## City of Los Angeles



Bureau of Sanitation, Solid Resources Processing and Construction Division 1149 South Broadway, Suite 500, Los Angeles, CA 90015

# **INITIAL STUDY**

## **Lopez Canyon Equestrian Trails and Trailhead Project**

Case Number: ENV-2016-SEQTRAILS

**Project Location:** The proposed project is located in the Lake View Terrace area in the northeast quadrant of the City of Los Angeles (City). The Lake View Terrace area is located approximately 15 miles from downtown Los Angeles. The nearest adjacent cities include Burbank and Glendale to the southeast. A majority of the project would be located within the Lopez Canyon Landfill property boundaries and associated "buffer" lands, which includes land under the jurisdiction of the City of Los Angeles, and a smaller portion located within the jurisdiction of the County of Los Angeles. A portion of the northern trail extent would be located outside the "buffer" lands and within the Angeles National Forest (Los Angeles River Ranger District), which is under the jurisdiction of the U.S. Forest Service.

#### **Council District: 7**

**Project Description:** The City of Los Angeles Bureau of Sanitation (LASAN) is proposing the Lopez Canyon Equestrian Trails and Trailhead Project (proposed project), which would consist of an equestrian trail loop and vehicle staging area near the community of Sylmar in the northern San Fernando Valley. LASAN is proposing to operate the trail loop system within the Lopez Canyon Landfill, which ceased refuse disposal in 1996 and formally closed in 2012, and City owned "buffer" lands. The proposed trail loop as evaluated in the public review draft Initial Study/Mitigated Declaration (IS/MND) would extend approximately five miles and would traverse three jurisdictions: (1) City of Los Angeles, (2) County of Los Angeles, and (3) U.S. National Forest.

**Forward:** LASAN released a draft IS/MND in September 2016. Following an extended public comment period and coordination with the U. S. Forest Service, LASAN has decided to reduce the limits of the original project to include only eastern portions of Phase 1 and 3 on lands owned by LASAN. The final project will exclude portions of Phase 1 west of the Frank Family Trust, Phase 2, Future Connection 1, and Phase 3 trail segments within U. S. Forest Service lands.

#### APPLICANT:

City of Los Angeles
Bureau of Sanitation
Solid Resources Processing and Construction Division

#### PREPARED BY:

HDR, Inc. 350 S. Grand Avenue, Suite 2900 Los Angeles, CA 90017



October 2017

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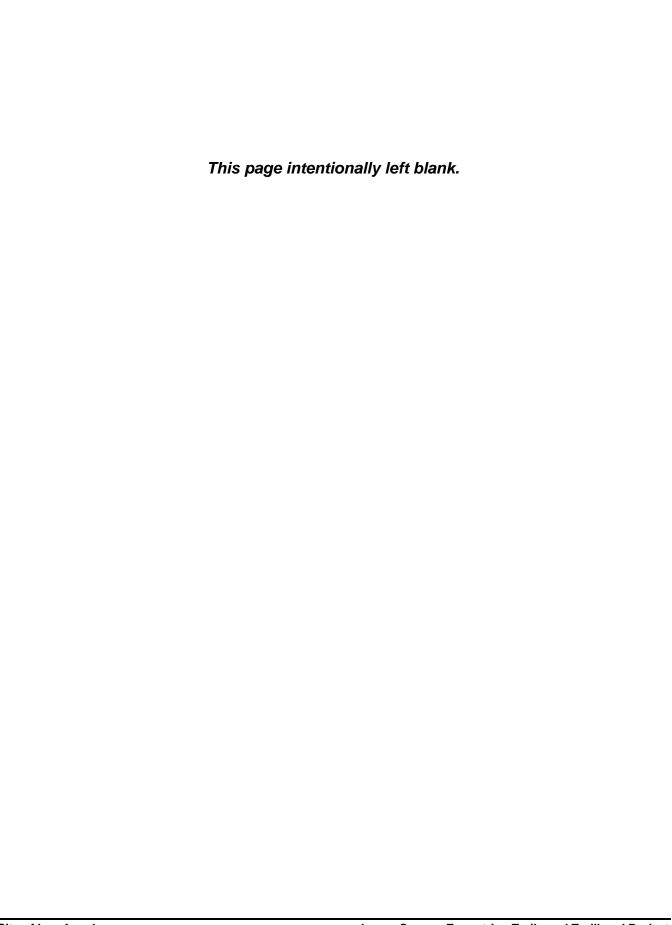
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#### **CITY OF LOS ANGELES**

OFFICE OF THE CITY CLERK ROOM 615, CITY HALL LOS ANGELES, CALIFORNIA 90012

#### **CALIFORNIA ENVIRONMENTAL QUALITY ACT**

# INITIAL STUDY AND CHECKLIST

(Article IV B City CEQA Guidelines)

LEAD CITY AGENCY		COUNCIL	DISTRICT		DATE	
City of Los Angeles, Bureau of Sanitation		7			October 23, 2017	
	California Department of Fish and Wildlife (Trustee Agency), U. S. Forest Service, Regional Water Quality Control Board, Los Angeles Region, City of Los Angeles (other Departments), and U. S. Fish and Wildlife					
PROJECT/TITLE/NO.			CASE NO.			
Lopez Canyon Equestrian Trails and Trailhea	ad Project		ENV-201	6-SEC	QTRAILS	
PREVIOUS ACTIONS CASE NO.		☐ DOES h	ave significar	nt chang	es from previous actions.	
N/A		☐ DOES N	IOT have sign	ificant c	hanges from previous actions.	
PROJECT DESCRIPTION						
The proposed project includes the formation of an equestrian trail loop system and supporting trailhead staging area. The trail loop would incorporate an existing maintenance access road, segments of an existing, disconnected trail network, and two new trail gap segments (Future Connection 1 and Future Connection 2), which will connect the aforementioned trails to form a loop, and the trailhead staging area. The proposed trail loop would extend approximately five miles and would overlap traverse three jurisdictions: (1) City of Los Angeles, (2) County of Los Angeles, and (3) U.S. National Forest.				gments of an existing, d Future Connection 2), area. The proposed trail		
ENVIRONMENTAL SETTING						
Surrounding land uses include open space/r Canyon residential community) on the east community) on the south, and the Lopez Car	t, Terra Vista Wa	ay and res	idential (L	₋ake V	/iew Terrace residential	
PROJECT LOCATION						
The proposed project is located in the Lake View Terrace area in the northeast quadrant of the City of Los Angeles. The Lake View Terrace area is located approximately 15 miles from downtown Los Angeles. The nearest adjacent cities include Burbank and Glendale to the southeast. A majority of the project would be located within the Lopez Canyon Landfill property boundaries and associated "buffer" lands," while the northern trail extent would be located within the Angeles National Forest (Los Angeles River Ranger District).				town Los Angeles. The of the project would be nds," while the northern		
COMMUNITY PLAN AREA			STATUS			
Sunland-Tujunga-Lake View Terrace-Shado	w Hills-East La Tu	ına	☐ PREL			
·			☐ PROF			
EVICTING ZONING	MAY DENOTE TO	NINC		1		
EXISTING ZONING OS-1XL	MAX. DENSITY ZO N/A	NING			DES CONFORM TO PLAN	
A2-1					DES CONFORM TO PLAN	
GENERAL PLAN LAND USE	MAX. DENSITY PL	AN		1		
Open Space	N/A				DES NOT CONFORM TO PLAN	
Low Residential						

SURROUNDING LAND USES	PROJECT DENSITY			
Open space, undeveloped land, low density and rural residential	N/A	☐ NO DISTRICT PLAN		
© ⊠ DETERMINATION (To be completed by Lead Ager	су)			
On the basis of this initial evaluation:				
☐ I find that the project COULD NOT have a significant effect on prepared.	he environment, and a NEGA	TIVE DECLARATION will be		
☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.				
☐ I find the proposed project MAY Have a significant effect of REPORT is required.	n the environment, and an E	ENVIRONMENTAL IMPACT		
☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.				
☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.				
SIGNATURE	TIT			

#### **EVALUATION OF ENVIRONMENTAL IMPACTS:**

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on projectspecific 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.

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- 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 "Earlier Analyses," as described in (5) below, 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:
  - 1) Earlier Analysis Used. Identify and state where they are available for review.
  - 2) 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.
  - 3) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - 1) The significance criteria or threshold, if any, used to evaluate each question; and
  - 2) The mitigation measure identified, if any, to reduce the impact to less than significance.

#### **ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Population / Housing
☐ Agriculture and Forestry Resources	⋈ Hazards & Hazardous Materials	☐ Public Services
☐ Air Quality	☐ Hydrology / Water Quality	□ Recreation
⊠ Biological Resources	☐ Land Use / Planning	
□ Cultural Resources	☐ Mineral Resources	☐ Utilities / Service Systems
☐ Geology /Soils	Noise     ■	

# INITIAL STUDY CHECKLIST (To be completed by Lead Agency) BACKGROUND PROPONENT NAME City of Los Angeles, Bureau of Sanitation PROPONENT ADDRESS 1149 South Broadway, Suite 500, Los Angeles, CA 90015 AGENCY REQUIRING CHECKLIST City of Los Angeles, Bureau of Sanitation PROPOSAL NAME (If Applicable) Lopez Canyon Equestrian Trails and Trailhead Project

(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

			Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
1.	ΑE	STHETICS – Would the project:	<b>,</b>	,	P	
	a)	Have a substantial adverse effect on a scenic vista?			$\boxtimes$	
	b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				
	c)	Substantially degrade the existing visual character or quality of the site and its surroundings?			$\boxtimes$	
	d)	Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?				
2.	when Age opt farming age inverse Prometers	ether impacts to agricultural resources are significant vironmental effects, lead agencies may refer to the California ricultural Land Evaluation and Site Assessment Model (1997) pared by the California Department of Conservation as an ional model to use in assessing impacts on agriculture and mland. In determining whether impacts to forest resources, luding timberland, are significant environmental effects, lead encies may refer to information compiled by the California partment of Forestry and Fire Protection regarding the state's entory of forest land, including the Forest and Range Assessment of partment methodology provided in Forest Protocols adopted by California Air Resource Board. Would the project:		П		$\boxtimes$
	u,	Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				
	b)	Conflict with existing zoning for agricultural use or a Williamson Act contract?				$\boxtimes$
	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 51140(g))?				
	d)	Result in the loss of forest land or conversion of forest land to non-forest land use?				$\boxtimes$
	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?				
3.	by dis	R QUALITY – Where available, the significance criteria established the applicable air quality management or air pollution control trict may be relied upon to make the following determinations. buld the project:				
	a)	Conflict with or obstruct implementation of the applicable air quality plan?				$\boxtimes$

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			Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		$\boxtimes$	$\boxtimes$	
	c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions exceeding quantitative thresholds for ozone precursors)?				
	d)	Expose sensitive receptors to substantial pollutant concentrations?			$\boxtimes$	
	e)	Create objectionable odors affecting a substantial number of people?			$\boxtimes$	
4.	BIC	DLOGICAL RESOURCES – Would the project:				
	a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				
	b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				
	c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				
	d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				
	e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				$\boxtimes$
	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?				
5.	CL	JLTURAL RESOURCES – Would the project:				
	a)	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				$\boxtimes$
	b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?				$\boxtimes$
	c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			$\boxtimes$	
	d)	Disturb any human remains, including those interred outside of formal cemeteries?			$\boxtimes$	
	e)	Cause a substantial adverse change in the significance of a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe that is listed or determined eligible for listing on the California register of historical resources, listed on a local historical register, or otherwise determined by the lead agency to be a tribal cultural resource?				

6.	GE	OI (	DGY AND SOILS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
0.	a)	Exp	cose people or structures to potential substantial adverse ects, including the risk of loss, injury, or death involving:				
		i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)				
		ii)	Strong seismic ground shaking?	П	П	$\boxtimes$	П
		iii)	Seismic-related ground failure, including liquefaction?				$\boxtimes$
		iv)	Landslides?	П		$\boxtimes$	
	b)	,	sult in substantial soil erosion or the loss of topsoil?	П		$\boxtimes$	
	,						_
	c)	wo res	located on a geologic unit or soil that is unstable, or that uld become unstable as a result of the project, and potentially ult in on- or off-site landslide, lateral spreading, subsidence, uefaction or collapse?		Ц		
	d)	Uni	located on expansive soil, as defined in Table 18-1-B of the iform Building Code (1994), creating substantial risks to life or perty?				
	e)	tan	ve soils incapable of adequately supporting the use of septic ks or alternative wastewater disposal systems where sewers not available for the disposal of wastewater?				
7.	GR	EEN	IHOUSE GAS EMISSIONS – Would the project:				
	a)		nerate greenhouse gas emissions, either directly or indirectly, t may have a significant impact on the environment?			$\boxtimes$	
	b)		nflict with an applicable plan, policy or regulation adopted for purpose of reducing the emissions of greenhouse gases?			$\boxtimes$	
8.	НА	ZAR	RDS AND HAZARDOUS MATERIALS – Would the project:				
	a)	thro	eate a significant hazard to the public or the environment bugh the routine transport, use, or disposal of hazardous terials?			$\boxtimes$	
	b)	thro inv	eate a significant hazard to the public or the environment bugh reasonably foreseeable upset and accident conditions olving the release of hazardous materials into the vironment?				
	c)	haz	ait hazardous emissions or handle hazardous or acutely zardous materials, substances, or waste within one-quarter e of an existing or proposed school?				
	d)	ma 659	located on a site which is included on a list of hazardous terials sites compiled pursuant to Government Code Section 262.5 and, as a result, would it create a significant hazard to public or the environment?				
	e)	suc airp	r a project located within an airport land use plan or, where ch a plan has not been adopted, within two miles of a public port or public use airport, would the project result in a safety grard for people residing or working in the project area?				
	f)	pro	r a project within the vicinity of a private airstrip, would the ject result in a safety hazard for people residing or working in project area?				

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		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				$\boxtimes$
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				
9. H	YDROLOGY AND WATER QUALITY – Would the project:				
a)	Violate any water quality standards or waste discharge requirements?		$\boxtimes$		
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?				
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site (e.g. downstream)?				
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on-or off-site?				
e)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?				
f)	Otherwise substantially degrade water quality?		$\boxtimes$		
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				$\boxtimes$
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				
j)	Inundation by seiche, tsunami, or mudflow?			$\boxtimes$	
10. L	AND USE AND PLANNING – Would the project:				
a)	Physically divide an established community?				$\boxtimes$
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?				$\boxtimes$

			Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
11.	MII	NERAL RESOURCES – Would the project:	•	•	•	•
	a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				$\boxtimes$
	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?				
12.	NO	DISE – Would the project:				
	a)	Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				
	b)	Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			$\boxtimes$	
	c)	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				
	d)	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without 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 expose people residing or working in the project area to excessive noise levels?				
	f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				
13.	РО	PULATION AND HOUSING – Would the project:				
	a)	Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., by extension of roads or other infrastructure)?				
	b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				$\boxtimes$
	c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				$\boxtimes$
14.	PU	BLIC SERVICES – Would the project:				
	a)	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
		i) Fire protection?			$\boxtimes$	
		ii) Police protection?			$\boxtimes$	
		iii) Schools?				$\boxtimes$
		iv) Parks?				$\boxtimes$
		v) Other public facilities?				$\boxtimes$

15	DE	COPEATION Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
15.	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?			$\boxtimes$	
	b)	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?		$\boxtimes$		
16.	TR	ANSPORTATION/TRAFFIC – Would the project:				
	a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant circulation systems, including but not limited to intersections, streets, highways and freeways, pedestrian, bicycle paths and mass transit?				
	b)	Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, other standards established by the county congestion management agency for designation roads or highways?				
	c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				
	d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				
	e)	Result in inadequate emergency access?				$\boxtimes$
	f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease performance of safety of such facilities?				
17.	UT	ILITIES AND SERVICE SYSTEMS – Would the project:				
	a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				$\boxtimes$
	b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				
	c)	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				
	d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			$\boxtimes$	
	e)	Result in a determination by the wastewater treatment provider that 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?				
	f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				

			Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
g) Comply with Federal, State, and local statutes and regulations related to solid waste?						$\boxtimes$
18. M	ANDATORY FINDINGS OF SIG	NIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?						
b)	b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)					
c)	c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?					
	DISCUSSION OF THE EN	VIRONMENTAL EVALUATION	I (Attach add	ditional sheets if n	ecessary)	
PREPAI	RED BY	TITLE	TE	LEPHONE #	DATE	
Adriana	a Borrayo, LASAN	Project Manager	(2	13) 847-2300	September 2	2016
Sharyn Shelly A Allegra Aaron N Keith La Wayne James Terri Pa	eyer, HDR, Inc. Del Rosario, HDR, Inc. Austin, HDR, Inc. Engleson, HDR, Inc. Newton, HDR, Inc. ay, HDR, Inc. Glenny, HDR, Inc. Whitaker, HDR, Inc. arsons, HDR, Inc.	Project Manager Deputy Project Manager Senior Biologist Associate Biologist Field Biologist Air Quality/Greenhouse Gas Senior Archaeologist Archaeologist Document Production QA/QC	·	13) 239-5800	September 2	2016

Lopez Canyon Equestrian Trails and Trailhead Project October 2017 Page 11





# **Attachment A: Project Description**

#### 1. Introduction

The City of Los Angeles Bureau of Sanitation (LASAN) is proposing the Lopez Canyon Equestrian Trails and Trailhead Project (proposed project), which would consist of an equestrian trail loop and a trailhead staging area in the Lake View Terrace area near the Lake View Terrace community in the northern San Fernando Valley. LASAN is proposing to operate the trail loop system within the Lopez Canyon Landfill, which ceased refuse disposal in 1996 and formally closed in 2012, and adjacent City owned "buffer" lands. The proposed trail loop would extend approximately five miles and would traverse three jurisdictions: (1) City of Los Angeles, (2) County of Los Angeles, and (3) U.S. National Forest. LASAN has prepared this initial study and environmental checklist to disclose the potential environmental effects of the proposed project in accordance with the California Environmental Quality Act (CEQA).

# 2. Project Location and Setting

#### a. Project Location

The proposed project is located in the Lake View Terrace area in the northeast quadrant of the City of Los Angeles (Figure A-1). The Lake View Terrace area is located approximately 15 miles from downtown Los Angeles. The nearest adjacent cities include Burbank and Glendale to the southeast. As shown in Figure A-2, a majority of the project would be located within the Lopez Canyon Landfill property boundaries and associated "buffer" lands, while the northern trail extent would be located within the Angeles National Forest (Los Angeles River Ranger District). The trailhead staging area would be located on Assessor Parcel Numbers (APN) 2526-004-906 and 2526-004-907. As shown in Figure A-2, the trail alignment would traverse multiple APNs. Table A-1 lists the APNs and corresponding ownership.

The project site is located in the foothills of the western San Gabriel Mountains at elevations between 1,200 and 1,810 feet above mean sea level (msl). The topography across the project site is complex with the proposed trail loop straddling two ridgelines that encircle Kagel Canyon. The proposed trailhead staging area is located at the base of the western ridgeline.

Regional access to the project site is generally provided by Interstates 5 and 210. Local access to the trailhead staging area would be provided from Terra Bella Street and Terra Vista Way, which are accessed by Foothill Boulevard and Fenton Avenue.

Figure A-1: Regional Location



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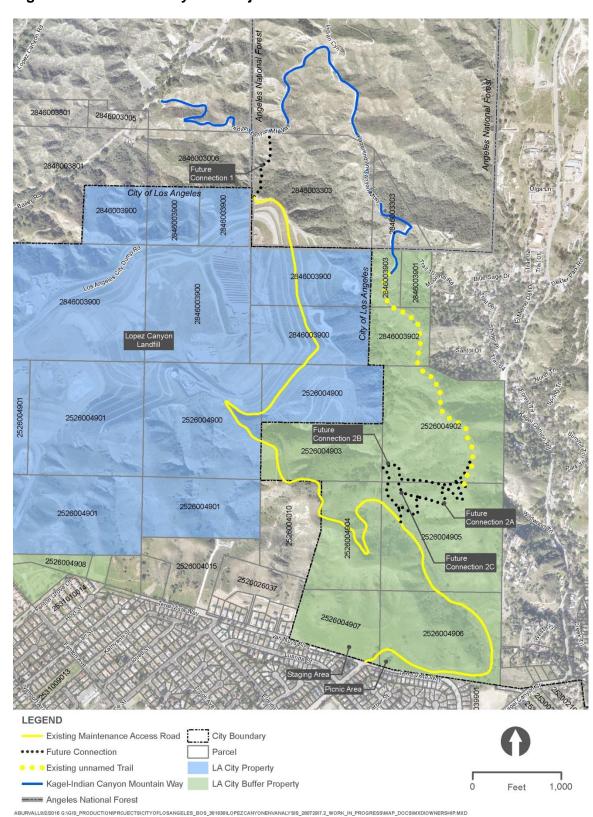


Figure A-2: Local Vicinity and Project Site APNs

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Table A-1: APNs and Land Ownership

APN	Owner
2846-003-303	U.S. Forest Service
2846-003-900	City of LA
2846-003-902	City of LA <sup>1</sup>
2846-003-903	City of LA <sup>1</sup>
2526-004-010	Frank Family Trust
2526-004-900	City of LA
2526-004-902	City of LA <sup>1</sup>
2526-004-903	City of LA <sup>1</sup>
2526-004-904	City of LA <sup>1</sup>
2526-004-905	City of LA <sup>1</sup>
2526-004-906	City of LA <sup>1</sup>
2526-004-907	City of LA <sup>1</sup>

<sup>&</sup>lt;sup>1</sup> These parcels are located within the unincorporated area of Los Angeles County, but are currently owned by the City of Los Angeles.

#### b. Existing Site Conditions

Lopez Canyon Landfill was operated as a Class III municipal solid waste disposal facility from October 1975 to July 1996 and completed final landfill closure in September 2012. The landfill operated under Solid Waste Facility Permit (SWFP) No. 19-AA-0820 and Conditional Use Permits (CU90-0271 and 95-0166). With the exception of a permitted green waste recycling facility, referred to as the Lopez Canyon Environmental Center, the landfill is no longer permitted to accept waste.

State law mandates that a monitoring period of at least 30 years be conducted to monitor gas and liquid produced from decomposing material. During this monitoring period, unsupervised public use of the landfill area is prohibited. This prohibition applies to the landfill disposal area, but does not apply to the "buffer" lands surrounding the landfill.

An existing trail network currently traverses the eastern and southeastern portions of the Lopez Canyon Landfill "buffer" lands and extends north into the Angeles National Forest. Existing trail networks along both ridgelines provide informal access to the National Forest. These existing trails include informal trails and unpaved maintenance access roads used to support LASAN's post-closure operations, including ongoing monitoring of the landfill's groundwater monitoring wells. Figure A-2 illustrates the existing maintenance access roadway currently used and maintained by LASAN. This functionality would be carried forward as part of the project.

Portions of the "buffer" lands within unincorporated County jurisdiction, includes portions of the existing maintenance access road, trailhead staging area, and existing unnamed trails. The existing unnamed trails provide existing connections to the Kagel-Indian Canyon Mountainway. An existing, unnamed trail also provides informal access between the Lopez Canyon Landfill access road and the Indian Canyon Mountainway.

#### c. Surrounding Land Uses

The majority of the project area is situated in the Lakeview Terrace area of the City of Los Angeles. Surrounding land uses include open space/national forest on the north, undeveloped land and residential (Kagel Canyon residential community) on the east, Terra Vista Way and residential (Lake View Terrace residential community) on the south, and the Lopez Canyon Landfill on the west. A gun club and shooting range operated by the Indian Canyon Land Corporation is located to the northwest of trail network and used by multiple law enforcement agencies, including the City's Police and County Sheriff Departments.

#### 1) Existing Land Use and Zoning

The project is located on property owned by the City of Los Angeles and partially located within the City and unincorporated County of Los Angeles. A small section of the trail loop enters the Angeles National Forest. The project parcels located within the City of Los Angeles are within the planning boundary of the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan (Community Plan). As shown in Table A-2, the land use designation for APNs 2846-003-900 and 2526-004-900 is Open Space and the zoning designation is OS-1XL. APN 2526-004-010 (Frank Family Trust) is designated for low residential use and is zoned Heavy Agriculture (A2-1).

The City owned "buffer" lands (APNs 2526-004-902 through -907, 2846-003-902 and -903) extend into unincorporated areas of Los Angeles County. As identified in Table A-2, the land use designation for the "buffer" lands parcels is Rural Land 20 (RL20). The "buffer" lands parcels are zoned A2-2.

The northern portion of the project site (APN 2846-003-303) is located within U.S. National Forest land and is currently designated as Open Space – National Forest by the County's General Plan. APN 2846-003-303 is zoned A2-2.

Table A-2: General Plan Land Use and Zoning Designations

APN	Owner	General Plan Land Use (City) <sup>1</sup>	Zoning (City) <sup>1</sup>	General Plan Land Use (County) <sup>2</sup>	Zoning (County) <sup>2</sup>
2846-003-303	U.S. Forest Service			Open Space –National Forest (OS-NF)	A2-2
2846-003-900	City of LA	Open Space	OS-1XL		
2846-003-902	City of LA			Rural Land 20 (RL20)	A2-2
2846-003-903	City of LA			Rural Land 20 (RL20)	A2-2
2526-004-010	Frank Family Trust	Low Residential	A2-1		
2526-004-900	City of LA	Open Space	OS-1XL		
2526-004-902	City of LA			Rural Land 20 (RL20)	A2-2
2526-004-903	City of LA			Rural Land 20 (RL20)	A2-2
2526-004-904	City of LA			Rural Land 20 (RL20)	A2-2
2526-004-905	City of LA			Rural Land 20 (RL20)	A2-2
2526-004-906	City of LA			Rural Land 20 (RL20)	A2-2
2526-004-907	City of LA		-	Rural Land 20 (RL20)	A2-2

Notes: 1. General Plan land uses and zoning information for parcels located within the City of Los Angeles derived from Zone Information and Map Access System (Zimas) http://zimas.lacity.org/.

2. General Plan land uses and zoning information for parcels located within the unincorporated area of Los Angeles County derived from GIS-NET3 http://rpgis.isd.lacounty.gov/GIS-NET3 Public/Viewer.html.

# 3. Description of the Project

#### a. Project Goals and Objectives

LASAN's goal for implementing the proposed project is to provide an improved equestrian trail loop and trailhead for use by local residents consistent with the City's Open Space land use designation. In implementing the proposed project, LASAN has identified the following objectives:

- Maximize the use and integration of existing unpaved trails and maintenance roadways to formulate the trail loop.
- Promote a trail system that benefits equestrian and pedestrian uses over other recreational uses.
- Avoid major grading to minimize topographical changes and impacts to local environmental resources (e.g., coastal sage scrub).
- Provide a long-term cooperative management strategy with adjoining jurisdictions.

#### b. Proposed Project

The proposed project includes the formation of an equestrian trail loop system and supporting trailhead staging area. The trail loop would incorporate an existing maintenance access road, segments of an existing, disconnected trail network, and the design and construction of two trail gap segments (herein referred to as Future Connection 1 and Future Connection 2), which will connect the aforementioned trails to form a loop, and the trailhead staging area. Once constructed, the proposed project would provide a formal trail system for equestrians and hikers. As shown in Figure A-3, the proposed project would be constructed in three phases and adhere to the following standards in Table A-3.

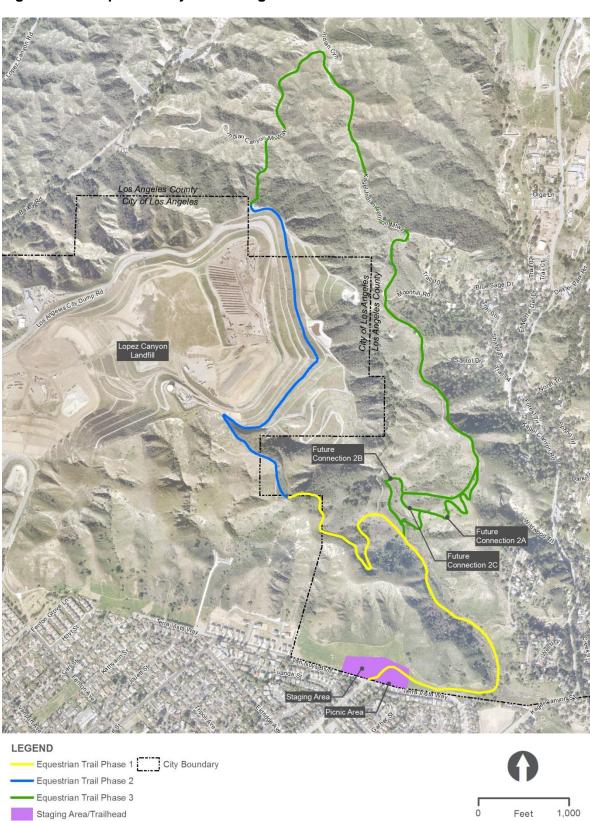
Table A-3: Project Trail Specifications

Project Phase		Max Grade <sup>1</sup>	Surface	Drainage Crossings	Length
Phase 1	10 feet	10%	Aggregate, Native Soil	Arizona	6,300 feet
Phase 2	10 feet	8%	Aggregate, Native Soil	None	4,700 feet
Phase 3	8 feet <sup>2</sup>	12%	Native Soil	Arizona	12,210 feet

Notes: 1. Maximum trail gradient per County of Los Angeles Trails Manual (2013).

2. Future Connection 2 may require a deviation from this standard during final design.

Erosion and drainage control best management practices (BMPs) would be integrated into the project's design, as appropriate, during final design. These would include both temporary construction and long-term BMPs to minimize the erosion of soil materials in temporary work areas and address concentrated drainage runoff along the trail system.



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Figure A-3: Proposed Project Phasing

#### Phase 1 – Trailhead Staging Area and Backbone

Phase 1 would include the construction of the trailhead staging area and the backbone of the trail system (see Figure A-3). Phase 1 of the trail would begin at the proposed trailhead and meander north up to the landfill boundary. The City is proposing to secure a trail easement along the northeastern corner of the Frank Family Trust parcel (APN 2526-004-010) to facilitate formalized use of an existing access route. Portions of the 1.2-mile Phase 1 trail segment would follow the existing maintenance access road that follows the western ridgeline up towards the closed landfill. A small lookout and turnaround area would be constructed near the terminus of Phase 1 to allow for the placement of a bench and table along with providing sufficient work area for Phase 2. Limited fencing would be used in areas (e.g., steep slopes) to maintain user safety by guiding users onto the designated trail.

A 4.1-acre trailhead staging area would be situated at the base of the trail loop and constructed in Phase 1. Entrance to the staging area is proposed to be located at the intersection of Terra Vista Way and Terra Bella Street. As shown in Figure A-4, the western half of the trailhead staging area would be dedicated for equestrian users while the eastern half would be dedicated to hikers. The western half of the trailhead staging area would include parking for horse trailers. The eastern half of the trailhead staging area would include approximately six pedestrian/parking spaces. Vehicles with horse trailers would exit the site onto Terra Vista Way via a secondary driveway located on the western boundary of the trailhead staging area.

The trailhead staging area would serve as a rest stop for trail users and include a water fountain and hand pump and a picnic area. Signage and wayfinding showing the overall trail route and giving pertinent trail use information (such as trail hazards, protection of native plants and animals, restriction to designated trails and use areas, and respecting private property) and regulations would be placed near the trailhead, where appropriate. The driveway, parking area for horse trailers, and picnic area pathways would be graded and covered with a permeable layer of recycled asphalt grindings.

As shown in Figure A-4, approximately one acre of the trailhead staging area would be designed as a bioswale to provide on-site treatment of stormwater runoff. Hydroseed using an appropriate native seed mix would be applied to the bioswale area. There is currently a small group of mature trees located on the trailhead staging area, which would be maintained as part of the project. Implementation of the proposed project would include installation of additional native trees in the horse trailer parking area and the picnic area.

#### Phase 2 - Perimeter Trail

Phase 2 involves the extension of the backbone trail approximately 0.9 miles along the eastern boundary of the closed landfill (see Figure A-3). The majority of the Phase 2 trail is within City owned property; however, as shown in Figure A-2, a portion of the trail would be constructed within the boundaries of the Angeles National Forest (APN 2846-003-303). Construction of this trail segment would require a combination of fencing and berms to provide a physical separation from the closed landfill disposal area and active composting operation.



Figure A-4: Trailhead Staging Area Concept Plan

#### Phase 3 – Future Trail Connections

Phase 3 involves construction of Future Connection 1 (0.1 miles), Future Connection 2 (0.3 miles), and improvement of the remaining existing trail network (1.9 miles) to accommodate equestrian use through the trail loop. The northern portion of the Phase 3 trail and Future Connection 1 are located within the boundaries of the Angeles National Forest. The remainder of the trail and Future Connection 2 are located within City owned property in unincorporated Los Angeles County. In addition to two new trail connections, Phase 3 of the trail would incorporate a portion of the existing Kagel Indian Canyon Mountainway along the eastern ridgeline. Once completed, the trail system would ultimately comprise a loop of approximately five miles.

The proposed alignment for Future Connection 1 is illustrated in Figure A-5. As shown, the trail alignment would be constructed along the eastern edge of a shallow ridgeline that connects the northern segment of Phase 2 with the Indian Canyon Mountainway to the north. The trail alignment would be constructed so as to minimize the removal of native vegetation, including coastal sage scrub. Guardrails and fencing would also be installed, where appropriate, to maintain user safety.

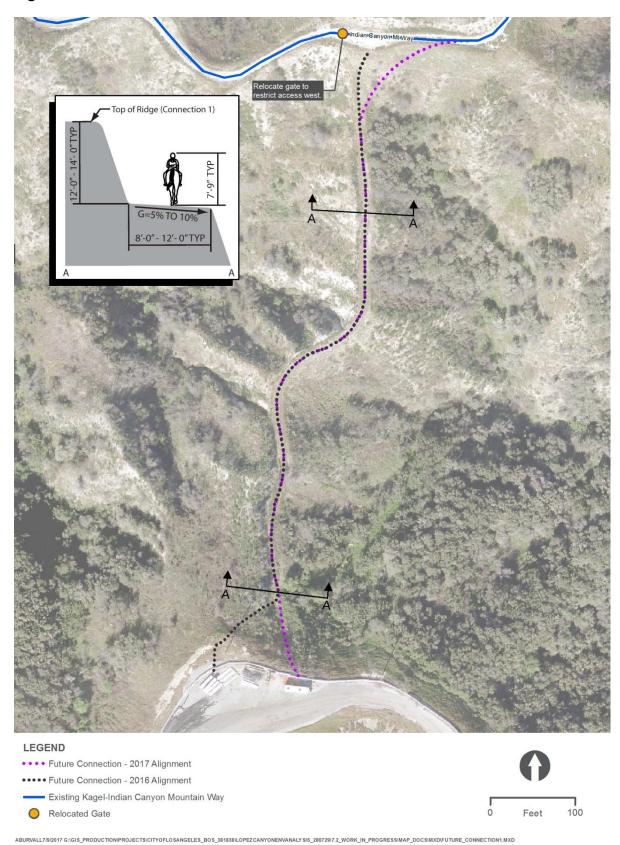
Figure A-6 illustrates three optional alignments for Future Connection 2. As shown, Options A, B, and C would traverse a west-facing hill slope that extends approximately 250 vertical feet from the Phase 1 trail intersection up to an existing unnamed trail that connects with Kagel Indian Canyon Mountainway. Due to this topographical gradient, multiple switchbacks would be required in order to maintain the trail parameters in Table A-3. During final design, LASAN may integrate segments from multiple options to optimize the trail alignment, minimize steep inclines, and avoid sensitive habitats. This may include the incorporation of additional or intervening switchbacks, as appropriate, and/or minor realignments in the field during trail construction. Depending on funding, portions of Phase 3 may be constructed in earlier phases.

## c. Long-Term Management and Maintenance

LASAN would manage the proposed project for equestrian and pedestrian users. Motorcycles and mountain bikes would be prohibited. LASAN will be responsible for the day-to-day management of the loop trail, including maintenance of the trail network and staging area facilities. The trail area would be open during daylight hours (e.g., dawn to dusk) year round, unless special conditions such as high fire danger or activities or work necessitate temporary closure. No fires would be allowed in the picnic area. No smoking would be allowed in any of the public areas. Overnight camping would be prohibited.

Access would be restricted by double-leaf rino gates at the primary and secondary access driveways. Security fencing would be installed along the trail adjacent to the landfill to direct equestrians and hikers to the designated trail. Split rail fencing would be installed on the City's property to designate certain points of the trail. LASAN will also be responsible for the monitoring and maintenance of erosion and drainage control BMPs, including at drainage crossings.

Figure A-5: Future Trail Connection 1



LEGEND ● ● Future Connection 2A Future Connection 2B • • Future Connection 2C Existing Maintenance Access Road Existing unnamed Trail ABURVALL8/2/2016 G:1GIS\_PRODUCTION/PROJECTS/ICITYOFLOSANGELES\_BOS\_381838/ILOPEZCANYONENVANALYSIS\_280729/7.2\_WORK\_IN\_PROGRESSIMAP\_DOCSIMXDIFUTURE\_CONNECTION2.MXD

Figure A-6: Future Trail Connection 2 – Options A, B, and C

LASAN is currently authorized to use/occupy approximately 60 acres or .09 square miles of National Forest System lands in the Angeles National Forest per a Special Use Permit (Authorization ID: LAR106601A). This permit, which expires on December 31, 2019, authorizes LASAN to continue their operation, maintenance and monitoring activities associated with the closed Lopez Canyon Landfill using existing foot trails and National Forest System roads. Of the 60-acre permit area, only seven acres was used as a disposal area during the landfill's operational years. As part of the proposed project, LASAN will work with the U.S. Forest Service to support the update or amendment of their existing use permit to facilitate approval of a new forest road and trail easement and future implementation of Future Connection 1 and long-term maintenance.

# 4. Project Construction and Scheduling

Construction of Phase 1 is anticipated to start in late 2016 or early 2017 and last four to six months in duration. Construction activities would involve site preparation, minor grading and paving (at driveway entrance), limited re-vegetation of disturbed habitat areas, and limited utility stub extensions and connections from existing utilities along Terra Vista Way (e.g. potable water). Subsequent phases would be constructed as funding allows and following the approval of any permit amendments with the U.S. Forest Service.

Typical construction activities involved in the construction of the project include:

- Materials transport
- Site preparation (vegetation removal, if necessary)
- Earthwork (grading, excavation, backfill)
- Minimal asphalt paving (at access driveway) and fence footings

Anticipated motorized construction equipment associated within these activities includes rubber-tired dozers (and backhoes), front end loaders, graders, dump trucks, and water trucks. LASAN expects that construction would be completed by a crew of 10 to 20 people, plus inspectors. To the extent feasible, construction activities would occur in the dry months to minimize damage to unpaved roadways used by heavy equipment. Trail construction at minor drainage crossings would employ appropriate erosion and drainage control BMPs per the project's storm water pollution prevention plan (SWPPP).

Construction staging would be required to store pipe, construction equipment, and other construction related items. The construction staging area would be located within the proposed trailhead and vehicle staging area (see Figure A-3).

# 5. Potential Project Approvals

Other public agencies whose review and/or approval may be required (e.g., regulatory review, permits, financing approval, or participation agreement):

- U.S. Forest Service Special Use Permit (amended, if required); Approval of a Forest Road and Trail Easement
- Regional Water Quality Control Board (RWQCB) Sections 401 and/or 402 of the Clean Water Act, Storm Water Pollution Prevention Plan (SWPPP)
- U. S. Army Corps of Engineers, Section 404 of the Clean Water Act, Jurisdictional Determination and Nationwide Permit Authorization (if required)
- California Department of Fish and Wildlife, Fish and Game Code, Section 1602, Streambed Alternative Agreement
- Frank Family Trust New Access Easement
- City of Los Angeles Department of Transportation Encroachment Permit (if required)
- CalRecycle and LEA Amendment to existing SWFP (if required)

# **Attachment B: Explanation of Checklist Determinations**

# Attachment B: Explanation of Checklist Determinations

This section of the Initial Study contains an assessment and discussion of impacts associated with the environmental issues and subject areas identified in the Initial Study Checklist (Appendix G to the State CEQA Guidelines, C.C.R. Title 14, Chapter 3, 15000-15387). The thresholds of significance are based on the L.A. CEQA Thresholds Guide (2006).

### 1. Aesthetics

Would the project:

#### a. Have a substantial adverse effect on a scenic vista?

**Less than Significant Impact.** Scenic views or vistas are the panoramic public view access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features.

The project site is located in the foothills of the western San Gabriel Mountains at elevations between 1,200 and 1,810 feet above mean sea level (msl). The topography across the project site is complex with the proposed trail loop straddling two ridgelines that encircle Kagel Canyon. The proposed trailhead staging area is located at the base of the western ridgeline. Looking north from Terra Vista Way, there is a view of the San Gabriel Mountains.

No large buildings or structures are proposed within the trailhead staging area. Improvements within this portion of the project will be limited to a few new structures consisting of: facility signage, double-leaf rino gate, and picnic area with tables and water fountain. Landscape improvements are proposed within the trailhead staging area and would include a bioswale near the base at Terra Vista Way. There is currently a small group of mature trees located on the western portion of the trailhead staging area. Implementation of the proposed project would include planting of new trees in the horse trailer parking area and the picnic area. These project components would be natural features, and small in scale; therefore, these improvements would not have a substantial effect on existing scenic vistas and Terra Vista Way.

Trail improvements will largely conform to existing topographical conditions and proposed grading will not alter the landform, topography or the landscape. The views of the area that may be available from a distance would not be altered, and trail improvements would largely be imperceptible. Further, the proposed project would provide additional opportunities for the public to access and experience additional

viewsheds of the surrounding areas available from the trail that will be located within City's buffer lands. The proposed project specifically includes an overlook area and picnic table located at the terminus of the Phase I trail. This overlook and picnic area will provide south, southeast and southwest facing views of the surrounding landscape. The proposed project's impact on a scenic vista would be less than significant.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?

**No Impact.** According to the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan, the following roadways are designated Scenic Highways: Stonehurst Avenue, La Tuna Canyon Road, Lopez Canyon Road, Wentworth Street, Big Tujunga Canyon Road, Sunland Boulevard and the Foothill Freeway (City of Los Angeles 1997).

The nearest designated scenic highways to the project site are Lopez Canyon Road and the Foothill Freeway. Lopez Canyon Road is located approximately 0.60 miles north from the northernmost portion of the proposed trail. Due to the elevated topography and distance between Lopez Canyon Road and the proposed trail improvements, views of the site and trail related improvements (such as split-rail fencing) from Lopez Canyon Road would not be available. Also, due to the distance of this road from the proposed trail improvements, improvements would not be perceptible.

The Foothill Freeway is located approximately 0.70 miles south from the proposed equestrian staging area. Due to the distance between the Foothill Freeway and the project site, views of the project site would be negligible and proposed trail improvements would not be perceptible. Therefore, the proposed project would not result in an impact associated with damaging scenic resources within a city-designated scenic highway.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?

**Less than Significant Impact.** Implementation of the proposed project would not substantially degrade the existing visual character or quality of the site or surrounding uses. The existing visual character of the area can be characterized as open space/vacant land, with varying topography and vegetation. Low density residential development is located to the south and further east of the proposed trail system (see Figure B-1). The closed Lopez Canyon Landfill is located west of the trail system.

Figure B-1: Existing Views along Terra Vista Way (Looking East from Terra Bella Street)

Source: Google Earth (2016)

The proposed trail improvements would involve minimal grading to create smooth pathways, and no alteration of the topography is required. Installation of trail improvements such as split-rail fencing and picnic tables would not degrade the visual character of the area.

The proposed trailhead staging area is currently a relatively flat, disturbed area with a small stand of mature trees. No large buildings or structures are proposed within the trailhead staging area. Improvements within this portion of the project will be limited to a few new structures consisting of: facility signage, double-leaf rino gate, and picnic area with tables and water fountain. Landscape improvements are proposed within the trailhead staging area and would include a bioswale near the base at Terra Vista Way. There is currently a small group of mature trees located on the western portion of the trailhead staging area. Implementation of the proposed project would include planting of new trees in the horse trailer parking area and the picnic area. These project components would be natural features, and small in scale; therefore, the proposed project would not substantially degrade the existing visual character or quality of the site and it's surroundings. No impact to this issue area would result.

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

No Impact. Implementation of the proposed project would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area. The trailhead staging area and trail would be open during daylight hours and closed during nighttime hours. There are no proposed lighting improvements included in the project. Therefore, no impact associated with the creation of a new source of substantial light or glare will result with implementation of the proposed project.

#### 2. **Agricultural and Forest Resources**

In determining whether impacts to agricultural resources are significant environmental effects. lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. According to the Department of Conservation's California Important Farmland Finder, the project site does not contain any prime farmland, unique farmland,

or farmland of statewide importance (California Department of Conservation 2014). The trailhead staging area and Phase 1 of the trail are designated as "Grazing Land." The remaining portions of the proposed trail are designated as "Out of Survey", as this area is not mapped by the Farmland Mapping and Monitoring Program (FMMP). FMMP maps for Los Angeles County only cover approximately one half of its land area because large portions of the County do not contain any farmland (County of Los Angeles 2014). Therefore, the proposed project would not convert prime farmland, unique farmland, or farmland of statewide importance to non-agricultural use. No impact is identified for this issue area.

## b. Conflict with the existing zoning for agricultural use, or a Williamson Act Contract?

**No Impact.** As shown in Table A-2 in the Project Description, one of the project parcels (APN 2526-004-010) located within the City of Los Angeles is zoned A2-1 (Heavy Agriculture). Parks owned and operated by a governmental agency are a permitted use in the A2-1 zone.

The "buffer" lands parcels, located within an unincorporated portion of Los Angeles County, are zoned A2-2 (Heavy Agriculture) by the Los Angeles County Zoning Ordinance. These parcels are not currently in active agricultural use, and do not appear to have been used for any type of heavy agriculture use in recent years. Also, the proposed trail improvements and trailhead staging area would not preclude agricultural uses of APN 2526-004-010 or the "buffer" lands. Further, the purpose of agricultural zones includes land necessary to permit outdoor recreational and needed public and institutional facilities. Riding and hiking trails, but excluding trails for motor vehicles are permitted uses on the A2-2 zone. Therefore, the project would not conflict with the existing zoning for agricultural use. No impact associated with conflict with the existing zoning for agricultural use will result with implementation of the project.

According to the Los Angeles County Williamson Act Map for 2015/2016, the project site and surrounding area are not enrolled under a Williamson Act Contract (California Department of Conservation 2016). Therefore, the proposed project would not conflict with a Williamson Act contract and no impact would occur.

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))?

**No Impact.** Forest land is defined as "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" (California Public Resources Code Section 12220[g]). Timberland is defined as "land...which is available for, and capable of, growing a crop of trees of any commercial species used to

produce lumber and other forest products, including Christmas trees" (California Public Resources Code Section 4526).

As shown in Figure A-2 in the Project Description, the northernmost portion (APN 2846-003-303) of the proposed trail system is located within the Angeles National Forest. This parcel is zoned A2-2. According to the Los Angeles County General Plan Update Final EIR, despite the large extent of the Angeles National Forest in Los Angeles County, very little of its area contains forests. Most of the land area in the Angeles National Forest is chaparral or similar scrub communities (County of Los Angeles 2014). The proposed project would not conflict with existing zoning for forest land or timberland for the following reasons: 1) the portion of the project within the Angeles Forest does not contain forest land as defined by California Public Resources Code Section 12220(g); 2) the Los Angeles County Zoning Code does not contain zones specifically for forest use or production of forest resources; and 3) forest use is not specified as a permitted use in the A2-2 zone. Therefore, the proposed project would not result in an impact associated with conflicts with forest land or timberland.

#### d. Result in the loss of forest land or conversion of forest land to non-forest use?

**No Impact.** As discussed in II.c, no land zoned as forest land or timberland exists within the project site. Therefore, the proposed project would not result in the loss of forest land to non-forest use. No impact associated with the loss of forest land would occur.

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use?

**No Impact.** As described above, the project site and surrounding area are not mapped as "farmland" by the Department of Conservation, and are not currently used for agricultural production. The proposed trail system is considered compatible with existing agricultural zoning of the area. Therefore, development of the project would not involve changes to the existing environment, which due to their location or nature would result in conversion of farmland to non-agricultural use. No impact would occur.

## 3. Air Quality

Where available and applicable, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project:

a. Conflict with or obstruct implementation of the South Coast Air Quality Management District (SCAQMD) Plan or Congestion Management Plan?

**No Impact.** The project site is located within the South Coast Air Basin (SCAB). Within the Basin, the South Coast Air Quality Management District (SCAQMD) is required,

pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone, particulate matter less than ten microns in size [PM10], particulate matter less than 2.5 microns in size [PM2.5], and lead). As such, the proposed project would be subject to the SCAQMD's 2012 Air Quality Management Plan (AQMP). The AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG).

A project is deemed inconsistent with the applicable air quality plan if it would result in population and/or employment growth that exceeds growth estimated in the applicable air quality plan.

The proposed project is a recreational trail project and would not increase the City's population, employment or housing demand. Because the proposed project would not increase population, employment or housing, it is consistent with growth projections assumed in the AQMP. Therefore, the proposed project would not conflict with or obstruct implementation of the AQMP. No impact associated with this issue is anticipated.

## b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

**Less than Significant Impact.** The proposed project is located within the SCAB, which is governed by SCAQMD. The SCAQMD establishes significance criteria for construction and operational air quality emissions. These criteria represent the daily maximum emissions from a project that will not cause or contribute to existing or projected violations of ambient air quality standards. Table B-1 presents the air quality significance thresholds adopted by SCAQMD for the SCAB.

In addition to mass daily thresholds, local significance thresholds (LSTs) are used to identify localized impacts of construction and operational emissions on nearby receptors. SCAQMD has developed LST methodology and mass rate look-up tables by source receptor area (SRA) that can be used by public agencies to determine whether or not a project may generate significant localized air quality impacts. When quantifying mass emissions for LST analysis, only emissions that occur on site are considered. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area. LSTs are derived based on the location of the activity; the emission rates of oxide of nitrogen¹ (NOx), reactive organic gases¹ (ROG), carbon monoxide (CO), PM<sub>2.5</sub>, and PM<sub>10</sub>; the size of the project site, and the distance to the nearest sensitive receptor.

<sup>&</sup>lt;sup>1</sup> Chemical precursors that contribute to the formation of ozone in the presence of sunlight.

The project site is located within SRA 8 (West San Gabriel Valley). The nearest sensitive receptor is 80 feet from the project site boundary and the proposed trailhead staging area, approximately 4.1 acres, which would also be used as the construction staging area. Table B-2 provides the LSTs applicable to the proposed project.

Table B-1: SCAQMD Emissions Significance Thresholds (pounds/day)

	Mass Daily Th	resholds
Pollutant	Construction	Operation
ROG	75	55
NOx	100	55
СО	550	550
PM <sub>10</sub>	150	150
PM <sub>2.5</sub>	55	55
Sox	150	150
Lead	3	3

Source: SCAQMD CEQA Air Quality Handbook, November 1993 Rev

**Table B-2: SQAQMD Localized Significance Thresholds** 

	CO (pounds/day)	NOx (pounds/day)	PM10 (pounds/day)	PM2.5 (pounds/day)
Localized Significance Threshold - Construction	1540	148	12	7
Localized Significance Threshold - Operation	1540	148	12	7

Source: SCQAMD 2009.

#### **Project Construction Emissions**

Construction of the proposed project has the potential to create air quality impacts through the use of heavy-duty construction equipment and construction worker vehicle trips. In addition, fugitive dust emissions would result from site preparation and earth movement. Criteria pollutant emissions generated by these sources associated with the construction of the project were quantified using CalEEMod (version 2013.2.2). Additional modeling assumptions and details are provided in Appendix A of this Initial Study.

As shown Table B-3, construction activities required for implementation of the proposed project improvements would result in maximum daily emissions of approximately 5.4 pounds of ROG, 51.9 pounds of NOx, 40.5 pounds of CO, 0.1 pounds of SO<sub>2</sub>, 11.1 pounds of PM<sub>10</sub> and 7.1 pounds of PM<sub>2.5</sub>. Based on these estimates, the proposed project's construction emissions would not exceed SCAQMD's thresholds and the impact associated with this issue would be less than significant.

Table B-3: Estimated Maximum Daily Criteria Pollutant Emissions from Project Construction (pounds per day)

	Pollutants					
Emissions	ROG	NOx	СО	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
On-site	4.8	51.8	39.4	0.0	10.9	7.0
Off-site	0.6	2.9	9.0	0.0	1.3	0.4
Total	5.4	51.9	40.5	0.1	11.1	7.1
SCAQMD Mass Daily Thresholds	75	100	550	150	150	55
Exceed SCAQMD Threshold?	No	No	No	No	No	No

Source: HDR 2016a

#### Project Operational Emissions

Operation of the project has the potential to create air quality impacts through new visitor trips. On average, approximately 30 visitors (weekend) and 10 visitors (weekdays) are anticipated at any given time. For the purposes of analysis, it was conservatively assumed that all visitors would drive to the site. Criteria pollutant emissions associated with these trips were quantified using CalEEMod (version 2013.2.2).

Estimated operational emissions are summarized in Table B-4. Please refer to Appendix A of this Initial Study for the CalEEMod outputs. As shown in Table B-4, operational emissions are anticipated to be well below SCAQMD's thresholds. The maximum daily operational emissions are estimated to be 4.8 pounds of ROG, 0.3 pounds of NOx, 1.1 pounds of CO, 0.0 pounds of SO<sub>2</sub>, 0.2 pounds of PM<sub>10</sub> and 0.1 pounds of PM<sub>2.5</sub>. Therefore, the proposed project's operational air emissions will be less than significant impact.

Table B-4: Estimated Maximum Daily Criteria Pollutant Emissions from Project Operation (pounds per day)

	Pollutants					
Emissions	ROG NOX CO SO <sub>2</sub> PM <sub>10</sub> PM					PM <sub>2.5</sub>
Area	4.7	0.0	0.0	0.0	0.0	0.0
Energy	0.0	0.0	0.0	0.0	0.0	0.0
Mobile	0.1	0.3	1.1	0.0	0.2	0.1
Total	4.8	0.3	1.1	0.0	0.2	0.1
SCAQMD Mass Daily Thresholds	55	55	550	150	150	55
Exceed SCAQMD Threshold?	No	No	No	No	No	No

Source: HDR 2016a

#### **Localized Emissions**

Table B-5 provides the proposed project's estimated localized emissions during construction and operation of the project, and compares these project emissions with the LSTs. As shown in Table B-5, the project will generate very minimal localized

emissions, and no localized emissions thresholds would be exceeded during construction and operation of the project. Therefore, the proposed project's localized emissions will be less than significant impact.

Table B-5: Localized Emissions

	CO (pounds/day)	NOx (pounds/day)	PM10 (pounds/day)	PM2.5 (pounds/day)
On-site Construction Emissions	39.4	51.8	10.9	7.0
Localized Significance Threshold - Construction	1540	148	12	7
Significant?	No	No	No	No
On-site Operational Emissions	0.057	0.015	0.00	0.009
Localized Significance Threshold - Operation	1540	148	12	7
Significant?	No	No	No	No

Source: HDR 2016a

# c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard?

**Less than Significant Impact.** Currently, the SCAB is in non-attainment status for both federal and state ozone and PM<sub>2.5</sub> standards, and state PM<sub>10</sub> and NO<sub>2</sub> standards. As discussed in response III.b. above, the proposed project would not generate emissions exceeding SCAQMD significance thresholds during construction and operation of the project.

The project generates emissions and therefore contributes (along with other projects in the SCAB) to an existing air quality exceedance because the SCAB is currently in "nonattainment" status for ozone (both federal and state), PM<sub>10</sub> (state), PM<sub>2.5</sub> (both federal and state), and NO2 (state) standards. With regard to determining the significance of the contribution from the proposed project, the SCAQMD recommends that any given project's potential contribution to cumulative air basin-wide exceedances should be assessed using the same significance criteria as for project-specific impacts. Therefore, this analysis assumes that individual projects that do not generate construction or operational emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment, and therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable. As discussed in response III.b. above, the proposed project would not generate emissions exceeding SCAQMD significance thresholds during construction and operation of the project. As such, the proposed project's contribution to a cumulatively considerable net increase in any criteria air pollutant would be less than significant.

#### d. Expose sensitive receptors to substantial pollutant concentrations?

**Less than Significant Impact.** Sensitive receptors are typically defined as facilities (schools, hospitals) or land uses (residential neighborhoods) that include members of the population (children, elderly, and people with illnesses) that are particularly sensitive to effects of air pollutants.

The closest sensitive receptors to the project site are residences located along Terra Vista Way at a distance of approximately 80 feet. As discussed in response III.b. above, the proposed project would not generate localized emissions exceeding SCAQMD significance thresholds during construction and operation of the project. Therefore, the proposed project would not expose sensitive receptors to substantial pollutant concentrations and the impact is considered less than significant.

#### e. Create objectionable odors affecting a substantial number of people?

Less than Significant Impact. According to the Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, land uses associated with odor complaints typically include sewage treatment plants, landfills, recycling facilities, and manufacturing. Odor impacts on residential areas and other sensitive receptors, such as hospitals, daycare centers and schools, warrant the closest scrutiny; however, consideration should also be given to other land uses where people may congregate, such as recreational facilities, work sites, and commercial areas.

Construction activities associated with the proposed project includes site preparation, grading, excavation, paving (for access driveway), and minor structural footings work (e.g. fence posts). Potential sources that may emit odors during construction activities include diesel equipment and gasoline fumes. Given that construction-related operations near existing receptors would be temporary and distributed throughout the trail network over time, construction activities would be unlikely to result in nuisance odors that would affect a substantial number of people. Once constructed, no objectionable odors would be generated through use of the trail and access facilities. Therefore, this is considered a less than significant impact.

### 4. Biological Resources

Would the project:

a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less than Significant Impact with Mitigation Incorporated. The following information is summarized from the Biological Technical Report (BTR) prepared for the proposed project, dated August 2016. This report includes a complete description of the existing

biological resources identified within the biological survey area (commensurate with the project study area) and is provided as Appendix B of this Initial Study.

#### **Vegetation Communities**

As shown in Table B-6, the study area supports 23 vegetation communities or cover types, including two subassociations of chaparral and six subassociations of coastal sage scrub. The majority of the study area is comprised of disturbed habitat, including existing unpaved access roads and trails, and non-native grassland, with smaller amounts of native vegetation communities, which tend to be concentrated near drainages that dissect the north trending ridgelines. Figures 9a through 9e of the BTR (Appendix B of this Initial Study) depict the location of these vegetation communities and cover types. Table B-6 provides a summary of these vegetation types and their respective acreages within the project study area.

Table B-6: Existing Vegetation Communities and Cover Types within the Study Area

Vegetation Community	Existing Acres within the Study Area
Blue Elderberry Stands (Sambucus nigra Alliance)	2.25
Chaparral	
Chamise Chaparral (Adenostoma fasciculatum Alliance)	8.89
Hoary Leaf Ceanothus Chaparral (Ceanothus crassifolius Alliance)	5.24
Coast Live Oak Woodland (Quercus agrifolia Alliance)	2.20
Coastal Sage Scrub	
Black Sage Scrub (Salvia mellifera Alliance)	1.50
California Brittle Bush Scrub (Encelia californica Alliance)	3.23
California Buckwheat Scrub ( <i>Eriogonum fasciculatum</i> Alliance)	1.20
California Sagebrush Scrub (Artemisia californica Alliance)	7.08
California Sagebrush – Black Sage Scrub ( <i>Artemisia californica</i> – <i>Salvia mellifera</i> Alliance)	7.55
California Sagebrush – Buckwheat Scrub ( <i>Artemisia californica – Eriogonum fasciculatum</i> Alliance)	9.15
Disturbed California Sagebrush Scrub (Artemisia californica Alliance)	0.04
Poison Oak Scrub (Toxicodendron diversilobum Alliance)	0.71
Native Riparian	
Arroyo Willow Thickets (Salix lasiolepis Alliance)	0.06
Black Willow Thickets (Salix gooddingii Alliance)	0.58
Sandbar Willow Thickets (Salix exigua Alliance)	0.01
Mulefat Thickets (Baccharis salicifolia Alliance)	2.23
Non-native Communities	•
Non-native Grassland	20.90
Tree of Heaven (Ailanthus altissima) Stands	0.42
Olive (Olea europaea) Stands	0.19

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Vegetation Community	Existing Acres within the Study Area
Pepper Tree Groves (Schinus molle Semi-Natural Stands)	0.52
Ornamental	0.76
Disturbed/Developed Cover Types	
Disturbed Habitat	18.49
Urban/Developed	7.23
Total	100.43

Source: HDR 2016b

#### **Direct Impacts: Construction**

Implementation of the proposed project would result in both temporary and permanent impacts to native and non-native vegetation communities and cover types that reside within the study area. More specifically, implementation of the proposed project would result in direct impacts to sensitive vegetation communities from the direct removal of vegetation through site clearing and grading associated with the equestrian trail and safety guard rail and/or fencing installation (where required). These impacts would affect the following sensitive vegetation communities:

- Blue Elderberry Stands
- Chamise Chaparral
- Hoary Leaf Ceanothus Chaparral
- Black Sage Scrub
- California Brittle Bush Scrub
- California Buckwheat Scrub
- California Sagebrush Scrub
- California Sagebrush Black Sage Scrub
- California Sagebrush Buckwheat Scrub
- Disturbed California Sagebrush Scrub
- Mule Fat Thickets
- Arroyo Willow Thickets
- Black Willow Thickets

At completion of the entirety of proposed trail improvements (Phase 3), the project would impact up to 0.03 acre of blue elderberry stands, 0.62 acre of coastal sage scrub, 0.12 acre of chaparral, and 0.05 acre of riparian. This impact acreage includes the maximum disturbance associated with the project (i.e., Phase 3 with Future Connections 1 and Option 2B). In Phase 3 of the project, Future Connection 2C would realize a reduction in impact to coastal sage scrub of 0.04 acre compared to Future

Connection 2B and of 0.03 acre compared to Future Connection 2A. Under any of the trail connection options for Future Connections 2 and 3, impacts to sensitive vegetation communities would be considered significant in the absence of mitigation. However, implementation of Mitigation Measures BIO-1 through BIO-6 would reduce direct impacts to below a level of significance by requiring avoidance/minimization measures for construction and compensatory mitigation for the permanent loss of any sensitive vegetation.

#### **Direct Impacts: Operation**

Direct impacts to sensitive vegetation communities associated with ongoing trail operations, maintenance, and use are anticipated to include inadvertent trampling and/or disturbance of native vegetation by hikers or equestrians wandering off of the designated trails. However, implementation of Mitigation Measure BIO-7 would reduce operations-related direct impacts to sensitive vegetation communities to below a level of significance. Mitigation Measure BIO-7 would require the installation of educational signage at the trailheads to inform hikers and equestrians of sensitive habitat areas and to stay on the trails to help protect sensitive habitat, plants, and wildlife.

#### Indirect Impacts

Indirect impacts to sensitive vegetation communities may include sedimentation, changes in vegetation as a result of changes in land use and management practices, altered hydrology, habitat fragmentation, and the introduction of invasive species or noxious weeds from trail use by recreational users or maintenance trucks. Any disturbance of adjacent sensitive vegetation to the extent that the habitat cannot recover and/or transitions to a non-sensitive habitat type would be considered a significant impact. Additionally, construction activities occurring adjacent to sensitive vegetation communities temporary indirect impacts may result in such erosion/sedimentation, and ground disturbance from the intrusion of workers and equipment. These indirect impacts to sensitive vegetation communities would be considered significant. However, implementation of Mitigation Measures BIO-7 and BIO-8 would reduce indirect impacts to sensitive vegetation communities to below a level of significance. Mitigation Measure BIO-7 would require the installation of educational signage at the trailheads to inform hikers and equestrians of sensitive habitat areas and to stay on the trails to help protect sensitive habitat, plants, and wildlife. Mitigation Measure BIO-8 would require long-term trail maintenance to include the removal of invasive weeds (and preservation of native) immediately adjacent to the trails.

#### **Botanical Species**

The study area consists primarily of undeveloped native plant communities, disturbed habitat, and non-native grassland. The study area provides a suitable combination of soils and habitat for two federally or state listed or candidate plant species:

- Nevin's barberry (Berberis nevinii), FE, CE, California Rare Plant Rank [CRPR<sup>2</sup>] List 1B.1), and
- San Fernando Valley spineflower (Chorizanthe parryi var. fernandina, FC, CE, CRPR List 1B.1).

Suitable habitat for Nevin's barberry occurs in sandy or gravelly soils in chaparral and coastal scrub within the study area along the upper extent of Phase 1. The nearest known occurrence of this species is from an observation in 2000 along Lopez Canyon Road in alluvial scrub within the Angeles National Forest. This perennial evergreen species was not observed during focused plant surveys associated with this project, which were conducted during its flowering period (February through June).

Marginally suitable habitat for San Fernando Valley spineflower occurs in sandy, sparsely vegetated, thin or highly mineralized soils in coastal sage scrub and grassland within the study area for Phase 3. The nearest known occurrence of this species is from a collection in 1920, approximately 2.5 miles to the southeast of the study area in the Lower Tujunga Wash. This annual herbaceous species was not observed during focused plant surveys associated with this project, which were conducted during its' peak flowering period (April through July).

The study area provides suitable habitat for 11 sensitive, non-listed plant species. These species include: Santa Susana tarplant (*Deinandra minthornii*, State Rare and CRPR List 1B.2), white rabbit-tobacco (*Pseudognaphalium leucocephalum*, CRPR List 2B.2), Robinson's pepper-grass (*Lepidium virginicum* subsp. *menziesii*, CRPR List 4.3), short-joint beavertail (*Opuntia basilaris* var. *brachyclada*, CRPR List 1B.2), Peirson's morning-glory (*Calystegia peirsonii*, CRPR List 4.2), many-stemmed dudleya (*Dudleya multicaulis*, CRPR List 1B.2), white-veined monardella (*Monardella hypoleuca* subsp. *hypoleuca*, CRPR List 1B.3), slender mariposa lily (*Calochortus clavatus* var. *gracilis*, CRPR List 1B.2), Plummer's mariposa lily (*Calochortus plummerae*, CRPR List 4.2), Davidson's bush-mallow (*Malacothamnus davidsonii*, CRPR 1B.2), and mesa horkelia (*Horkelia cuneata* var. *puberula*, CRPR List 1B.1). Additional information on the potential for these species to occur within the study area is provided in the BTR (Appendix B of this Initial Study).

One of these special status plant species was observed during focused plant surveys: Plummer's mariposa lily (*Calochortus plummerae*), which is not federally or state listed, but considered by the CNPS as being of limited distribution and moderately threatened in California (CRPR List 4.2). Two occurrences<sup>3</sup> of Plummer's mariposa lily totaling 51 individuals were found in openings of coastal sage scrub and chaparral within the study area for Phase 3. These plants were typically found on slopes or the top of hills next to the existing access road/trail in Trigo-Modesto-San Andreas soils. Although suitable

3 An occurrence as defined by the CNDDB includes all plants within 0.25 mile of each other.

<sup>&</sup>lt;sup>2</sup> CNPS Rare Plant Ranks (CRPR or California Rare Plant Ranks) are assigned by a committee of government agency and non-governmental botanical experts and are not official State designations of rarity status.

habitat for this plant is present within coastal sage scrub and chaparral along Phases 1 and 2, this species was not observed within the study area for those phases.

No other sensitive plant species were observed during focused plant surveys and are not expected to occur.

#### Direct Impacts: Construction

Direct impacts to sensitive plant species within the project footprint would involve the physical removal of such plants associated with trail widening/creation.

One individual Plummer's mariposa lily plant is present within the proposed permanent impact area for Phase 3. This plant is located next to a California sagebrush plant that is growing on the flat area next to the existing dirt access road. Impacts to one Plummer's mariposa lily plant would not be considered significant. This plant is a perennial bulbiferous herb, indicating that the belowground portion of the plant will produce another individual in approximately the same location each year and can produce several flowers from the same bulb. New bulbs can form from seeds a few years after they germinate. Mariposa lily bulbs are fire-adapted, indicating that they can survive wildfires and often produce flowers after such events. Because the exact location and numbers of flowering individuals (along with other special status plant species) can vary from year to year depending on rainfall and other environmental factors, preconstruction surveys for each Phase as proposed in Mitigation Measure BIO-9 are recommended during the flowering period (May through July) to determine the project impacts to this species and recommend measures to mitigate the impacts if discovered, for each Phase.

#### **Direct Impacts: Operation**

Direct impacts to sensitive plant species associated with ongoing trail operations, maintenance, and use are anticipated to include inadvertent trampling and/or collection of wildflowers by hikers or equestrians wandering off of the designated trails. Implementation of Mitigation Measure BIO-9 would reduce operations-related direct impacts to sensitive plant species to below a level of significance.

#### Indirect Impacts

Indirect impacts to sensitive plants including dust, competition from invasive plant species or noxious weeds from trail use would be considered significant. However, implementation of Mitigation Measures BIO-7 and BIO-8 would reduce indirect impacts to sensitive plant species to below a level of significance. Mitigation Measure BIO-7 would require the installation of educational signage at the trailheads to inform hikers and equestrians of sensitive habitat areas and to stay on the trails to help protect sensitive habitat, plants, and wildlife. Mitigation Measure BIO-8 would require long-term trail maintenance to include the removal of invasive weeds immediately adjacent to the trails.

#### Wildlife Species

The study area supports suitable nesting, roosting, foraging and/or dispersal habitat for five federal/state listed endangered/threatened/fully protected/candidate wildlife species:

- Swainson's hawk (Buteo swainsoni; nesting and foraging) State threatened species;
- White-tailed kite (Elanus leucurus; nesting and foraging) State fully protected species;
- Coastal California gnatcatcher (CAGN) (Polioptila californica californica; nesting and foraging) - Federally threatened species;
- Least Bell's vireo (LBVI) (Vireo bellii pusillus; nesting and foraging) Federal and state endangered species; and
- Townsend's big-eared bat (*Corynorhinus townsendii*) State candidate for threatened species.

The study area may provide suitable dispersal and migration habitat for the federally endangered southwestern willow flycatcher (*Empidonax traillii extimus*), but does not support suitable nesting habitat. Please refer to the BTR (Appendix B of this Initial Study) for a summary of listed wildlife species and their potential to occur within the study area. No federally designated critical habitat occurs within the study area.

The study area supports suitable nesting, roosting, foraging and/or dispersal habitat for 12 non-listed federal and/or state sensitive wildlife species, which includes the following status designations: Rare in California (CR) and State Species of Concern (SSC). These species include: (1) silvery legless lizard (*Anniella pulchra pulchra*; SSC); (2) coast horned lizard (*Phrynosoma blainvillii*; SSC); (3) grasshopper sparrow (*Ammodramus savannarum*; SSC); (4) loggerhead shrike (*Lanius xanthinus*; SSC); (5) pallid bat (*Antrozous pallidus*; SSC); (6) western mastiff bat (*Eumops perotis californicus*; SSC); (7) western yellow bat (*Lasiurus xanthinus*; SSC); (8) San Diego black-tailed jackrabbit (*Lepus californicus bennettii* SSC); (9) San Diego woodrat (*Neotoma lepida intermedia*; SSC); (10) southern grasshopper mouse (*Onychomys torridus Ramona*; SSC); (11) Los Angeles pocket mouse (*Perognathus longimembris brevinasus*; SSC); and (12) American badger (*Taxidea taxus*; SSC).

#### Direct Impacts: Construction

#### Coastal California Gnatcatcher and Least Bell's Vireo

The proposed project would remove small quantities of vegetation communities (coastal sage scrub and riparian scrub) with the potential to support CAGN and LBVI, see Table B-7, below. If individuals are present during habitat removal, the resulting harassment would be considered a significant impact, and a take pursuant to the Endangered

Species Act requiring consultation with USFWS (CAGN and LBVI) and CDFW (LBVI only).

Table B-7: Proposed Impacts to Potential CAGN and LBVI Habitat by Project Phase

Project Phase	Impacted Potential CAGN Habitat <sup>1</sup> (acres)	Impacted Potential LBVI Habitat <sup>2</sup> (acres)
Phase 1	0.27	0.02
Phase 2	0.07	0.00
Phase 3 with Alternative Future Connector 2A	0.27	0.01
Phase 3 with Alternative Future Connector 2B	0.28	0.01
Phase 3 with Alternative Future Connector 2C	0.24	0.01

Source: HDR 2016b

Notes: 1 CAGN habitat types includes all coastal sage scrub alliances.

Additionally, construction activities occurring within 500 feet of these habitats during the CAGN breeding season (February 15 through August 31) and LBVI breeding season (March 15 through September 15), would have the potential to impact breeding CAGN and LBVI, if present. Potential impacts on breeding CAGN and LBVI would be considered significant prior to the implementation of proposed mitigation. However, implementation of Mitigation Measure BIO-10 would reduce the potential construction-related direct impacts to CAGN and LBVI during the breeding season, should they be present within 500 feet of proposed construction activities, to a level less than significant.

#### Swainson's Hawk

Suitable foraging habitat for Swainson's hawk occurs within the project area and has the potential to be impacted by project implementation. Disruption of nesting activities, should nesting occur adjacent to construction activities, would be considered significant. Preconstruction nest surveys recommended per Mitigation Measure BIO-11 would ensure no inadvertent take of Swainson's hawk should it be present in the vicinity of the project site and would reduce the potential impact to this species to a level less than significant. Loss of foraging habitat (not to exceed 9.06 acres) is not a substantial amount relative to the available open space habitat in the area, and is therefore considered less than significant.

#### White-tailed Kite

Suitable foraging habitat for white-tailed kite occurs within the project area and has the potential to be impacted by project implementation. Preconstruction nest surveys recommended per Mitigation Measure BIO-11 would ensure no inadvertent take of white tailed kite should this species be present in the vicinity of the project construction activities and/or areas proposed for improvements. Loss of foraging habitat (not to

<sup>&</sup>lt;sup>2</sup> LBVI habitat includes mulefat thickets and willow riparian alliances.

exceed 9.06 acres) is not a substantial amount relative to available open space habitat in the area and, therefore, this is considered a less than significant impact.

#### Townsend's Big-eared Bat

Suitable foraging habitat for the Townsend's big-eared bat occurs within the project area. However, no suitable roosting habitat, such as mines, caves, bridges with crevices, occurs in the project area. Therefore, project implementation would not result in a significant impact to this species.

#### Species of Special Concern

As indicated above, the study area supports suitable habitat for 16 non-listed federal and/or state sensitive wildlife species, including, silvery legless lizard, coast horned lizard, two-striped garter snake, grasshopper sparrow, Bell's sage sparrow, prairie falcon (foraging only), loggerhead shrike, pallid bat (foraging only), spotted bat, western mastiff bat, western yellow bat, San Diego black-tailed jackrabbit, San Diego woodrat, southern grasshopper mouse, Los Angeles pocket mouse and American badger. Impacts to the vegetation communities where these species may be present are considered less than significant (<9.06 acre total). Therefore, project impacts to suitable habitat for these species would be less than significant and no mitigation is proposed.

#### **Nesting Birds**

Impacts to nesting birds are prohibited under the Migratory Bird Treaty Act. Vegetation removal will occur outside of the nesting season if feasible. However, should clearing and grubbing be initiated during nesting season (February 15 through August 31), a potentially significant impact could occur. However, implementation of Mitigation Measure BIO-11 requires that a qualified biologist conduct a nesting bird survey prior to habitat removal to verify that no nesting birds would be directly impacted. With implementation of Mitigation Measure BIO-11, this impact would be reduced to a less than significant level.

#### Migratory Birds and Raptors

Suitable habitat that would support nesting migratory birds occurs within and adjacent to the study area. Suitable habitat includes native and non-native shrubs and mature trees (>24-in diameter).

When feasible, removal of nesting habitat shall occur outside of the avian breeding season. The breeding season generally extends from February 15 through August 31. If nesting habitat must be removed during the breeding season, a potentially significant impact could occur. However, implementation of Mitigation Measure BIO-11 would require a qualified biologist to conduct a nesting bird survey prior to habitat removal to

verify that no migratory bird nests would be directly impacted. With implementation of Mitigation Measure BIO-11, this impact would be reduced to a less than significant level.

#### **Direct Impacts: Operation**

Trail system management often includes directing users on the main trail with signage and fencing, and provides an opportunity to close down other trail segments and paths so that habitat can recover. The majority of the trail is already in place and is currently utilized for maintenance access and by the public for recreation (with the exception of Trail Connections 1 and 2). Unmaintained foot trails already exist in these areas. Development of a single maintained trail would likely consolidate trail use to a single alignment and reduce potential for recreational users to inadvertently damage habitat or disturb nesting of sensitive wildlife species when creating their own paths through the open space.

No direct impacts to sensitive wildlife species associated with ongoing trail operations, maintenance, and use is anticipated with implementation of the project. Mitigation Measure BIO-7 would minimize any unanticipated impacts to sensitive wildlife species and would reduce operations-related direct impacts to below a level of significance. Mitigation Measure BIO-7 requires the installation of educational signage at the trailheads to inform hikers and equestrians of sensitive habitat areas and to stay on the trails to help protect sensitive habitat, plants, and wildlife.

#### **Indirect Impacts**

Suitable habitat exists within the study area for CAGN and LBVI and therefore, these species have the potential to occur within the vicinity of project construction activities and proposed trail improvements. Implementation of Mitigation Measure BIO-10 would reduce potential indirect impacts to CAGN and LBVI during their respective breeding seasons (February 15–August 15 and March 15–September 31) to below a level of significance.

#### **Mitigation Measures**

**BIO-1 Designate a Qualified Biologist.** Prior to commencement of construction activities, LASAN shall designate a qualified project biologist who shall be responsible for overseeing compliance with protective measures for biological resources during clearing and work activities within and adjacent to areas of native habitat. The project biologist shall be familiar with the local habitats, plants, and wildlife and shall maintain communications with the contractor to ensure that issues relating to biological resources are appropriately and lawfully managed. The project biologist shall review final plans, designate areas that need temporary fencing, and monitor construction. The biologist shall monitor activities within designated areas during critical times such as vegetation removal, the installation of Best Management Practices (BMPs)

and fencing to protect native species, and ensure that all avoidance and minimization measures are properly constructed and followed. The project biologist shall conduct a training session for all construction personnel and biological monitors. At minimum, the training shall include: (1) a description of sensitive biological resources, including sensitive communities, plant species, and wildlife species; (2) avoidance measures being implemented for sensitive biological resources; and (3) identification of the boundaries of permitted access and work areas.

Worker Awareness Training Program. Project personnel and contractors that will be on-site during construction of the trail improvements shall complete environmental worker awareness training conducted by the project biologist. The training shall advise workers of potential impacts to sensitive habitat and sensitive species and the potential penalties for impacts to such habitat and species. At a minimum, the program shall include the following topics: occurrences of the sensitive species and sensitive vegetation communities in the area, a physical description and their general ecology, sensitivity of the species to human activities, legal protection afforded these species, penalties for violations of Federal and State laws, reporting requirements, and work features designed to reduce the impacts to these species.

Included in this program shall be color photos of the sensitive species, which shall be shown to the employees. Following the education program, the photos shall be posted in the contractor and resident engineer's office, where they shall remain through the duration of the work. Photos of the habitat in which sensitive species are found shall also be posted on-site. The contractor shall be required to provide LASAN with evidence of the employee training (e.g., sign-in sheet or stickers) upon request. Employees and contractors shall be instructed to immediately notify the project biologist of any incidents, such as construction vehicles that move outside of the work area boundary. The project biologist shall be responsible for notifying the appropriate regulatory agency within 72 hours of any similar incident.

**BIO-3 Management of Invasive Weeds.** The project biologist shall monitor the project site immediately prior to and during construction to identify the presence of invasive weeds (those identified by the California Invasive Plant Council [Cal-IPC] as having a moderate or high level of invasiveness or plants considered locally invasive) and recommend measures to avoid their inadvertent spread in association with the project. Such measures may include inspection and cleaning of construction equipment and use of eradication strategies. All heavy equipment shall be washed and cleaned of debris prior to entering sensitive habitat areas to minimize the spread of invasive weeds.

**BIO-4** Establish Project Limits. All native or sensitive habitat areas outside and adjacent to the project limits shall be designated as Environmentally Sensitive Areas (ESAs) on project maps. Prior to construction, the Contractor (LASAN) shall delineate the construction area and erect construction fencing along the perimeter of the identified construction area to protect adjacent sensitive habitats and sensitive plant populations. ESAs shall be temporarily fenced by the Contractor during construction with orange plastic snow fence, orange silt fencing, or, in areas of flowing water, with stakes and flagging. This fencing shall be marked clearly in the field and confirmed by the project biologist prior to any clearing, and the marked boundaries shall be maintained throughout the duration of construction work. Staging areas, including lay down areas and equipment storage areas, shall be flagged and fenced with ESA fencing. No personnel, equipment, or debris shall be allowed within the ESAs. Fencing and flagging shall be installed by the Contractor in a manner that does not impact habitats to be avoided and such that it is clearly visible to personnel on foot and operating heavy equipment. The Contractor shall submit to LASAN final plans for initial clearing and grubbing of habitat and project construction 10 days prior to initiating impacts. Temporary construction fencing and markers shall be maintained in good repair by the Contractor until the completion of each phase of project construction and removed upon completion of each project phase.

No work activities, materials or equipment storage or access shall be permitted outside the identified work area without express written permission from LASAN. All parking and equipment storage related to the project shall be confined to the identified work area by the Contractor. Undisturbed areas and off-site sensitive habitat shall not be used for parking or equipment storage. Project-related vehicle traffic shall be restricted to the project limits, established roads and construction access points, and designated staging areas within the identified work area.

Construction Staging and Vehicle Use. All construction-related vehicles and equipment storage shall occur in the staging area and/or previously disturbed areas as approved by the project biologist. Project-related vehicle traffic shall be restricted to established roads, construction areas, and staging and parking areas. If construction activity extends beyond the construction fencing into sensitive vegetation communities, areas of disturbance shall be quantified and an appropriate restoration approach shall be developed in consultation with the appropriate resource agencies. For example, if construction extends beyond the limits of the construction fencing, temporarily disturbed areas shall be restored to the natural (preconstruction) conditions, which may include the following: salvage and stockpiling of topsoil, re-grading of disturbed sites with salvaged topsoil, and re-vegetation with native locally available plant species.

- Prepare Compensatory Restoration Plan. Impacts to sensitive vegetation communities (blue elderberry stands, chaparral [both alliances], coastal sage scrub [all alliances], mule fat thickets, and willow riparian [Arroyo Willow and Black Willow Thickets]) shall be mitigated through the restoration or enhancement of habitat onsite at a 1:1 ratio. Restoration/enhancement shall be provided through the removal of non-native plant species onsite, including tree of heaven, pepper tree, olive tree, and non-native plants associated with non-native grasslands, and the replacement with native plant communities. If sufficient suitable area is not available within the vicinity of the project impact area, then offsite mitigation options will be pursued. A Restoration Plan shall be prepared for the project that will detail the communities to be restored, location for restoration, container plant palettes and/or seed mixes, and maintenance and monitoring requirements.
- Informational Signage. Educational signage at the trailheads shall include information on the sensitivity of the vegetation communities (including jurisdictional resources) and native plant and animal species that naturally occur along the trail. Such signage shall include information reminding hikers and equestrians to stay on the designated trails. Periodic low stature signs shall be placed along the trails reminding hikers and equestrians of sensitive habitat areas and to please stay on the trails to help protect sensitive habitat, plants, and wildlife.
- BIO-8 Long-Term Management of Invasive Weeds. Long-term trail maintenance shall include the removal of invasive weeds (those identified by the California Invasive Plant Council [Cal-IPC] as having a moderate or high level of invasiveness or plants considered locally invasive) immediately adjacent to the trails.
- Pre-Construction Special Status Plant Surveys. Prior to construction of each phase, a qualified biologist retained by LASAN shall conduct preconstruction surveys for special status plant species including Plummer's mariposa lily. If one or more species are detected, then LASAN shall consult with the appropriate resource agencies to develop additional minimization measures prior to project construction (if necessary). These additional measures may include construction monitoring, seed or bulb collection, and seeding or planting of bulbs.
- BIO-10 Coastal California Gnatcatcher (CAGN) and Least Bell's Vireo (LBVI)

  Avoidance and Minimization Measures. LASAN shall implement the following avoidance and minimization measures prior to and during construction of the proposed project:

- a. If feasible, construction activities including vegetation trimming or removal within CAGN habitat (all coastal sage scrub communities) shall occur outside of the CAGN breeding season. The breeding season for CAGN is defined as February 15 through August 31 each year.
  - Regardless of the time of year that construction takes place, preconstruction clearance surveys shall be conducted in all coastal sage scrub habitat prior to habitat removal because CAGN is resident in coastal sage scrub year-round. If construction is required during the breeding season, preconstruction clearance surveys shall be conducted in all suitable habitat within 500 feet of proposed construction activities. A minimum of three focused surveys shall be conducted on separate days by a qualified biologist to determine the presence of CAGN. The surveys shall begin a maximum of 7 days prior to project construction and one survey shall be conducted by the project biologist the day immediately prior to the initiation of work. Should CAGN be detected within the work area, work shall be directed to unoccupied areas until the biologist determines that the CAGN has left the work area.
- b. If feasible, construction activities including vegetation trimming or removal with LBVI habitat (all willow riparian communities and mule fat thickets) shall occur outside of the LBVI breeding season. The breeding season for LBVI is defined as March 15 through September 15 each year.
  - If construction must occur during the breeding season for LBVI, then pre-construction nesting LBVI surveys shall be conducted by a qualified biologist. A minimum of three focused surveys shall be conducted on separate days by a qualified biologist to determine the presence of LBVI. The surveys shall begin a maximum of 7 days prior to project construction and one survey shall be conducted by the project biologist the day immediately prior to the initiation of work. Should LBVI be detected within the work area, work shall be directed to unoccupied areas until the biologist determines that the LBVI has left the work area.
- c. If an active CAGN or LBVI nest is found within the work area, work will be immediately halted and redirected to areas at least 500 feet away until the biologist determines that the young have fledged or nest(s) has been abandoned.
  - If an active CAGN or LBVI nest is found within 500 feet of project construction, the project biologist shall work with the contractor so as to maintain noise levels of less than 60 dBA Leq at the nest location. If noise levels cannot be maintained below that level, then construction

- work shall be postponed within 500 feet of the nest(s) until the young have fledged.
- d. A qualified biologist shall conduct full-time monitoring during clearing of CAGN and LBVI habitat to ensure that work limits are not exceeded and that these target wildlife species are not present during habitat removal.
- e. Pets of project personnel shall not be allowed on the project site.
- **BIO-11 Pre-Construction Nesting Surveys.** Should clearing and grubbing be initiated during nesting season (February 15 through August 30), preconstruction nesting surveys shall be conducted within 7 days of construction commencement. Should a nest be found within or adjacent to the construction work area, a buffer shall be installed and the nest area shall be avoided until the young fledges or the nest becomes inactive. The size of the buffer shall be determined by a qualified biologist based on the topography, noise/activity in the vicinity, and bird behavior.
- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

**Less than Significant Impact with Mitigation Incorporated.** Sensitive vegetation communities include those considered by the CDFW as highly imperiled in the state of California (State Ranking of S1-S3) as well as those communities that provide suitable habitat for sensitive plant or wildlife species.

As described above in the response to Item IV.a, implementation of the proposed project would result in impacts to the following sensitive vegetation communities: blue elderberry stands, chaparral (both alliances), coastal sage scrub (all alliances), mule fat thickets, and willow riparian (Arroyo Willow and Black Willow Thickets). However, with implementation of Mitigation Measures BIO-1 through BIO-8, impacts to riparian habitat and sensitive vegetation communities would be reduced to a level less than significant.

c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less than Significant Impact with Mitigation Incorporated. A jurisdictional delineation was conducted to identify the limits of U.S. Army Corps of Engineers (USACE) and Regional Water Quality Control Board (RWQCB) jurisdiction, including wetlands, pursuant to the Clean Water Act and limits of CDFW jurisdiction pursuant to Fish and Game Code Section 1600-1603. The BTR provided in Appendix B of this

Initial Study includes the jurisdictional delineation, which is subject to USACE and CDFW review and approval.

The study area supports approximately 0.45 acre of potential USACE/RWQCB regulated non-wetland waters, 0.16 acre of CDFW regulated unvegetated streambed, and 2.45 acres of CDFW regulated riparian habitat. All jurisdictional areas are associated with Tributary A, which occurs in the western portion of the study area. The low-order ephemeral drainage flows north to south and crosses the existing dirt access road/trail in two locations. Where the channel crosses the existing access road (Phase 1), the channel bed consists of natural substrate and supports an approximately 3-foot-wide ordinary high water mark (OHWM). The channel originates further upstream and outside of the study area within the canyon separating the eastern and western portions of the study area. The tributary flows offsite into a retention basin managed by the landfill, which outlets to the Hansen Flood Control Basin, which in turn connects to the Los Angeles River and eventually outlets into the Pacific Ocean at the Port of Long Beach. Therefore, this potentially jurisdictional feature has a nexus to a TNW (Pacific Ocean).

Tributary A supports a defined OHWM that ranges between 3 and 7 feet wide along the 3,618-foot length of channel within the study area. Indicators of an OHWM include destruction of terrestrial vegetation, shelving, change in soil character, and wrack and debris. In general, the feature supports sandy-silty soils with small to medium cobble, is entrenched/confined by adjacent hillslopes, and does not support a broad floodplain. The feature supports moderate to vertically sloped banks ranging from 2-12 feet in height. The channel was completely dry at the time of the delineation survey.

The drainage supports a mix of upland and riparian vegetation along the banks and occasionally within the channel. Although a few small sections of the active channel support hydrophytic vegetation such as mule fat (FAC) and willows (FACW), soils are sandy and the channel did not support evidence of prolonged inundation (e.g., waterstained leaves, water marks, biotic crust and soil cracks) that might indicate the presence of hydric soils.

Potential CDFW jurisdiction extends to the top of bank where the channel supports upland vegetation and to the edge of all riparian vegetation associated with the channel.

#### **Direct Impacts: Construction**

Implementation of the proposed project would result in permanent impacts to USACE, RWQCB, and CDFW jurisdictional areas, see Table B-8, below, for a summary of impacts. Potential impacts would occur at the two existing Arizona crossings during Phase 1 where existing crossings would be reinforced with a pervious material, such as buried rip-rap or articulated concrete block (ACB). However, the material would be placed at or below grade and therefore, impacts would not result in a permanent loss of aquatic function for potential USACE, RWQCB, or CDFW jurisdictional areas. No impacts to potentially jurisdictional areas would occur during Phase 2.

Table B-8: Impacts to USACE/RWQCB/CDFW Potentially Jurisdictional Areas

	Permanent Impact (no loss) in Acres					
Jurisdiction	Phase 1	Phase 3 With Alternative 2A	Phase 3 With Alternative 2B	Phase 3 With Alternative 2C		
USACE / RWQCB Non- Wetland Waters of the U.S.	0.003	0.001	0.001	0.001		
Total USACE	0.003	0.001	0.001	0.001		
CDFW Riparian	0.014	0.002	0.002	0.002		
CDFW Unvegetated Streambed	0.001	0.005	0.004	0.004		
Total CDFW	0.015	0.007	0.006	0.006		

Source: HDR 2016b

Phase 3 would result in minor permanent impacts to USACE, RWQCB, and CDFW jurisdictional areas where Future Connection 1 and either the alternative Future Connection 2A or 2B would cross Tributary A. Impacts to USACE, RWQCB and CDFW jurisdiction will require regulatory authorization. The net loss of riparian habitat would be considered significant prior to mitigation. Following implementation of Mitigation Measure BIO-6 (restoration or establishment of riparian habitat), impacts would be reduced to a less than significant level.

#### **Direct Impacts: Operations**

Ongoing trail use, operations, and maintenance may result in additional impacts to jurisdictional resources if hikers or equestrians wander off the trails. Mitigation Measure BIO-7 would minimize these impacts with the installation of educational signage at the trailheads to inform hikers and equestrians on the sensitivity of the vegetation communities (including jurisdictional resources) and native plant and animal species that naturally occur along the trail. The education signage would inform hikers and equestrians to stay on the trails to help protect sensitive habitat, plants, and wildlife.

Future trail maintenance at drainage crossings would employ the use of porous materials so as to avoid the placement of materials that would be considered fill by USACE and CDFW. Implementation of Mitigation Measure BIO-12, which requires implementation of a SWPPP, would reduce impacts to jurisdictional areas to below a level of significance.

#### Indirect Impacts

Construction activities may result in an indirect impact to water quality. Construction activities associated with the proposed project can introduce hydrocarbons, fluids, lubricants, and other toxic substances from construction equipment into the surrounding environment. This potential to introduce toxic substances is considered a potentially significant. Implementation of Mitigation Measure BIO-12 would ensure that water quality standards and discharge requirements would not be violated. A Notice of Intent (NOI) would need to be filed with the State Water Resources Control Board for the

proposed project, in accordance with the National Pollutant Discharge Elimination System (NPDES) permit program. NPDES compliance requires the implementation of Best Management Practices (BMPs) to reduce or eliminate stormwater pollution during and following construction. A Storm Water Pollution Prevention Plan (SWPPP) would be required during construction to prevent stormwater contamination, control sedimentation and erosion, and minimize post-construction drainage impacts per the requirements of the Clean Water Act. Implementation of a SWPPP would satisfy NPDES requirements, which in turn would ensure that significant water quality impacts would not result from construction (and post-construction) activities associated with the proposed project. Therefore, with implementation of Mitigation Measure BIO-12, the potential impact associated with water quality would be reduced to a level less than significant.

#### **Mitigation Measures**

Prepare Stormwater Pollution Prevention Plan (SWPPP) and Secure Permit Authorizations. LASAN shall prepare a SWPPP in accordance with the Clean Water Act. The SWPPP shall prohibit the disposal or temporary placement of excess fill, brush or other debris in U. S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and California Department of Fish and Wildlife (CDFW) jurisdictional areas or their banks. The City will be responsible for securing and complying with all required permits, including but not limited to, the National Pollution Discharge Elimination System (NPDES) General Construction Permit per the requirements of the Clean Water Act.

The SWPPP shall require the storage of hazardous materials and equipment stored overnight, including small amounts of fuel to refuel hand-held equipment, to include secondary containment when within 50 feet of open water to the fullest extent practicable. Secondary containment shall consist of a ring of sand bags around each piece of stored equipment/structure. A plastic tarp/visqueen lining with no seams shall be placed under the equipment and over the edges of the sandbags, or a plastic hazardous materials (HazMat) secondary containment unit shall be utilized by the Contractor.

No fuel containers or hazardous materials shall be placed or stored outside of the designated staging areas. Vehicle and equipment refueling shall occur within the designated staging areas, but at least 50 feet away from open water areas and 25 feet from habitat with potential to support federally listed species to the fullest extent practicable.

Appropriate BMPs shall be used by the Contractor to control erosion and sedimentation to prevent deposition in waterways. No sediment or debris shall be allowed to enter drainages. Appropriate BMPs shall be used by the

Contractor during construction to limit the spread of re-suspended sediment and contain debris.

Construction and post-construction erosion and sediment control devices used for the proposed project, including fiber rolls and bonded fiber matrix, shall be made from biodegradable materials such as jute, with no plastic mesh, to avoid creating a wildlife entanglement hazard.

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?

**No Impact.** Wildlife movement corridors, also called dispersal corridors or landscape linkages, are linear features primarily connecting at least two significant habitat areas. The northern portion of the project site occurs within a designated "Key Place" in the Angeles National Forest Land Management Plan (ANFLMP) (USDA 2005). "Key Places" are valued for their biological value in supporting a rich diversity of native and sensitive plants and animals, wildlife corridors and linkage potential, cultural resources, and aesthetic properties. The "Key Place" is known as The Front Country Place and is accessible from various points along the Interstate 5, 15, and 210 travel corridors. It is generally bound to the south by I-210 and the communities of Sylmar, San Fernando, and Burbank to the south, Santa Clarita and Highway 14 to the west, the Angeles National Forest to the north (including other "Key Places"), and the San Bernardino National Forest to the east.

In general, the project site occurs along the southernmost boundary of the Front Country Place and currently supports a variety of outdoor recreational activities such as horseback riding and hiking, as well as providing access to the landfill (and other parties) along existing dirt roads. Wildlife corridors and linkages to The Front Country Place are not impeded by current activities associated with landfill operations within the project site. The existing dirt access road has existed historically in the area and the proposed project would not modify the existing access and use of the site by wildlife. In addition, project implementation of the portion of the project occurring within the ANFLMP Front Country Place would improve an existing trail system and avoid adverse impacts to existing migratory corridors consistent with current management practices for this National Forest area. Therefore, the proposed project would not result in an impact to wildlife dispersal corridors or linkages. No impact would occur.

e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

**No Impact.** The City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the Los Angeles Municipal Code) regulates the relocation or removal of all Southern California native oak trees (excluding scrub oak), California black walnut trees, Western

sycamore trees and California Bay trees of at least four inches in diameter at breast height. These trees are defined as "protected" by the City of Los Angeles.

The Los Angeles County Oak Tree Ordinance was adopted in 1998 and regulates oak trees of 25 inches or more in circumference (8 inches in diameter), or in the case of an oak with more than one trunk, whose combined circumference of any two trunks is at least 38 inches (12 inches in diameter) DBH. An oak tree permit must be obtained in order to cut, destroy, remove, relocate, inflict damage, or encroach into the protected zone of any regulated oak tree.

The proposed project would be designed to avoid impacts to protected tree species as defined in the City of Los Angeles Protected Tree Ordinance and oak trees as defined in the Los Angeles County Oak Tree Ordinance. The final design for the project alignment would avoid large trees; therefore, no removal is anticipated. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance.

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?

**No Impact.** Based on a review of the California Regional Conservation Plans map prepared by CDFW, the project site does not coincide with the boundaries of any adopted Habitat Conservation Plan or Natural Community Conservation Plan (CDFW 2015). Therefore, the proposed project would not conflict with an approved conservation plan and no impact would occur.

### 5. Cultural Resources

Would the project:

a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?

**No Impact.** The following information is summarized from the Cultural Resources Survey prepared for the proposed project, dated July 2016. This report is provided as Appendix C of this Initial Study.

#### Records Search

On May 23, 2016, the South Central Coastal Information Center (SCCIC) was contacted to perform a records search of all archaeological and historical resources within one-half mile of the project area of potential effects (APE). The records search completed by the SCCIC indicates that there are no known historic-age resources within the project APE. Two known historic-age resources are located within one-half mile of the project APE.

Resource P-19-000158 is located approximately 1,900 feet east of the project APE and was originally recorded in 1967 and described as a sparse lithic scatter in an area measuring 200 feet by 100 feet. Resource P-19-186535 was originally recorded in 1979 as the Los Angeles National Forest and is located approximately 1,500 feet north of the project APE.

#### Field Survey

A field survey of the project APE was conducted on June 22, 2016. Survey methods consisted of the visual inspection of the area using parallel transects spaced 10 to 15 meter intervals across the corridor. No prehistoric sites were observed within the APE during the field survey. However, one new cultural resource (Site 1) was recorded in the southern area of the project APE adjacent to Terra Vista Way. Site 1 consists of a single-family property with two historic concrete foundations and two rock walls within an area that measures approximately 180 feet east/west by 235 feet north/south. No surface artifacts were observed within the surrounding area. Site 1 has been disturbed from modern activities; modern trash was found throughout the site.

Due to the disturbed nature of the cultural resource and the absence of any associated surface artifacts, Site 1 is recommended as ineligible for listing in the CRHR. Site 1 is unlikely to yield information important to the past, and does not meet the criteria established for a unique archaeological resource under CEQA. Therefore, the proposed project would not cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5 and no impact would occur.

# b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?

**No Impact.** Section 15064.5(a)(3)(D) of the CEQA Guidelines generally defines archaeological resources as any resource that "has yielded, or may be likely to yield, information important in prehistory or history." Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community.

As described above in the response to Item V.a., one new cultural resource was recorded in the southern area of the project APE adjacent to Terra Vista Way. However, Site 1 is unlikely to yield information to the past and does not meet the criteria established for a unique archaeological resource under CEQA. Therefore, the proposed project would not cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5 and no impact would occur.

# c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact. Paleontological resources are fossils, recognizable remains or evidence of past life on earth, including bones, shells, leaves, tracks, burrows, and impressions. Paleontological resources are mapped based on the presence of known resources and the geologic sediments in the region. As part of a previous Citywide General Plan Framework EIR, a paleontological literature review was undertaken by Diveley (1993) of the Natural History Museum of Los Angeles County in September 1993. The Citywide review encompassed 20 USGS 7.5-minute guadrangle maps and revealed that 11 major sedimentary rock units (formations) have been identified in the City that have yielded or have the potential to yield significant vertebrate fossils. Based on a review of the Geological Map of the San Fernando and Van Nuys (north ½) Quadrangles, the project area is underlain with artificial fill, alluvium, unnamed marine strata, Saugus Formation, and Towsley Formation. None of these geologic units were identified in the City's literature review and, therefore, project-related impacts to paleontological resources are unlikely. For this reason, impacts would be less than significant.

# d. Disturb any human remains, including those interred outside of dedicated cemeteries (see Public Resources Code, Ch. 1.75, §5097.98, and Health and Safety Code §7050.5(b))?

Less than Significant Impact. It is unlikely that any human remains would be found or disturbed on the project site. However, California law recognizes the need to protect historic-era and Native American human burials, skeletal remains, and items associated with Native American interments from vandalism and inadvertent destruction. The procedures for the treatment of Native American human remains are contained in California Health and Safety Code Section 7050.5 and 7052 and California PRC Section 5097. In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, the contractor and/or the project proponent are required to immediately halt potentially damaging excavation in the area of the burial and notify the Los Angeles County Coroner and a professional archaeologist to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code Section 7050.5[b]).

If the coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (Health and Safety Code Section 7050[c]). Following the coroner's findings, the property owner, contractor or project proponent, an archaeologist, and the NAHC-designated Most Likely Descendent (MLD) shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in California PRC Section 5097.9. Therefore, a less than significant impact is identified for this issue area.

e. Cause a substantial adverse change in the significance of site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe that is listed or determined eligible for listing on the California register of historical resources, listed on a local historical register, or otherwise determined by the leady agency to be a tribal cultural resource?

Less than Significant Impact with Mitigation. The NAHC was contacted on May 24, 2016 for a search of their Sacred Lands File (SLF) and responded indicating that no areas of concern were identified within the one-half mile radius of the project site. The SLF search includes a contact list of twelve Native American individuals or organizations that may have additional information regarding sacred resources in the area. Letters were mailed to each of the individuals/groups by the City of Los Angeles. Letters were sent June 20, 2016 to the Gabrieleno Band of Mission Indians-Kizh Nation, Soboba Band of Luiseño Indians, San Fernando Band of Mission Indians and the Fernandeño Tataviam Band of Mission Indians.

To date the City has received one response from Andrew Salas, Chairman of the Gabrieleno Band of Mission Indians-Kizh Nation. On August 8, 2016, the City sent a response letter requesting additional information on the potential archaeological sensitivity of the project area. On September 12, 2016, the City followed up with an email correspondence. No response letter was received.

Although no documented evidence exists suggesting the presence of archaeological resources in the project site, in response to concerns raised by the Gabrieleno Band of Mission Indians-Kizh Nation and out of an abundance of caution, the City is proposing the implementation of an archaeological discovery plan to address the potential discovery of archaeological resources during construction. With the implementation of Mitigation Measure CR-1, the potential impact associated with the potential discovery of archaeological resources would be less than significant.

On June 10, 2016, an effort was made to reach out to the Los Angeles City Historical Society for any information regarding historical resources in the vicinity of the APE. There has been no response to date.

#### **Mitigation Measure**

**CR-1** Prepare for Discovery of Archaeological Resources. On-site workers will be informed of the potential for discovery of archaeological resources or human remains during excavation or trenching as part of the Project's worker awareness program training.

If an archaeological or cultural resource is encountered during ground-excavation activities within 50 feet of the discovery until a qualified archaeologist can evaluate whether the resource is a unique archaeological resource or historical resource as defined in Public Resources Code Section 21083.2 and/or 14 C.C.R. Section 15064.5 or a tribal cultural resource as

defined in Public Resources Code Section 21074 in consultation with the tribes. Work may continue in other areas. The project archaeologist in consultation with the tribal representatives shall determine importance and significance of the resource as tribal cultural resources, historical resources or unique archaeological resources, defined above. Recovery of artifacts or excavation for resource evaluations will be the responsibility of the City under the direction of a qualified archaeologist.

## 6. Geology and Soils

Would the project:

- a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:
  - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less than Significant Impact. The project site is located within an Alquist-Priolo Special Studies Zone, which identifies it as an area that may be subject to severe seismic impacts (California Department of Conservation 1979). Several segments of the Sierra Madre Fault Zone, including the Tujunga Fault and the Kagel Fault are present in the project area. The Tujunga Fault traverses the southern of the project site in an east-west direction. This fault is located immediately north of the proposed trailhead and traverses Phase 1 of the proposed trail. The Kagel Fault traverses Phases 2 and 3 of the proposed trail system.

Although the project site is located within an Alquist-Priolo Earthquake Fault Zone, the proposed project would not expose people or structures to potential substantial adverse effects related to rupture of an earthquake fault. Construction and use of the trailhead staging area would involve minimal new structures (facility signage, double-leaf rino gate, and picnic area with tables and water fountain). The proposed project does not include the construction of any buildings or other habitable structures that would be subject to collapse in the event of an earthquake. Therefore, a less than significant impact related to rupture of an earthquake fault is anticipated.

#### ii. Strong seismic ground shaking?

**Less than Significant Impact.** As discussed in Item VI.a.i. above, the project site is located within an Alquist-Priolo Special Studies Zone, which identifies it as an area that may be subject to severe seismic impacts. Due to its location in a seismically active region, the proposed project may be subject to strong seismic ground shaking

during its design life in the event of a major earthquake on any of the region's active faults. Although ground movement from earthquakes is likely to occur in the project area, the proposed project does not involve the construction of any buildings or other habitable structures that may be especially susceptible to seismic ground shaking; therefore, potential effects would be limited to pavement cracking or soil movement. The potential impact associated with seismic ground shaking is considered less than significant.

#### iii. Seismic-related ground failure, including liquefaction?

**No Impact.** As described above, the project may be subject to strong ground shaking in the event of a major earthquake. However, the proposed project does not involve the construction of any buildings or other habitable structures that may be especially susceptible to ground failure, including liquefaction. Therefore, no impact is anticipated.

#### iv. Landslides?

Less than Significant Impact. The topography of the project site is characterized by hilly terrain with steep slopes and has the potential for landslides under existing conditions. However, the proposed project does not involve the construction of any buildings or other habitable structures that may be especially susceptible to landslides. In general, the proposed trail alignments would avoid substantial grading and undercutting of existing hillslopes such that the potential for landslide events is low. During construction, equipment operators would be subject to Occupational Safety and Health Administration (OSHA) safety requirements regarding the safe operations of heavy equipment on steep slopes. Based on these considerations, this potential impact is considered less than significant.

#### b. Result in substantial soil erosion or the loss of topsoil?

**Less than Significant Impact.** Erosion and loss of topsoil could occur at the project site during construction of the trail, and access facilities including the parking area.

During construction of the trail, staging area, and access road improvements plastic "Drift Fencing" would be installed on the downhill side of the trail to catch loose debris and protect the trail from erosion and mud flows. The fence would remain in place until the ground is stabilized. Slope cuts would be sloped back to prevent cracking, or erosion from uphill surface water. To prevent slipping and cracking during the rainy season and allow for accelerated native plant growth, trail crews would rake down and spread the "overburden" (the fill that is created by the digging of the trail machine.) Trail workers would physically remove earth in the steep slideslope areas and deposit the fill in safe areas. Down-slope fills would be raked out to allow accelerated native revegetation growth. Rolling water dips and reverse grades would be installed at appropriate locations to remove surface water from the trail.

To the extent feasible, construction would occur during the dry season, when the potential for erosion from unfinished surfaces would be low.

The construction timing and procedures discussed above would reduce the potential for erosion during construction. The proposed project would not result in a significant impact to soil erosion because BMPs including erosion control practices (i.e., mulching, preservation of existing vegetation) would be implemented throughout construction. The proposed project will also be required to comply with NPDES permit requirements, including preparation of a SWPPP which would include BMPs to address soil erosion. Adherence to these BMPs would minimize the amount of erosion and loss of topsoil resulting from construction activities associated with the proposed project. Therefore, a less than significant impact related to soil erosion is anticipated.

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less than Significant Impact. The project site is geologically complex and contains poorly consolidated alluvium in the southern portions of the project site. Hazards related to settlement and/or differential settlement along the trail would be addressed through adhering to standard engineering practices. Additionally, the hazard of hydroconsolidation (or subsidence) resulting from oil/gas extraction, groundwater pumping, or unique geologic conditions is considered to be low. For these reasons, risks related to geologic instability is considered less than significant.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less than Significant Impact. Expansive soils are fine-grained soils (generally high plasticity clays) that can undergo a significant increase in volume with an increase in water content and a significant decrease in volume with a decrease in water content. Changes in the water content of an expansive soil can result in severe distress to structures constructed upon the soil. Because the project would not involve the construction of any buildings or other habitable structures that would be affected by risks associated with soil expansion, substantial risks to life or property as a result of being located on expansive soils is considered less than significant.

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

**No Impact.** Construction and operation of the proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. Therefore, no impact associated with the use of such systems is anticipated.

## 7. Greenhouse Gas Emissions

Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. Global Climate Change (GCC) refers to changes in average climatic conditions on Earth as a whole, including temperature, wind patterns, precipitation and storms. Global temperatures are moderated by naturally occurring atmospheric gases, including water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) and sulfur hexafluoride (SF<sub>6</sub>), which are known as greenhouse gases (GHGs). These gases allow solar radiation (sunlight) into the Earth's atmosphere, but prevent radiative heat from escaping, thus warming the Earth's atmosphere. Gases that trap heat in the atmosphere are often called GHGs, analogous to a greenhouse. GHGs are emitted by both natural processes and human activities. The accumulation of GHGs in the atmosphere regulates the Earth's temperature. Emissions from human activities, such as burning fossil fuels for electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere.

Global warming potential (GWP) is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to CO2. The GWP of a GHG is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time (i.e., lifetime) that the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured relative to CO2, the most abundant GHG. GHGs with lower emission rates than CO2 may still contribute to climate change because they are more effective at absorbing outgoing infrared radiation than CO2 (i.e., high GWP). The concept of CO2-equivalents (CO2e) is used to account for the different GWP potentials of GHGs to absorb infrared radiation.

GHG emissions have the potential to adversely affect the environment because they contribute, on a cumulative basis, to GCC. The effects of climate change include increased global average temperature, subsequent altered precipitation patterns, thermal expansion of the ocean, and loss of polar and global sea ice extent.

The City of Los Angeles has not adopted a threshold to evaluate GHG impacts. Accordingly, this analysis uses the California Air Pollution Control Officers Association's (CAPCOA) recommended screening threshold of 900 metric tons carbon dioxide equivalent (MTCO<sub>2</sub>e) per year. Using CAPCOA guidance, projects that meet or fall below the screening thresholds are expected to result in 900 MTCO<sub>2</sub>e per year of GHG emissions or less and would not require additional analysis and the climate change impacts are considered to be less than significant. Projects that exceed the 900 MTCO<sub>2</sub>e per year screening level must conduct further analysis.

#### Construction

Construction emissions would be generated by heavy-duty construction equipment and construction worker vehicle trips. Construction GHG emissions were estimated using CalEEMod (version 2013.2.2). Please refer to Appendix A of this Initial Study for the CalEEMod outputs. SCAQMD recommends that construction emissions be amortized over 30 years, which is assumed to be the average lifetime of a project's operations, and added to the operational emissions of the project. When this total is amortized over the 30-year life of the project, annual construction emissions would be approximately 7.6 MTCO<sub>2</sub>e per year. Construction emissions would not exceed CAPCOA's 900 MTCO<sub>2</sub>e per year threshold. Therefore, the potential GHG impact associated with construction of the proposed project is considered less than significant.

#### Operation

Operation of the project would generate GHG emissions through new visitor trips. Approximately 30 visitors (weekend) and 10 visitors (weekdays) are anticipated. It was conservatively assumed that all visitors would drive to the site. GHG emissions associated with these trips were quantified using CalEEMod (version 2013.2.2). Please refer to Appendix A of this Initial Study for the CalEEMod outputs. Long-term operation of the proposed project would generate approximately 50.5 MTCO<sub>2</sub>e per year. Operational emissions would not exceed CAPCOA's 900 MTCO<sub>2</sub>e per year threshold. Therefore, the potential GHG impact associated with the operation of the proposed project is considered less than significant.

# b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

**Less than Significant Impact.** Assembly Bill (AB) 32 establishes a statewide goal to reduce GHG emissions back to 1990 levels by 2020. CARB adopted the AB 32 Scoping Plan as a framework for achieving AB 32 goals. The Scoping Plan outlines a series of technologically feasible and cost-effective measures to reduce statewide GHG emissions.

As described above in the response to Item VII.a, neither construction nor operational emissions would exceed CAPCOA's 900 MTCO<sub>2</sub>e per year screening threshold. Therefore, the proposed project would not conflict with any applicable plan, policy, or regulation for the purpose of reducing GHG emissions. This impact would be less than significant.

### 8. Hazards and Hazardous Materials

Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. Implementation of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction activities typically involve the transport of fuels, lubricants, and various other liquids needed for operation of construction equipment at the site. Workers would commute to the project site via private vehicles. Materials hazardous to humans, wildlife, and sensitive environments would be present during construction activities associated with the proposed project. These materials may include diesel fuel, gasoline, equipment fluids, cleaning solutions and solvents, and lubricant oils. However, federal and state standards for the routine transport, use, or disposal of hazardous materials have been established and compliance with these standards is required. Therefore, this is considered a less than significant 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?

Less than Significant Impact. The potential exists for direct impacts to human health and the environment from accidental spills of small amounts of hazardous materials during construction activities associated with the proposed project. However, existing federal and state standards are in place for the handling, storage, and transport of these materials. Because compliance with these standards is required through federal, state, and local regulations, no significant impact is anticipated due to the accidental spill and release of hazardous materials. The potential to create a significant hazard involving the release of hazardous materials into the environmental is considered a less than significant 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?

Less than Significant Impact. The Community Charter Middle School and Lakeview Charter Academy are located within one-quarter mile of the project site. As described above in the responses to Items VIII.a. and VIII.b., the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or involve the release of hazardous materials into the environment. The proposed project will be required to comply with federal, state and local regulations for the routine transport, use, or disposal of hazardous materials. Adherence to these regulations would ensure that the proposed

project would not result in significant impacts to nearby schools. This is considered a less than significant 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?

Less than Significant Impact. Based on a review of the Cortese List data resources, the Lopez Canyon Landfill is listed on the GeoTracker website as a "Landfill Disposal Site." However, the landfill closed refuse disposal in 1996 and formally closed in 2012. Accordingly, it is identified as a closed site on the GeoTracker website. With the inclusion of additional fencing to obstruct direct access to the landfill modules, the impact is considered to be less than significant.

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?

**No Impact.** The project site is not located within an airport land use plan or within two miles of a public airport or public use airport. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area. No impact has been identified for this issue area.

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?

**No Impact.** The project site is not located within the vicinity of a private airstrip. No hazard impacts related to private airstrips would occur with implementation of the proposed project.

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

**No Impact.** Emergency response and evacuation is the responsibility of the police and fire service providers detailed in Section XIV. Public Services. No changes to local roadways, such as Terra Bella Street and Terra Vista Way, would occur, and emergency access to the project site would not be affected. Therefore, no impact associated with interference with emergency response is anticipated.

h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Less than Significant Impact with Mitigation Incorporated. According to Fire Hazard Severity Zone Maps for the County (California Department of Forestry and Fire

Protection 2007) and City of Los Angeles (California Department of Forestry and Fire Protection 2011), the project site is located within a very high fire hazard severity zone. The risk of wildland fire could increase during construction of trail improvements as construction equipment would work in close proximity to large stands of vegetation. With the implementation of the Mitigation Measure HAZ-1, this impact would be reduced to a level less than significant.

#### **Mitigation Measure**

- **HAZ-1** Fire Prevention and Response Plan. LASAN shall be required to develop a Fire Safety Plan prior to beginning construction. The construction Fire Safety Plan shall address the following:
  - Procedures for reporting a fire.
  - Personnel and fire safety equipment the contractor will have on site.
  - Procedures to be taken on "red flag days" (days of extreme fire danger). On red flag days, trail construction would be discontinued.
  - Procedures to ensure that all power equipment is fire safe.
  - LASAN will bring only the necessary amount of fuel and fuel mixtures to operate the machinery on site. No flammable products will be stored or left on the project site. LASAN will be responsible for any clean-up of such contaminants in compliance with all applicable local, state, and federal laws.
  - All power equipment used on the trail will have spark arrestors.
  - LASAN shall have fire extinguishers and five gallon water pumps on site when operating power equipment.

## 9. Hydrology and Water Quality

Would the project:

a. Violate any water quality standards or waste discharge requirements?

Less than Significant Impact with Mitigation Incorporated. The use of construction equipment has the potential to introduce hydrocarbons, fluids, lubricants, and other toxic substances as a result of accidental spills or mishandling of these materials, into the surrounding environment and local receiving waters. The project site ultimately drains into the Los Angeles River, just below the Hansen Flood Control Basin. Beneficial uses identified for the Los Angeles River include: municipal supply (potential), industrial (potential), groundwater recharge (existing), warm freshwater habitat (existing), wildlife habitat (existing), wetlands (existing), and contact and non-contact recreation (existing)

(RWQCB 2011). The Los Angeles River is listed as impaired for the following: coliform bacteria, ammonia, copper, lead, nutrients (algae), and trash. Total maximum daily loads (TMDLs) have been established for metals, nitrogen compounds, and trash (RWCCB 2010).

Because project construction would disturb more than one acre, storm water discharge originating from the project site during construction activities is subject to regulation under the NPDES General Construction Permit, which requires the preparation and implementation of a SWPPP. The objectives of a SWPPP are to identify pollutant sources that may affect the quality of storm water discharge and implement BMPs to reduce and potentially eliminate pollutants carried by storm water runoff. The SWPPP therefore contains specific actions for handling and storage or construction materials and equipment, site grading activities, soil stabilization and post-construction runoff, monitoring, and reporting activities at the project site. Mitigation Measure BIO-12 requires the implementation of a SWPPP that not only satisfies NPDES requirements, but also is protective of adjacent sensitive habitats. With the implementation of the proposed mitigation, project-related impacts to water quality would be reduced to a level less than significant.

b. 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 (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?

Less than Significant Impact. The project site generally contains unpaved, pervious surfaces that facilitate the percolation of rainfall into the ground. This condition would continue in the post-project condition. The proposed trail would be unpaved, and the driveway, parking area for horse trailers, and picnic area pathways would be graded and covered with a permeable layer of recycled asphalt grindings. As a result, the project would not create additional impervious surfaces that could interfere with groundwater recharge. No dewatering activities or groundwater use is proposed; therefore, the proposed project would not result in the substantial depletion of groundwater supplies or substantially interfere with groundwater recharge. The potential impact associated with lowering the groundwater table and groundwater recharge would be less than significant.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

**Less than Significant Impact.** The construction of the proposed trail would not result in a substantial alteration of natural drainage patterns, and would not significantly increase impervious surfaces. During construction of the trail, staging area, and maintenance access road improvements, plastic "Drift Fencing" would be installed on

the downhill side of the trail to catch loose debris and protect the trail from erosion and mud flows. The fencing would remain in place until the ground is stabilized. Minor slope cuts would be graded to prevent cracking, or erosion from uphill surface water. To prevent slipping and cracking during the rainy season and allow for accelerated native plant growth, trail crews would rake down and spread the "overburden" (the fill that is created by the digging of the trail machine.) Trail workers would physically remove earth in the steep slide-slope areas and deposit the fill in safe areas. Down-slope fills would be raked out to allow accelerated native re-vegetation growth. Rolling water dips and reverse grades would be installed at appropriate locations to remove surface water from the trail. These BMPs would be specified in the SWPPP for construction and post-construction erosion and sediment control. Based on these considerations, the project is not expected to substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site. The potential erosion impact would be less than significant.

d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?

Less than Significant Impact. The project would create additional trails within the project site. In order to create the new trail segments, minor grading would be required, however, no impervious materials are proposed. New trail surfaces would be composed of earthen materials, and therefore the improved trail system would remain pervious similar to existing conditions. Also, the project would not significantly alter the topography. As a result, the rate or amount of surface runoff is not anticipated to substantially increase following project implementation. Although, the proposed driveway, parking area for horse trailers, and picnic area pathways would be graded and covered with permeable materials, a minor increase in runoff is expected. For this reason, a bioswale and retention basin is included at the base of the trailhead staging area to accept runoff from these areas prior to off-site discharge. With these design features in place, the project is not expected to substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site and no streams or rivers would be altered on site. Therefore, the potential impact associated with the increase in the rate of amount of surface runoff would be less than significant.

e. 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?

**Less than Significant Impact.** As described above, the proposed project would not alter the existing offsite drainage pattern or substantially change the amount of stormwater that would sheet flow off-site. No storm drains would be removed, constructed, or relocated. The proposed project would not generate an increase in

runoff water that would exceed the capacity of the existing or planned stormwater drainage system. The impact would be less than significant.

#### f. Otherwise substantially degrade water quality?

**Less than Significant Impact with Mitigation Incorporated.** As explained in Item IX.a, with the implementation of Mitigation Measure BIO-12, project-related water quality impacts would be reduced to a less than significant level.

## g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

**No Impact.** The proposed project does not include the development of housing. Therefore, no impact would occur.

## h. Place within a 100-year flood plain structures which would impede or redirect flood flows?

**No Impact.** The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) identify flood zones and areas that are susceptible to 100-year and 500-year floods. According to the FIRM map (Map Number 06037C1067F), the project site is located within Zone D, which is defined as an area in which flood hazards are undetermined, but possible (FEMA 2008). As a result, the project site is not located within a 100-year flood plain and, therefore, its implementation would not impede or redirect flood flows. No impact would occur.

# i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

**No Impact.** According to Exhibit G, Inundation and Tsunami Hazard Areas in the City of Los Angeles, of the City's General Plan Safety Element, the project site is not located within the boundaries of inundation areas from specific flood control basins (City of Los Angeles 1996). Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam. No impact would occur.

### j. Inundation by seiche, Tsunami, or mudflow?

**Less than Significant Impact.** Seiches are periodic oscillations of water in confined basins, typically caused by earthquakes. Due to the project site's distance from large bodies of water, no portion of the trail improvements would be affected by a seiche. No impact associated with inundation by seiche would occur.

According to Exhibit G, Inundation and Tsunami Hazard Areas in the City of Los Angeles, of the City's General Plan Safety Element, the project site is not located within

areas potentially impacted by a tsunami (City of Los Angeles 1996). Therefore, the proposed project would not result in impacts related to potential tsunami inundation.

Although the project site includes steep terrain, and small landslides could occur, there are no known active mudflows within the project area that could inundate portions of the project. Therefore, the threat of inundation from a large mudflow is considered less than significant.

## 10. Land Use and Planning

Would the project:

### a. Physically divide an established community?

**No Impact.** The project area is situated in the Lakeview Terrace area of the City of Los Angeles. Surrounding land uses include open space/national forest on the north, undeveloped land and residential (Kagel Canyon residential community) on the east, Terra Vista Way and residential (Lake View Terrace residential community) on the south, and the Lopez Canyon Landfill on the west.

The proposed trail (which would be restricted to equestrians and hikers) and access facilities would be compatible with the open space and low-density residential uses in the vicinity of the project area. The trail loop would incorporate an existing maintenance access road, segments of an existing, disconnected trail network, and the design and construction of two trail gap segments (Future Connection 1 and Future Connection 2). These project components would ultimately form a trail loop, which would be accessed from the trailhead staging area at the southern end of the project site. Neither the construction nor operation of the proposed project would cause a permanent disruption to an established community or would otherwise create a physical barrier within an established community. No impact would occur.

b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

**No Impact.** The proposed trail loop would extend approximately five miles and would overlap three jurisdictions: (1) City of Los Angeles, (2) County of Los Angeles, and (3) U.S. National Forest. The following is an analysis of the project's consistency with applicable land use plans.

#### City of Los Angeles

# <u>Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan</u>

The project parcels located within the City of Los Angeles are within the planning boundary of the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan (Community Plan). As shown in Table B-9, the land use designation for APNs 2846-003-900 and 2526-004-900 is Open Space. The Community Plan designates the former Lopez Canyon Landfill Site as Open Space and proposes that the site be designated a future recreational area. As described in the Community Plan, open space is generally defined as land which is essentially free of structures and buildings or is natural in character and which functions in one or more of the following ways:

- 1. Recreational and educational opportunities.
- 2. Scenic, cultural and historic values.
- 3. Public health and safety.
- 4. Preservation and creation of community identity.
- 5. Rights-of-way for utilities and transportation facilities.
- 6. Preservation of natural resources or ecologically important areas.

Table B-9: General Plan Land Use and Zoning Designations

APN	Owner	General Plan Land Use (City) <sup>1</sup>	Zoning (City) <sup>1</sup>	General Plan Land Use (County) <sup>2</sup>	Zoning (County) <sup>2</sup>
2846-003-303	U.S. Forest Service			Open Space –National Forest (OS-NF)	A2-2
2846-003-900	City of LA	Open Space	OS-1XL		
2846-003-902	City of LA		1	Rural Land 20 (RL20)	A2-2
2846-003-903	City of LA			Rural Land 20 (RL20)	A2-2
2526-004-010	Frank Family Trust	Low Residential	A2-1		
2526-004-900	City of LA	Open Space	OS-1XL		
2526-004-902	City of LA			Rural Land 20 (RL20)	A2-2
2526-004-903	City of LA			Rural Land 20 (RL20)	A2-2
2526-004-904	City of LA			Rural Land 20 (RL20)	A2-2
2526-004-905	City of LA			Rural Land 20 (RL20)	A2-2
2526-004-906	City of LA			Rural Land 20 (RL20)	A2-2
2526-004-907	City of LA		-	Rural Land 20 (RL20)	A2-2

<sup>1.</sup> General Plan land uses and zoning information for parcels located within the City of Los Angeles derived from Zone Information and Map Access System (Zimas) http://zimas.lacity.org/.

<sup>2.</sup> General Plan land uses and zoning information for parcels located within the unincorporated area of Los Angeles County derived from GIS-NET3 http://rpgis.isd.lacounty.gov/GIS-NET3\_Public/Viewer.html.

The proposed project would provide an improved equestrian and pedestrian trail loop and trailhead for use by local residents consistent with the City's Open Space land use designation. The proposed project would not conflict with the land use designation for the project site. Furthermore, the proposed project is consistent with applicable goals and policies set forth in the Community Plan:

- Goal 5: A community with sufficient open space in balance with new development to serve the recreational, environmental, health and safety needs of the community and to protect environmental and aesthetic resources.
  - Policy 5-1.3: Accommodate active park lands, and other open space uses in areas designated and zoned as Open Space.
  - Policy 5-1.4: Preserve as much of remaining undeveloped hillside land, as feasible, for open space and recreational uses.
- Goal 14: A system of safe, efficient and attractive bicycle, pedestrian and equestrian routes.
  - Objective 14-2: To provide for the maintenance, linkage and development of equestrian trails for recreational use.
    - Policy 14-2.4: Existing trails should be protected from encroachment by incompatible land uses. New trails should be expanded where appropriate and feasible.

The majority of the Phase 1 trail would be within property owned by the City; however, a small portion meanders in and out of City property onto the Frank Family Trust parcel (APN 2526-004-010). The Frank Family Trust parcel has a land use designation of Low Residential. As part of the project, the City would need to secure a trail easement from the Frank Family Trust to allow equestrians and hikers to access this portion of the trail. Given the trail's existence in the environmental baseline, the proposed use would be consistent with the existing use.

The issuance of an easement to formalize trail use along this section of Phase 1 would not conflict with a General Plan goal or policy adopted for the purpose of avoiding or mitigating an adverse environmental impact and, therefore, no impact would result.

#### Zoning

As shown in Table B-9, the zoning designation for APNs 2846-003-900 and 2526-004-900 is OS-1XL (Open Space). Pursuant to Section 12.04.05 of the City's Municipal Code, "parks and recreation facilities, including: bicycle trails, equestrian trails, walking trails, nature trails..." are permitted uses in the OS zone. Therefore, the proposed project would not conflict with the zoning designation of the project site and no impact would result.

APN 2526-004-010 (Frank Family Trust) is zoned Heavy Agriculture (A2-1). Pursuant to Section 12.06 of the City's Municipal Code, "Parks, playgrounds or community

centers, owned and operated by a governmental agency" are permitted uses in the A2 zone. For this reason, no impact would result.

#### County of Los Angeles

#### General Plan

The City owned "buffer" lands (APNs 2526-004-902 through -907, 2846-003-902 and -903) extend into unincorporated areas of Los Angeles County. As identified in Table B-9, the land use designation for the "buffer" lands parcels is Rural Land 20 (RL20). This land use designation is dedicated for non-urban uses. According to the County's General Plan Land Use Element, the purpose of the RL20 land use designation is for single family residences, equestrian and animal uses, and agricultural and related activities. The proposed equestrian and hiking trail would be compatible with the surrounding non-urban land uses. Furthermore the proposed project is consistent with applicable goals and policies set forth in the General Plan:

- Goal LU 5: Vibrant, livable and healthy communities with a mix of land uses, services and amenities.
  - Policy LU 5.7: Direct resources to areas that lack amenities, such as transit, clean air, grocery stores, bikeways, parks, and other components of a healthy community.
  - Policy LU 6.2: Encourage land uses and developments that are compatible with the natural environment and landscape.
  - Policy LU 6.3: Encourage low density and low intensity development in rural areas that is compatible with rural community character, preserves open space, and conserves agricultural land.
- Goal LU 9: Land use patterns and community infrastructure that promote health and wellness.
  - Policy LU 9.2: Encourage patterns of development that promote physical activity.
  - Policy LU 10.2: Design development adjacent to natural features in a sensitive manner to complement the natural environment.
  - Policy P/R 4.1: Create multi-use trails to accommodate all users.
  - Policy P/R 4.2: Develop staging areas and trailheads at strategic locations to accommodate multi-use trail users.

Based on this analysis, the project would be consistent with the existing General Plan land use designations and would not\_conflict with a goal or policy adopted for the purpose of avoiding or mitigating an adverse environmental impact. For this reason, no impact would result.

#### **Zoning Code**

As identified in Table A-2, the "buffer" lands parcels are zoned A2-2. Pursuant to Section 22.24.120(B)(b) of the County's Zoning Code, "Riding and hiking trails, but excluding trails for motor vehicles" are permitted uses under the A2-2 zone. The proposed trail would be dedicated for equestrian users and hikers. Vehicular use on the proposed trail would be prohibited. As such, the proposed project would be a permitted use under the A2-2 zoning designation and no conflict would occur. No impact would result.

#### U.S. National Forest

The northern portion of the project site (APN 2846-003-303) is located within U.S. National Forest land and is currently designated as Open Space – National Forest by the County's General Plan. This land use designation applies to areas within the national forest and managed by the National Forest Service.

APN 2846-003-303 is zoned A2-2. Pursuant to Section 22.24.120(B)(b) of the County's Zoning Code, "Riding and hiking trails, but excluding trails for motor vehicles" are permitted uses under the A2-2 zone. The proposed trail would be dedicated for equestrian users and hikers. Vehicular use on the proposed trail would be prohibited. As such, the proposed project would be a permitted use under the A2-2 zoning designation and no conflict would occur.

LASAN is currently authorized to use/occupy approximately 60 acres or .09 square miles of National Forest System lands in the Angeles National Forest per a Special Use Permit (Authorization ID: LAR106601A). This permit, which expires on December 31, 2019, authorizes LASAN to continue their operation, maintenance and monitoring activities associated with the closed Lopez Canyon Landfill using existing foot trails and National Forest System roads. Of the 60-acre permit area, only seven acres was used as a disposal area during the landfill's operational years.

As part of the project, LASAN will work with the U.S. Forest Service to amend their existing use permit to facilitate the inclusion of Future Connection 1 into the overall Forest Plan of Work. The project's inclusion in the Forest Plan would then facilitate the implementation of Future Connection 1 subject to compliance with the National Environmental Policy Act (NEPA) and other federal statutes. Compliance with these regulations would ensure the project's consistency with applicable federal plans and policies. For this reason, no impact would result.

## c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

**No Impact.** Based on a review of the California Regional Conservation Plans map prepared by CDFW, the project site does not coincide with the boundaries of any adopted Habitat Conservation Plan or Natural Community Conservation Plan (CDFW)

2015). Therefore, the proposed project would not conflict with an approved conservation plan and no impact would occur.

### 11. Mineral Resources

Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

**No Impact.** According to Exhibit A, Mineral Resources, of the City's General Plan Conservation Element, the project site is not located within any known mineral resource zones (City of Los Angeles 2001). Therefore, the proposed project would not result in the loss of mineral resources and no impact would occur.

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?

**No Impact.** As provided in Item XI.a, no mineral resources have been identified in the project area. Therefore, there would be no impact on a locally important mineral resource recovery site.

### 12. Noise

Would the project result in:

a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

**Less than Significant Impact with Mitigation Incorporated.** The Los Angeles Municipal Code Section 41.40, *Construction Noise*, dictates regulations for construction hours as indicated in Table B-10.

Table B-10: Allowable Construction Hours

Days	Allowed Construction Hours
Monday-Friday	7:00-9:00pm
Saturdays and National Holidays	8:00am-6:00pm
Sundays	Not permitted

Source: Los Angeles Municipal Code, as amended

The Los Angeles Municipal Code Section 112.05, *Maximum Noise Level of Powered Equipment or Powered Hand Tools*, details that the maximum noise level powered equipment may produce within a distance of 500 feet from a City residential zone is 75 dBA at a distance of 50 feet, unless compliance is technically infeasible. Technically infeasible means that the noise limitations cannot be attained during use of the

equipment even with the use of mufflers, shields, sound barriers and/or other noise reduction techniques.

#### Construction

Construction noise, although temporary, can be a source of concern for sensitive receptors, such as nearby residences. Construction is anticipated to take approximately 6 months, beginning in 2017. Later phases would occur following 2017, but at greater distances from nearby sensitive receptors as compared to Phase 1. For this reason, emphasis of the evaluation of noise impacts is placed on Phase 1 construction. Construction of the proposed project will require the use of heavy equipment that may be periodically audible at offsite locations. Received sound levels will fluctuate, depending on the construction activity, equipment type, and distance between noise source and receiver. Additionally, sound from construction equipment will vary dependent on the construction phase and the number and class of equipment operating or in use at a location at any given time.

Table B-11 lists typical construction equipment noise levels recommended for noise impact assessments based on a distance of 50 feet between a piece of equipment and a noise receptor.

The noisiest activities for the proposed project would be during the site clearing and grading phases when graders, loaders, and dozers would be used. Based on the noise levels listed in Table B-11, the construction equipment associated with these activities would generate noise levels of up to 85 dBA Lmax at 50 feet. Although unlikely, two pieces of construction equipment could operate at their maximum noise level simultaneously. For every doubling of acoustic energy the noise level, measured in dBA, increases by 3. Therefore, two pieces of equipment, each operating at a noise level of 85 dBA, would generate a noise level of 88 dBA Lmax at 50 ft.

Table B-11: Default Noise Emission Reference Levels and Usage Factors

Equipment Description	Impact Device?	Acoustical Usage Factor (%)	Spec. 721.560 L <sub>max</sub> @ 50 feet (dBA, slow)	Actual Measured L <sub>max</sub> @ 50 feet (dBA, slow) (Samples Averaged)	Number of Actual Data Samples (Count)
All other Equipment > 5 HP	No	50	85	N/A	0
Auger Drill Rig	No	20	85	84	36
Backhoe	No	40	80	78	372
Bar Bender	No	20	80	N/A	0
Blasting	Yes	N/A	94	N/A	0
Boring Jack Power Unit	No	50	80	83	1
Chain Saw	No	20	85	84	46
Clam Shovel (dropping)	Yes	20	93	87	4
Compactor (ground)	No	20	80	83	57
Compressor (air)	No	40	80	78	18

Table B-11: Default Noise Emission Reference Levels and Usage Factors

		Acoustical	Spec.	Actual Measured	Number of
Equipment Description	Impact Device?	Usage Factor (%)	721.560 L <sub>max</sub> @ 50 feet (dBA, slow)	L <sub>max</sub> @ 50 feet (dBA, slow) (Samples Averaged)	Actual Data Samples (Count)
Concrete Batch Plant	No	15	83	N/A	0
Concrete Mixer Truck	No	40	85	79	40
Concrete Pump Truck	No	20	82	81	30
Concrete Saw	No	20	90	90	55
Crane	No	16	85	81	405
Dozer	No	40	85	82	55
Drill Rig Truck	No	20	84	79	22
Drum Mixer	No	50	80	80	1
Dump Truck	No	40	84	76	31
Excavator	No	40	85	81	170
Flat Bed Truck	No	40	84	74	4
Front End Loader	No	40	80	79	96
Generator	No	50	82	81	19
Generator (<25KVA, VMS Signs)	No	50	70	73	74
Gradall	No	40	85	83	70
Grader	No	40	85	N/A	0
Grapple (on backhoe)	No	40	85	87	1
Horizontal Boring Hydraulic Jack	No	25	80	82	6
Hydra Break Ram	Yes	10	90	N/A	0
Impact Pile Driver	Yes	20	95	101	11
Jackhammer	Yes	20	85	89	133
Man Lift	No	20	85	75	23
Mounted Impact Hammer	Yes	20	90	90	212
Pavement Scarifier	No	20	85	90	2
Paver	No	50	85	77	9
Pickup Truck	No	40	55	75	1
Pneumatic Tools	No	50	85	85	90
Pumps	No	50	77	81	17
Refrigerator Unit	No	100	82	73	3
Rivit Buster/Chipping Gun	Yes	20	85	79	19
Rock Drill	No	20	85	81	3
Roller	No	20	85	80	16
Sand Blasting (single nozzle)	No	20	85	96	9
Scraper	No	40	85	84	12
Sheers (on backhoe)	No	40	85	96	5
Slurry Plant	No	100	78	78	1
Slurry Trenching Machine	No	50	82	80	75
Soil Mix Drill Rig	No	50	80	N/A	0
Tractor	No	40	84	N/A	0

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Table B-11: Default Noise Emission Reference Levels and Usage Factors

Equipment Description	Impact Device?	Acoustical Usage Factor (%)	Spec. 721.560 L <sub>max</sub> @ 50 feet (dBA, slow)	Actual Measured L <sub>max</sub> @ 50 feet (dBA, slow) (Samples Averaged)	Number of Actual Data Samples (Count)
Vacuum Excavator (Vac-Truck)	No	40	85	85	149
Vacuum Street Sweeper	No	10	80	82	19
Ventilation Fan	No	100	85	79	13
Vibrating Hopper	No	50	85	87	1
Vibratory Concrete Mixer	No	20	80	80	1
Vibratory Pile Driver	No	20	95	101	44
Warning Horn	No	5	85	83	12
Welder/Torch	No	40	73	74	5

Source: FHWA, Construction Noise Handbook, August 2006.

The closest sensitive receptors to the project site are residences located along Terra Vista Way at a distance of approximately 80 feet. Therefore, these receptor locations may be subject to short-term noise levels of 84 dBA Lmax generated by construction activities. Compliance with Mitigation Measure N-1 in combination with Section 41.40 of the City's Municipal Code, would reduce construction related noise impacts to a level less than significant.

#### **Mitigation Measure**

- N-1 Construction Noise Mitigation. Prior to any grading activity, the project operator will require all construction contractor/subcontractor employees to attend the worker environmental awareness program (WEAP) training prior to initiating their activities. All contract and subcontract employees will be required to implement the following noise attenuation measures during all phases of construction:
  - a) Noise levels of any Project use or activity will be maintained at or below adopted County noise standards (Section 41.40 of the Los Angeles Municipal Code). The use of noise-producing signals, including horns, whistles, alarms, and bells, will be for safety warning purposes only.
  - b) No person shall, between the hours of 7:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power driven drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified.

- c) Construction equipment will be muffled per manufacturer's specifications.
- d) All stationary construction equipment will be placed in a manner so that emitted noise is directed away or blocked from sensitive receptors nearest the Project site.

#### Operation

Once constructed, operational noise generated by the project would result from human activity at the staging area and along the trail, such as people hiking, riding horses, and conversing, in addition to some added traffic noise from users commuting to and from the project site. These noise sources would not be loud or frequent enough to raise the long-term noise levels at adjacent residences. Furthermore, the staging area and trail area would be open during daylight hours (e.g., dawn to dusk) year round and closed during nighttime hours. Therefore, adjacent residences would not be exposed to increased noise levels over the long-term. Therefore, the potential operational noise impact would be less than significant.

# b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. Construction activities generate groundborne vibration when heavy equipment travels over unpaved surfaces or when it is engaged in soil movement. The effects of groundborne vibration include discernable movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Vibration-related problems generally occur due to resonances in the structural components of a building because structures amplify groundborne vibration.

Table B-12 lists the vibration source amplitudes for construction equipment. As pile driving is not required, the highest reference peak particle velocity (PPV) for the proposed project would be 0.089 inches per second (in/sec) associated with on-site bulldozers.

Table B-12: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV at 25 feet (in/sec)
Vibration Roller	0.210
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer	0.003
Crack-and-seat Operations	2.4

Source: California Department of Transportation, Transportation and Construction Vibration Guidance Manual, September 2013

The closest sensitive receptors to the project site are residences located along Terra Vista Way at a distance of approximately 80 feet. Distance attenuation would reduce the construction vibration levels from the proposed project to 0.025 in/sec. This level is lower than the 0.04 in/sec level considered to be barely perceptible to humans for transient sources. Therefore, a less than significant impact would occur and no mitigation measures are required for construction vibration.

## c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. Once construction is completed, approximately 30 visitors (weekend) and 10 visitors (weekdays) are anticipated. Operational noise generated by the project would result from human activity at the staging area and along the trail, such as people hiking, riding horses, and conversing, in addition to some added traffic noise from users commuting to and from the project site. These noise sources would not be loud or frequent enough to raise the long-term noise levels at adjacent residences. Therefore, the proposed project would not result in a significant permanent increase above ambient noise levels in the project vicinity. This is considered a less than significant impact.

# d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact with Mitigation Incorporated. As described in Item XII.a above, construction-related activities and equipment would result in a temporary or periodic increase in ambient noise levels that would be above existing levels. The closest sensitive receptors to the project site are residences located along Terra Vista Way at a distance of approximately 80 feet. Therefore, these receptor locations may be subject to short-term noise levels generated by construction activities. However, compliance Mitigation Measures N-1 in conjunction with Los Angeles Municipal Code Section 41.40, the project-related construction noise impact would be reduced to a less than significant level.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

**No Impact.** The project site is not located within two miles of a public airport. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels and no impact would occur.

f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

**No Impact.** The project site is not located within the vicinity of a private airstrip. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels and no impact would occur.

## 13. Population and Housing

Would the project:

a. Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

**No Impact.** The proposed project would not result in the construction of any homes or businesses or extension of roads. Therefore, the proposed project would not directly or indirectly induce population growth in the area. No impact would occur.

b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?

**No Impact.** No housing exists within the project site. Therefore, the proposed project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. No impact would occur.

c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?

**No Impact.** No people reside within the project site. Therefore, the proposed project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. No impact would occur.

## 14. Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

#### a. Fire protection?

**Less than Significant Impact.** The project site is served by the Los Angeles City Fire Department. The project area is served by Fire Station No. 24, located at 9411 Wentworth Street, and Fire Station No. 74, located at 7777 Foothill Boulevard.

Fire Station No. 24 is the nearest fire station, located approximately three miles southeast of the project site. This fire station would serve the project site as the primary responder and could respond in the event of an emergency.

The proposed project includes the formation of an equestrian trail loop system and supporting trailhead staging area. Implementation of the proposed project would improve and potentially increase usage of the area. However, recreational users of the proposed trail are not expected to result in an increased demand requiring the need for new or physically altered fire protection facilities, since the project would expand recreational opportunities for existing residents. In this context, existing emergency services provided by the City of Los Angeles would continue to adequately serve the project site. Therefore, the impact would be less than significant.

#### b. Police protection?

Less than Significant Impact. The City of Los Angeles Police Department's Foothill Division Station provides police protection for the project area. The proposed project includes the formation of an equestrian trail loop system and supporting trailhead staging area. Access would be restricted by double-leaf rino gates at the primary and secondary access driveways. Security fencing would be installed along the trail adjacent to the landfill to direct equestrians and hikers to the designated trail. Split rail fencing would be installed on the City's property to designate certain points of the trail. City staff in cooperation with law enforcement will monitor access during and after hours to control illegal trespassing (out of bounds) and avoid the formation of any homeless encampments. Activities at the proposed trail and trailhead are not anticipated to substantially increase the demand for police protection at the project site, or to require new or altered police service facilities. Therefore, the impact would be less than significant.

#### c. Schools?

**No Impact.** Physical impacts on school facilities and services are usually associated with population in-migration and growth, which increase the demand for schools. The proposed project does not include the development of residential land uses that would result in an increase in population or student generation. Therefore, no impact would occur.

#### d. Parks?

**No Impact.** Physical impacts on parks are usually associated with population inmigration and growth, which increase the demand for and use of parks. The proposed project would have no effect on population growth. The proposed project would however result in expanded recreational opportunities for City residents, which would increase visitors traveling to and from the project site and surrounding areas. While additional employees during construction and operation are anticipated, they are not expected to

use existing neighborhood or regional parks or any other park facilities to a degree that would constitute the need for new or altered park facilities. Therefore, the proposed project would not result in an increased demand requiring the need for new or physically altered park facilities. Therefore, no impact would occur.

#### e. Other governmental services?

**No Impact.** As discussed above, physical impacts on public services are usually associated with population in-migration and growth, which increase the demand for public services and facilities. The proposed project would have no effect on population growth. Therefore, the proposed project would not result in an increased demand requiring the need for new or physically altered governmental services facilities. Therefore, no impact would occur.

## 15. Recreation

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

**Less than Significant Impact.** An increase in the use of existing parks and recreational facilities typically results from an increase in housing or population in an area. The proposed project would not result in an increase in housing or residents in the project vicinity. Instead, the project would provide additional recreational opportunities for the existing population. Therefore, the impact would be less than significant.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less than Significant Impact with Mitigation Incorporated. The proposed project would provide additional recreational amenities. The proposed project consists of the construction of a recreational trail and access facilities. The potential environmental effects of the trail and access facilities, and mitigation measures required to reduce impacts to a less than significant level, are discussed in Items I through XIV of this Environmental Checklist. With the implementation of Mitigation Measures BIO-1 through 12, CR-1, HAZ-1, N-1, and T-1, impacts resulting from the proposed project would be less than significant.

## 16. Transportation/Circulation

Would the project:

a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account

all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

**Less than Significant Impact.** The *L.A. CEQA Thresholds Guide* (2006) uses the following screening criteria to determine when further study is needed to decide whether a project may have a significant intersection and/or street segment capacity impact:

- Would the proposed project generate and/or cause a diversion or shift of 500 or more daily trips or 43 or more p.m. peak hours vehicle trips on the street system?
- Would the proposed project generate and/or cause a diversion shift of 500 or more vehicle trips or 43 or more a.m. or p.m. peak hour trips?

Construction of the proposed project would involve up to 30 vehicle trips per day. Once construction is completed, approximately 30 visitors (weekend) and 10 visitors (weekdays) are anticipated. The proposed project is anticipated to generate less than 500 average daily trips or less than 43 a.m. or p.m. peak hour trips. Therefore, according to the *L.A. CEQA Thresholds Guide* (2006), the proposed project is not anticipated to result in a significant intersection or street segment capacity impact. This is considered a less than significant impact.

b. Conflict with an applicable congestion management program including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

**Less than Significant Impact.** Roadways affected by the proposed project are not identified nor subject to level of service standards as contained in the County's Congestions Management Plan. Based on the response to Item XVI, this impact is considered less than significant.

c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

**No Impact.** The project site is not located within two miles of a public airport or private airstrip. Neither construction nor operation of the proposed project would affect air traffic patterns. Therefore, no impact to air traffic patterns would occur.

d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact with Mitigation Incorporated. As previously discussed, construction and operation of the proposed project would not result in significant traffic impacts. Entrance to the trailhead staging area is located at the intersection of Terra

Vista Way and Terra Bella Street. Vehicles with horse trailers would exit the site onto Terra Vista Way via a secondary driveway located on the western boundary of the equestrian staging area. Sight distances along Terra Vista Way and Terra Bella Street are limited in the vicinity project's access location due to the presence of a T-intersection and minimal sight distance for left turn movements from Terra Vista Way to Terra Bella Street. In the absence of traffic safety improvements, the project could create an unsafe intersection, which would be considered a significant impact in the absence of mitigation. With the implementation of Mitigation Measure T-1, adequate traffic safety improvements would be constructed at the project entrance and the impact would be reduced to a less than significant level.

#### **Mitigation Measure**

T-1 Project Ingress/Egress Safety. LASAN shall include traffic safety improvements for the project access driveway at Terra Vista Way to increase sight distances from the point of access and from adjacent roadways (e.g. Terra Vista Way). This will include the provision of signage (as needed) in all directions to notify vehicles approaching or passing the site access driveway, roadway re-striping or median, and, if necessary, realignment. The roadway improvements will be coordinated with the City's Department of Transportation and Bureau of Engineering as part of the encroachment permit approval process. Traffic control measures will be implemented in conjunction with construction.

### e. Result in inadequate emergency access?

**No Impact.** No changes to local roadways, such as Terra Bella Street and Terra Vista Way, would occur, and emergency access to the project site would not be affected. Therefore, no impact would occur.

f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

**No Impact.** The existing circulation network would not change with the implementation of the proposed project. No components of the proposed project would conflict with adopted policies, plans, or programs regarding bicycle or pedestrian facilities. Public transit routes would not be affected by the proposed project as the proposed trail loop and access facilities would occur on undeveloped property and would not interfere or otherwise impede or restrict existing or proposed public transportation facilities. Therefore, no impact would occur.

### 17. Utilities

Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

**No Impact.** The proposed project would not generate any wastewater. During site preparation activities, portable toilet(s) would be provided for use during the construction period. After construction, the toilet(s) would be hauled away and the wastewater would be disposed of at an approved facility in accordance with solid waste laws. Therefore, no impact would occur related to wastewater treatment requirements.

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. Use of the trail and access facilities would generate a negligible demand for water. Water would be required for landscaping, water fountains, and horse water troughs. The proposed project would not require or result in the construction of new water treatment facilities or expansion of existing facilities. The proposed project would not generate any wastewater. Therefore, the proposed project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities. The proposed project would have a less than significant impact on demand for water and wastewater treatment.

c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

**Less than Significant Impact.** The proposed project would not alter the existing offsite drainage pattern or substantially change the amount of stormwater that would sheet flow off site. No new storm drains would be constructed. Impacts would be less than significant.

d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?

Less than Significant Impact. The proposed project would generate a negligible demand for water (e.g., less 40 acre-feet per year), which would be accommodated by existing water lines located in Terra Vista Way. Water would be required for landscaping, water fountains, and horse water troughs at the equestrian staging area. The proposed project would use water supplies managed by the City and not require new or expanded entitlements. This is considered a less than significant impact.

e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

**No Impact.** The proposed project would not generate additional wastewater. Therefore, the proposed project would not result in inadequate capacity for the existing wastewater treatment provider. As such, no impact would occur.

f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less than Significant Impact. During site preparation, some green waste would be generated. The green waste would be composted on site (as feasible) or hauled off site to an appropriate facility. The project's green waste can be taken to the Lopez Canyon Environmental Center, which is a permitted green waste recycling facility, located on the closed Lopez Canyon Landfill property. Operation of the proposed project would generate a negligible quantity of solid waste. Therefore, the proposed project would have a less than significant impact related to solid waste and landfill capacity.

g. Comply with federal, state, and local statutes and regulations related to solid waste?

**No Impact.** Greenwaste would be disposed of in accordance with applicable statutes and regulations. Only small amounts of greenwaste would be generated once operational and only related to ensuring the health of the vegetation; therefore, no impact would occur.

## 18. Mandatory Findings of Significance

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant Impact with Mitigation Incorporated. As discussed above in Section IV., Biological Resources, the proposed project would result in potentially significant impacts to sensitive vegetation communities, plant species, and wildlife species. However, with implementation of Mitigation Measures BIO-1 through BIO-12, impacts would be reduced to less than significant levels. Therefore, the proposed project would not degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal.

As detailed above in Section V., Cultural Resources, a cultural resources site (Site 1) is located on the project site. However, due to the disturbed nature of the cultural resource and the absence of any associated surface artifacts, Site 1 is recommended as ineligible for listing in the CRHR. Site 1 is unlikely to yield information important to the past, and does not meet the criteria established for a unique archaeological resource under CEQA. Therefore, the proposed project would not cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5 and no impact would occur. Therefore, the proposed project would not eliminate important examples of the major periods of California history or prehistory.

b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).

Less than Significant Impact with Mitigation Incorporated. Based on the analysis contained in this Initial Study, the proposed project would not result in significant impacts to aesthetics, agricultural and forestry resources, air quality, geology and soils, greenhouse gas emissions, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, and utilities and service systems. Mitigation measures recommended for biological resources (Mitigation Measures BIO-1 through BIO-12), construction noise (Mitigation Measure N-1), wildfire hazards (Mitigation Measure HAZ-1), traffic safety (Mitigation Measure T-1), and undocumented archaeological resources (Mitigation Measure CR-1) would reduce impacts to below a level of significance. Other cumulative projects would also be required to implement mitigation to reduce project-specific impacts to less than significant levels. As such, the proposed project would not have impacts that are individually limited, but cumulatively considerable. This is considered a less than significant impact.

c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact. A significant impact may occur if a project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less than significant levels. Upon implementation of mitigation measures, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.

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