and law enforcement, assist with program management activities and aquatic rescue services within State Park lands. Duties include, but are not limited to: patrol (vehicle, boat, foot, etc.), issuing citations, writing reports, making physical arrests, conducting investigations, taking command in emergencies, performing search and rescue activities, and providing emergency medical aid.

4.15.1.2 Fire Services

Fire protection services in the City are provided by the Los Angeles Fire Department (LAFD). In particular, the primary duties of the LAFD Fire Development Services Unit are to conduct Fire Life Safety Plan Checks and Fire Life Safety Inspections which aim to enforce applicable standards of the Fire Code, Title 19, Uniform Building Code, City, and National codes concerning new construction and remodeling. Furthermore, the Hydrants and Access Unit reviews plans to evaluate adequacy of site access and hydrant placement. The Proposed Project is within the existing service area of the LAFD. The nearest fire station to the Project Area is LAFD Station No. 50 located approximately 0.2-mile north at 3036 Fletcher Drive.

4.15.1.3 Schools

The Project is located within the Los Angeles Unified School District (LAUSD). LAUSD currently supports 783 K-12 schools and over 429,000 students (LAUSD 2023). Multiple schools surround the Project Area including preschools, charter schools, public schools, and music schools.

4.15.1.4 Parks

There are several recreational centers within a 1-mile radius of the Project Area, including Rio de Los Angeles State Park and El Rio Canyon Park. Elysian Park, located one mile south of the Project Area, is the second largest city park in Los Angeles. Elysian Park offers hiking trails, picnic areas with barbeque pits, a man-made lake, children's play areas, playfields, and the Chavez Ravine Arboretum.

4.15.2 Public Services (XV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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:				
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.15.2.1 Fire Protection

Less than Significant Impact.

The Proposed Project would be required to comply with applicable fire and life safety standards and code requirements, such as fire hydrant flows, hydrant spacing, adequate fire lane turning-radius, access, and design to comply with LAFD’s fire protection requirements. Upon implementation of LAFD requirements, including compliance with all applicable standards required by the LAFD as a result of the Fire Life Safety Plan Checks and Fire Life Safety Inspections processes, the Proposed Project would not place an unanticipated burden on fire protection services. In addition, emergency access to the Project Area would be maintained at all times during both Project construction and operation. As such, the Proposed Project would therefore not substantially affect response times or service ratios such that new or expanded fire facilities would be needed. Impacts would be less than significant.

Applicable BMPs related to public health and safety from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities.

4.15.2.2 Police Services

Less than Significant Impact.

The Proposed Project’s site plan includes an office space for an onsite law enforcement officer, which would enhance police coverage and response time for the park. However, as the Proposed Project would not induce population growth, the Project would not affect service ratios or place an unanticipated

burden on police protection services such that new or expanded police facilities would be needed. The Proposed Project would comply with all applicable regulations required by the LAPD during the plan check process. Impacts would be less than significant.

Applicable BMPs related to public health and safety from the IFR EIS/EIR would also be implemented for the Project.

4.15.2.3 Schools

No Impact.

The Proposed Project would not increase demand for schools and would not require construction of other new or expanded school facilities. Furthermore, as discussed in this document, construction of the Project would include mitigation measures to reduce potential impacts. Therefore, the Proposed Project would not result in the need for or construction of school facilities that would result in significant impacts. Impacts would be less than significant.

4.15.2.4 Parks

No Impact.

The Proposed Project itself is a recreational facility and therefore would not cause the physical deterioration of neighboring facilities to occur. The environmental impacts of construction and operation of the Proposed Project, including required mitigation measures, are discussed in this Initial Study. Impacts would be less than significant.

4.15.2.5 Other Public Facilities

No Impact.

Physical impacts to public services are usually associated with population growth, which increases the demand for public services and facilities, including libraries. As discussed in Section 4.14, *Population and Housing*, the Proposed Project would not induce direct population growth. No impact would occur.

4.15.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.16 Recreation

4.16.1 Environmental Setting

There are 5.75 acres of Park space within a half-mile of the undeveloped Bowtie Parcel's entrance; this equates to only 1.13 acre of Park space per 1,000 residents. The existing Park space which exists within a half-mile radius consists of two local parks, Glenhurst Park and Lewis MacAdams Riverfront Park. Glenhurst Park is a small 0.39-acre neighborhood pocket park on the northeast side of the Los Angeles River which provides a small open grassy area and a play structure for children. Lewis MacAdams

Riverfront Park is a 5.36-acre neighborhood park located on the southwest side of the Los Angeles River which contains a skate park, grassy open area, picnic tables, natural habitat, stormwater retention features, and access to the river.

There are several recreational centers within a one-mile radius of the Project Area, including Rio de Los Angeles State Park and El Rio Canyon Park. Elysian Park, located one mile south of the Project Area, is the second largest city park in Los Angeles. Elysian Park offers hiking trails, picnic areas with barbeque pits, a man-made lake, children’s play areas, playfields, and the Chavez Ravine Arboretum. However, there is generally a greater demand from Los Angeles communities than can be met for recreational resources. The Project is intended to serve nearby residents in Los Angeles, residents throughout the state, and out-of-state visitors. The Proposed Project would develop a former industrial property to restore it to a vibrant green space, focused on nature and passive recreation.

4.16.2 Recreation (XVI) Materials Checklist

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

Project objectives include increasing outdoor recreational park space to underserved and economically disadvantaged residents in the Project vicinity; provide an experience of urban river and habitat restoration for the local community as well as for the region, nation, and globe; reestablish access to the river for indigenous communities who regard the area as a sacred land; restore and enhance natural habitat along the Los Angeles River, including wetlands, to attract birds and wildlife; provide educational opportunities with respect to historical, cultural, and environmental considerations; and advance the goals of the SCORP. The Proposed Project itself is a recreational facility and therefore would not cause the physical deterioration of neighboring facilities to occur. Benefits of the Project include improved aesthetic quality of the Project Area; increased quality, quantity, and diversity of recreation resources along the River, such as trails, bike paths, benches, and signage; and enhanced recreation resources along the river, such as new opportunities for outdoor education. Therefore, Proposed Project would have no adverse effect on surrounding recreational facilities.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

The Proposed Project is a recreational improvement Project on an existing recreational area. The Project would incorporate amenities such as a visitors/information center with a green roof; several vista points facing the Los Angeles River; a cultural information center to provide an educational space for Native American culture; an event space with turntable for larger crowds; internal multi-use trails for walking and biking; and open turf areas, picnic locations, and seating benches. The environmental impacts of construction and operation of the Proposed Project, including required mitigation measures, are discussed in this Initial Study. Impacts would be less than significant.

Applicable BMPs related to recreation from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities and during Project operation.

4.16.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.17 Transportation

4.17.1 Environmental Setting

KOA Corporation completed a traffic impact analysis for the Project in February 2023 (KOA 2023; Appendix G). The purpose of the study was to assess the potential traffic effects of the Proposed Project on the surrounding roadway system.

In July 2019, the City of Los Angeles Department of Transportation (LADOT) updated the City’s Transportation Assessment Guidelines (the “TAG”) to conform to the requirements of Senate Bill 743 (SB 743). The TAG replaced the Transportation Impact Study Guidelines (December 2016) and shifted the performance metric for evaluating transportation impacts under the California Environmental Quality Act (CEQA) from level of service (LOS) to vehicle miles traveled (VMT) for studies completed within the City. The TAG was updated in July 2020 and August 2022, with further refined and clarified analysis methodologies. Per the TAG, a Transportation Assessment is required when a development project is likely to add 250 or more net daily vehicle trips to the local street system. This trip generation assessment has been conducted to determine if the Project would generate 250 or more net daily vehicle trips, and thereby require the preparation of a Transportation Assessment (TA).

4.17.2 Transportation (XVII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

The Project includes multiple internal multi-use trails for walking and biking. These trails connect the Park entrance at Kerr Street to the G2 parcel south of the Project Area, allowing for a seamless connection along the Los Angeles River. Vehicular access would be provided from the existing entrance at Kerr Street, near the northwest end of the Project Area. The Project would provide 35 automobile parking spaces and two bus parking spaces in the northwest end of the Project Area. Automobile and bicycle parking would be provided in accordance with LAMC requirements.

The Project would not alter the existing roadway network. No existing roads, intersections, or bridges would be permanently closed. There would also be no change in roadway capacity.

Given that the Project is estimated to add between 12 and 98 net daily vehicle trips to the local street system on a typical weekday, the Project is not expected to result in significant impacts to the surrounding transportation system. This Project is intended to create a cohesive link for pedestrians and bicyclists along the Los Angeles River. When completed, the community will have access to a variety of outdoor recreation opportunities including walking, biking, picnicking, birdwatching, unstructured play areas, and the ability to enjoy nature steps from home. Therefore, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities, and the impact would therefore be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

To assist in determining which development projects would conflict with CEQA Guidelines section 15064.3, subdivision (b)(1), the TAG establishes two screening criteria to evaluate the requirement of further analysis of a land use project’s impact based on VMT. Both of the following criteria must be met in order to require further analysis of a land use project’s VMT contribution:

- 1) The land use project would generate a net increase of 250 or more daily vehicle trips.
- 2) The land use project would generate a net increase in daily VMT.

Applying the weekday daily average trip generation rate and fitted curve equation to the Project size (14.8 acres), the Project is anticipated to generate between 12 and 98 vehicle trips on a typical weekday. As the Project will generate fewer than 250 net daily vehicle trips, the Project will not require the preparation of a TA or further VMT analysis based on the screening criteria in the TAG. A less than significant impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

Because no new roadway features would be added, the Project would not introduce hazards due to design features such as sharp curves or dangerous intersections. The Project would also not introduce incompatible uses such as farm equipment. There would be no impact.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

The Project would not result in changes to emergency access. As previously stated, the Project would not alter the roadway network, so existing emergency access routes would not be affected. The Project would comply with all design requirements and standards of the building fire code, including an approximately 20-foot-wide decomposed granite pathway through the Project Area to allow for emergency access. A less than significant impact would occur.

Applicable BMPs related to traffic from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities and during Project operation.

4.17.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.18 Tribal Cultural Resources

4.18.1 Environmental Setting

This section describes the environmental setting for TCRs, including the existing site conditions and regulatory setting, impacts that would result from the Proposed Project, and, if significant impacts are identified, the mitigation measures that would reduce these impacts.

CEQA defines a TCR as a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe that is either included or determined to be eligible for inclusion in the CRHR or a local historical register, or determined by the lead agency to be to be one based on substantial evidence (PRC Section 20174(a)). A cultural landscape that meets this definition is a TCR to the extent that the landscape is geographically defined in terms of size and scope (PRC Section 20174(b)). A historical resource or archeological resource that meets this definition might also be a TCR, if identified as such by a consulting tribe (PRC Section 20174(c)).

The following analysis of the potential environmental impacts related to TCRs is derived primarily from the following sources and agencies:

- ◆ Tribal consultation record between DPR and culturally affiliated tribes under AB 52 (amendment to PRC 5097.94);
- Records search information from the California Historical Resources Information System, as described in Section 4.5, *Cultural Resources*;
- Numerous sources of scholarly ethnographic literature cited herein; and
- Confidential cultural resources inventory report prepared by professionally qualified staff from Stantec (2024).

The following summary was prepared by Stantec (2024). The Project Area is in the ancestral territory of the Gabrielino (also known as Tongva). The Gabrielino were one of several Takic-speaking groups in Southern California at the time of Spanish contact. The term “Gabrielino” came from the period of missionization with Mission San Gabriel Archangel, established in 1771.

The Gabrielino occupied the southern Channel Islands, the Los Angeles basin, much of Orange County, and extended as far east as the western San Bernardino Valley. They established villages located along rivers and at the mouths of canyons. Populations ranged from 50 to 200 inhabitants. Residential structures within the villages were domed, circular, and made from thatched tule or other available wood. Gabrielino society was organized by kinship groups, with each group composed of several related families who together owned hunting and gathering territories. Settlement patterns varied according to the availability of floral and faunal resources (Stantec 2024).

The Gabrielino were fisher/hunter-gatherers that exploited a wide array of marine and terrestrial game as well as acorns, Islay, pinon nut, and a wide array of seeds, roots, and other plant materials. The Gabrielino used plank canoes (te’aat), dugout canoes, nets, shellfish hooks, harpoons, and traps to exploit a wide array of deep-sea fish, marine mammals, and shellfish. They hunted large game with bow and arrow, and

used traps, nets and throwing sticks for small game. Plant processing was done with groundstone milling equipment, baskets, and seed beaters. The Gabrielino had a wide array of decorative and ceremonial objects made from steatite, brownware ceramics, bone, shell, asphaltum, and wood (Stantec 2024).

By the late 18th century, Gabrielino had significantly dwindled due to introduced European diseases and dietary deficiencies. Gabrielino communities disintegrated as families were taken to the missions. However, current descendants of the Gabrielino are preserving Gabrielino culture. Of the Gabrielino groups or tribes, none are federally registered; however, the state does recognize several groups of Gabrielino descent. The nearest Gabrielino villages to the Project according to McCawley include Maungna, near Rancho Los Felis, and Haahamonga, near present-day Glendale (Stantec 2024).

4.18.1.1 Summary of Consultation

On October 26, 2020, contacted the California NAHC to request a search of the Sacred Lands File and a list of tribal contacts for the Bowtie parcel. On November 9, 2020, the NAHC responded and indicated that the search of the Sacred Lands File was positive, meaning that there is a recorded sacred land in the vicinity. The NAHC provided a list of tribal contacts who may have additional information.

On February 4, 2021, contacted the following individuals to invite them to consult on the Bowtie Wetland Demonstration Project.

- Gabrielino-Tongva Tribe, Charles Alvarez, Chairperson
- Fernandeno Tataviam Band of Mission Indians, Jairo Avila, Tribal Historic and Cultural Preservation Officer
- Gabrielino Tongva Indians of California Tribal Council, Robert Dorame, Chairperson
- Gabrielino/Tongva Nation, Sandonne Goad, Chairperson
- Gabrieleno/Tongva San Gabriel Band of Mission Indians, Anthony Morales, Chairperson
- Gabrieleno Band of Mission Indians – Kizh Nation, Andrew Salas, Chairperson

On June 19, 2023, contacted the following individuals to invite them to consult on the Project:

- Gabrielino-Tongva Tribe, Charles Alvarez, Chairperson
- Fernandeno Tataviam Band of Mission Indians, Sarah Brunzell, CRM Manager
- Gabrielino Tongva Indians of California Tribal Council, Christina Conley, Cultural Resource Administrator
- Gabrielino Tongva Indians of California Tribal Council, Robert Dorame, Chairperson
- Gabrielino/Tongva Nation, Sandonne Goad, Chairperson
- Gabrieleno/Tongva San Gabriel Band of Mission Indians, Anthony Morales, Chairperson
- Gabrieleno Band of Mission Indians – Kizh Nation, Andrew Salas, Chairperson

Each recipient was provided a brief description of the Project and its location, the lead agency contact information, and a notification that the tribe has 30 days to request consultation, pursuant to PRC Section 21080.3.1(d). Multiple attempts via phone and email were made to reach non-responsive representatives. As a result of the initial notification letters and follow-up contacts, received the following responses:

- On June 19, 2023, Sarah Brunzell of the Fernandeño Tataviam Band of Mission Indians responded by email to decline consultation on the Project.
- On June 26, 2023, Christina Conley from the Gabrielino Tongva Indians of California Tribal Council responded to request consultation and a monitor during all ground disturbing activities. On December 4, 2023, tribal representatives met with via virtual meeting to discuss the Project. The tribe provided comments on the use of traditional plants in the revegetation. Concern was expressed over public access to certain traditional native plants.
- On March 2, 2023, Kimberly Johnson of the Gabrieleno/Tongva San Gabriel Band of Mission Indians was contacted by phone to discuss the Project's Native Spirit Garden design concept conceptualized by the late elder Barbara Drake. A follow-up call was conducted on September 18, 2023. No response to date has been received to set up a meeting on the Park development concept. Therefore, pursuant to Section 21082.3(d)(2) of the Public Resources Code, concluded consultation with the Gabrieleno/Tongva San Gabriel Band of Mission Indians.
- On June 20, 2023, Brandy Salas of the Gabrieleno Band of Mission Indians – Kizh Nation requested consultation. On October 12, 2023, tribal representatives met with via virtual meeting to discuss Park development. The tribe provided comments on the placement and type of biological habitat for revegetation.
- All other tribes did not respond to the opportunity to consult; therefore, considers consultation concluded with the remaining tribes pursuant to Section 21082.3(d)(3) of the Public Resources Code.

Consultation is ongoing with the Gabrielino Tongva Indians of California Tribal Council and Gabrieleno Band of Mission Indians – Kizh Nation; however, the threshold for releasing the CEQA document for public review (PRC Section 21080.3.1(b) has been met. DPR will conclude consultation with these two remaining tribes prior to the certification of the EIR pursuant to PRC Section 21082.3(d).

4.18.2 Tribal Cultural Resources (XVIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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:				
i) 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), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) 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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No Impact.

- i) Tribal consultation under AB 52 resulted in general comments about the importance of traditional plant species that are important to tribal heritage. Traditional plant species would be selected in consultation with tribes and planted during restoration and maintained during the implementation of the Project as there is no geographically defined tribal vegetation landscape present within the Project Area. The record search results found no TCRs present in the APE that are eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in the Public Resources Code.

As discussed in Section 4.5 *Cultural Resources*, the USACE (with SHPO concurrence) has identified the Los Angeles River Channel as eligible for listing in the NRHP, based on its historic-period infrastructure. However, the formal recordation of the Los Angeles River Channel is still in process. According to Kizh Nation representatives, the Los Angeles River Channel is an important traditional travel corridor and noted that tribal cultural resources were often left alongside the River as people traveled. The Los Angeles River Channel is

adjacent to the Project Area, however, is not within the Project Area and no Project activities will occur in the River Channel. Therefore, there would be no impact.

Less than Significant Impact with Mitigation Incorporated.

- ii) Excavation and trenching during Project construction could encounter previously unknown buried TCRs. If encountered, Project activity could result in a substantial adverse change in the significance of a TCR. As previously identified, according to Kizh Nation representatives, the River Channel is an important traditional travel corridor and noted that tribal cultural resources were often left alongside the River as people traveled. Tribal monitoring during ground disturbing activities, coupled with procedures to identify, evaluate, and treat the discoveries, would ensure that TCRs, if encountered, are treated with care and in a culturally appropriate manner. Implementation of these enforceable mitigation measures is sufficient to reduce impacts to TCRs to less than significant.

4.18.3 Mitigation Measures

TCR-1: Tribal Monitoring. A tribal monitor from a Consulting Tribe (defined herein as those tribes that consulted with DPR for this Project) shall be retained to monitor all ground-disturbing activities associated with Project construction. Monitoring is not required for placement of equipment or fill inside excavations that were monitored, above-ground construction activities, or redistribution of soils that were previously monitored (such as the return of stockpiles to use in backfilling).

In the event that more than one Consulting Tribe requests to provide a monitor for activities subject to this measure, DPR will allow for representation of the interested tribes in a mutually agreeable monitoring schedule. In the event that none of the Consulting Tribes choose to enter into a monitoring contract, or otherwise fail to respond to the offer to do so, DPR shall allow construction to proceed without a tribal monitor present as long as the offers to all Consulting Tribes were extended and documented.

No later than five business days prior to the start of ground disturbing activities, the construction supervisor or their designee shall notify the contracted Consulting Tribe(s) of the construction schedule. Should the contracted Consulting Tribe(s) choose not to provide a tribal monitor for any given day, or if the monitor does not report to the Project location at the scheduled time, or if the monitor is present but not actively observing activity, work may proceed without a monitor as long as the notification was made and documented. Unless there is a hiatus of construction activity that exceeds 14 days, daily updates to construction schedules can be made through email, text, phone, or other methods and frequencies agreed upon between the monitor(s) and construction supervisor. If a hiatus in ground disturbance of more than 14 days occurs, then notice of at least five business days before resuming work will be required to be given and documented.

The tribal monitor shall have the authority to temporarily halt ground disturbance within 50 feet of the discovery for a duration long enough to examine potential TCRs that may

become unearthed during the activity. If no TCRs are identified at the discovery location, then construction activities shall proceed and no agency notifications are required. In the event that a TCR is identified, the monitor shall flag off the discovery location and notify DPR immediately to consult with tribal representatives and cooperating agencies on appropriate and respectful treatment. DPR shall determine and require implementation of appropriate treatment measures, if the find is determined to be a TCR under CEQA, as defined in Public Resources Code 5024.1. Work may not resume within the no-work radius until DPR, through consultation as appropriate, determines that the resource is either: 1) is not a TCR under CEQA; or 2) that the treatment measures have been completed to its satisfaction. Work cannot resume at the stop-work location until authorized to do so by an authorized representative of DPR.

4.19 Utilities and Service Systems

LADWP provides power to 3.9 million people in a 465-square-mile service area that includes Los Angeles. In addition to serving residents and businesses in their territory, LADWP uses its electricity to light public roads and power the water supply system. LADWP holds powerline easements and rights-of-way along the River in the Project vicinity. Aboveground transmission lines run along the River through the Project Area. Substations and service buildings are also present in the Project vicinity. LADWP also provides water to Los Angeles's residents and businesses, over 60,000 fire hydrants, and for irrigation and recreation. Los Angeles Sanitation and Environment (LASAN) is responsible for installing, operating, and maintaining the City's wastewater infrastructure. LASAN's wastewater program provides collection, conveyance, treatment, and disposal of 550 million gallons of wastewater per day for over four million people in a 600-square-mile area. LASAN also provides solid waste services to the Project Area.

The proposed Park infrastructure would include utilities, lighting, fencing, and security measures. The Project Area includes utility rights of way and easements held by the City, Los Angeles County Flood Control District, Southern Pacific Telecommunications Company, and Southern Pacific Railroad. Due diligence research shows these easements do not impact the ability to develop the Bowtie as a natural open space Park and they can be integrated seamlessly into the design of the Park. The Project also includes a visitor center and restrooms, which would tie into existing sewer and water infrastructure in the proximity of the Project Area.

4.19.1 Utilities and Service Systems (XIX) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

As discussed in Section 4.10 *Hydrology and Water Quality* and below in threshold (b), the Project would not result in significant additional demand on water supplies. The Project includes a visitor center and restrooms, which would tie into existing sewer and water infrastructure in the proximity of the site. These facilities are not anticipated to require new or expanded water or wastewater facilities.

The Project would continue to connect to the existing storm drain system operated and maintained by the City. The Proposed Project would not result in large-scale topographic changes or other changes that would affect the drainage pattern of the site and surrounding area or impact water resources. Surface runoff volumes would not be increased over existing conditions, and in fact would be mitigated by the increase in permeable surfaces. The site would be designed to maintain existing runoff rates and volumes and would not result in a significant change in flooding conditions on- or offsite. The Proposed Project would comply with current regulations pertaining to retention/detention of site runoff into storm drains and receiving waters, as well as LID requirements that would apply to the construction and operation (e.g., proposed catch basin) of the Proposed Project to further reduce storm water runoff. The proposed improvements would not exceed the capacity of the downstream stormwater drainage systems or provide additional sources of polluted runoff. Impacts would be less than significant.

As discussed in Section 6 *Energy*, Project construction is expected to have a nominal effect on local and regional energy supplies. No unusual Project characteristics would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or the state. Energy consumption associated with the Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Additionally, the Proposed Project would not result in a direct or indirect increase in population or in any use that would require energy supplies beyond what was already evaluated and planned for in the City General Plan. The Project would not require new or expanded electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

Overall, the proposed improvements are not expected to require relocation or reconstruction of existing utilities. Impacts would be less than significant.

Would the Project:

b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less than Significant Impact.

According to the 2020 UWMP, MWD will continue to provide 100 percent supply capability through 2045 for its member agencies during average, single dry, and multiple dry years. For these scenarios, there is a projected surplus of supply capability in every forecast (LADWP 2020). There would be a decrease in impermeable surfaces in the Project Area compared to existing conditions, and as such, the Project would not substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

Additionally, the Proposed Project would incorporate various features to reduce water demand onsite. Water-wise, California-friendly shrubs, grasses, and groundcovers would reduce overall water use in the landscape. Groundcovers or bark mulch would also help conserve water, lower the soil temperature, and reduce evapotranspiration. The Project would also comply with the Water Shortage Contingency Plan outlined in the UWMP. For example, limits may be applied to the number of days, frequency, and duration of outdoor watering. The Project would also include low-flow toilets and faucets in compliance with California Title 20 Water Efficiency Standards.

Water would be required during construction of the Project for dust suppression. Water usage for construction purposes would be temporary. It is possible that reclaimed water could be used for dust suppression, reducing the quantity of potable water required. Therefore, the Project would not impede sustainable groundwater management of the basin. Impacts would be less than significant.

Would the Project:

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?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less than Significant Impact.

LASAN operates and maintains the City’s wastewater infrastructure. The City’s wastewater collection system serves over four million residential and business customers in a 600 square mile service area that includes Los Angeles and 29 contracting cities and agencies. Over 6,700 miles of public sewers connect to the City’s four wastewater treatment and water reclamation plants, which have a combined capacity to

treat an average of 580 million gallons per day of wastewater. Of the four reclamation plants, the Los Angeles-Glendale Water Reclamation Plant is located in the eastern San Fernando Valley. The plant has a capacity of 80 million gallons per day (LASAN 2019). Due to the nature of the proposed recreation area, the Project is anticipated to have a negligible impact on the capacity of this wastewater treatment plant. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

LASAN manages solid waste collection in the City, which involves public and private refuse collection services as well as public and private operation of solid waste transfer, resource recovery, and disposal facilities. Solid waste generated in the City is currently disposed of at the Sunshine Canyon Landfill. The solid waste generated by the Project would result in a negligible impact to the 12,100 tons of waste per day received at Sunshine Canyon Landfill (CalRecycle 2023). Furthermore, the Proposed Project would comply with federal, State, and local statutes and regulations related to solid waste, such as AB 939. As there is adequate remaining daily landfill capacity in the region to accommodate Project-generated waste, impacts related to solid waste and waste facilities would be less than significant.

Applicable BMPs related to utilities and public from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities and during Project operation..

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact.

The Project would comply with all State and local statutes and regulations related to solid waste, including the City’s Space Allocation Ordinance (Ordinance No. 171,687), as well as AB 939 and the City’s Zero Waste Plan through source reduction and recycling programs, including the City’s Curbside Recycling Program and Waste Hauler Permit Program. A less than significant impact would occur.

Applicable BMPs related to utilities and public from the IFR EIS/EIR would also be implemented prior to or during ground disturbance activities and during Project operation..

4.19.2 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.20 Wildfire

4.20.1 Environmental Setting

Government Code 51175-89 directs the California Department of Forestry and Fire Protection (CAL FIRE) to identify areas of very high Fire Hazard Severity Zones within Local Responsibility Areas. Mapping of the areas, referred to as Very High Fire Hazard Severity Zones (VHFHSZ), is based on data and models of potential fuels over a 30 to 50-year time horizon and their associated expected fire behavior, and expected burn probabilities to quantify the likelihood and nature of vegetation fire exposure to buildings. According to the CAL FIRE VHFHSZ Map, the Project Area is not located within a VHFHSZ (CAL FIRE 2023). However, some lands in proximity to the Project are designated VHFHSZ. These areas are located southwest of the Project Area across the I-5 freeway, and east of the Project Area in the Elysian Valley neighborhood.

4.20.2 Wildfire (XX) Environmental Checklist and Discussion

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The LAFD provides fire protection and emergency response for the Project Area and greater Los Angeles area. The LAFD also provides several other services to the City, including Fire Life Safety Plan Checks and Fire Life Safety Inspections which aim to enforce applicable standards of the Fire Code, Title 19, Uniform Building Code, City, and National codes concerning new construction and remodeling. Furthermore, the Hydrants and Access Unit reviews plans to evaluate adequacy of site access and hydrant placement. Additionally, the Proposed Project is not located within a state responsibility area or in a VHFHSZ. Furthermore, through site plan review, construction of the Proposed Project would maintain adequate emergency access to the site and would not interfere with an emergency response plan or evacuation route. No impact would occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:

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?

Potentially Significant Impact Less than Significant with Mitigation Incorporated Less than Significant Impact No Impact

No Impact.

The Project Area and the surrounding area are relatively flat and located within an urban area of Los Angeles. Undeveloped wildland areas are not located on or adjacent to the Project Area, and the Project Area is not at high risk to frequent high windspeeds, downslopes, downstream flooding, or landslides that may exacerbate wildfire risk. Additionally, the Proposed Project is not located within a state responsibility area or in a VHFHSZ. Visitors of the Project Area would not be exposed to exacerbated wildfire risks or associated pollutant concentrations and uncontrolled spreads from such wildfires. No impact would occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:

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?

Potentially Significant Impact Less than Significant with Mitigation Incorporated Less than Significant Impact No Impact

No Impact.

As discussed in Section 4.19, *Utilities and Service Systems*, the Project would not require the installation or expansion of any utilities that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. The Project would be served by existing infrastructure, including roads and utilities. Therefore, the Proposed Project would not require additional roads, fuel breaks, emergency water sources, power lines or other utilities that would exacerbate fire risk and temporary or ongoing impacts to the environment would not occur. Additionally, the Proposed Project is not located within a state responsibility area or in a VHFHSZ. No impact would occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Proposed Project is not located within a state responsibility area or in VHFHSZ. The Project Area is not at high risk to frequent high windspeeds, downslopes, downstream flooding, or landslides that may exacerbate wildfire risk. Visitors to the Project Area would not be exposed to exacerbated wildfire risks or associated pollutant concentrations and uncontrolled spreads from such wildfires. No impact would occur.

4.20.3 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.21 Mandatory Findings of Significance

4.21.1 Mandatory Findings of Significance (XXI) Environmental Checklist and Discussion

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact with Standard Project Requirements, Project Specific Requirements, and/or Mitigation Incorporated.

Impacts to biological resources, cultural resources, geology and soils (including paleontological resources), hazards and hazardous materials, and TCRs are discussed in the respective sections of this IS/MND. The Proposed Project’s impacts would be less than significant with implementation of SPRs, PSRs and Mitigation Measures.

Impacts from the Proposed Project on all other environmental issue areas are discussed in corresponding sections of this Initial Study. As discussed in their respective sections of this Initial Study document, no significant impacts have been identified.

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact with Standard Project Requirements, Project Specific Requirements, and/or Mitigation Incorporated.

Cumulative impacts are defined as two or more individual (and potentially less than significant) project effects that, when considered together or in concert with other projects combine to result in a significant impact within an identified geographic area. In order for a project to contribute to cumulative impacts, it must result in some level of impact on a project specific level.

The Proposed Project’s contribution to cumulative impacts would not be considerable with the incorporation of Standard Project Requirements, Project Specific Requirements and/or Mitigation Measures. Furthermore, other foreseeable projects would be subject to CEQA and would undergo the same level of review as the Proposed Project and include mitigation measures to minimize potentially significant impacts.

The analysis within this Initial Study demonstrates that the Project would not have any individually limited, but cumulatively considerable impacts. As presented in the analysis provided in this Initial Study, the Project has no impact, a less than significant impact, or a less than significant impact with implementation of SPRs, PSRs, or mitigation with respect to all environmental issues. Due to the limited scope of direct physical impacts to the environment associated with this development project, the Project’s impacts are Project-specific in nature. With implementation of the proposed mitigation measures found throughout this document, the Project will not result in significant, unavoidable, adverse environmental impacts. Impacts from the Proposed Project would not be cumulatively considerable.

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact with Standard Project Requirements, Project Specific Requirements, and/or Mitigation Incorporated.

As identified in this IS/MND, the impact categories of Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials and TCRs may have adverse effects on human beings, either directly or indirectly. However, all of the Project’s impacts on human beings, both direct and indirect, were identified and mitigated as necessary, to less than significant impact, or less than significant impact with mitigation. Direct and indirect impacts to human beings would be less than significant with the implementation of Standard Project Requirements, Project Specific Requirements, and/or Mitigation Measures identified in this IS/MND.

5.0 LIST OF PREPARERS

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LIST OF APPENDICES

Appendix A – Air Quality/Greenhouse Gas Emissions Assessment

Appendix B – Biological Resources Assessment

Appendix C – Cultural Resources Assessment (Confidential)

Appendix D – Energy Impact Assessment

Appendix E – Paleontological Resources Assessment

Appendix F – Noise Assessment

Appendix G – Traffic Impact Assessment

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Air Quality/Greenhouse Gas Emissions Assessment

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APPENDIX D

Energy Impact Assessment

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APPENDIX E

Paleontological Resources Assessment

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APPENDIX F

Noise Assessment

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