

**Initial Study/Negative Declaration**  
For  
**Big Tujunga Wash at Oro Vista Avenue**  
**Maintenance Program**  
(W.O. E1907637)



Looking across Big Tujunga Wash  
at Oro Vista Avenue leading to  
Riverwood Community

**July 2, 2015**



*City of Los Angeles*



*Bureau of Engineering*  
*Environmental Management Group.*

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CITY OF LOS ANGELES  
CALIFORNIA ENVIRONMENTAL QUALITY ACT  
**INITIAL STUDY**  
(Article I - City CEQA Guidelines)

**Council District: 7**

**Date: July 2, 2015**

**Lead City Agency: Department of Public Works, Bureau of Engineering,  
Environmental Management Division (BOE/EMG)**

**Project Title: Big Tujunga Wash at Oro Vista Avenue Maintenance Program  
(W.O. E1907637)**

**Project Sponsor: Department of Public Works, Bureau of Street Services,  
Engineering Division (BOSS/ED)**

## **I. INTRODUCTION**

### **A. Purpose of an Initial Study**

The California Environmental Quality Act (CEQA) was enacted in 1970 for the purpose of providing decision-makers and the public with information regarding environmental effects of proposed projects; identifying means of avoiding environmental damage; and disclosing to the public the reasons behind a project's approval even if it leads to environmental damage. The Bureau of Engineering Environmental Management Group (BOE/EMG) has determined the proposed project is subject to CEQA and no exemptions apply. Therefore, the preparation of an initial study is required.

An initial study is a preliminary analysis conducted by the lead agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the initial study concludes that the project, with mitigation, may have a significant effect on the environment, an environmental impact report should be prepared; otherwise the lead agency may adopt a negative declaration or mitigated negative declaration.

This Initial Study (IS) has been prepared in accordance with CEQA (*Public Resources Code* §21000 et seq.), the State *CEQA Guidelines* (Title 14, *California Code of Regulations*, §15000 et seq.), and the City of Los Angeles *CEQA Guidelines* (1981, amended July 31, 2002).

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B. Document Format

This Initial Study is organized into eight sections as follows:

Section I, Introduction: provides an overview of the project and the CEQA environmental documentation process.

Section II, Project Description: provides a description of the project location, project background, and project components.

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

Section IV, Potential Environmental Effects: provides a detailed discussion of the environmental factors that would be potentially affected by this project as indicated by the screening checklist in Appendix A.

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

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

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

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

C. CEQA Process

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

After the close of the public review period, the Board of Public Works considers the negative declaration or mitigated negative declaration, together with any comments



## B. Purpose

The purpose of the project is the long-term clearing, cleaning, maintaining, repairing, and restoring of Oro Vista Avenue and associated berms, swales, and shoulders that are located within the Big Tujunga Wash. At the end of the Southern California rainy season (October to April), and/or after major storms (December to March), and/or after a major release of water from the Big Tujunga Dam, the City would remove accumulated sediments (i.e. sands, mud, boulders, etc.) and debris (i.e., trash, logs, trees, brush, etc.) that block the flow of waters under the bridge, through the culverts, or over the Arizona Crossing, upstream and downstream of Oro Vista Avenue. All work will be accomplished shortly after major flows have ceased and most all ground cover would have been removed due to water flows and scouring. The project will recreate berms and swales in Big Tujunga Wash as needed to restore it to its pre-storm flow, pre-storm season, or pre-discharge of waters from Big Tujunga Dam, (i.e., under bridge, through culverts, or over Arizona Crossing). There will be no new stream channelization or relocation.

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received during the public review process, and makes a recommendation to the City Council on whether to approve the project. One or more Council committees may then review the proposal and documents and make its own recommendation to the full City Council. The City Council is the decision-making body and also considers the negative declaration or mitigated negative declaration, together with any comments received during the public review process, in the final decision to approve or disapprove the project.

During the project approval process, persons and/or agencies may address either the Board of Public Works or the City Council regarding the project. Public notification of agenda items for the Board of Public Works, Council committees and City Council is posted 72 hours prior to the public meeting. The Council agenda can be obtained by visiting the Council and Public Services Division of the Office of the City Clerk at City Hall, 200 North Spring Street, Suite 395; by calling 213/978-1047, 213/978-1048 or TDD/TTY 213/978-1055; or via the internet at <http://www.lacity.org/CLK/index.htm> .

If the project is approved, the City will file a Notice of Determination with the County Clerk within 5 days. The Notice of Determination will be posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval under CEQA. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the project, and to issues which were presented to the lead agency by any person, either orally or in writing, during the public comment period.

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

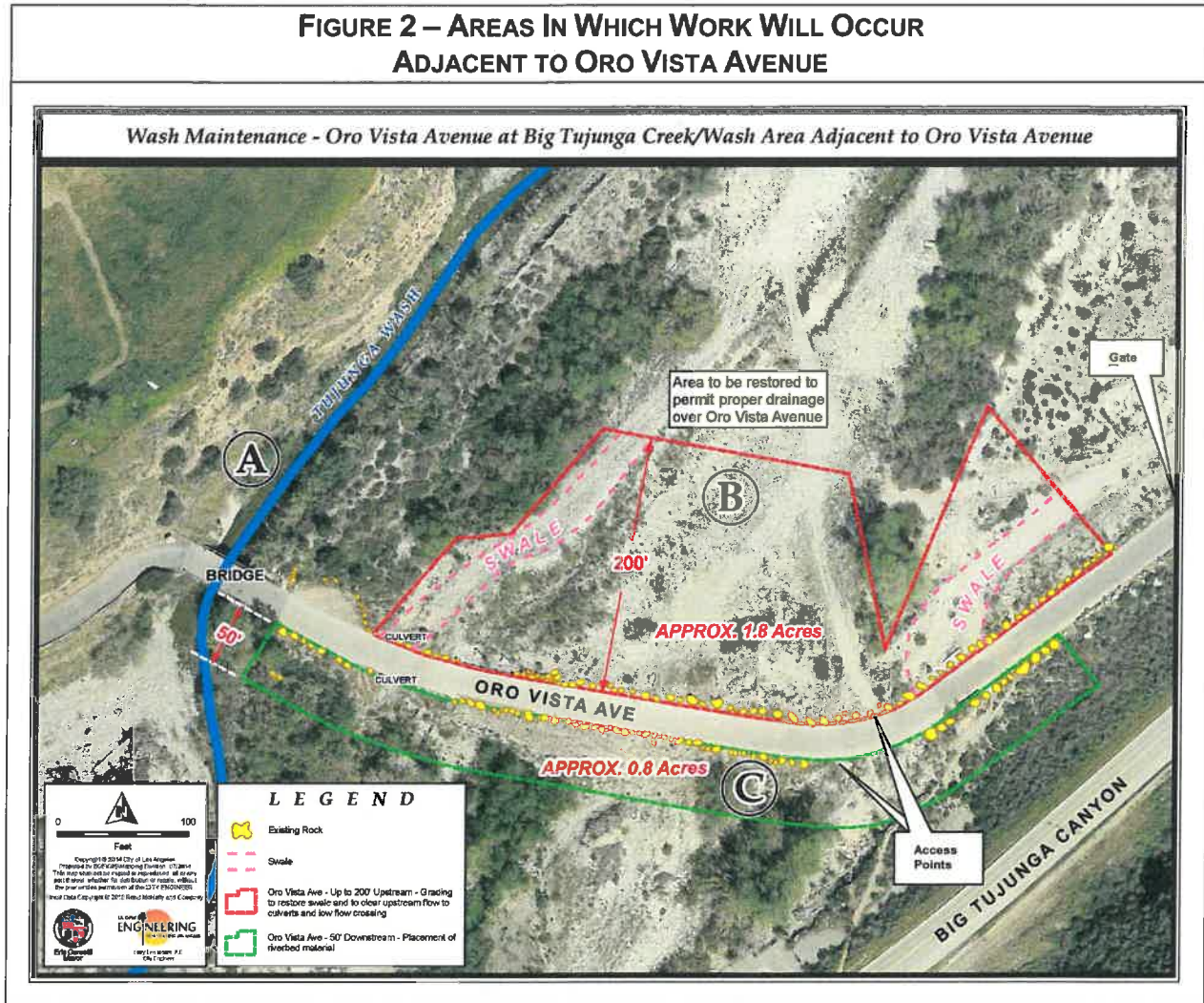
## **II. PROJECT DESCRIPTION**

### **A. Location**

The Big Tujunga Wash at Oro Vista Maintenance Program project site is located within the Sunland - Tujunga Region of the City of Los Angeles (Figure 1). This region lies in the northeast quadrant of the San Fernando Valley. It is approximately fifteen miles northwest from downtown Los Angeles.

The activities will be accomplished on and about Oro Vista Avenue, where it crosses the Big Tujunga Wash. Area A is located from the Oro Vista Avenue Bridge, upstream 3,000-feet (3,000') with a width of 90-feet (90') +/- on either side of the channel (Figures 2 and 3); Area B is located up to 200-feet upstream of Oro Vista Avenue (Figure 2); and Area C is located up to 50-feet downstream of Oro Vista Avenue (Figure 2).

**FIGURE 2 – AREAS IN WHICH WORK WILL OCCUR  
ADJACENT TO ORO VISTA AVENUE**

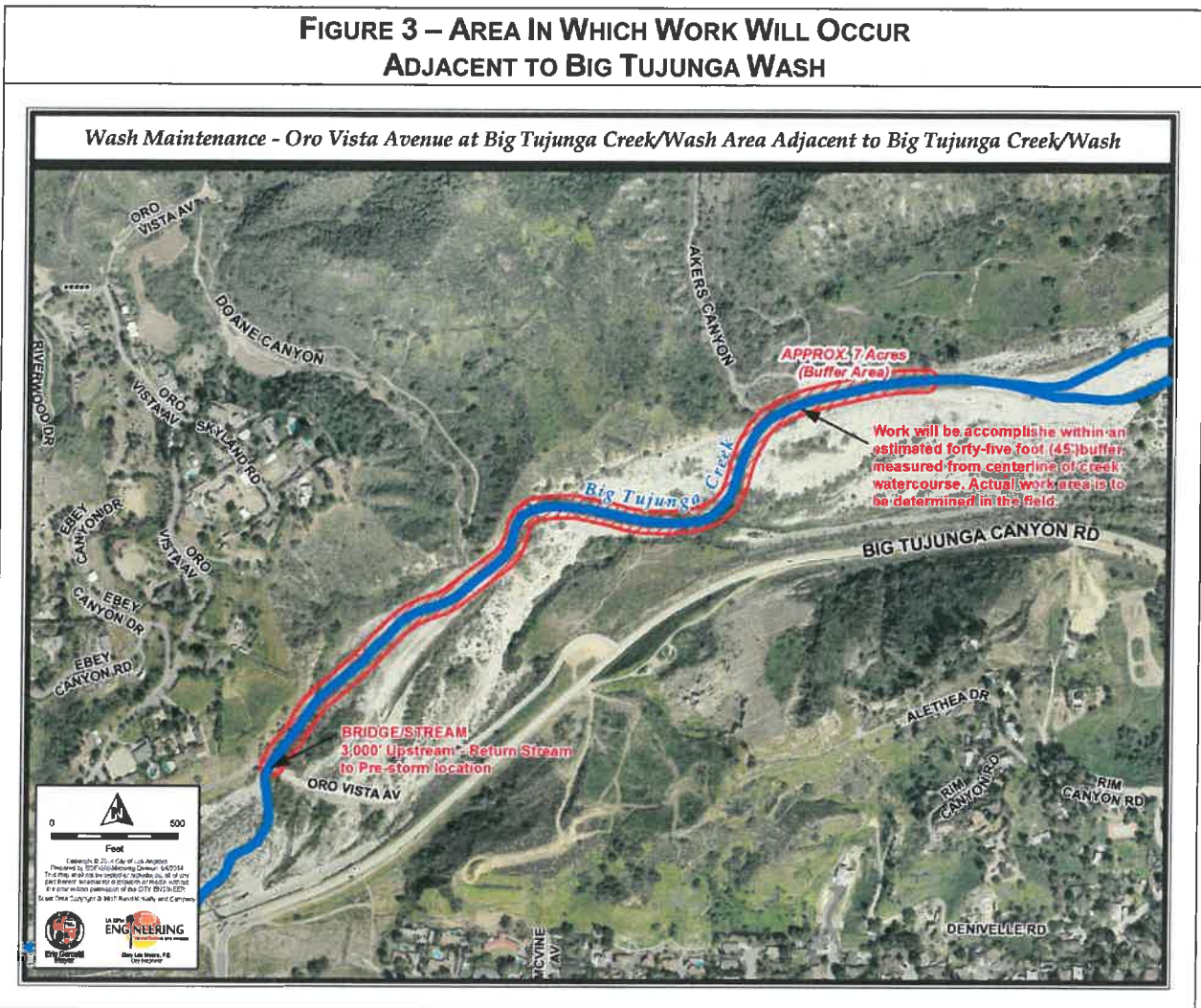


Minor maintenance activities would occur during the Southern California non-storm season (May to September). This work would be primarily in and around the culverts and the 'low-flow' crossing (Arizona Crossing) so they would function as designed during the upcoming rainy season. Work activities would include minor sediment removal, remove vegetation that obstructs the culverts, and removal of debris on both sides of the culverts, and ensure the culvert outlets direct water back to the main channel. Additionally, and as needed, boulders would be located or relocated along Oro Vista Avenue to visually delimit the roadway and impede vehicles from leaving the roadway.

City Forces (including the Bureau of Street Services (BOSS), Bureau of Sanitation (BOS), Los Angeles Fire Department (LAFD), and Bureau of Engineering (BOE) as necessary and available) utilizing standard earth-moving equipment will access the Wash in the area of the Arizona crossing or locked access gates. Vegetative debris (i.e., logs, branches brush, etc.) will be retained on site. Arundo debris, and other trash, debris, and flotsam and jetsam deposited by storm activities will be removed and disposed of off-site at an approved landfill. The sand, gravel and boulders involved in grading activities will be managed within the delineated work area without any import or export of material. It is

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expected that the process from mobilization to completion will take ten to fifteen days (10-15) to accomplish.



Equipment List (Type and Expected Number): D-9 Track Loaders (2); D-8 Track Loader (1); CAT 951 Track Loader (1); Backhoe (1); Skiploader (1); Excavator (1); Trucks (2); and Grade All (1) and a variety of miscellaneous hand tools.

C. Description

The cleaning, maintaining, repairing, and restoring of Oro Vista Avenue will be in accordance with the “as built” condition of Oro Vista Avenue as depicted in Plan P-34963 (Dated December 11, 1996) (Attachment B), this would include but not limited to:

- Grading, as needed, to restore the swale that parallels the up-stream side of the roadway between culverts and the area between the culverts and the southerly bank of Big Tujunga Wash, grading as needed to restore the swale up-stream from the culverts and extending no more than two-hundred feet (200') up-stream from Oro Vista Avenue.



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- Grading, as needed, to restore the swale that parallels the down-stream side of the roadway between culverts and the area between the culverts and the southerly bank of Big Tujunga Wash, grading as needed to restore the swale down-stream from the culverts and extending no more than fifty-feet (50') down-stream from Oro Vista Avenue.
- Placement of excess riverbed material to refill areas affected by local scour of the down-stream shoulder of the roadway for purposes of public safety and protection of the roadway infrastructure. The placement will be no more than fifty-foot (50') down-stream from Oro Vista Avenue, no higher than the roadway, and generally in the areas of the culverts and Arizona Crossing.
- Placement of boulders along the roadway of Oro Vista Avenue to visually delimit the roadway and impede vehicles from leaving the roadway.
- Removal of Arundo debris, and other trash, debris, and flotsam and jetsam deposited by storm activities debris from the Oro Vista Avenue roadway, and under, over, near, and adjacent to the bridge, culverts, and Arizona Crossing will be removed and disposed of off-site at an approved landfill. Vegetative debris (i.e., logs, branches brush, etc.) will be retained on site.
- In consideration of interagency cooperation, the City will grade a swale and berms upstream of the Oro Vista Avenue Bridge as needed to divert flows back to the permanent channel that runs along the north side of the Wash. This to permit flows that go under the bridge during periods of low flow. The swale to be formed will be no more than thirty-feet (30') wide at the bottom, with side slopes extending outward at a 1:1 grade to daylight within existing grade. The length of the swale is dependent on the amount of grading needed to redirect the flows. The location in which grading will take place shall be no more than three-thousand feet (3,000') upstream of the bridge. A berm may be constructed on the downstream side of the swale using only material excavated from the swale and generally mirroring the dimensions of the swale.
- Pre-storm season maintenance activities, as needed in and around the culverts and low-water crossing will be conducted to ensure that they can function during the next high or above average flow event. This would include minor sediment removal, thinning of vegetation, and removal of debris on both sides of the culverts to ensuring the culvert outlets direct water back to the main channel.
- Year round activities, as needed, include the relocation of those boulders along the roadway of Oro Vista Avenue that have been relocated or moved from their initial location, to visually delimit the roadway and impede vehicles from leaving the roadway.

The overall project area is approximately 8.8 acres. The actual area in which work will occur is dependent on the area disturbed by any storm, storm season, or release of water from Big Tujunga Dam. Table 1 provides the maximum area that could be temporary

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impacted. The table also shows that area that was temporarily impacted adjacent to Big Tujunga Wash (channel) in 2005 and 2010.

<b>TABLE 1 - ESTIMATED POTENTIAL TEMPORARY IMPACT AREA (1)</b>				
<b>LOCATION</b>	<b>DEPTH(FT)</b>	<b>WIDTH (FT)</b>	<b>AREA</b>	
			<b>(Sq. Ft.)</b>	<b>(Ac.)</b>
Big Tujunga Wash	3,000	90 (4)	270,000	6.2
Upstream of Oro Vista Avenue (2, 3)	200	915	77,770	1.8
Downstream of Oro Vista Avenue (2, 3)	50	680	34,000	0.8
		<b>Total</b>	<b>381,770</b>	<b>8.8</b>
<b>Notes</b>				
1. Estimated temporary impact area. Actual area impacted will vary year-to-year based upon intensity of seasonal rains, major storms, and flows from discharges from Big Tujunga Dam. These values represent the areas identified as potentially being maintained, based on past actions at this location.				
2. Depth - Perpendicular to Oro Vista Avenue				
3. Width - Parallel to Oro Vista Avenue				
4. Average channel width: 30', with average of 30' of work area on either side of channel.				
<b>AREA OF TEMPORARY IMPACT – TUJUNGA WASH 2005 &amp; 2010 ACTIVITIES (5, 6)</b>				
<b>SUMMARY/AVERAGE</b>	<b>LENGTH (FT.)</b>	<b>WIDTH (FT.)</b>	<b>AREA</b>	
			<b>(Sq. Ft.)</b>	<b>(Ac.)</b>
2005 CF&G Form (6a)	900	21	18,900	0.43
2010 USACoE Letter (6b)	500	30	15,000	0.34
<b>Total</b>	<b>1,400</b>	<b>51</b>	<b>33,900</b>	<b>0.77</b>
<b>Average</b>	<b>700</b>	<b>25.5</b>	<b>16,950</b>	<b>0.39</b>
5. Relocate Big Tujunga Wash to historic flow location (along north side) (Figures 2, 3). Values based on similar activity accomplished in 2005 and 2010. The location and amount of area disturbed is dependent on intensity of seasonal rains, major storms, and flows from discharges from Big Tujunga Dam, and where the wash channel was moved to.				
6. Estimated length, width, area based on two past activities that relocated the wash, back to its original location. Area of work has no or extremely minimal water flows, as water was blocked from flowing in historic channel due to blockage upstream. This action is to remove the blockage to permit flows to occur in historic channel.				
6a. Source: <i>Stream Alteration Notification Form</i> – California Department of Fish and Game (CF&G), 3/15/2005, located about 500' upstream from bridge, 21' wide, 900' long, and 3 feet deep.				
6b. Source: United States Army Corps of Engineers (USACoE) Letter, 5/27/2010. Located about 1,000' upstream from bridge, 30' wide, 500' long, with 2:1 slope				

The analysis in this document assumes that, unless otherwise stated, the project will be designed, constructed and operated following all applicable laws, regulations, ordinances and formally adopted City standards including but not limited to:

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- Los Angeles Municipal Code (Reference 18)
- Bureau of Engineering Standard Plans (Reference 24)
- Standard Specifications for Public Works Construction (Reference 1)
- Work Area Traffic Control Handbook (Reference 2)
- Additions and Amendments to the Standard Specifications for Public Works Construction (Reference 23).

### III. EXISTING ENVIRONMENT

The Big Tujunga Wash begins in the San Gabriel Mountains. It travels roughly east to west, and several tributaries from the north and south join it as it flows to Big Tujunga Reservoir, formed by the Big Tujunga Dam. Above the dam, this water source is called Tujunga Creek or Big Tujunga Creek. Below the Big Tujunga Dam it is called Tujunga Wash or Big Tujunga Wash.

The project site is subject to flooding from individual storms at varying times during the storm season, from cumulative storms during the storm season, and from discharges from Big Tujunga Dam. During the Los Angeles Flood of 1938, Big Tujunga Wash reached a maximum flow of more than 1,400 cubic meters per second ( $m^3/s$ ) or (50,000 cubic feet per second (CFS)), washing down thousands of tons of silt from the mountains, jumping its banks, and destroying hundreds of buildings and flood works.

In 1969 more rain fell on the San Gabriel Mountains in nine days, than New York City sees in an entire year. This year in one flood incident, water flowing down a formerly inactive channel, entered a large gravel pit 15-23 meters (50-75 feet) deep. The channel bed degraded by about 4 meters (13 feet) leading to failure of three (3) highway bridges (to include Foothill Boulevard, where it crosses over the Wash), and loss of seven (7) homes. The bridge and road that served the Riverwood Community were also destroyed.

The National Oceanic and Atmospheric Administration (NOAA) in its report, title *Report on the Southern California Floods, Flash Floods and Mud Slides of February 8-10, 1978* stated that; "Several motorists in communities near Los Angeles were drowned when roads were washed away under their vehicles. Especially hard-hit were the Cities of Sunland and Tujunga. Flash floods rolled down several small canyons overwhelming debris dams and destroying several homes, about two dozen autos and several bridges..."

The Los Angeles County Flood of 2005 was the first large flood in Los Angeles County since 1938. Over 940 millimeters (37+ inches) of rain were recorded in downtown Los Angeles, marking the highest rainfall year since 1884. Ski areas in the San Gabriel and San Bernardino Mountains also received record amounts of snow. During this incident, Big Tujunga Wash was moved out of its historic channel due to sediments flowing from upstream sources.

Following the 2009 Station Fire, which burned over 87 percent of the Big Tujunga Dam's watershed, multiple storm events washed a tremendous volume of sediment into the Wash. Big Tujunga Wash adjacent to Doane Canyon was moved out of its historic channel

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due to sediments flowing out of the Canyon.

Oro Vista Avenue where it crosses Big Tujunga Wash is a 'low water crossing (also known as an *'Arizona Crossing'*). As you approach the southern end of the crossing, the Wash is at the same elevation as the crossing. This area, the 'Arizona Crossing,' passes waters from high flows and any waters created when the culverts become blocked over Oro Vista Avenue. There are two culverts located in the middle section of the crossing (which passes through medium water flows). There is a bridge located on the north side of the crossing (which passes over the normal low-flow channel).

There are small earthen berms and large boulders placed in the area adjacent to and along the margin of the road. These are placed here for safety of the motoring public and the prevention of trespassing into the Wash area by motorized vehicles.

Oro Vista Avenue is the only functional year-round access route into the Riverwood Community. During periods of medium water flows, the culverts can become clogged with sediment and debris, blocking water flows. This then can result in sediments, sands/soils, rocks, and debris to flow onto and over Oro Vista Avenue. During times of high flow sediments, sands/soils, rocks, and debris to flow onto and over Oro Vista Avenue. Under these scenarios, the resulting blockage makes Oro Vista Avenue useless in providing emergency and normal access to the Riverwood Community.

#### IV. POTENTIAL ENVIRONMENTAL EFFECTS

The environmental factors checked below would be potentially affected by this project, involving at least one impact as indicated by the checklist in Appendix A. A detailed discussion of these potential environmental effects follows.

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

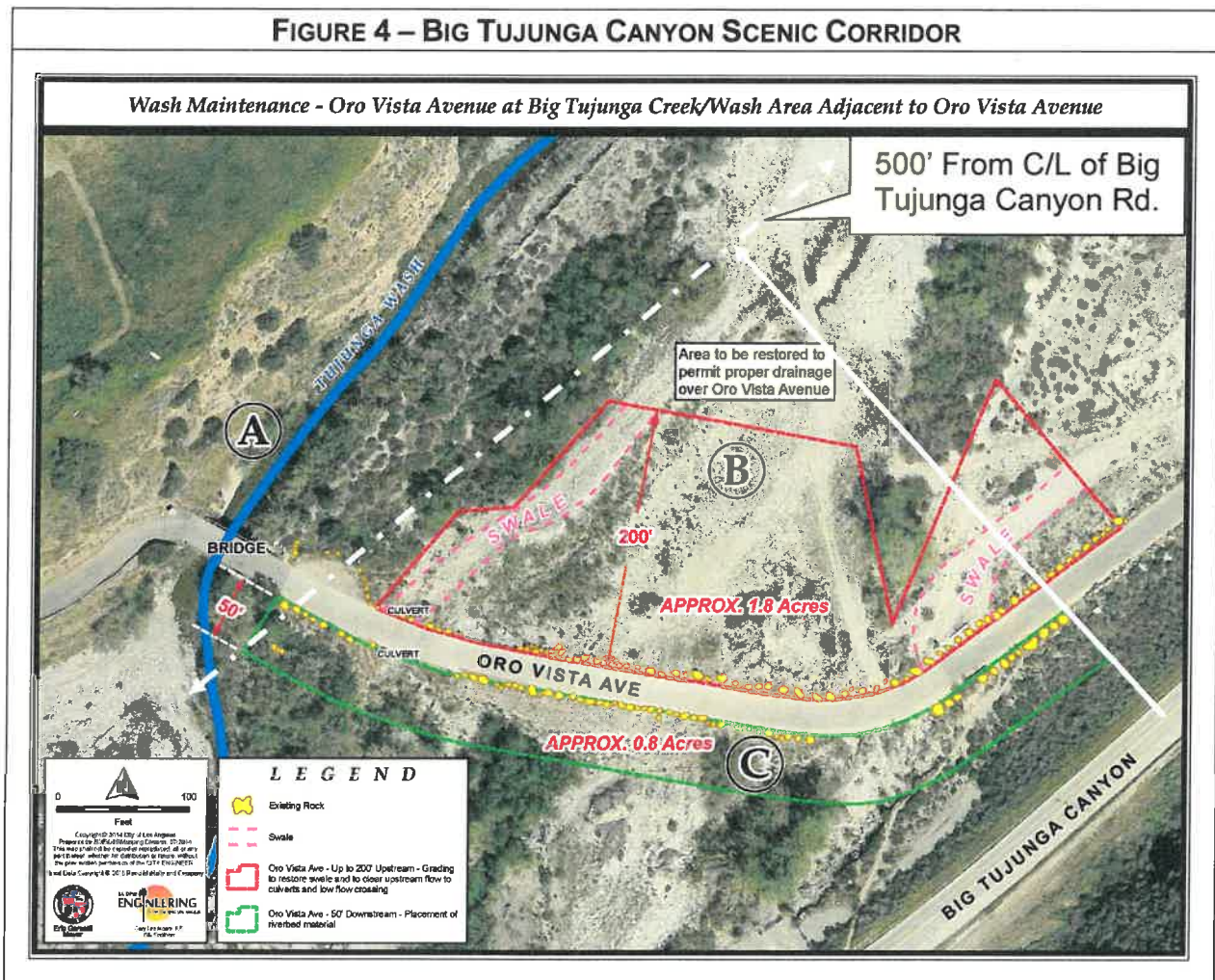
##### A. Aesthetics

Initial screening determined that the proposed project would cause less than significant

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impact to Aesthetics. (Appendix A).

As noted in the Land Use and Planning Section, the *San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan* has designated the Big Tujunga Canyon Road as a Scenic Corridor. The Scenic Corridor has a width of 500-feet from the centerline of Big Tujunga Canyon Road. Figure 4 shows the boundary of the Scenic Corridor, in relation to the project site. All of Areas B and C are located within this Scenic Corridor.



Section 9 (*Scenic Highway Corridors View Shed Protection*) of the Specific Plan contains standards dealing with the protection of the view sheds along Big Tujunga Canyon Road. These standards deal with development related to Building Heights, Commercial and Industrial Development (Exterior Lighting; Roofs and Roof-Mounted Structures; Undergrounding of Utilities; Fencing, Gate Materials, and Walls; Landscaping; Landscaped Setbacks; Parking Lot Design; and Pedestrian Access), Signs, and Improvements to City-Owned Public Rights-of-Way. None of standards are applicable to this project, as new buildings or structures are part of the project.

During grading activities, the movement and activities would have minimal impact on the

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Scenic Corridor and scenic vistas. Upon completion of the grading activities, all vehicles will be removed from the project site. The proposed project, grading of the wash to restore it to its pre-storm, pre-storm season, or pre-release of water from Big Tujunga Dam condition, would not have an impact on or be impacted by these issues

**B. Agriculture and Forestry Resources**

Initial screening determined that the proposed project would cause no impact to Agriculture and Forestry Resources. (Appendix A).

The Big Tujunga Wash contains no Prime or Unique Farmland or Farmland of Statewide Importance. The proposed project, grading of the wash to restore it to its pre-storm, pre-storm season, or pre-release of water from Big Tujunga Dam condition, would not have an impact on or be impacted by these issues.

**C. Air Quality**

Initial screening determined that the proposed project would cause a less than significant impact to Air Quality. (Appendix A).

Depending on the intensity of impact in the area by flooding and water flows, the project will take between ten and fifteen (10-15) days to accomplish. This includes mobilization, work at the site, and de-mobilization. For purposes of evaluating air quality impacts, we used a ten-day work period at the project site.

The South Coast Air Quality Management District (SCAQMD) has developed Air Quality Significance Thresholds for varies types of pollutants. These are shown in Table 2

<b>TABLE 2 SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS</b>		
<b>POLLUTANT</b>	<b>CONSTRUCTION</b>	<b>OPERATION</b>
NOx	100 lbs./day	55 lbs./day
VOC	75 lbs./day	55 lbs./day
PM10	150 lbs./day	150 lbs./day
PM2.5	55 lbs./day	55 lbs./day
SOx	150 lbs./day	150 lbs./day
CO	550 lbs./day	550 lbs./day
Lead	3 lbs./day	3 lbs./day

Source: SCAQMD *Air Quality Significance Thresholds* (<http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>)

There would be minimal increase in emissions expected to occur from grading activities in the wash to restore it to its pre-storm, pre-storm season, or pre-release of water from Big Tujunga Dam condition. There would be a minimal increase in emissions expected to occur

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from the transportation of debris (i.e., vegetation, manufactured items, etc.) found in the project area to the local landfill. Table 3 is a summary report of emission estimates for daily activities.

<b>TABLE 3 - SUMMARY REPORT OF GRADING EMISSION ESTIMATES (POUNDS PER DAY)</b>						
<b>GRADING ON-SITE (1)</b>						
<b>CATEGORY</b>	<b>ROG</b>	<b>NOx</b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub> TOTAL</b>	<b>PM<sub>2.5</sub> TOTAL</b>
Fugitive Dust	0.00	0.00	0.00	0.00	0.36	0.18
Off-Road	0.20	2.11	1.43	0.00	0.12	0.11
<b>Sub-Total</b>	<b>0.20</b>	<b>2.11</b>	<b>1.43</b>	<b>0.00</b>	<b>0.48</b>	<b>0.30</b>
<b>VEHICLE MOVEMENTS OFF-SITE (2)</b>						
<b>CATEGORY</b>	<b>ROG</b>	<b>NOx</b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub> TOTAL</b>	<b>PM<sub>2.5</sub> TOTAL</b>
Hauling	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.01	0.07	0.00	0.01	0.00
<b>Sub-Total</b>	<b>0.00</b>	<b>0.01</b>	<b>0.07</b>	<b>0.00</b>	<b>0.01</b>	<b>0.00</b>
<b>Grand-Total</b>	<b>0.20</b>	<b>2.12</b>	<b>1.50</b>	<b>0.00</b>	<b>0.49</b>	<b>0.30</b>
<b>SCAQMD Threshold (3)</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Exceeds Threshold</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Sources: CalEEMod Version: CalEEMod.2013.2.2, run 1/12/15 and SCAQMD Air Quality Significance Thresholds						
Notes:						
1. Grading will occur once major flows cease. Ground will be damp, so actual PM may be less.						
2. Include hauling of Arundo, trash, and debris, to landfill and workers driving to and from the project site.						
3. In pounds per day.						

The nearest sensitive receptors are residential units approximately four hundred feet (400') to the southwest and one hundred feet (100') above the project site, located within the Riverwood Community. The closest non-residential sensitive receptor is the Mount Gleason Middle School, which is located 3,500-feet southeast of the project site. While it was previously noted that homeless encampments can be found in and around the project area, these encampments would have been vacated due the flooding and are expected not to have been re-established by the time grading activities would commence.

The project site is located within a High Wind Area (NavigateLA). Project activities would not be affected by these winds, as they generally occur in the late summer/early fall time frame (Santa Ana Winds). If high winds were to occur, depending on the dryness of the wash soil, it could be blown around. As needed a water truck would be brought in to water

down the soil in the area being graded to reduce wind-blown soils.

Although emissions are anticipated to be well-below SCAQMD thresholds, operations at the project site would still be required to follow applicable SCAQMD rules and regulations, such as SCAQMD Rules 403 (*Fugitive Dust*) and 431 (*Diesel Equipment*), so as to minimize air quality impacts.

A minimal amount of emissions would be emitted by the grading activities (i.e., engine emissions, dust, etc.) but these emissions are expected to be well below SCAQMD threshold amounts. Impacts would be minimized as operators would need to comply with City and SCAQMD rules and requirements. The proposed project, grading of the wash to restore it to its pre-storm, pre-storm season, or pre-release of water from Big Tujunga Dam condition, would not have an impact on or be impacted by these issues.

#### D. Biological Resources

Initial screening determined that the proposed project would cause less than significant impacts with mitigation measures and best management practices being followed. (Appendix A).

The project site and adjoining areas show habitation from those that are homeless, as individual sites and camps can be observed from the Oro Vista Avenue Bridge and walking through the Wash. The Wash is also used by walkers/hikers, bicyclists, and equestrians. Though not allowed, motorized vehicles operate within the Wash, as observed by tire tracks. These activities have an impact on both vegetation and animals that are in or transiting the project site or adjoining areas.

The amount and speed of water will have the effect of scouring the Wash bottom and removing vegetation that is not well entrenched. Additionally as soil, sand, and rock settle out as flows lessens this would result in the covering any remaining vegetation.

The California Department of Fish and Wildlife (CDFW), *California Natural Diversity Database* (CNDDDB) lists ten (10) species, which are federally and/or state listed as endangered, threatened, or a candidate threatened within the Sunland topographic quadrangle. There are another thirty-one (31) species noted of concern on the CNDDDB (11 plant and 20 animal). Four (4) of these species of special concern (SSC) and one plant species found on the California Rare Plant have been found at the project site. The CNDDDB also list six (6) communities in the Sunland Quad, there are two terrestrial communities and one aquatic community within the project site.

The project area is located within three Communities, as shown in the CNDDDB. Table 5 shows the three Communities and estimated area impacted by this project. The project could potentially temporarily impact up to 8.8 acres of area. The actual area that would be impacted would be dependent on the amount of area in which grading is necessary to restore it to its pre-storm, pre-storm season, or pre-release of water from Big Tujunga Dam condition.



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<b>TABLE 4 - LISTING OF SPECIES WITHIN SUNLAND TOPOGRAPHICAL QUADRANGLE</b>		
<b>SCIENTIFIC NAME</b>	<b>COMMON NAME</b>	<b>PREFERRED HABITAT</b>
<b>ENDANGERED, THREATENED OR CANDIDATE THREATENED SPECIES</b>		
<i>Anaxyrus californicus</i>	arroyo toad	Prefers sandy or cobbly washes with swift currents and associated upland and riparian habitats. Can be found in the general area surrounding Big Tujunga Dam, approximately ten (10) miles upstream.
<i>Berberis nevini</i>	Nevin's barberry	Chaparral with strong desert affinities.
<i>Catostomus santaanae</i>	Santa Ana sucker	Species found at project site.
<i>Chorizanthe parryi</i> <i>var. fernandina</i>	San Fernando Valley spineflower	Dry sandy places to 2500-feet. The project site is located between 1300-1360-feet.
<i>Corynorhinus townsendii</i>	Townsend's big-eared bat	Ranges from sea level to 10,830-feet. Habitat associations include riparian communities. Distribution strongly correlated with the availability of caves and cave-like roosting habitat.
<i>Dodecahema leptoceras</i>	slender-horned spineflower	Sandy alluvial benches and floodplain terraces with alluvial scrub vegetation.
<i>Empidonax traillii</i>	willow flycatcher	Dense riparian habitats along rivers, streams, or other wetlands
<i>Polioptila californica californica</i>	coastal California gnatcatcher	Coastal sage scrub vegetation on mesas, arid hillsides, and in washes and nests almost exclusively in California sagebrush
<i>Rana muscosa</i>	southern mountain yellow-legged frog	Rocky stream courses in southern California. Frogs in Southern California are typically found in steep gradient streams in the chaparral belt and may range into small meadow streams at higher elevations.
<i>Vireo bellii pusillus</i>	least Bell's vireo	Low riparian areas close to water or dry river beds. They are usually found below an elevation of 2000-feet.
<b>OTHER SPECIES OF INTEREST THAT ARE FOUND IN/AT THE PROJECT SITE</b>		
<i>Gila orcuttii</i>	arroyo chub	
<i>Malacothamnus davidsonii</i>	Davidson's bush-mallow	
<i>Rhinichthys osculus</i> ssp. 3	Santa Ana speckled dace	
<i>Thamnophis hammondi</i>	two-striped garter snake	
<b>COMMUNITIES THAT ARE FOUND IN/AT THE PROJECT SITE</b>		
Riversidian Alluvial Fan Sage Scrub; Southern California Arroyo Chub/Santa Ana Sucker Stream; and Southern Cottonwood Willow Riparian Forest		
Sources: <i>California Natural Diversity Database (CNDDDB) 7.5 minute Sunland Quad, U.S. Geological Survey (USGS) quadrangle; Report for the Santa Ana Sucker (Catostomus santaanae) Survey and Relocation Effort in the Big Tujunga Wash at Oro Vista Avenue; Vegetation Assessment Report for Oro Vista Avenue North of Big Tujunga Canyon Road; and Wetland Delineation and Assessment Report - Oro Vista Avenue at Tujunga Wash.</i>		

<b>COMMUNITY</b>	<b>LENGTH (FT.)</b>	<b>WIDTH (FT.)</b>	<b>AREA (SQ. FT.)</b>	<b>AREA (AC)</b>
Southern California Arroyo Chub/Santa Ana Sucker Stream (2)	3,000.0	30.0 (3)	90,000	2.1
Southern Cottonwood Willow Riparian Forest	--	--	14,000	0.3
Riversidian Alluvial Fan Sage Scrub	--	--	277,770	6.5
		<b>Total</b>	381,770	8.8

Source: *California Natural Diversity Database* (CNDDDB) 7.5 minute Sunland Quad, U.S. Geological Survey (USGS) quadrangle.

Notes:

1. Estimated maximum temporary impact area. Total area impacted will vary depending on intensity of seasonal rains, major storms, and flows from discharges from Big Tujunga Dam.
2. Relocate the wash to historic flow location (along north side). Values based on similar activity accomplished in 2005 and 2010.
3. Average width of channel for length of channel.

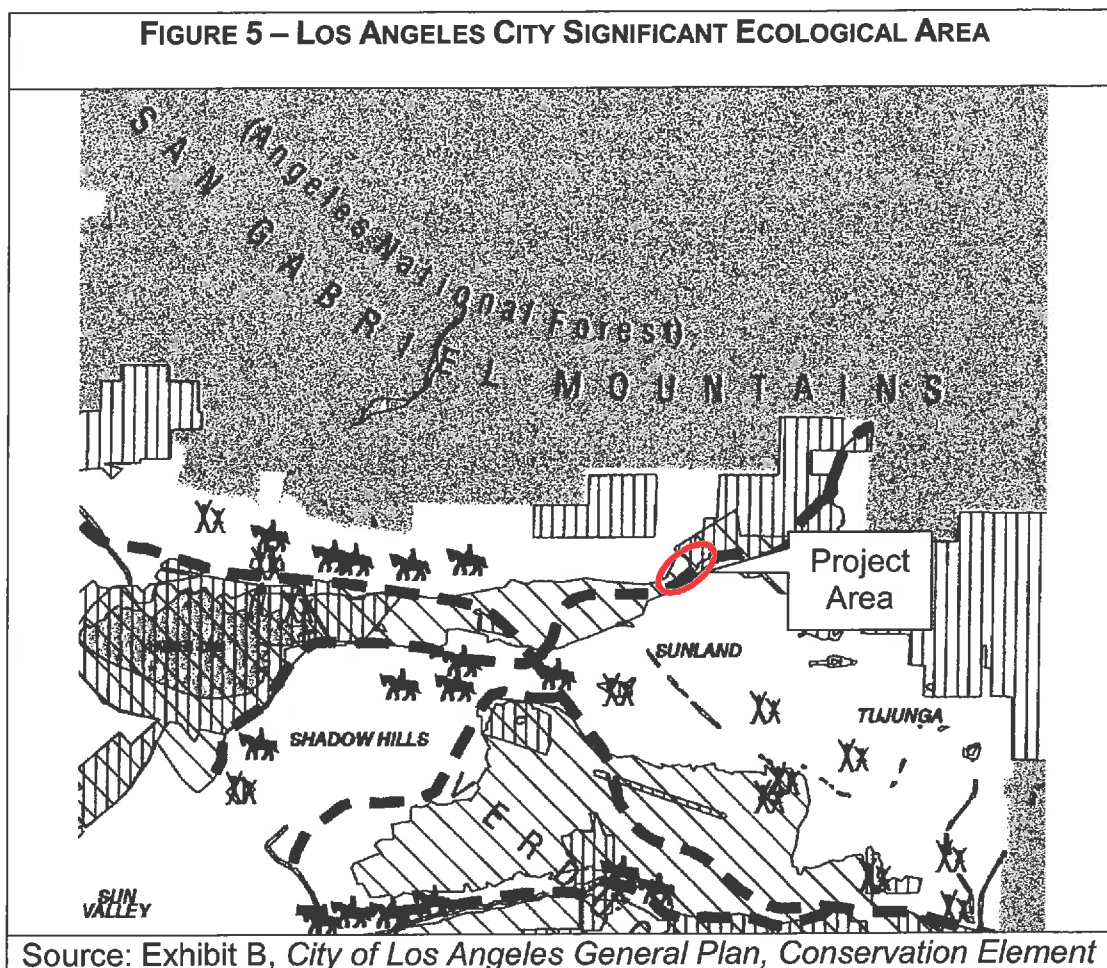
In addition to the CNDDDB, three previously completed reports and surveys have been completed at the project site. These reports and surveys deal with species survey and relocation efforts; vegetation assessment; and wetlands delineation. These reports are:

*Report for the Santa Ana Sucker (Catostomus santaanae) Survey and Relocation Effort in the Big Tujunga Wash at Oro Vista Avenue (W.O. E1907366)* by Manna Warburton (TE-106908-1), Senior Biologist, ECORP Consulting, Inc. July 8, 2010. (Attachment C)

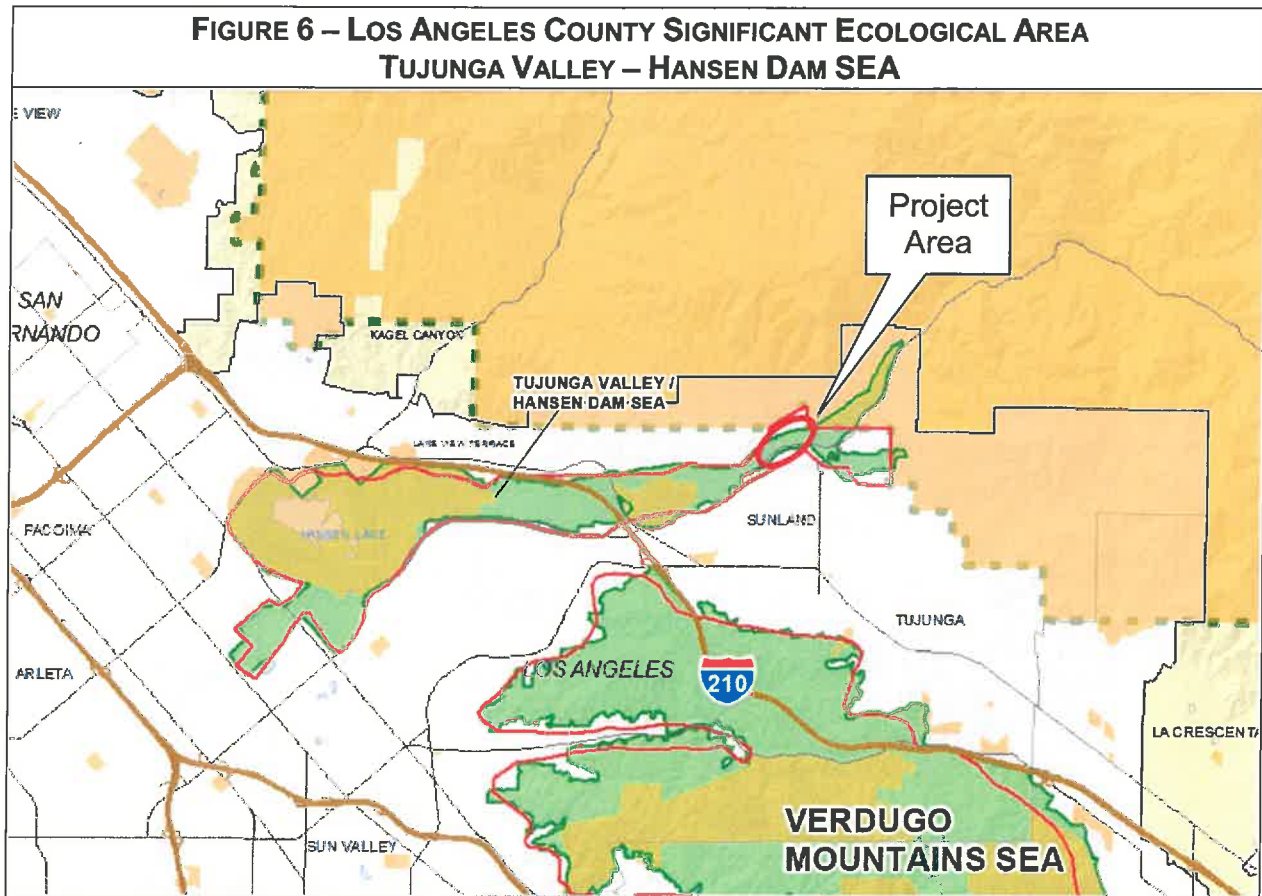
*Vegetation Assessment Report for Oro Vista Avenue North of Big Tujunga Canyon Road*, by William Jones, Environmental Supervisor I, Bureau of Engineering, Environmental Management Group (EMG). May 23, 2013. (Attachment D)

*Wetland Delineation and Assessment Report - Oro Vista Avenue at Tujunga Wash* (WO E1907295), by James R Tebbetts, Environmental Specialist II, Bureau of Engineering, Environmental Management Group (EMG). January 21, 2015 (Attachment E)

The project site is located in both a City and County Significant Ecological Areas (SEA). The City of Los Angeles General Plan's Conservation element defines SEAs as significant habitats identified by Los Angeles County as important for the preservation and maintenance of biodiversity. They were identified and formally documented by the Regional Planning Commission (1976) to elaborate the "significant ecological area" provisions contained in the 1972 interim county general plan (finalized 1980). Each SEA was selected on the basis of existing known habitats of sensitive or endangered species as well as sites containing a diversity of native plant and animal resources. Figure 5 shows the boundaries of the City's ESA and the location of the project.



The project site is located within the County of Los Angeles Tujunga Valley and Hansen Dam Significant Ecological Area, Number 24 (SEA). This SEA is located on the northern edge of the San Fernando Valley. The SEA consists of the Tujunga Valley and Wash, starting in the riparian areas of the Big Tujunga, which is the main tributary of the Los Angeles River, within the Angeles National Forest and stretching to include Hansen Dam, Hansen Dam Flood Control Basin, Hansen Dam Park, Hansen Dam Golf Course, Tujunga Wash, and industrial areas downstream of the Hansen Dam. Most of this SEA is a California Audubon Society designated State Important Bird Area (IBA), which is part of the Los Angeles Flood Control Basin IBA. The Big Tujunga area is recognized for its great importance to migrating birds on the Pacific Flyway as well as the very rare habitat of alluvial fan scrub, which has uncommon resident birds. The Tujunga Wash above Hansen Dam and into the Angeles National Forest beyond the SEA is designated critical habitat for the federally threatened Santa Ana sucker (*Catostomus santaanae*). Two other fishes of the original native four for the Los Angeles River also occur in the Wash and upstream in the Big Tujunga: arroyo chub (*Gila orcuttii*) and the Santa Ana speckled dace (*Rhinichthys osculus* ssp. 3). Figure 6 shows the boundary of this County SEA and the project location.



As part of the pre-storm, pre-storm season and pre-discharge maintenance activities, vegetation, debris, and soils in and around the culverts, both upstream and downstream, will be removed. Currently downstream of the culverts are two Shinning Willows (*Salix lucida*) which may be removed. They are located in near proximity to the outfall for the two culverts and are located in such a way as they have the potential to block and retain in place discharges and debris (i.e., trash, logs, trees, brush, etc.) from the culverts. This could result in a blockage of the culvert outfall, causing flows to back up into and through the culverts. This would result in water flow to be redirected to the Arizona Crossing. Rocks, soil, and debris carried by these flows would then be deposited on Oro Vista Avenue, blocking access to the Riverwood Community.

Found throughout the project site is Arundo (*Arundo donax*). It is listed by the California Exotic Pest Plant Council (CalEPPC) as an A-1 Noxious Plant. A-1 category denotes the most invasive plant pest. The California Department of Food and Agriculture (CDFA) lists the plant as Noxious. The Arundo displaces native plants and associated wildlife species because of the massive stands it forms. As the Arundo replaces riparian vegetation in semi-arid zones, it reduces habitat and food supply, particularly insect populations, for several special status species such as least Bell's vireo, southwestern willow flycatcher, and yellow-billed cuckoo. Unlike native riparian plants, the Arundo provides little shading to the in-stream habitat, leading to increased water temperatures and reduced habitat quality for aquatic wildlife. At risk are protected species such as arroyo toad, red-legged frog,

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western pond turtle, Santa Ana sucker, arroyo chub, unarmored three-spined stickleback, tidewater goby, and southern steelhead trout, among others. Some of these named species can be found within and around the project site. Dense growth presents fire hazards, often near urbanized areas, more than doubling the available fuel for wildfires and promoting post-fire regeneration of even greater quantities of giant reed. The *Arundo* is suspected of altering hydrological regimes and reducing groundwater availability by transpiring large amounts of water from semi-arid aquifers. During floods *Arundo* can create hazards when trapped behind bridges and other structures. This will block other debris causing the waters to back up and flood adjoining areas. After storms, storm season or discharges from Big Tujunga Dam, the uprooted plants also pose clean-up problems when deposited on banks or in downstream estuaries. *Arundo* that will be removed by this project will be transported from the project site and disposed of properly, at an off-site landfill.

Due to the Station Fire (2009) in the Big Tujunga watershed and subsequent rain events, large amounts of sediment and debris entered the Big Tujunga Wash from upstream sources and Doane Canyon. The sediment and debris altered the current channel alignment and buried the emergency overflow culverts. The water flowed over the Arizona crossing portion of Oro Vista Avenue and forced sporadic road closures during high flow events. The City of Los Angeles obtained a Regional General Permit (RGP) No. 63 from the United States Army Corps of Engineers (USACoE), for the emergency removal of debris from the culverts and for the construction of a diversion channel to redirect the existing flows away from the Arizona crossing portion of the road. As part of the permitting process mitigation measures were included to protect endangered and threatened species.

As part of the approval of RGP-63, a post activity report was prepared, entitled *Report for the Santa Ana Sucker (Catostomus santaanae) Survey and Relocation Effort in the Big Tujunga Wash at Oro Vista Avenue*. As found in the Report the Wash contained the federally listed as threatened Santa Ana sucker, along with the Arroyo Chub, Santa Ana Speckled Dace and the Two-Striped Garter Snake. Prior to the fire and subsequent flooding portions of the Big Tujunga Wash these species were able to support self-sustaining populations of these native fish species which could represent some of the last remaining populations within the Los Angeles River system.

During grading activities the post-storm flow lines of the Big Tujunga Wash were successfully diverted back into the pre-existing channel. The Report indicated the grading activities served two purposes. The first was to divert the flow away from the Arizona crossing, which was an issue for public safety and the second was to restore a connection between habitat for the Santa Ana sucker and other native species downstream of Oro Vista Avenue and the habitat upstream which extends up into the Angeles National Forest. It was the opinion of the author of the Report that the road crossing (Oro Vista Avenue) was acting as a "barrier" to fish movement within this system when the water was flowing over the road. The diversion of the water beneath the bridge has provided passage between fish populations downstream of Oro Vista Avenue and those upstream in the Angeles National Forest. The new channel has provided some great new riffle habitat; there are boulders and cobbles which are already exposed and the banks are bordered

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with riparian vegetation (mulefat, willows, and cottonwoods). This should be a benefit to all the native fishes in this system providing the ability to gain access to additional habitat and possibly strengthening their overall population strength

The project will have minimal impacts on biological resources. Endangered plant species most likely would have been displaced by the amount and speed of water flows and the covering of the plant with soil/sand as the flow and speed lessen. The flows may have severed a link between those endangered and species of interest upstream and downstream of the project site. However, the project would as a result of restoring the channel to its historic location would also restore the linkage between these populations. The proposed project, grading of the wash to restore it to its pre-storm, pre-storm season, or pre-release of water from Big Tujunga Dam condition, would not have an impact on or be impacted by these issues, provided the following Best Management Practices (BMP) are complied with to reduce any potential impacts to biological resources. These BMPs are based on the requirements of past permits issued for similar activities found in this area.

<b>TABLE 6 – BEST MANAGEMENT PRACTICES FOR BIOLOGICAL IMPACTS</b>	
<b>NUMBER</b>	<b>TEXT</b>
BIO-1	Exercise care in preserving vegetation and protecting property, to avoid disturbing areas within and beyond the limit of the work.
BIO-2	No native vegetation shall be removed except as unavoidable and necessary to restore flows under the bridge, through the culverts, or over Arizona Crossing.
BIO-3	Prior to any flow diversion, a qualified biologist shall relocate all fish and other species as needed from the areas subject to being re-graded or re-contoured. A qualified biologist is someone permitted by the United States Fish and Wildlife Service (USFWS) to trap and handle the Santa Ana Sucker, Speckled Dace, Arroyo Chub, and Two-Striped Garter Snake. The qualified biologist shall record and report his/her actions to the USFWS in accordance with his/her permit conditions and provide a copy to the City.
BIO-4	Prior to grading and/or maintenance activities, due to the presence of the Davidson's Bush Mallow, all species existing within the area to be restored will be flagged so that it may be avoided, if possible.
BIO-5	All Arundo debris created by this work shall be removed from the site and disposed of properly at an off-site local landfill.
BIO-6	Nesting Birds - To avoid impacts on nesting birds, clearing of vegetation and construction activities should occur outside of the peak bird nesting season from September 1st through February 14th. However, if construction must occur between February 15th and August 31st, the following measures shall be implemented: <ol style="list-style-type: none"> <li>1. Within three days of the scheduled start of construction activity, a pre-construction survey shall be conducted by a qualified biologist to determine the presence or absence of active nests within, or adjacent to, the Project.</li> <li>2. If no breeding or nesting activities are detected within 500 feet of the proposed work and any staging areas, construction activities may proceed.</li> <li>3. If bird breeding/nesting activity is confirmed, work activities within 250 feet</li> </ol>

<b>TABLE 6 – BEST MANAGEMENT PRACTICES FOR BIOLOGICAL IMPACTS</b>	
<b>NUMBER</b>	<b>TEXT</b>
Cont.	(or 300 feet for raptors, 500 feet for fully protected species, or a linear distance appropriate for the species approved by the project biologist) of any active nest shall be delayed until the young birds have fledged and left the nest. A work area buffer zone around any active nests shall be demarcated, indicating where work may not occur. Project activities may resume in this area once the project biologist has determined that the nest(s) is no longer active.

**E. Cultural Resources**

Initial screening determined that the proposed project would cause no impact. (See Appendix A).

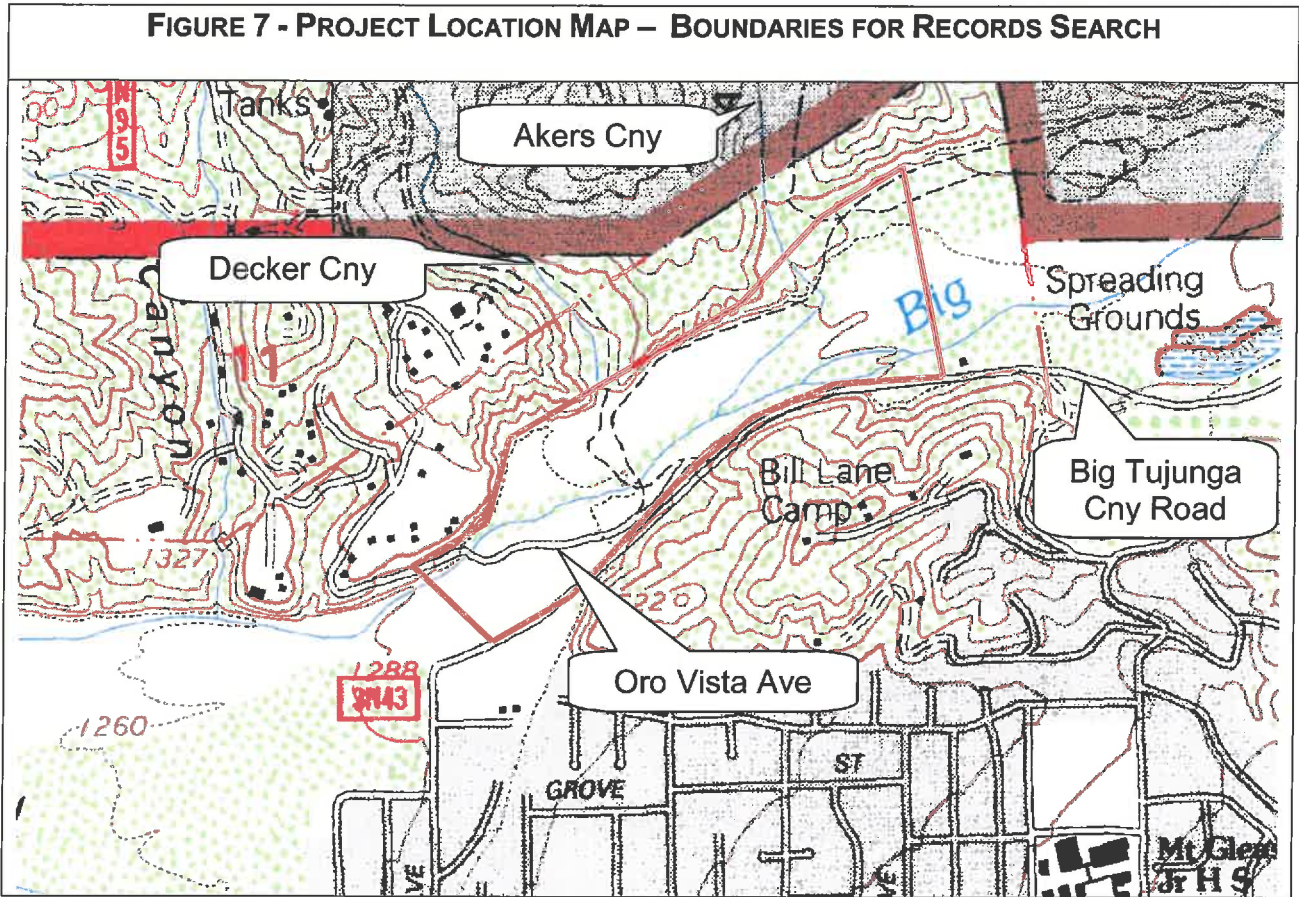
A review of in-house maps indicates that the project site is located in an area designated as an area likely to yield archeological resources. As such a records research request was made to the South Central Coastal Information Center (SCCIC). The search included a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), the California State Historic Properties Directory (HPD), and the City of Los Angeles Historic Cultural Monuments (LAHCM) listings were reviewed for the above referenced project site. Table 7 shows the results of this search.

<b>TABLE 7 - SCCIC RECORDS SEARCH RESULTS SUMMARY</b>	
<b>RESOURCE</b>	<b>RESULT (1, 2)</b>
Archaeological Resources	Within Project Area: 0
	Within Project Radius: 6
Built-Environment Resources	Within Project Area: 0
	Within Project Radius: 2
Reports and Studies	Within Project Area: 5
	Within Project Radius: 7
OHP Historic Properties Directory (HPD)	Within Project Area: 0
	Within Project Radius: 1
California Points of Historical Interest (SPHI)	Within Project Area: 0
	Within Project Radius: 0
California Historic Landmarks (SHL)	Within Project Area: 0
	Within Project Radius: 1
California Register of Historical Resources (CAL REG)	Within Project Area: 0
	Within Project Radius: 0
National Register of Historic Places (NRHP)	Within Project Area: 0
	Within Project Radius: 0
Archaeological Determinations of Eligibility (ADOE)	Within Project Area: 0
	Within Project Radius: 1

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City of Los Angeles Historic Cultural Monuments (LAHCM)	Within Project Area: 0 Within Project Radius: 0
Source: SCCIC Letter, dated April 13, 2015	
Notes:	
1. See Figure 7 which shows the boundary of the project site, for Cultural Resources.	
2. Project Radius is the Project Area, plus ½ mile radius around its boundary.	

Figure 7 shows the boundaries that was used for the project, for purposes of the search by the SCCIC.



The SCCIC found that most of the project area has not been previously studied for the presence of cultural resources. Because of the natural and cultural forces that intermittently act upon the surface conditions of the project area, buried resources may be identified as surface soils are washed away, or resources may come to rest in the project area after traveling from upstream.

The SCCIC recommended that a halt-work condition should be in place for all ground-disturbing and non-ground disturbing activities. If any evidence of cultural resources is found, all work within the vicinity of the find should stop until a qualified archaeologist can



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assess the finds and make recommendations. No excavation of any finds should be attempted by project personnel unless directed by a qualified archaeological consultant.

The project will have minimal impacts on cultural resources. No cultural resources have been previously found within or in near proximity to the project site. The wash is affected by flows from storms, storm seasons, and releases from Big Tujunga Dam and these flows would cause any resources found at the project site to be driven down stream. However, if cultural resources are found, the following mitigation measure shall be complied with.

Table 8 shows the Best Management Practices (BMP) that would be included in this project. This BMPs is a standard practice found in Bureau of Engineering Projects.

<b>TABLE 8 – BEST MANAGEMENT PRACTICE FOR CULTURAL RESOURCES IMPACTS</b>	
<b>NUMBER</b>	<b>TEXT</b>
CUL-1	During grading operations if any evidence of archaeological or cultural resources is found, all work within the vicinity of the find shall stop until a qualified archaeologist can assess the finds and make recommendations. No excavation of any finds should be attempted by project personnel unless directed by a qualified archaeological consultant. Work in other areas may continue. City Engineer Standard Specifications, Section 6-3.2, states: "If discovery is made of items of archaeological or paleontological interest, the Contractor shall immediately cease excavation in the area of discovery and shall not continue until ordered by the Engineer."

F. Geology and Soils

Initial screening determined that the proposed project would cause no impact. (See Appendix A).

The project site is located within an Alquist-Priolo special studies area, within a liquefaction area, Hillside Ordinance Area, Hillside Grading Area, and a Special Grading Area (BOE Basic Grid Map A-13372).

The project is located within the Sierra Madre Fault Zone, San Fernando Section, Lakeview Fault. The Lakeview Fault runs underneath the Big Tujunga Wash. The Alquist-Priolo Earthquake Fault Zoning (AP) Act was passed into law following the destructive February 9, 1971 San Fernando earthquake. The AP Act provides a mechanism for reducing losses from surface fault rupture on a statewide basis. The intent of the AP Act is to ensure public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep. The project does not propose the siting of buildings or structures within the project area, so no impact from earth movement is expected.

The Big Tujunga Wash in the project area, from bank to bank is located within a liquefaction area. Liquefaction is a phenomenon in which the strength and stiffness of a soil is reduced by earthquake shaking or other rapid loading. Liquefaction and related

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phenomena have been responsible for tremendous amounts of damage in historical earthquakes around the world. The project does not propose the siting of buildings or structures within the project area, so no impact from liquefaction is expected.

According to NavigateLA the adjacent hillsides on the north side of Big Tujunga Wash are identified as landslide areas. No work is proposed on or along these hillsides, so no impact from landsides potential is expected.

According to NavigateLA the project site is located within the City's Hillside Ordinance and the Hillside Grading Areas. This project does not need to comply with these requires, as the Baseline Hillside Ordinance applies to all properties which are zoned R1, RS, RE (9, 11, 15, 20, and 40), and RA as defined in Section 12.03 of the LAMC, so no impact to hillsides is expected.

According to NavigateLA, the project is located in a Special Grading Area (per BOE Basic Grid Map A-13372). While the project is located within this Special Grading Area, the map and implementing ordinance it is primarily direct at the building and remodeling of buildings and structures that may be located on Standard and Sub-standard Hillside Streets. As this project will not be building or remodel buildings or structures, the Special Grading Area requirements do not apply to this project.

During 1915, a soils survey was made of the San Fernando Valley by the US Department of Agriculture, Bureau of Soils (*Soil Survey of the San Fernando Valley Area, California*). Assisting was the University of California Agricultural Experiment Station. The results of the survey were published in 1917. As part of this The Big Tujunga Wash was surveyed at this time. The project area has designations of Riverwash (Rv) or Tujunga Gravelly Sand (Ts). Riverwash soils can be found in the main channel. Tujunga Gravelly Sand can be found the northeasterly corner of the project site, above the channel.

The proposed project will not have an impact or be impacted by the Lakeview Fault, liquefaction, landslides or soils as no new buildings or structures are proposed and there will be no import or export of soils from the project site. Only grading of the soils will occur and this will not affect the geology or soils at the project site.

#### G. Greenhouse Gas Emissions

Initial screening determined that the proposed project would cause no impact or less than significant impact. (see Appendix A).

Depending on the intensity of impact in the area, the project will take between ten and fifteen (10-15) days to accomplish. This includes mobilization, work at the site, and demobilization. For purposes of evaluating green-house emissions, we used a ten-day period of operation at the project site.

There would be minimal increase in green-house emissions expected to occur from the grading of the wash to restore it to its pre-storm, pre-storm season, or pre-release of water

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from Big Tujunga Dam condition. There would be a minimal increase in emissions expected to occur from the transportation of debris (i.e., vegetation, manufactured items, etc.) found in the project area to the local landfill. Table 1 is a summary report of construction emission estimates for daily activities.

The SCAQMD has recommended a greenhouse gas significance threshold of 10,000 metric tons (9,071.85 Tons) per year of carbon dioxide equivalent (CO<sub>2</sub>) for assessing the significance of potential Greenhouse Gas Emissions (GHG) emissions, this for industrial uses. This is equivalent to 27.4 metric tons (24.9 tons) per day. The calculated CO<sub>2</sub> for this project is far below the SCAQMD recommended threshold, and therefore not expected to have a significant impact. Table 9 is a summary of emissions estimated to be caused by this project.

The proposed project would not have an impact on or be impacted by these issues. A minimal amount of GHG would be emitted by the grading activities and transportation of debris to near-by landfills. These GHG emissions would be well within the threshold limits set by the SCAQMD.

<b>TABLE 9 - SUMMARY REPORT OF GRADING CO<sub>2</sub> EMISSION ESTIMATES (1)</b>						
<b>GRADING ON-SITE</b>						
<b>CATEGORY</b>	<b>BIO CO<sub>2</sub></b>	<b>NBIO CO<sub>2</sub></b>	<b>TOTAL CO<sub>2</sub></b>	<b>CH<sub>4</sub></b>	<b>N<sub>2</sub>O</b>	<b>CO<sub>2</sub>E</b>
Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	169.52	169.52	0.05	0.00	170.59
<b>Sub-Total</b>	<b>0.00</b>	<b>169.52</b>	<b>169.52</b>	<b>0.05</b>	<b>0.00</b>	<b>170.59</b>
<b>VEHICLE MOVEMENT OFF-SITE (2)</b>						
<b>CATEGORY</b>	<b>BIO CO<sub>2</sub></b>	<b>NBIO CO<sub>2</sub></b>	<b>TOTAL CO<sub>2</sub></b>	<b>CH<sub>4</sub></b>	<b>N<sub>2</sub>O</b>	<b>CO<sub>2</sub>E</b>
Hauling	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	12.48	12.48	0.00	0.00	12.49
<b>Sub-Total</b>	<b>0.00</b>	<b>12.48</b>	<b>12.48</b>	<b>0.00</b>	<b>0.00</b>	<b>12.49</b>
<b>Grand-Total</b>	<b>0.00</b>	<b>182.00</b>	<b>182.00</b>	<b>0.05</b>	<b>0.00</b>	<b>183.09</b>
<b>SCAQMD Threshold</b>			<b>49,809 lbs./day</b>			
<b>Exceed Threshold</b>			<b>NO</b>			
Sources: 1. CalEEMod Version: CalEEMod.2013.2.2, run 1/12/15 and SCAQMD Air Quality Significance Thresholds						
Notes:						
1. Pounds Per Day						
2. Include hauling of Arundo, trash, debris, and the like.						

H. Hazards and Hazardous Materials

Initial screening determined that the proposed project would cause no impact (Appendix A).

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A review of the State of California Department of Toxic Substance Control (DTSC) ENVIROSTOR data base and the State of California Water Resources Control Board (SWQCB) (accessed January 12, 2015) indicates that there are no hazardous waste sites or underground storage tanks (UST) within the project area.

According to NavigateLA the project site is located within both a Very High Fire Severity Zone and a Fire Brush Clearance Zone. These Zones were developed to reduce impacts to buildings and structures located within areas with wildland fire issues. This project does not proposed the development of buildings or structures and no building or structures are on the project site, so this Zone has no impact on the project. The maintenance activities proposed would remove/reduce some vegetation near the culverts. This would reduce the chance of a fire starting at this location.

The proposed project, would not have an impact on or be impacted by these issues, as hazards and hazardous materials are not found on or in near proximity of the project site.

#### I. Hydrology and Water Quality

Initial screening determined that the proposed project would cause less than significant impacts with best management practices (BMP) being followed. (Appendix A).

The project site is located in Zones A and AO per Flood Insurance Rate Map (FIRM) Panels 06037C1089F and 06037C1095F (9/26/2008). Flood depths up to three feet (3'0") are possible within the project area. The project site is also located within an inundation area, should the Big Tujunga Dam fail. No grading operations will occur at the project site during times of flooding or high water activities.

A the project will take place within the Big Tujunga Wash, compliance with the *Clean Water Act* (CWA) is necessary. The CWA establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the *Federal Water Pollution Control Act*, but the Act was significantly reorganized and expanded in 1972. "*Clean Water Act*" became the Act's common name with amendments in 1972.

#### **CWA Permitting –**

**Section 401 CWA Permit** - Section 401 of the CWA requires any applicant for a permit to conduct an activity that may result in a discharge of a pollutant into waters of the United States to obtain a certification from the State of California, through the local Regional Water Quality Control Board (RWQCB), in which the discharge originates that the discharge complies the applicable water quality standards. This certification has been applied for.

**Section 404 CWA Permit** - Section 404 of the CWA establishes a program to regulate the discharge of dredged or fill materials into the waters of the United States, including

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wetlands. Section 404 requires a permit before dredged or fill material may be discharged into waters of the United States. The basic premise of the program is that no discharge of dredged or fill material may be permitted if: (1) a practicable alternative exists that is less damaging to the aquatic environment or (2) the nation's waters would be significantly degraded. In other words, when you apply for a permit, you must first show that steps have been taken to avoid impacts to wetlands, streams and other aquatic resources; that potential impacts have been minimized; and that compensation be provided for all remaining unavoidable impacts. Individual permits are reviewed by the United States Army Corps of Engineers (USACoE). This permit has been applied for.

**Other Permitting -**

**Lake and Streambed Alteration Program** - The California Department of Fish and Wildlife (CDFW) is responsible for conserving, protecting, and managing California's fish, wildlife, and native plant resources. To meet this responsibility, the Fish and Game Code (Section 1602) requires an entity to notify CDFW of any proposed activity that may substantially modify a river, stream, or lake. If CDFW determines that the activity may substantially adversely affect fish and wildlife resources, a Lake or Streambed Alteration Agreement will be prepared. The Agreement includes reasonable conditions necessary to protect those resources and must comply with the California Environmental Quality Act (CEQA). The entity may proceed with the activity in accordance with the final Agreement. This permit has been applied for.

The proposed project would not expose people or construct structures that would be exposed to this issue. The grading activities would only commence when the flows have cease to a level that would permit safe access to the project area. There would be no change in the amount and quality of flows from the project site. The project will restore flows to historic location.

Table 10 shows the BMP's that would be included in this project. These BMPs are based on the requirements of past permits issued for similar activities found in this area.

<b>NUMBER</b>	<b>TEXT</b>
HYD-1	The activity will be designed and will be conducted so as to avoid and minimize adverse effects, both temporary and permanent, to waters of the United States to the maximum extent practicable.
HYD-2	No vehicles or equipment to be operated or driven in water covered portions of the Wash, unless needed to meet the requirements of other sections of this project description;
HYD-3	Conduct and schedule operations to minimize or avoid muddying and silting the flowing stream;
HYD-4	No aggregate washing or other activities will be conducted that would result in the production of water containing mud, silt, or other pollutants within project site;

<b>TABLE 10 – BEST MANAGEMENT PRACTICES FOR HYDROLOGY AND WATER QUALITY IMPACTS</b>	
<b>NUMBER</b>	<b>TEXT</b>
HYD-5	Equipment may not be operated in a live stream or channel unless it can be demonstrated that no other practical alternative exists. The equipment must be operated so as to prevent materials from falling into the stream and muddy the stream;
HYD-6	Recreational users may have built rock dams in the stream to create pools within the work area. As necessary under observation of biologists, workers will carefully remove these rocks to restore the natural flow in the stream;
HYD-7	There will be no alteration of the stream's low flow channel, bed, or banks, except as to restore the channels, beds, or banks to their historical location;
HYD-8	All work affecting surface waters shall be monitored by a qualified biologist. Examples of work affecting surface waters including moving equipment across streams and diverting flows.
HYD-9	Obtain necessary permits and certifications from the United States Army Corps of Engineers (USACoE) (Section 404 CWA); Regional Water Quality Control Board (RWQCB) (Section 401, CWA) and California Department of Fish and Wildlife (CalDFW) (Lake and Streambed Alteration). Comply with all permit and certification standards and requirements.

#### J. Land Use and Planning

Initial screening determined that the proposed project would cause no impact (see Appendix A).

The project site contains both privately owned property (Shin) and publicly owned properties (Mountains Recreation and Conservation Authority (MRCA); Los Angeles Department of Water and Power (LADWP) and the City of Los Angeles, General Services Department (LAGSD)). During grading operations to restore the Big Tujunga Wash, permission will be obtained from the various property owners to enter onto their property to conduct grading operations. Figure 8 shows the location of properties and their owners that underlay the project site.

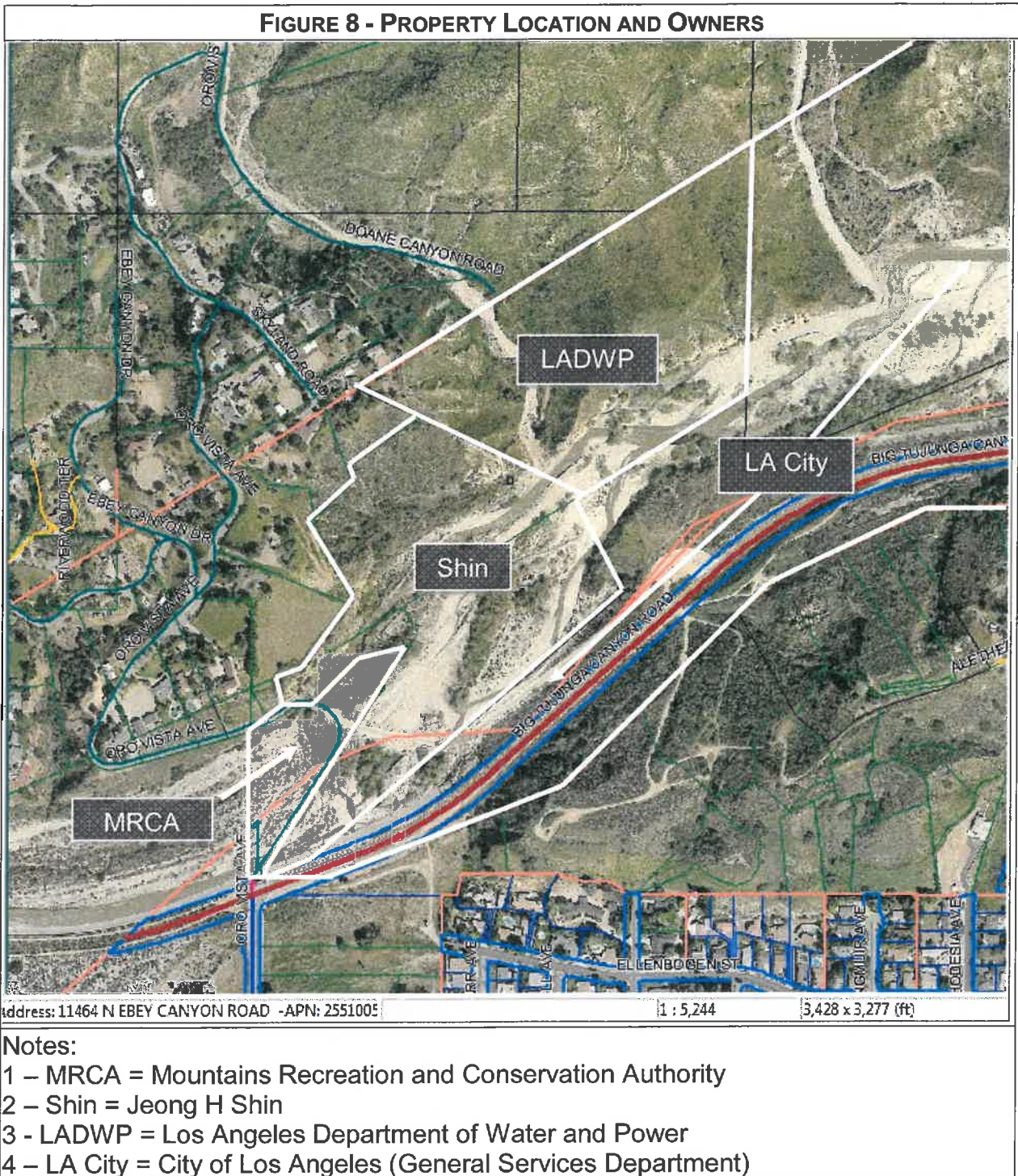
The Shin and MRCA properties are zoned A-2 (Agricultural Zone) and the LADWP and City properties are zoned OS (Open Space). The project site is located within the *Sunland - Tujunga - Shadow Hills - Lake View Terrace - East La Tuna Canyon Community Plan Area*. The plan has designated the Shin and MRCA properties as Single Family Residential. The LADWP and City properties are designated as Open Space.

The project area is vacant, except for Oro Vista Avenue and the bridge that crosses over Big Tujunga Wash. As noted in the Hydrology and Water Quality, the project site is located within a 100-year flood plain. Being vacant is an appropriate level of development for being in a flood plain.

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The Open Space Policy of the Community Plan Area.

Chapter III (Land Use Policies and Programs), designates most of the public areas of the Tujunga Wash as a Natural Resource Preserve, to be utilized primarily for flood control purposes and secondarily for open space and recreational purposes.



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The *Natural Disasters Policy* of the Plan (Chapter IV (*Coordination Opportunities for Public Agencies*)) notes that natural disasters such as the 1971 Sylmar-San Fernando and the 1994 Northridge earthquakes, floods, and fires have and will continue to impact the Community Plan Area. City government, other governmental agencies, the private sector, disaster relief agencies, and the citizens of the community should be encouraged to work together to minimize the impacts of a disaster in terms of land development practices, providing essential services, preventing transportation and communication blockages and to ensure that recovery will proceed as expeditiously as possible.

Goal 12 of the *Transportation Section* of the *Land Use Policies and Programs Chapter* (Chapter III) calls for a well maintained, safe efficient, freeway, highway, and street network. Goal 14 of the *Non-Motorized Transportation Section* of the same Chapter calls for safe, efficient, and attractive bicycle, pedestrian, and equestrian routes.

The project site is also located within the *San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan*. The Specific Plan is intended to preserve, protect, and enhance the unique natural and cultural resources of the Plan area.

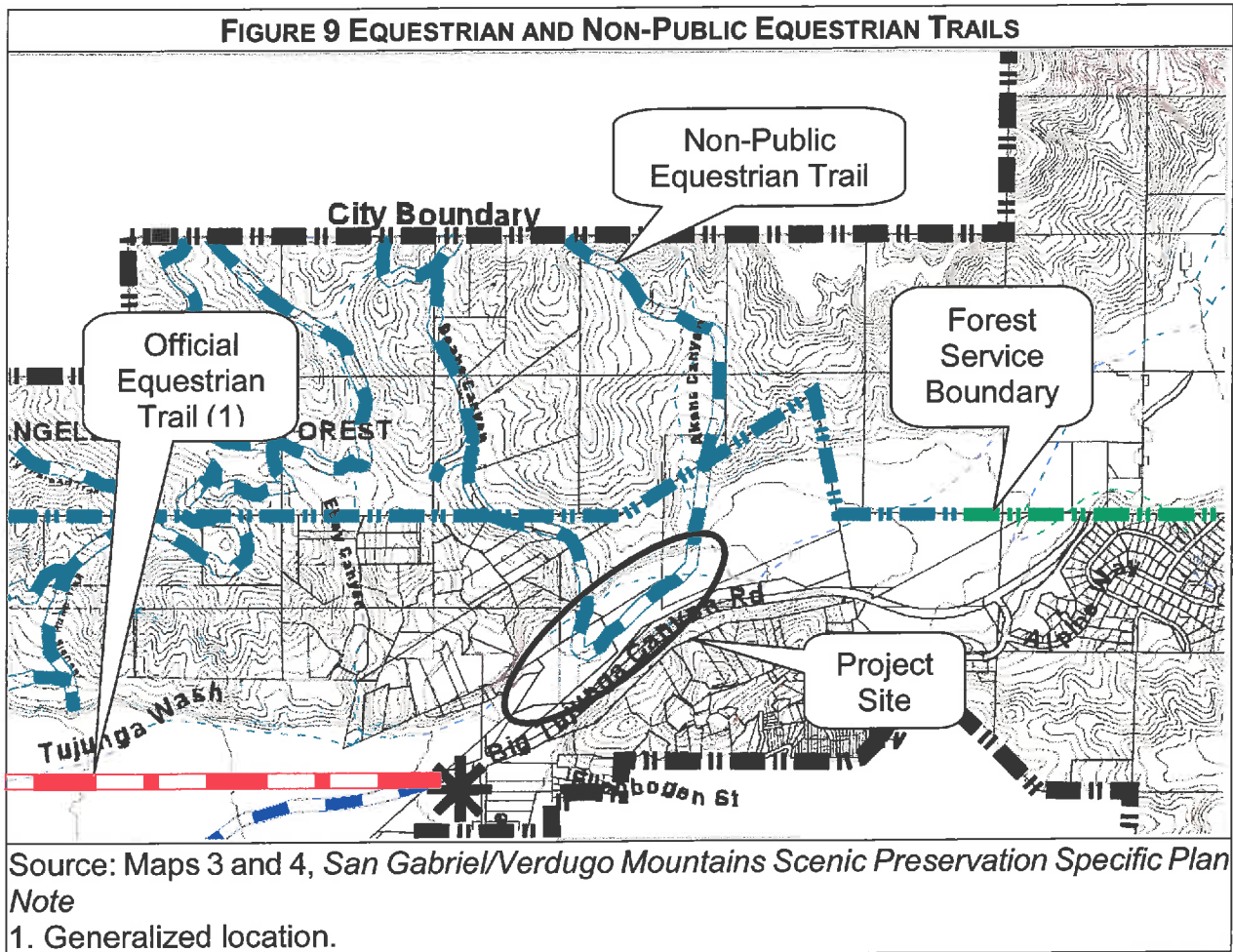
Map 1 of the Specific Plan identifies Big Tujunga Canyon Road as being a Scenic Highway Corridor. The Big Tujunga Canyon Road Scenic Corridor begins southwest of the project site at Oro Vista Avenue and ends upstream of the project site at the City Limits. The Corridor extends five hundred-feet (500') on either side of the centerline of Big Tujunga Canyon Road. Areas B and C are located within this Corridor. (Figure 4)

Section 9 (*Scenic Highway Corridors Viewshed Protection*) contains policies to protect the view sheds within the specific plan. None of these policies relate to the grading activities proposed by this project. Once grading activities are completed, all vehicles will be removed and the project site will return to its natural state.

Within the Specific Plan there is a discussion of both "Official Equestrian Trails" and "Non-Public Equestrian Trails." Official Equestrian Trails that are established under legal easement and those that are designated for future dedication as shown on Map No. 3 of the Specific Plan. Non-Public Equestrian Trails. Unimproved trails over private property as shown on Map No. 4 of the Specific Plan in which the public may possibly have a prescriptive easement. There are no Official Equestrian Trails within the project site. The nearest Trail is located southwest of the project site, where Oro Vista Avenue intersects with Big Tujunga Canyon. There is a Non-Public Equestrian Trail within the project site. It runs between Doane Canyon and Akers Canyon, generally along the southerly bank of the Wash. Figure 9 shows these Equestrian and Non-Public Equestrian Trails.

The proposed project would not introduce a physical barrier within the Community. The proposed project will not 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, or zoning ordinance). The proposed project will not conflict with any applicable habitat conservation plan or natural community conservation plan. The proposed project will improve vehicular and truck access to the Riverwood Community.





### K. Mineral Resources

Initial screening determined that the proposed project would cause no impact (see Appendix A).

The City General Plan Conservation Element has identified Mineral Resource Zones (MRZ) in the Sun Valley and the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plans. While the project site is located within the MR Zone there are no mining operations currently approved or in operation at the project site.

The proposed project, would not have an impact on or be impacted by these issues. No mineral resources are to be extracted as part of this project.

### L. Noise

Initial screening determined that the proposed project would cause no impact (see Appendix A).

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As noted in the Land Use and Planning Section, the underlying properties are either privately owned (A-2 Zone) or publicly owned (OS Zone). The Los Angeles Municipal Code (LAMC) (Section 111.03 *Minimum Ambient Noise Level, Table II*) contains presumed ambient noise levels for the A-2 Zone. The LAMC presumes ambient noise levels in the Agricultural and Residential Zones at 50 (dB (A)) from 7:00AM to 10:00PM and are 40 (dB (A)) from 10:00PM to 7:00AM. Table II does not contain presumed ambient noise levels for properties located within the OS Zone.

Subsection (a) of Section 41.40 of the LAMC (*Noise Due To Construction Excavation Work – When Prohibited*) limits the hours of construction to: Monday through Friday between 7:00 a.m. to 9:00 p.m.; Saturdays and National Holidays between 8:00 a.m. to 6:00 p.m.; and Sundays, no construction. Grading activities would be conducted Monday through Friday, between 7:00a.m. and 4:00p.m. Personnel and equipment could arrive as early as 6a.m.

Subsection (b) of Section 41.40 states that: "The provisions of this section shall not in any event apply to construction, repair or excavation work done within any district zoned for manufacturing or industrial uses under the provisions of Chapter I of this Code, *nor to emergency work necessitated by any flood, fire or other catastrophe.*" While this subsection would allow work outside of the hours noted in Subsection (a) most work is expected to occur during hours of construction noted in Subsection (a) of Section 41.40.

Table 11 shows the expected construction noise levels that might be expected by this project. Table 12 shows the noise level ranges of typical construction equipment that might be found at the project site.

The nearest noise sensitive receptors are residential units approximately four hundred feet (400') to the southwest and one hundred feet (100') above the project site, located within the Riverwood Community. The closest non-residential sensitive receptor is the Mount Gleason Middle School, which is located 3,500-feet southeast of the project site. While it was previously noted that homeless encampments can be found in and around the project area, these encampments would have been vacated due the flooding and not expected to be re-established by the time grading activities would commence.

The proposed project would likely result in temporary higher-than-ambient noise levels within and near the project site during project activities. It is not anticipated that noise levels will increase in the adjacent residential communities due the distance from the project site to these communities.

The Bureau of Engineering *Standard Project Specifications* for public works construction are designed to comply with the City's General Plan Noise Element and related Municipal Code Noise Ordinance and, given that the proposed project would be implemented in accordance with these, significant adverse impacts to noise levels are not expected. During grading operations there is a very slight potential for impacts by the creation of noise. Compliance with the Municipal Code (Section 112.03 et seq. - *Construction Noise* and Section 41.40 - *Noise Due To Construction Excavation Work – When Prohibited*) should

reduce these impacts to a less than significant level.

<b>TABLE 11 - OUTDOOR CONSTRUCTION NOISE LEVELS</b>		
<b>CONSTRUCTION PHASE</b>	<b>NOISE LEVEL (DBA LEQ)</b>	
	<b>AT 50 FEET</b>	<b>AT 50 FEET WITH MUFFLER (DBA)</b>
Ground Clearing	84	82
Excavation, Grading	89	86

Source: EPA, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

<b>TABLE 12 - NOISE LEVEL RANGES OF TYPICAL CONSTRUCTION EQUIPMENT AT 50' (1)</b>			
<b>EQUIPMENT TYPE</b>	<b>DBA (a)</b>	<b>EQUIPMENT TYPE</b>	<b>DBA (a)</b>
Back Hoe	73-95	Scraper/Grader	80-93
Front Loader	73-86	Trucks	82-95

Source: EPA, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

Notes:  
1. Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of emissions as that shown in this table.

Construction activities associated with the project could generate ground-borne vibration from use of heavy equipment within and near the project site. These effects would be temporary and short-term in nature and would comply with applicable noise standards. Due to the distance to adjacent receptors, there should be no impact.

The project is not expected to substantially or permanently increase the ambient noise levels in the project vicinity above levels existing without the proposed project. Activities associated with the project will not create a substantial temporary or periodic increase in the ambient noise levels in the project vicinity above levels existing without the proposed project.

#### M. Population and Housing

Initial screening determined that the proposed project would cause no impact. (Appendix A).

The proposed project will not construct or displace any housing. Population and Housing density is managed by the City's land use and planning designations and building codes. The proposed project will not involve changing the City's land use and planning designations to a less or more intense use and therefore will not induce substantial population growth.

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The proposed project would restore Oro Vista Avenue to permit access to the Riverwood Community and to return a watercourse to its historic location. The proposed project, would not have an impact on or be impacted by these issues. The project does not contain activities related to population or housing development.

#### N. Public Services

Initial screening determined that the proposed project would cause no impact. (Appendix A).

#### Emergency Service Providers

The closest Fire Station to the project site and the Riverwood Community is the Los Angeles Fire Department's (LAFD) Fire Station 74 (7777 Foothill Boulevard Los Angeles, CA 91042). This station is assigned an Engine, a Ladder, Brush Patrol Vehicle (a "quick response" 4-wheel-drive unit with firefighting capability only), and two (2) Rescue Ambulances

Police Services are provided by the Los Angeles Police Department's (LAPD) Valley Bureau's Foothill Division Station (12760 Osborne Street Pacoima, CA 91331). The site is served by Basic Car 16A35 and is in Reporting Districts 1617 and 1618.

If Oro Vista Avenue were blocked with rocks, sand, debris, and running water, the LAFD and LAPD could not safely access the Riverwood Community. Even at that time that the running water ceases, the rocks, sand, and debris would still block access via Oro Vista Avenue. While the LAFD has a Brush Patrol Vehicle, it is not equipped to fire major fires or provide medical services. As noted in the Transportation Section, there is no useable secondary access way for these pieces of equipment in order to provide medical or major fire-fighting support or respond to other emergencies.

#### Education Providers

Public educational services are provided by the Los Angeles Unified School District (LAUSD). At this point in time there are no students from the Riverwood Community attending LAUSD schools. If at such time students are living in the Riverwood Community the school bus pick-up point is located at Oro Vista Avenue at Big Tujunga Canyon Road. During times when Oro Vista Avenue is blocked with rocks, sand, debris, and running water, transportation to the student pick up point would not be safely done. Even at that time that the running water ceases, the rocks, sand, and debris would still block Oro Vista Avenue. During times that the road is blocked, students would be missing out in educational opportunities.

The proposed project would not have an impact on or be impacted by these issues. The removal of rocks, sand, and debris and the grading to permit water to flow in the historic channel would aid the LAFD and LAPD to provide normal and emergency service to the

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Riverwood Community. The removal of rocks, sand, and debris and the grading to permit water to flow in the historic channel would permit parents/guardians to bring eligible students to the LAUSD bus pick up point.

O. Recreation

Initial screening determined that the proposed project would cause no impact. (Appendix A).

There are no developed public recreational facilities (i.e., buildings, structures, formal trails, etc.) within or near the project location. The wash in this area is used by adjoining property owners and residents of the Tujunga Community for walking/hiking, biking, and equestrian uses. As a side benefit of the grading activities, the area will be returned to a more natural state and slope. This would aid walkers/hikers, bikers, and horse rides transverse the project area and surrounding locations. Although not authorized, motorized vehicles also use the area, as indicated by tire tracks.

As noted within the Land Use and Planning Section, there is a "Non-Public Equestrian Trail," that meanders between Doane Canyon and Akers Canyon, along the watercourse (Figure 9). During grading activities, those that are riding horses along the trail would have to ride around the area in which grading is being accomplished. Grading would be accomplished primarily Monday through Friday, minimal conflicts are expected as most equestrians would ride during the weekends.

The nearest City-owned park is Oro Vista Park. It is located 750' southwesterly at the corner of Oro Vista Avenue and Big Tujunga Canyon road.

The project will relocate large boulders to prevent unauthorized access by motorized vehicles. This would reduce conflicts between unauthorized motor vehicles and walkers/hikers, bicyclists, and equestrians that use the Wash as a recreational resource.

The proposed project would not have an impact on or be impacted by these issues.

P. Transportation/Traffic

Initial screening determined that the proposed project would cause less than significant impact. (See Appendix A)

Big Tujunga Canyon Road is a Scenic Secondary Highway (90' Right-Of-Way, with two travel lanes each way, 35' in width and a 10' sidewalk/parkway). Map 1 of the *San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan* identifies Big Tujunga Canyon Road as being a Scenic Highway Corridor. The Big Tujunga Canyon Road Scenic Corridor begins southwest of the project site at Oro Vista Avenue and ends upstream of the project site at the City Limits. The Corridor extends five hundred-feet (500') on either side of the centerline of Big Tujunga Canyon Road.

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Oro Vista Avenue is a private street. It has a width of 24-feet, with two lanes of 12-feet in each direction. There are no parking lanes provided. The City of Los Angeles *Transportation Element, Chapter VI – Street Designations and Standards* does not contain design or capacity information for private streets like this. There is a locked gate adjacent to the Bridge that goes over the Big Tujunga Wash. This is used by residents, emergency vehicles, public utilities, and similar travelers to access the Riverwood Community.

Oro Vista Avenue is the only functional year-round access route into the Riverwood Community from Big Tujunga Canyon Road. During periods of medium and high water flows, the culverts can become clogged with sediment and debris, blocking water flows. This then can cause sediments and debris to flow onto and over Oro Vista Avenue, making it useless in providing emergency and normal access to the Riverwood Community. The need to remove debris from the Oro Vista Avenue roadway in a timely manner is needed to ensure access to residents of the Riverwood Community for health and safety reasons. Besides the need to provide necessary police, fire, and medical service, there is a need to permit residents to purchase food and personal items, attend school, recreation, and medical visits.

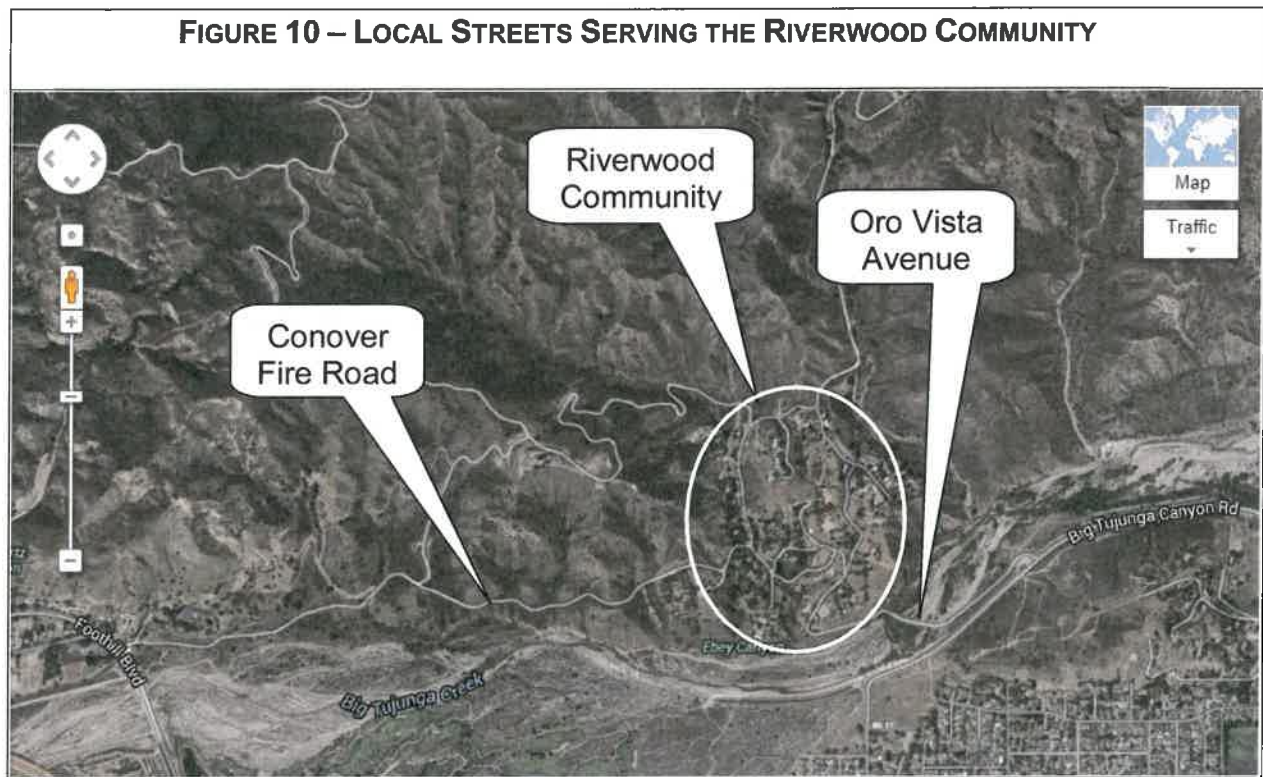
Conover Fire Road could be used to provide access to the Riverwood Community, but it is an unpaved, undedicated road located on private property with an overall slope of approximately 4.5%. It is not intended for use by civilian type vehicles, especially during times of rainfall or darkness. This Fire Road provides access to Foothill Boulevard, via West Conover Street, from the Riverwood Community. While the Station 74 of the LAFD has a Brush Patrol Vehicle assigned to that station, it is not equipped to fire major structure fires or provide for transportation of persons experiencing medical emergencies.

Haul Route - Vegetation (primarily Arundo), debris, materials, trash, and other solid waste will be taken to a local landfill. The nearest landfill to the project site is the Sunshine Landfill (14747 San Fernando Rd, Sylmar, CA 91342), near the intersection of the I-405 (San Diego Freeway) and I-5 (Golden State Freeway). The Landfill is approximately 15 minutes from the project site.

Big Tujunga Canyon Road is identified as a “Backbone Bicycle Friendly Street”, per the City’s *2010 Bicycle Plan*, which is part of the City *Transportation Element*. A bicycle path is planned to be constructed adjacent to Big Tujunga Wash in the 2020-2040 time frame. The project will not impact bicyclists using Big Tujunga Canyon Road, except during times of meetings at the Oro Vista Avenue and Big Tujunga Canyon Road intersection.

The proposed project would not have an impact on or be impacted by these issues. The removal of Arundo, debris, materials, trash, and other solid waste and the grading to permit water to flow in the historic channel would aid the aid Residents of the Riverwood Community to leave the Community and travel to adjoining communities for personal activities (movie, shop, doctor, etc.) and for the LAFD and LAPD provide normal and emergency service to the Riverwood Community. Road sizes and traffic capacities are sufficient to permit use by construction equipment, workers, and vehicles to dispose of vegetation and debris.

Figure 10 shows the location of roads adjacent to the project site.



#### Q. Utilities and Service Systems

Initial screening determined that the proposed project would cause less-than-significant impacts. (Please see Appendix A)

**Water** - Water to the area is provided through the Los Angeles Department of Water and Power (LADWP). There is a 12-inch water distribution pipe (Steel) that runs along upstream side of Oro Vista Avenue. There is a 12-inch water distribution pipe (Clay) that is located within Big Tujunga Canyon Road. There should be no impact to this water line due to the depth of the line from where grading activities would occur. No water service from this line is required as part of this project.

**Fire Hydrants** - There are no fire hydrants located in or adjacent to the project site. The nearest fire hydrant is located at Oro Vista Avenue at Big Canyon Road, south of Big Tujunga Canyon Road. This hydrant is approximately three thousand five hundred feet (3,500') south and west of the project site. If water were need to wet down the soil, the water tender would drive to this location to fill up.

**Wastewater** - Sewer service is provided through the Bureau of Sanitation. There is a 12-inch sewer line (VCP) located within the right-of-way of Big Tujunga Canyon Road. There are no sewer lines located within the project site. No wastewater service is required as part

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of this project.

**Solid Waste** - The nearest landfill to the project site, which is the Sunshine Landfill (14747 San Fernando Rd, Sylmar, CA 91342). Sunshine Landfill is privately owned facility, owned by Republic Services Inc. The life expectancy of the landfill varies depending on the volume of waste received for disposal. As of 2014, the current remaining capacity will provide disposal capability until approximately the year 2037. The number of trips to the Landfill is dependent on the amount of debris that is removed which would be dependent on the intensity of the storm, storm season, or discharges from Big Tujunga Canyon Dam.

**Electricity** - Electricity to the area is provided through LADWP. There are no electrical service lines in or adjacent to the project site. No electrical service is required as part of this project.

**Flood Control (Storm Drains/Culverts)** - There are two storm culverts located under Oro Vista Avenue. They have a diameter of forty-two inches (42"), a length of approximately one-hundred sixty-five feet (165'), and a slope of 0.032%.

During the Southern California rainy season, major storms, or release of water from Big Tujunga Canyon Dam, sediments (i.e. sands, mud, boulders, etc.) and debris (i.e., trash, logs, trees, brush, etc.) can block the flow of water through these culverts. This would cause water, sediments, and debris to back up and flow over Oro Vista Avenue, making the road impassible through the flowing water and depositing of the sediments and debris.

Under normal rainfall from storms, the storm season, and discharges from Big Tujunga Dam, the storm water facilities in the area are adequate to serve the project area. At times of major flows, the culverts/drains can become clogged with debris, causing the water to run over the road, taking along with it sand, rocks, debris, and vegetation. The project will provide proactive cleaning of the culverts/drains prior the rainy season, to minimize flooding and overflow onto Oro Vista Avenue. The project also proposes maintenance work after major storms, at the end of the rainy season, and discharges from the Big Tujunga Dam, to clean out the culverts/drains so as to prepare them for the next incident.

The proposed project, would not have an impact on or be impacted by these issues. Other than temporary construction water use (watering down the soil, as needed), the proposed project would not include new water uses. There will be no generation of waste water. No new uses of electricity are proposed. City standard for public works require demolition debris to be recycled where feasible. The debris, trash and materials would be interwoven with each other and vegetation. To segregated these items would be cost prohibitive. All debris will be taken to a local landfill for disposal. The project will be designed, constructed and operated following all applicable laws, regulations, ordinances and formally adopted City standards

## R. Mandatory Findings of Significance



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Based on the foregoing, it has been determined that:

The project does not 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.

The project does not 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.

The project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

The project does not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

V. BEST MANAGEMENT PRACTICES

These Best Management Practices (BMP) are based on past activities in this area and permit requirements imposed by State and Federal Agencies.

<b>TABLE 13 – SUMMARY OF BEST MANAGEMENT PRACTICES</b>	
<b>BMP</b>	<b>TEXT</b>
<b>Biological Resources Impacts</b>	
BIO-1	Exercise care in preserving vegetation and protecting property, to avoid disturbing areas within and beyond the limit of the work.
BIO-2	No native vegetation shall be removed except as unavoidable and necessary to restore flows under the bridge, through the culverts, or over Arizona Crossing.
BIO-3	Prior to any flow diversion, a qualified biologist shall relocate all fish and other species as needed from the areas subject to being re-graded or re-contoured. A qualified biologist is someone permitted by the United States Fish and Wildlife Service (USFWS) to trap and handle the Santa Ana Sucker, Speckled Dace, Arroyo Chub, and Two-Striped Garter Snake. The qualified biologist shall record and report his/her actions to the USFWS in accordance with his/her permit conditions and provide a copy to the City.
BIO-4	Prior to grading and/or maintenance activities, due to the presence of the Davidson's Bush Mallow, all species existing within the area to be restored will be flagged so that it may be avoided, if possible.
BIO-5	All Arundo debris created by this work shall be removed from the site and

**TABLE 13 – SUMMARY OF BEST MANAGEMENT PRACTICES**

<b>BMP</b>	<b>TEXT</b>
	disposed of properly at an off-site local landfill.
BIO-6	<p>Nesting Birds - To avoid impacts on nesting birds, clearing of vegetation and construction activities should occur outside of the peak bird nesting season from September 1st through February 14th. However, if construction must occur between February 15th and August 31st, the following measures shall be implemented:</p> <ol style="list-style-type: none"> <li>1. Within three days of the scheduled start of construction activity, a pre-construction survey shall be conducted by a qualified biologist to determine the presence or absence of active nests within, or adjacent to, the Project.</li> <li>2. If no breeding or nesting activities are detected within 500 feet of the proposed work and any staging areas, construction activities may proceed.</li> <li>3. If bird breeding/nesting activity is confirmed, work activities within 250 feet (or 300 feet for raptors, 500 feet for fully protected species, or a linear distance appropriate for the species approved by the project biologist) of any active nest shall be delayed until the young birds have fledged and left the nest. A work area buffer zone around any active nests shall be demarcated, indicating where work may not occur. Project activities may resume in this area once the project biologist has determined that the nest(s) is no longer active.</li> </ol>
<b>Cultural Resources Impacts</b>	
CUL-1	<p>During grading operations if any evidence of archaeological or cultural resources is found, all work within the vicinity of the find shall stop until a qualified archaeologist can assess the finds and make recommendations. No excavation of any finds should be attempted by project personnel unless directed by a qualified archaeological consultant. Work in other areas may continue. City Engineer Standard Specifications, Section 6-3.2, states: "If discovery is made of items of archaeological or paleontological interest, the Contractor shall immediately cease excavation in the area of discovery and shall not continue until ordered by the Engineer."</p>
<b>Hydrology and Water Quality Impacts</b>	
HYD-1	<p>The activity will be designed and will be conducted so as to avoid and minimize adverse effects, both temporary and permanent, to waters of the United States to the maximum extent practicable.</p>
HYD-2	<p>No vehicles or equipment to be operated or driven in water covered portions of the Wash, unless needed to meet the requirements of other sections of this project description;</p>
HYD-3	<p>Conduct and schedule operations to minimize or avoid muddying and silting the flowing stream;</p>
HYD-4	<p>No aggregate washing or other activities will be conducted that would result in the production of water containing mud, silt, or other pollutants within project site;</p>

**TABLE 13 – SUMMARY OF BEST MANAGEMENT PRACTICES**

<b>BMP</b>	<b>TEXT</b>
HYD-5	Equipment may not be operated in a live stream or channel unless it can be demonstrated that no other practical alternative exists. The equipment must be operated so as to prevent materials from falling into the stream and muddy the stream;
HYD-6	Recreational users may have built rock dams in the stream to create pools within the work area. As necessary under observation of biologists, workers will carefully remove these rocks to restore the natural flow in the stream;
HYD-7	There will be no alteration of the stream’s low flow channel, bed, or banks, except as to restore the channels, beds, or banks to their historical location;
HYD-8	All work affecting surface waters shall be monitored by a qualified biologist. Examples of work affecting surface waters including moving equipment across streams and diverting flows.
HYD-9	Obtain necessary permits and certifications from the United States Army Corps of Engineers (USACoE) (Section 404 CWA); Regional Water Quality Control Board (RWQCB) (Section 401, CWA) and California Department of Fish and Wildlife (CalDFW) (Lake and Streambed Alteration). Comply with all permit and certification standards and requirements.

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(W.O. E1907637)

VI. NAME OF PREPARER

[Include the names of persons who prepared or participated in the preparation of the Initial Study.]

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James R. Tebbetts, Environmental Specialist II  
William Jones, Environmental Supervisor I  
Maria Martin, Environmental Affairs Officer

City of Los Angeles, Bureau of Engineering, Mapping and Land Records Division  
James Yano, Geographic Information Specialist,

City of Los Angeles, Bureau of Street Services, Engineering Division  
Ron Olive, Assistant Director, Bureau of Street Services  
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City of Los Angeles, Fire Department  
Tyrone Davis, Captain, Station 74

City of Los Angeles, Police Department  
Isadore Gutierrez, Sergeant, Foothill Station  
Enrique Hernandez, Police Office II, Noise Enforcement Team

Los Angeles City Attorney's Office  
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Los Angeles Unified School District  
James Sweeney, james.sweeney@lausd.net

California Department of Fish and Wildlife, Ventura  
Sarah Rains, Environmental Scientist  
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United States Army Corps of Engineers, Los Angeles Office  
Pam Kostka, Regulatory Project Manager

South Central Coastal Information Center (SCCIC)  
Stacy St. James, Coordinator

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Mountains Recreation & Conservation Authority  
Laura A. Saltzman, Associate Landscape Architect, PLA, ASLA

VII. DETERMINATION – RECOMMENDED ENVIRONMENTAL DOCUMENTATION

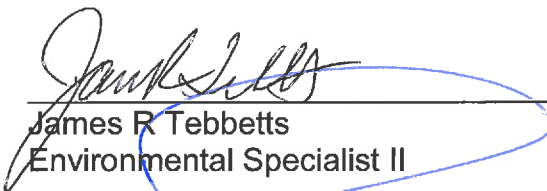
A. Summary

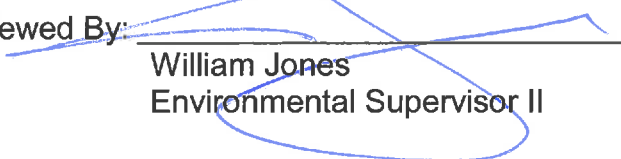
The initial study concluded that the proposed project would result in no impacts and/or less-than-significant impacts on aesthetics, agriculture and forestry resources, air quality, cultural resources geology/soils, greenhouse gas emissions, hazards and hazardous materials, land use/planning, mineral resources, noise, population/housing, public services, recreation, transportation/traffic, and utilities/service systems. Potentially significant environmental impacts have been identified in the areas of biological resources, and hydrology and water quality resources. Compliance with City Standard Construction Specifications, Best Management Practices, and Permit Requirements will lessen these impacts to a less than significant level.

B. Recommended Environmental Documentation


On the basis of this initial evaluation:

I find that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A NEGATIVE DECLARATION would be prepared.

Prepared By:   
James R Tebbetts  
Environmental Specialist II

Reviewed By:   
William Jones  
Environmental Supervisor II

Approved By: Gary Lee Moore, P.E. ENV SP  
City Engineer

By:   
Maria Martin  
Environmental Affairs Officer  
Environmental Management Group

[JRT : Q:\James\Tujunga Wash Maintenance at Oro Vista\CEQA Paperwork INS MND]

## APPENDICES

A. Environmental Screening Checklist

B. Plan P-34963 (Dated December 11, 1996)

C. Report for the Santa Ana Sucker (*Catostomus santaanae*) Survey and Relocation Effort in the Big Tujunga Wash at Oro Vista Avenue (W.O. E1907366) by Manna Warburton (TE-106908-1), Senior Biologist, ECORP Consulting, Inc. July 8, 2010.

D. Vegetation Assessment Report for Oro Vista Avenue North of Big Tujunga Canyon Road, by William Jones, Environmental Supervisor I, Bureau of Engineering, Environmental Management Group (EMG). May 23, 2013.

E. Wetland Delineation and Assessment Report - Oro Vista Avenue at Tujunga Wash (WO E1907295), by James R Tebbetts, Environmental Specialist II, Bureau of Engineering, Environmental Management Group (EMG). January 21, 2015

F. South Central Coastal Information Center (SCCIC) Records Search, April 13, 2015

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VIII. REFERENCES:

[Also list any additional special studies such as an air quality study, historical property survey, initial site investigation, noise study, relocation study, or soils report.]

The following sources were used in the preparation of this document. Sources not available via the internet are available by appointment for review at the offices of the Bureau of Engineering, 1149 South Broadway, Suite 600, Los Angeles.

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12. California Dept. of Parks and Recreation, Office of Historic Preservation. California Historical Resources Information System. South Central Coastal Information Center. [CHRIS]
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41. Los Angeles Department of City Planning, *Sunland - Tujunga - Shadow Hills - Lake View Terrace - East La Tuna Canyon Community Plan Area*, November 18, 1997
42. Los Angeles Department of City Planning, *San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan*, December 19, 2003

APPENDIX A  
ENVIRONMENTAL SCREENING CHECKLIST

A brief explanation is provided for all answers except “No Impact” answers that are adequately supported by the information sources cited following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
1. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Standard: A significant impact may occur if the proposed project introduces incompatible visual elements within a field of view containing a scenic vista or substantially alters a view of a scenic vista. Reference: 18(Thresholds A.1 & A.2)				
Explanation: The project site is located within the Big Tujunga Canyon Road Scenic Corridor. Short term impact would occur during times of grading and maintenance activities. No substantial adverse effect is expected.				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur where scenic resources within a state scenic highway would be damaged or removed as a result of the proposed project. Reference: 18(Thresholds A.1 & E.3), 18(General Plan)				
Explanation: No state-designated scenic highways are located within the vicinity of the project site.				
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project introduces incompatible visual elements to the project site or visual elements that would be incompatible with the character of the area surrounding the project site. Reference: 18(Thresholds A.1 and A.3)				
Explanation: The proposed project would not make any significant changes to the visual character that currently exists. The project would re-grade the land to pre storm, storm season, or discharge of flows from Big Tujunga Dam. Vegetation (Arundo), trash, and debris will be removed and properly disposed of at a local landfill.				

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact would occur if the proposed project caused a substantial increase in ambient illumination levels beyond the property line or caused new lighting to spill-over onto light-sensitive land uses such as residential, some commercial and institutional uses that require minimum illumination for proper function, and natural areas. Reference: 18(Thresholds A.4)</p>				
<p>Explanation: No outdoor lighting created by this project.</p>				
<p>2. AGRICULTURE AND FOREST RESOURCES – Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: 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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Reference: 14) A significant impact may occur if the proposed project were to result in the conversion of state-designated agricultural land from agricultural use to another non-agricultural use. Reference: 4(Ag. Land Eval.)</p>				
<p>Explanation: The project site does not contain Farmland. Reference: 8(Farmland Map)</p>				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project were to result in the conversion of land zoned for agricultural use, or indicated under a Williamson Act contract, from agricultural use to another non-agricultural use.</p>				
<p>Explanation: While a portion of the project site and adjacent parcels are zoned for agricultural uses these properties are not used for agricultural activities and are not subject to a Williamson Act contract.</p>				
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<p>Standard: 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. Reference: 8)</p>				
<p>Explanation: There is no forest land, timberland, or timberland zoned Timberland Production on or near the project site. Reference: 10(BIOS)</p>				
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: 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. Reference:</p>				
<p>Explanation: There is no forest land on or near the project site. Reference: 10(BIOS)</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if a project results in the conversion of farmland to another non-agricultural use.</p>				
<p>Explanation: Refer to discussion under 2 (a) and 2 (b) above.</p>				
<p>3. AIR QUALITY – Would the project:</p>				
<p>a) Conflict with or obstruct implementation of the applicable air quality plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the project was inconsistent with or obstruct the implementation of the Air Quality Element of the City's General Plan or the Air Quality Management Plan (AQMP). Reference: 18(Thresholds B.1 to B.3), 31(AQMD Handbook)</p>				
<p>Explanation: The project does not involve long-term emissions. Activities and equipment would occur for a short term, generally between 10 and 15 days.</p>				
<p>b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project violated any SCAQMD air</p>				

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<p>quality standard. The SCAQMD has set thresholds of significance for reactive organic gases (ROG), nitrogen oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO2), and particulate matter (PM10) emissions resulting from construction and operation in the South Coast Air Basin. Reference: 18(Thresholds B.1, B.2), 31(AQMD Handbook)</p>				
<p>Explanation: Estimated air pollutant emissions during grading operations would not exceed SCAQMD significance thresholds. (see discussion in Section IV)</p>				
<p>c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project would result in a cumulatively considerable net increase of a criteria pollutant for which the South Coast Air Basin exceeds federal and state ambient air quality standards and has been designated as an area of non-attainment by the USEPA and/or California Air Resources Board. The South Coast Air Basin is a non-attainment area for carbon monoxide, nitrogen dioxide, ozone, particulate matter (PM10), and fine particulate matter (PM2.5). Reference: Reference: 18(Thresholds B.1, B.2), 31(AQMD Handbook)</p>				
<p>Explanation: Grading and associated operational emissions of the project would not exceed the SCAQMD's thresholds of significance for criteria pollutants. For those emissions generated during grading operation, the minor generation of criteria pollutants would be temporary and short-term in nature. (see discussion in Section IV)</p>				
<p>d) Expose sensitive receptors to substantial pollutant concentrations?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if construction or operation of the proposed project generated pollutant concentrations to a degree that would significantly affect sensitive receptors. Reference: 18 (Thresholds B.1 to B.3)</p>				
<p>Explanation: As discussed above, the proposed project is not anticipated to result in substantial pollutant concentrations. The nearest residential receptors are 400 feet away and 100' above the project site and nearest non-residential receptor is 3,500' away. (see discussion in Section IV)</p>				
<p>e) Create objectionable odors affecting a substantial number of people?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: During construction, sources of odor are diesel emissions from construction equipment and volatile organic compounds from sealant applications or paving activities. However, these odors would be temporary and localized. Nonetheless, applicable best management practices such as those in SCAQMD Rule 431 (Diesel Equipment) would, in addition to minimizing air</p>				

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
<p>quality impacts, also help minimize potential construction odors. Reference: 18 (Thresholds B.1 &amp; B.2)</p>				
<p>Explanation: The nearest location of people is to the southwest approximately 400 feet and above the project site on a bluff, approximately 100 feet above the project site.</p>				
<p>4. BIOLOGICAL RESOURCES – Would the project:</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project would remove or modify habitat for any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the state or federal regulatory agencies cited. Reference: 18 (Thresholds C)</p>				
<p>Explanation: The California Department of Fish and Game (CDFG), California Natural Diversity Database indicates that species identified as a candidate, sensitive, or special status species occur or have occurred historically within the larger project area. Habitat for these species does exist adjacent to or within project boundaries. Best Management Practices have been identified to reduce impacts to these species. Reference: 9(CNDDDB), 10(BIOS). See discussion in Section IV.</p>				
<p>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if riparian habitat or any other sensitive natural community were to be adversely modified. Reference: 18(Thresholds C)</p>				
<p>Explanation: The proposed project is located within the Los Angeles City and a Los Angeles County Significant Ecological Area (Tujunga Valley/Hansen Dam) and contains a riparian habitat or sensitive biological resources (Southern California Arroyo Chub/Santa Ana Sucker Stream and Southern Cottonwood Willow Riparian Forest). Project Boundaries and Best Management Practices have been included to minimize impacts to the riparian habitat or other sensitive natural communities. Reference: 9(CNDDDB), 10(BIOS), 32(Nat. Wetlands Map), 33(USGS Quad.). See explanation for 4(a).</p>				
<p>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,</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
filling, hydrological interruption, or other means?				
<p>Standard: A significant impact may occur if federally protected wetlands, as defined by Section 404 of the Clean Water Act would be modified or removed. Reference: 18(Thresholds C), 32(Nat. Wetlands Map)</p>				
<p>Explanation: A wetlands delineation report has been prepared and sent to the USACoE for review and comment. The project will not remove, fill, hydrological interrupt, other than to relocate the Wash back to its historic location.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project interferes or removes access to a migratory wildlife corridor or impedes the use of native wildlife nursery sites. Reference: 10(BIOS), 18(Thresholds C)</p>				
<p>Explanation: Sensitive habitats were identified within the project site or vicinity. The project area is used and does provide significant habitat for wildlife. The project is expected to have an short term impact on habitat suitable for wildlife movement or migration during grading activities. It is expected that upon completion, depending on intensity of the work, the project will reconnect the upper and lower sections of the Wash to permit species movement within the Wash area.</p>				
<p>e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project would cause an impact that is inconsistent with local regulations pertaining to biological resources. Reference: 10 (CDFG), 27(Tree Policy), 28(Urban Forest Program), 25(PW Tree Policy), 18(Thresholds C)</p>				
<p>Explanation: There are two Shinning Willows (<i>Salix lucida</i>) that are located downstream of the culverts which will be removed as they have the potential to block downstream flows, causing waters to back up and block the culverts. No other heritage or protected tree species are expected to be impacted by the project. 26(NavigateLA)</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project would be inconsistent with mapping or policies in any conservation plans of the cited type. Reference: 9(CNDDDB), 18(Thresholds C)</p>				
<p>Explanation: No plan as cited above, is known to exist for the project site or immediate vicinity.</p>				

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<b>5. CULTURAL RESOURCES – Would the project</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may result if the proposed project caused a substantial adverse change to the significance of a historical resource (as identified above). Reference: 14(Guidelines 15064.5), 18 (Thresholds D.3), 12(CHRIS)				
Explanation: The project will not affect a historical resource. A records search at SCCIC found no previously identified historical resources within the project area.				
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project were to cause a substantial adverse change in the significance of an archaeological resource which falls under the CEQA Guidelines section cited above. Reference: 14(Guidelines 15064.5), 18 (Thresholds D.2), 12(CHRIS)				
Explanation: A Records Search conducted by the South Central Coastal Information Center indicates that no archeological work is needed prior to approval of the project plans. Standard specifications for public works projects stipulate, "If discovery is made of items of archaeological or paleontological interest, the Contractor shall immediately cease excavation in the area of discovery and shall not continue until ordered by the Engineer." (Std Specs Section 6-3.2).				
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if grading or excavation activities associated with the proposed project would disturb unique paleontological resources or unique geologic features. Reference: 14(Guidelines 15064.5), 18(Thresholds D.1), 30(Diblee), 12(CHRIS), 20(ZIMAS)				
Explanation: The project site is not within an area known to contain paleontological resources. Standard specifications for public works projects stipulate, "If discovery is made of items of archaeological or paleontological interest, the Contractor shall immediately cease excavation in the area of discovery and shall not continue until ordered by the Engineer." (Std Specs Section 6-3.2).				
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if grading or excavation activities associated with the proposed project would disturb interred human remains. Reference: 14(Guidelines 15064.5),				



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18(Thresholds D.2), 12(CHRIS)				
Explanation: No known burial sites are located within the project site. Standard specifications for public works projects stipulate, "If discovery is made of items of archaeological or paleontological interest, the Contractor shall immediately cease excavation in the area of discovery and shall not continue until ordered by the Engineer." (Std Specs Section 6-3.2).				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project were located within a state-designated Alquist-Priolo Zone or other designated fault zone and appropriate building practices were not followed. References: 6(CDC Publ. 42), 18(Thresholds E.1)				
Explanation: While the project site is located in an Alquist-Priolo Earthquake Fault Zone, no buildings or structures are proposed to be constructed. .				
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project design did not comply with building code requirements intended to protect people from hazards associated with strong seismic ground shaking. Reference: 6(Seismic Hazard Map Sunland Quad.), 18(Thresholds E.1)				
Explanation: In general, the Los Angeles region is subject to the effects of seismic activity. As no buildings or structures are proposed, the project would be affected by seismic activity.				
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Comment: A significant impact may occur if the proposed project would be located in an area identified as having a high risk of liquefaction and appropriate design measures required within such designated areas were not incorporated into the project. Reference: 6(Seismic Hazard Map Sunland Quad.), 18(Thresholds E.1)				
Explanation: The project site is in an area identified as being susceptible to liquefaction. However, no buildings or structures are proposed to be constructed. The proposed project would not create any new impacts related to liquefaction beyond those that already exist.				
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Comment: A significant impact may occur if the proposed project were located in a hillside area with soil conditions that would suggest high potential for sliding and appropriate design measures				

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were not implemented. Reference: 6(Seismic Hazard Map Sunland Quad.), 18(Thresholds E.1)				
Explanation: The project site is located adjacent to an area identified as being susceptible to landslides. The project will take place within the Wash bottom, so no impacts from landslides is expected.				
Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project were to expose large areas to the erosion effects of wind or water for a prolonged period of time. Reference: 18(Thresholds E.2)				
Explanation: Grading activities would result in ground surface disruption. This activity could result in potential erosion at the proposed project site. As the project site is a Wash, any erosion activities would have occurred, grading or not. Soil exposure would be temporary and short-term and applicable erosion control techniques would limit potential erosion.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project were built in an unstable area proper site preparation or design features to provide adequate foundations for project buildings, thus posing a hazard to life and property. Reference: 6(Seismic Hazard Map Sunland Quad.), 18(Thresholds E.2)				
Explanation: See 6 (a) (iii) and (iv) above.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Standard:				
Explanation: The project proposes grading to return the Wash to its historic location and to clean up debris, trash, and vegetation. This will not create a substantial risk to life or property. Reference: 18(Thresholds E.2), 30(Diblee)				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Comment: A significant impact may occur if the proposed project were built on soils that were incapable of adequately supporting the use of septic tanks or alternative wastewater disposal system, and such a system was proposed. Reference: 18(Thresholds E.3)				

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Explanation: No septic tanks or alternative wastewater disposal systems are proposed. 26(NavigateLA wye map)				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Standard: Reference:				
Explanation: Greenhouse Gas Emissions would be created, but the amount is well below the SCAQMD Threshold. The minor construction activity proposed would not have a significant impact on the environment. 3, 28 Section 1.				
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Standard: Reference:				
Explanation: Greenhouse Gas Emissions would be created, but the amount is well below the SCAQMD Threshold. The proposed project, to include minor roadway improvements (curb, gutter, sidewalk, and roadway or driveway) would generate significantly less that allowed by the SCAQMD. 3, 15, 16, 18				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project involved the use or disposal of hazardous materials as part of its routine operations and would have the potential to generate toxic or otherwise hazardous emissions. Reference: 18(Thresholds F.1, F.2)				
Explanation: The proposed project does not involve the use, transport, or disposal of any hazardous materials. Any development would comply with applicable laws and regulations for use, transport, or disposal of hazardous materials.				
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project involved a risk of accidental explosion or utilized substantial amounts of hazardous materials as part of its routine operations that could potentially pose a hazard to the public under accident or upset conditions. Reference: 15(Geotracker), 16(LAMC), 18(Thresholds F.1, F.2), 33(USGS Sunland Quad)				

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Explanation: The proposed project does not involve the use, transport, or disposal of any hazardous materials. Refer to discussion under 7 (a) above.				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project were located within one-quarter mile of an existing or proposed school site and were projected to release toxic emissions which pose a hazard beyond regulatory thresholds. Reference: 18(Thresholds F.2)				
Explanation: There is no school within one quarter mile of the project site. The project site does not contain hazardous or acutely hazardous materials, substances, or waste. Grading activities will not involve substantial quantities of hazardous or acutely hazardous materials, substances, or waste. Reference: 15(Geotracker), 13(Envirostor), 26(NavigateLA Schools)				
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Reference: 18(Thresholds F.2)				
Comment: The project site is not listed in the State Water Resources Control Board GeoTracker system which includes leaking underground fuel tank sites and Spills, Leaks, Investigations, and Cleanups sites; or the Department of Toxic Substances Control EnviroStor Data Management System which includes CORTESE sites, or the Environmental Protection Agency's database of regulated facilities. Reference: 15(Geotracker), 13(Envirostor),				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project site were located within a public airport land use plan area, or within two miles of a public airport, and would create a safety hazard. Reference: 18(Thresholds F.1, K.2)				
Explanation: The project is not located within a public airport land use plan area, or within two miles of a public airport, and would create a safety hazard. Reference: 20(ZIMAS), 15(Geotracker), 13(Envirostor), 26(NavigateLA)				
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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<p>Standard: A significant impact may occur if the project would result in a safety hazard for people residing or working in the project area because of its location near a private airstrip. Reference: 18(Thresholds F.1, K.2)</p>				
<p>Explanation: No private airstrip is located within the vicinity of the project site. Reference: 26(NavigateLA)</p>				
<p>g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project were to substantially interfere with roadway operations used in conjunction with an emergency response plan or evacuation plan or would generate sufficient traffic to create traffic congestion that would interfere with the execution of such plan. Reference: 18(Thresholds F.1, K.2)</p>				
<p>Explanation: The proposed project would not alter the adjacent street system. The project will remove soil, sand, rocks, debris, trash, and vegetation to provide access to the Riverwood Community. This would restore access to the Community for the Fire and Police Departments.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project were located in a wild land area and poses a significant fire hazard, which could affect persons or structures in the area in the event of a fire. Reference: 18(Thresholds K.2)</p>				
<p>Explanation: While the project site is located in a High Fire Zone, there is no housing within the project area. Therefore the proposed project will not expose people or structures to a significant risk. The project will restore the Wash to its historic location and remove trash, debris, and vegetation. 26(NavigateLA Very High Fire Hazard Severity Zone)</p>				
<p>9. HYDROLOGY AND WATER QUALITY – Would the project:</p>				
<p>a) Violate any water quality standards or waste discharge requirements?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project discharged water which did not meet the quality standards of agencies which regulate surface water quality and water discharge into storm-water drainage systems. Reference: 18(Thresholds G.2)</p>				
<p>Explanation: The proposed project will comply with applicable storm water management requirements for pollution prevention (for example, compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts).</p>				
<p>b) Substantially deplete groundwater supplies or interfere</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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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 pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				
<p>Standard: A project would normally have a significant impact on groundwater supplies if it were to result in a demonstrable and sustained reduction of groundwater recharge capacity or change the potable water levels sufficiently that it would reduce the ability of a water utility to use the groundwater basin for public water supplies or storage of imported water, reduce the yields of adjacent wells or well fields, or adversely change the rate or direction of groundwater flow. Reference: 18(Thresholds G.2, G.3)</p>				
<p>Explanation: The proposed project would not utilize existing groundwater resources nor would it interfere with groundwater recharge. Changes to the groundwater supply are not anticipated as a result of the proposed project.</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project resulted in a substantial alteration of drainage patterns that resulted in a substantial increase in erosion or siltation during construction or operation of the project. Reference: 18(Thresholds G.1, G.2)</p>				
<p>Explanation: The proposed project would not substantially alter the existing drainage pattern of the site or area. The drainage pattern would be restored the Wash to its pre-storm, pre-storm season, or discharge from Big Tujunga Dam patterns. The project would not substantially alter the existing drainage pattern of the site or area.</p>				
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 that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project resulted in increased runoff volumes during construction or operation of the proposed project that would result in flooding conditions affecting the project site or nearby properties. Reference: 18(Thresholds G.1)</p>				
<p>Explanation: The proposed project would restore the existing drainage pattern of the site or area to what it looked like to its pre-storm, pre-storm season, or discharge from Big Tujunga Dam patterns. See comments for 8 (a) and 8 (c) above.</p>				
e) Create or contribute runoff water which would exceed the capacity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				
<p>Standard: A significant impact may occur if the volume of runoff were to increase to a level which exceeded the capacity of the storm drain system serving a project site. A significant impact may also occur if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. Reference: 18(Thresholds G.2)</p>				
<p>Explanation: The proposed project would not change the volume of storm water runoff. See comment 8(a) above.</p>				
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Comment: A significant impact may occur if a project included potential sources of water pollutants and potential to substantially degrade water quality. Reference: 18(Thresholds G.3)</p>				
<p>Explanation: No potential sources of water quality degradation are anticipated. Best Management Practices call for “No vehicles or equipment to be operated or driven in water covered portions of the Wash, unless needed to meet the requirements of other sections of this project description and to Conduct and schedule operations to minimize or avoid muddying and silting the flowing stream.</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project placed housing within a 100-year flood zone. Reference: 18(Thresholds G.1 to G.4)</p>				
<p>Explanation: The proposed project does not include housing.</p>				
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project were located within a 100-year flood zone and would impede or redirect flood flows. Reference: 18(Thresholds G.4)</p>				
<p>Explanation: While the project site is located within a 100-year flood zone. Reference: 34( FIRM Panels 06037C1089F and 06037C1095F) all work activities will occur after major flows have ceased. No buildings or structures are proposed by this project. 26(NavigateLA Flood Plains)</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project were located in an area where a dam or levee could fail, exposing people or structures to significant risk of loss, injury or death.</p>				

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Reference: 18(Thresholds E.1, G.3)				
Explanation: The project site is located in an area subject to this risk. all work activities will occur after major flows have ceased Reference: 26(NavigateLA Inundation Areas)				
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project were located in an area with inundation potential due to seiche, tsunami, or mudflow. Reference: 18(Thresholds E.1)				
Explanation: The project site is not located in an area subject to this risk. Reference: 26 (NavigateLA Tsunami Area and Landslides)				
10. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project were sufficiently large or otherwise configured in such a way as to create a physical barrier within an established community. Reference: 18(Thresholds H.2)				
Explanation: The proposed project would not introduce a physical barrier. The project will restore Big Tujunga Canyon Was to its historic location.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project were inconsistent with the General Plan, or other applicable plan, or with the site's zoning if designated to avoid or mitigate a significant potential environmental impact. Reference: 18(Thresholds H.1, H.2)				
Explanation: See discussion in Section IV. Reference: 20(ZIMAS), 18(General Plan)				
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan and would conflict with such plan. Reference: 18(Thresholds H.1, H.2)				
Explanation: See discussion under 4(f) above.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



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<p>Standard: A significant impact may occur if the project were located in an area used or available for extraction of a regionally important mineral resource, if the project converted an existing or potential present or future regionally-important mineral extraction use to another use, or if a project affected access to such a site. Reference: 18(General Plan), 18(Thresholds E.4)</p>				
<p>Explanation: While the project site is located within an area that contains known mineral resources, the project proposes no mining activities. No mineral resources will be exported from the site.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if a project were located in an area used or available for extraction of a locally-important mineral resource and the project converted such a resource to another use or affected access to such a site. Reference: 18(General Plan), 18(Thresholds E.4)</p>				
<p>Explanation: The project site is located within an area that contains known mineral resources, , the project proposes no mining activities. No mineral resources will be exported from the site.</p>				
<p>12. NOISE – Would the project result in:</p>				
<p>a) 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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the project generated noise levels exceeding the standards for ambient noise as established by the General Plan and Municipal Code or exposed persons to that increased level of noise. Reference: 18 (General Plan Noise Element), 18(Thresholds Section I)</p>				
<p>Explanation: The proposed project would likely result in temporary higher-than-average noise levels in the local area. The nearest receptor is four hundred feet away and one hundred feet above the project site. Bureau of Engineering Standard Project Specifications for public works construction are designed to comply with the City's General Plan Noise Element and related Municipal Code Noise Ordinance and, given that the proposed project would be implemented in accordance with these, significant adverse impacts to noise levels are not expected.</p>				
<p>b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Standard: A significant impact may occur if the project were to expose persons to or generate excessive ground-borne vibration or ground-borne noise levels. Reference: 18 (General Plan Noise Element), 18(Thresholds Section I)</p>				
<p>Explanation: Construction activities associated with the project could generate ground-borne</p>				

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
vibration from use of heavy equipment. The nearest receptor is four hundred feet away and one hundred feet above the project site. These effects would be temporary and short-term in nature and would comply with applicable noise standards. See also comment under Section 11(a).				
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the project were to substantially and permanently increase the ambient noise levels in the project vicinity above levels existing without the proposed project. Reference: 18 (General Plan Noise Element), 18(Thresholds Section I)				
Explanation: Refer to discussion under 12 (a) above. There would be no permanent increase in noise levels.				
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Comment: A significant impact may occur if the project were to create a substantial temporary or periodic increase in the ambient noise levels in the project vicinity above levels existing without the proposed project. Reference: 18 (General Plan Noise Element), 18(Thresholds Section I)				
Refer to discussion under 11 (a) above.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: Reference: 18(Thresholds Section I), 26(NavigateLA)				
Explanation: The project is not located within two miles of an airport.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: Reference: 18(Thresholds Section I), 26(NavigateLA)				
Explanation: No private airstrips are located within the vicinity of the project area.				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if population growth is induced in an area, either directly or indirectly, such that the population of the area may exceed the planned population of				

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that area. Reference: 18(Thresholds Section J.1)				
Explanation: Population density is managed by the City's land use and planning designations (see above) and building codes. The proposed project will not involve changing the City's land use and planning designations to a more intense use and therefore will not induce substantial population growth.				
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: Normally, there would be no significant impact if the project will not result in a net loss of 15 single-family dwellings or 25 dwellings in multi-family housing. Reference: 18(Thresholds J.1 and J.2)				
Explanation: The proposed project will not displace any housing.				
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: Normally, there would be no significant impact if the project will not result in a net loss of 15 single-family dwellings or 25 dwellings in multi-family housing. Reference: 18(Thresholds J.2)				
Explanation: The proposed project will not displace any housing.				
14. PUBLIC SERVICES –				
a) Would the project 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Standard: A significant impact may occur if the City of Los Angeles Fire Department (LAFD) could not adequately serve the proposed project based on response time, access, or fire hydrant/water availability. Reference: 18(Thresholds K.2)				
Explanation: The project site is served by the City of Los Angeles Fire Station 74, located at 7777 Foothill Blvd, Tujunga, CA, about 2.1 miles away. The proposed project would result in providing 24-hour a day access to the Riverwood Community that at the time of the project would not exist.				
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Standard: A significant impact may occur if the proposed project were to result in an increase in demand for police services that would exceed the capacity of the police department responsible for serving the site. Reference: 18(Thresholds K.1)				

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<p>Explanation: The project site is served by the City of Los Angeles Police Foothill Station, located at 12760 Osborne, Pacoima, CA, about 8 miles away. The local Beat Car would be in closer proximity. The proposed project would result in providing 24-hour a day access to the Riverwood Community that at the time of the project would not exist.</p>				
<p>iii) Schools?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project includes substantial employment or population growth that could generate demand for school facilities that exceeded the capacity of the school district responsible for serving the project site. Reference: 18(Thresholds K.3)</p>				
<p>Explanation: The proposed project is not a growth inducing project, either directly or indirectly, and would therefore not increase the demand for schools in the area. Currently no students in the Riverwood Community attend LAUSD schools</p>				
<p>iv) Parks?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the recreation and park services available could not accommodate the population increase resulting from the implementation of the proposed project. Reference: 18(Thresholds K.4)</p>				
<p>Explanation: The proposed project will not cause a population increase. (see Item 13 above)</p>				
<p>v) Other public facilities?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: Projects that do not result in a net increase of 75 residential units normally would not have a significant impact on public libraries. Reference: 18(Thresholds K.5)</p>				
<p>Explanation: The project would not result in a net increase of 75 residential units or more.</p>				
<p>15. RECREATION –</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project includes substantial employment or population growth that may generate demand for public park facilities that exceed the capacity of existing parks. Reference: 18(Thresholds K.4)</p>				
<p>Explanation: The proposed project will not cause a population increase. (see Item 13 above)</p>				
<p>b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: Reference: 18(Thresholds K.4)</p>				

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Explanation: The proposed project does not include or require a recreational facility.				
16. TRANSPORTATION/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 components of the circulation system, including but not limited to intersection, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project causes an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. Reference: 18(Thresholds L.1 to L.4, L.8)				
Explanation: The project will not affect traffic. Grading activities would take place off-road or on a road covered in debris, rocks, vegetation and such. Sufficient road capacity exists between the project site and nearest landfill to permit transportation of vegetation (Arundo), trash, and other debris.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project causes a conflict with an applicable congestion management program. Reference: 18(Thresholds L.1 to L3)				
Comment: See 16 (a).				
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project changed air traffic patterns, including either an increase in traffic levels or a change in location the resulted in substantial safety risks.				
Explanation: There would be no impact to air traffic patterns.				
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project substantially increased road hazards due to a design feature or incompatible uses. Reference: 18(Thresholds L.5)				

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Explanation: The project is compatible with the land use and would not include any design features that would result in a safety hazard to pedestrians, personnel, visitors, or nearby neighbors.				
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project resulted in inadequate emergency access. Reference: 18(Thresholds L.5, L.8, and J2)				
Explanation: The proposed project will restore a roadway that permits emergency access to the Riverwood Community.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project conflicts with adopted policies, plans, or programs supporting alternative transportation. Reference 18(Thresholds L.6)				
Explanation: The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation.				
17. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project exceeds wastewater treatment requirements of the local regulatory governing agency. Reference: 18(Thresholds M.2)				
Explanation: The proposed project would not generate additional wastewater.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Standard: A significant impact may occur if the proposed project resulted in the need for new construction or expansion of water or wastewater treatment facilities that could result in an adverse environmental effect that could not be mitigated. Reference: 18(Thresholds G.1, M.1 and M.2)				
Explanation: The proposed project would not use additional water or generate additional wastewater that would exceed existing capacity. Other than temporary construction water use, the proposed project would not include new water uses				
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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<p>Standard: A significant impact may occur if the volume of storm water runoff from the proposed project increases to a level exceeding the capacity of the storm drain system serving the project site. Reference: 18(Thresholds G.1 and M.2)</p>				
<p>Explanation: The storm water facilities in the area are adequate to serve the proposed project. The proposed project would not increase the volume of storm water runoff.</p>				
<p>d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Standard: A significant impact may occur if the proposed project's water demands would exceed the existing water supplies that serve the site. Reference: 18(Thresholds M.1)</p>				
<p>Explanation: The City of Los Angeles Department of Water and Power provides potable water to the project area and vicinity. Other than temporary construction water use, the proposed project would not include new water uses.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Comment: A significant impact may occur if the proposed project would increase wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. Reference:</p>				
<p>Explanation: See 17 (a) above.</p>				
<p>f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Comment: A significant impact may occur if the proposed project were to increase solid waste generation to a degree that existing and projected landfill capacities would be insufficient to accommodate the additional waste. Reference: 18(Thresholds M.3), 29(Countywide Siting Report)</p>				
<p>Explanation: The nearest landfill has sufficient capacity remaining to support this project..</p>				
<p>g) Comply with federal, state, and local statutes and regulations related to solid waste?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Comment: A significant impact may occur if the proposed project would generate solid waste that was in excess of or was not disposed of in accordance with applicable regulations. Reference: 18(Thresholds M.3), 29(Countywide Siting Report)</p>				

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Explanation: The project will be operated in a manner that would follow applicable laws, regulations, ordinances and formally adopted City standards				
<b>18. MANDATORY FINDINGS OF SIGNIFICANCE --</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Comment: The project is located in a rural area, within a water course (Big Tujunga Wash). The project will restore access to an adjoining community and at the same time restore the Wash to its historic flow lines. As shown during similar past activities, the restoration will restore the habitat of fish and other wildlife dependent on the unobstructed flows of the Wash. If the restoration did not occur, there is a potential for fish and wildlife species to be cut off from similar populations up- and down-stream. It is not expected that examples of major periods of California history or prehistory will be found within the Wash. The California Department of Fish and Wildlife (CDFW), <i>California Natural Diversity Database</i> (CNDDDB) lists ten (10) species, which are federally and/or state listed as endangered, threatened, or a candidate threatened within the Sunland topographic quadrangle. There are another thirty-one (31) species noted of concern on the CNDDDB (11 plant and 20 animal. Four (4) of these species of special concern (SSC) and one plant species found on the California Rare Plant have been found at the project site. The CNDDDB also list six (6) communities in the Sunland Quad, there are two terrestrial communities and one aquatic community within the project site. Table 4 shows these species and communities. The proposed project would not reduce habitat for fish or wildlife, cause fish or wildlife 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.</p> <p>Reference: Preceding Analysis</p>				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Comment: No significant impacts have been identified as a result of the proposed project on an individual or cumulative basis.</p> <p>Reference: Preceding Analysis</p>				
c) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



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goals?				
<p>Comment: The proposed project would not cause a disadvantage of long-term environmental goals, through the achievement of short term goals. The project will restore access to an adjoining community and at the same time restore the Wash to its historic flow lines. As shown during similar past activities, the restoration will restore the habitat of fish and other wildlife dependent on the unobstructed flows of the Wash. If the restoration did not occur, there is a potential for fish and wildlife species to be cut off from similar populations up- and down-stream. Therefore the proposed project does not have the potential to achieve short-term environmental goals at the expense of long-term environmental goals.</p>				
<p>Reference: Preceding Analysis</p>				

