
Step by Step Los Angeles County:
Pedestrian Plans for Unincorporated Areas

Initial Study/Mitigated Negative Declaration

Public Review Draft
March 2019

Circulation Period: March 4, 2019 – April 3, 2019

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1 Introduction

On October 6, 2015, Los Angeles County (County) certified the Los Angeles County General Plan Update Final Programmatic Environmental Impact Report (PEIR) (Los Angeles County Department of Regional Planning 2015). As required by the California Environmental Quality Act (CEQA), the PEIR analyzed the environmental impacts associated with updating the County's General Plan 2035 (General Plan) including policies, goals, and other associated activities at a high level and also prescribed specific mitigation measures to address certain identified impacts. The County prepared the PEIR to streamline subsequent CEQA review for site-specific General Plan implementation activities. If a subsequent activity would have effects that were not examined in the Program EIR, the lead agency must prepare a new Initial Study leading to a Negative Declaration, Mitigated Negative Declaration, or an EIR.

The General Plan includes a Mobility Element, which contemplated that additional community pedestrian plans with guidelines and standards to promote walkability and connectivity throughout the unincorporated areas would be completed following adoption of the General Plan. Accordingly, project description of the General Plan in PEIR also included development of these Plans.

In 2018, the Department of Public Health completed a draft of *Step by Step: Pedestrian Plans for Unincorporated Los Angeles County* (Proposed Project) to be incorporated into the General Plan as a sub-element of the Mobility element. Like the General Plan, the Proposed Project includes both policies and programs for all unincorporated areas of Los Angeles County, as well as specific recommended enhancement projects for the communities of Lake Los Angeles, Walnut Park, Westmont/West Athens, and West Whittier-Los Nietos. The recommended projects include enhanced roadway crossings, intersection safety enhancements, new or enhanced sidewalks and pathways, ADA accessibility projects, new or enhanced public spaces, and roadway corridor enhancements.

1.1 Purpose of the Initial Study/ Mitigated Negative Declaration

The purpose of this Initial Study/Mitigated Negative Declaration (IS/MND) is to evaluate the potential environmental impacts of implementing the Proposed Project beyond the analysis of the PEIR in accordance with the requirements of CEQA, (California Public Resources Code §21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, §15000 et seq.). This IS/MND includes a description of the Project; its location; and significance determinations from the requisite environmental analyses. This IS/MND also identifies required regulatory requirements and applicable mitigation measures (MM) that were prescribed and adopted by the County when the PEIR was certified. Similarly, the Mitigation Monitoring and Reporting Program (MMRP) that was adopted for the PEIR is both incorporated by reference and supplemented in this IS/MND (see Exhibit 1) to ensure that the applicable mitigation measures are implemented as required. As discussed below, a supplemental MMRP specifically addressing Tribal Cultural Resources was necessary to comply with Assembly Bill 52 () and Senate Bill 18 (), both of which were passed subsequent to approval of the PEIR.

Pursuant to Section 15367 of the State CEQA Guidelines, the County is the lead agency for the Proposed Project. The lead agency is the public agency that has the principal responsibility for carrying out or approving a project. In addition to addressing the potential environmental impacts of the Proposed Project,

this IS/MND will serve as the primary environmental document for future activities associated with the Pedestrian Plan, including all discretionary approvals requested or required to implement the Proposed Project that are within the scope of the project as described and analyzed in this IS/MND.

Section 3.0, Environmental Checklist Form, discusses the potential environmental impacts of the Proposed Project and recommended MM. Prior to mitigation, implementation of the Proposed Project would result in potentially significant impacts to Air Quality, Biological Resources, Cultural Resources, Noise, Traffic and Tribal Cultural Resources. However, implementation of MMs as detailed in Section 3.0, would reduce the potentially significant impacts related to these topical areas to a less than significant level. Thus, after mitigation, there would be no impact or less than significant impacts for all other topical areas.

According to the CEQA Guidelines, it is appropriate to prepare an MND for the Proposed Project because the potentially significant environmental impacts would be eliminated or reduced to a less than significant level with incorporation of MMs.

1.2 CEQA Process

In accordance with CEQA Guidelines §15073, this IS/MND is being circulated to local and state agencies, and to interested organizations, Native American tribes, and individuals who may wish to review and comment on the report. The County has circulated the Draft IS/MND to the State Clearinghouse and interested entities for distribution and public review from March 4, 2019 to April 3, 2019. The County will evaluate comments received on the Draft IS/MND; and will prepare responses to address any substantial evidence that the proposed Project could have a significant impact on the environment. If there is no such substantial evidence, the County as lead agency will adopt the MND in compliance with CEQA.

Comments should be submitted to the County by the end of the review period to Justin Robertson, Los Angeles County Department of Public Health, 695 S Vermont Ave, South Tower, 14th Floor, Los Angeles, CA 90005. Telephone: (213) 351-3127, Fax: (213) 637-4879, E-mail: JRobertson@ph.lacounty.gov. Project materials including the draft plan and this IS/MND are available online at www.StepByStepLACounty.com and can be accessed electronically at all County libraries. The PEIR and its MMRP are available online at <http://planning.lacounty.gov/generalplan/eir/> and can be accessed electronically at all County libraries. All correspondence received by the County shall be considered a public record and will be considered by the Regional Planning Commission at a public hearing on April 10, 2019 at 9:00am at 320 West Temple St., Hall of Records, Rm. 150, Los Angeles, CA 90012.

1.3 Document Organization

This document is divided into the following sections:

1.0 Introduction - Provides an introduction and describes the purpose and organization of this document;

2.0 Environmental Setting and Project Description – Summarizes pertinent project details, including lead agency contact information and project location;

3.0 Environmental Checklist Form - Describes the environmental setting for each of the environmental subject areas and evaluates a range of impacts classified as “no impact,” “less than significant,” “less than significant with mitigation incorporated,” or “potentially significant” in response to the environmental

checklist; a determination follows the analysis with conclusions regarding the environmental impact of the project;

4.0 Appendices – Includes Appendix A (confidential) relating to Tribal Cultural Resources.

2 Environmental Setting and Project Description

2.1 Project Setting

The proposed project consists of the adoption of *Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities* (also referred to as the “Plan” or “proposed project”). This Plan formalizes a vision for walkability in unincorporated communities based on identified needs and community, departmental, and Board of Supervisors input.

This Plan is an implementing document of the County of Los Angeles *General Plan 2035*. Both the Mobility Element (Chapter 7) and the General Plan Implementation Programs (Chapter 16) reference the preparation of Community Pedestrian Plans. Implementation Program M-2 calls for the County to prepare Community Pedestrian Plans that consider the following:

- The adequacy of pedestrian routes, accommodations, and the need for improvements or additional infrastructure, given the current or future context of particular neighborhoods.
- Design guidelines for streets and walking paths in public and private developments.
- Connectivity of pedestrian paths to and from schools, public transportation, major employment centers, shopping centers, and government buildings, in order to eliminate gaps in the transportation system.
- Special needs populations, including seniors and people with disabilities.
- A framework for the development and implementation of Community Pedestrian Plans in the unincorporated areas that considers safety, design, connectivity, and the needs of all users.
- Coordination with the development of the Planning Areas Framework Program and the TOD Program to ensure planning consistency and to promote intermodal transportation connectivity and community livability.
- The identification of unincorporated communities with a substantial absence of, and need for, sidewalks.
- Construction of pedestrian improvements through the annual road construction program.
- The securing of grant program funding to construct pedestrian plan improvements.

Upon adoption, this Plan will be incorporated into the *General Plan 2035* Mobility Element as a sub-element.

The Plan provides specific actions the County can integrate into departmental work programs to update policies, practices, and procedures to improve walkability and help eliminate fatalities and severe injuries for people walking in unincorporated areas of Los Angeles County. The Plan proposes new programs as well as recommendations to improve existing programs that support and encourage walking in the County. Finally, the Plan recommends specific pedestrian safety enhancements for four unincorporated communities: Lake Los Angeles, Walnut Park, Westmont/West Athens, and West Whittier-Los Nietos. Future community-

specific plans for additional unincorporated areas will be developed in the future and incorporated into this Plan.

Updates to procedures and practices include aspects of roadway design, maintenance, lighting and landscaping, and other elements of the existing or future streetscape and roadway environment throughout the unincorporated areas of Los Angeles County. These enhancements would occur within the rights-of-way of the 3,400 miles of paved roadways that the County is responsible for managing and maintaining. No specific infrastructure projects are proposed under the countywide recommendations, only policy or procedural changes intended to enhance the pedestrian environment.

This CEQA analysis is being conducted at a programmatic level as the policy and procedural recommendations are not site-specific, and recommended infrastructure improvements are conceptual in nature. Each future specific project implemented under this plan will require separate future environmental review, as required by CEQA. Therefore, while subsequent environmental review may be tiered off this document, this document is not intended to address all impacts of individual projects.

Infrastructure recommendations in the plan are focused in the following four unincorporated areas:

Lake Los Angeles is a rural unincorporated community in the Antelope Valley area of Los Angeles County, located 17 miles east of Palmdale and 40 miles northeast of the City of Los Angeles. The 10-square mile community has a population of about 12,000; this is relatively low population density for Los Angeles County, but is the densest unincorporated population in the Antelope Valley. The predominant land use is single family residential on lots typically ranging from one-half to one acre in size. An area of auto-oriented commercial uses is located at the intersection of E Avenue O and 170th Street E.

Walnut Park is an unincorporated community in southeast Los Angeles County with roughly 16,000 residents in approximately one square mile. Walnut Park is bordered by the City of Huntington Park to the north and east, the City of South Gate to the south and the unincorporated community of Florence-Firestone to the west. Diverse styles of low-density residential neighborhoods characterize this small community. Florence Avenue and Pacific Boulevard are active local commercial corridors that offer retail, restaurants, and other services to residents.

Westmont/West Athens is an area in southwest Los Angeles County of just over three square miles consisting of the unincorporated communities of Westmont and West Athens. Westmont has a population of approximately 32,000 and West Athens a population of 9,000. The Westmont/West Athens area is bordered by the City of Los Angeles to the north and east, the cities of Inglewood and Hawthorne to the west, and the City of Gardena to the south. The communities are served by the Metro Green Line Vermont/Athens Station, located at the intersection of Vermont Avenue and I-105, which runs east/west through West Athens. The campus of Los Angeles Southwest College is located between Westmont and West Athens on Imperial Highway.

The West Whittier-Los Nietos area consists of the unincorporated communities of West Whittier and Los Nietos in eastern Los Angeles County. The 2.5 square mile area is bordered by the City of Pico Rivera to the west, the City of Whittier to the north and east, and the City of Santa Fe Springs to the east and south. West Whittier-Los Nietos has a population of about 25,000 and is primarily residential. Almost 80 percent of the homes in the area were built during the 1940s-60s as part of the post-World War II population boom. At

that time sidewalk construction in unincorporated communities was not required, so the majority of streets were built without sidewalks.

2.2 Project Components

The purpose of the *Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities* is to guide the development of infrastructure, policies, and programs that improve the pedestrian environment within the unincorporated communities of Los Angeles County, and provide specific project recommendations for Lake Los Angeles, Walnut Park, Westmont/West Athens, and West Whittier-Los Nietos. The Plan is intended to create a more pedestrian-friendly Los Angeles County that includes safety enhancements, and establish a framework for future community-focused pedestrian plans. The Plan is an implementing document of the County of Los Angeles *General Plan 2035*, called out in Implementation Program M-2, and will be incorporated into the Mobility Element as a sub-element.

Through the implementation of capital projects, policies and programs that support and encourage more walking trips the County seeks to:

- Reduce the number of vehicle trips thereby reducing greenhouse gas (GHG) emissions and improving air quality;
- Improve public health by facilitating physical activity as part of transportation and recreation trips;
- Support the local economy through improvements to the pedestrian environment in business and commercial areas;
- Improve community quality of life through projects and programs that offer aesthetic improvements, public art opportunities, and support overall civic and social engagement; and
- Improve safety by reducing pedestrian traffic collisions and improving personal safety and security within unincorporated communities.

2.2.1 Plan Goals and Policies

The Goals and Policies set forth in the Plan are listed below. Each policy includes a list of supporting actions for implementation.

Goal 1: Safe Streets. Eliminate all fatalities and severe injuries involving people walking.

Policy SS-1: Coordinate across County departments, and with the California Highway Patrol, community members, and organizations to implement Vision Zero Los Angeles County to eliminate traffic-related pedestrian fatalities and severe injuries.

Policy SS-2: Elevate the pedestrian walking experience by enhancing pedestrian crossings and implementing traffic calming measures where feasible and appropriate.

Goal 2: Make Walking the Easy and Healthy Choice. Communities, streets and sidewalks are designed to promote walking and healthy living.

Policy EH-1: Make transportation, land use, and building design or site planning decisions that make walking a logical first choice transportation option for residents and visitors.

Policy EH-2: Design pedestrian-friendly streets to make walking a convenient first choice for daily activities.

Policy EH-3: Provide opportunities for community participation in creating safe and inviting pedestrian environments.

Goal 3: Connectivity. Develop and maintain a complete pedestrian network that links transit, schools, parks and other key destinations in the community.

Policy C-1: Support projects that increase pedestrian connectivity, reduce walking distances, and enhance safety.

Policy C-2: Create a barrier-free pedestrian network. Maintain pedestrian facilities to ensure they are free of hazards and obstructions.

Goal 4: Equity. Make unincorporated Los Angeles County more walkable for all through equity in public engagement, service delivery, accessibility, planning and capital investments.

Policy EQ-1: Prioritize the needs of low-income communities of color and the most vulnerable users.

Policy EQ-2: Create a pedestrian network that supports people of all abilities – especially youth, seniors, and those with disabilities. This includes, but is not limited to, wide sidewalks, curb ramps, accessible pedestrian signals, and adequate pedestrian crossing times.

Goal 5: Safe Communities. Address real and perceived personal safety concerns to encourage walking.

Policy SC-1: Implement community environmental design and community programs that enhance public safety.

Goal 6: Sustainability and Preservation. Pedestrian projects and programs enhance the natural environment including clean air and water.

Policy SP-1: Improve air quality and reduce greenhouse gas emissions through reduced car dependency

Policy SP-2: Enhance the natural environment through the greening of pedestrian space by planting trees and vegetation, and the use of efficient materials and processes in sidewalk and street enhancement projects.

Goal 7: Coordinated County Implementation. County agencies and communities work together to implement pedestrian projects, policies, and programs.

Policy CI-1: Develop shared communications, data collection protocols, and systems so that pedestrian projects are coordinated across departments, with partner agencies, and with the community.

Policy CI-2: County agencies work together to gather and share useful and timely information related to existing and proposed pedestrian infrastructure. Better integrate participatory planning efforts facilitated by County agencies by sharing resources and contacts.

2.2.2 Recommended Practices and Procedures

Chapter 4 of the plan includes recommendations for County practices and procedures focused on the streetscape and roadway environment. These recommendations include:

Roadway Design:

- Crosswalks – Establish guidelines for marked crosswalk installation
- Roadway Widths - Narrower roadway lane width standards where feasible and appropriate
- Corners -- Reduced corner radii standards where feasible and appropriate
- Crossings -- Standardized curb extensions and curb ramps
- Driveways -- Minimizing driveway widths where feasible and appropriate

Sidewalk and Roadway Maintenance

- Continued regular sidewalk inspections
- Continued roadway striping refreshing as part of maintenance
- Continued maintenance of parkways and medians
- Continued traffic signal and flashing beacon inspection, maintenance and upgrades

Other Pedestrian-Supportive Actions

- Lighting – Continue to explore ways to purchase, operate and maintain pedestrian-scale lighting
- Neighborhood Traffic Management – Develop guidelines for installing traffic management measures

2.2.3 Programmatic Recommendations

Chapter 5 of the plan outlines program recommendations to support walking. These recommendations include:

- Safe Routes to School
- Safe Passages
- Pedestrian Wayfinding
- Open Streets and Demonstration Projects
- Business and Community Partnerships
- Artistic Streets
- Green Streets
- Walking Clubs
- Online Information and Service Requests

Recommended programs could be implemented Countywide within unincorporated areas, or targeted to specific unincorporated communities.

2.2.4 Infrastructure Project Recommendations

Within the Plan, specific pedestrian infrastructure project recommendations are included for four unincorporated community areas: Lake Los Angeles, Walnut Park, Westmont/West Athens, and West Whittier-Los Nietos, and are contingent upon environmental analysis, as well as future engineering review to ensure consistency with applicable County guidelines and practices, including, but not limited to, the California Manual on Uniform Traffic Control Devices (CA MUTCD), Caltrans Highway Design Manual, Los Angeles County Code, and the Los Angeles County General Plan. Additionally, installation/construction of the proposed projects, fulfillment of actions, and implementation of programs described in this plan are contingent upon available resources, right-of-way, sufficient funding to finance installation, operation, and on-going maintenance, and obtaining community and political support. Proposed pedestrian infrastructure projects include:

- Crossing Enhancements: Facilities that enhance crossings at street at intersections and mid-block, including continental crosswalks, advance yield lines, curb extensions, pedestrian-activated flashing beacons, pedestrian signals, and pedestrian refuge islands.
- Traffic Calming: Corridor or intersection improvements on residential streets such as curb extensions, curb corner radii reduction, traffic circles, or roundabouts that help to slow vehicle speeds and/or discourage cut-through traffic, thereby enhancing pedestrian safety.
- New/Upgraded Signals: These include new traffic signals to facilitate pedestrian crossings as well as modifications to signal timing to improve the pedestrian walk phase.
- Increased Accessibility: Installing ADA-compliant curb ramps to improve access for pedestrians of all ages and abilities.
- Sidewalk/Path Improvements: Facilities that enhance the safety and comfort of those walking down the street, including new or widened sidewalks; removing, closing, or reducing driveways; shared-use paths; and buffering along paths to discourage vehicle incursion. Sidewalks were not recommended in Lake Los Angeles, given stakeholders' desire to maintain the existing rural character of their community.
- Lighting: Installation of pedestrian-scale lighting along sidewalks to increase visibility and provide a sense of personal safety.
- Street Trees. Planting street trees provides shade that improves pedestrian comfort during warm weather and enhances corridor aesthetics.
- Public Space: Provision of new public gathering spaces for people of all ages to interact, play, rest, and more.
- Future Study: Improvements that need further study and are recommended along the length of the street, which may include pedestrian-scale lighting, shade trees, roadway reconfiguration, landscaping, and other facilities.

2.3 Project Approvals

The project involves adoption of the *Step by Step: Pedestrian Plans for Unincorporated Los Angeles County* by the County of Los Angeles. The Plan will be incorporated into the Mobility Element of the County of Los Angeles *General Plan 2035* as a sub-element, and therefore must be formally adopted by the Board of Supervisors. No specific permits are required by any other responsible or trustee agencies to adopt the proposed Plan. Implementation of specific improvements proposed in the Plan may require project-level permits and approvals. All infrastructure construction activities identified in the Plan are recommended only, and adoption of the Plan does not authorize funding for any project or program. Implementation of

proposed projects may require additional project-level feasibility, design, public outreach, and environmental clearance, or may be exempt activities under CEQA requiring no further analysis.

3 Environmental Checklist Form

This section includes the completed CEQA environmental checklist form, as well as substantiation and clarification for each checklist response. The checklist form is used to assist in evaluating potential environmental impacts of the proposed Plan and identifies whether the Plan is expected to have potential significant impacts.

Project title: Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities

Lead agency name and address: Los Angeles County Department of Public Health
695 S. Vermont, 14th Floor, South Tower
Los Angeles, CA 90005

Contact Person and phone number: Justin Robertson, AICP, Senior Planner
Los Angeles County Department of Public Health
695 S. Vermont, 14th Floor, South Tower
Los Angeles, CA 90005
213-351-3127

Project sponsor's name and address: Los Angeles County Department of Public Health
Division of Chronic Disease & Injury Prevention
PLACE Program
695 S. Vermont, 14th Floor, South Tower
Los Angeles, CA 90005

Project location: Various locations throughout unincorporated Los Angeles County including communities of Lake Los Angeles, Walnut Park, Westmont/West Athens, and West Whittier-Los Nietos

Zoning: Public

Description of project: The proposed project consists of the adoption of *Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities* (also referred to as the “Plan” or “proposed project”). This Plan serves as an implementing document of the County of Los Angeles *General Plan 2035*, and formalizes a vision for walkability in unincorporated communities based on identified needs and community, departmental, and Board of Supervisors input. The Plan was called out in General Plan Implementation Program M-2, and will be incorporated into the Mobility Element as a sub-element. The Plan provides specific actions the County can integrate into departmental work programs to update policies, practices, and procedures to improve walkability and help eliminate fatalities and severe injuries for people walking in unincorporated areas of Los Angeles County. The Plan proposes new programs as well as recommendations to improve existing programs that support and encourage walking in the County. Finally, the Plan recommends specific pedestrian safety improvements for four unincorporated communities: Lake Los Angeles, Walnut Park, Westmont/West Athens, and West Whittier-Los Nietos.

Surrounding land uses and setting: The Plan recommends policies, practices, procedures, and programs to improve walkability and support and encourage walking throughout all unincorporated areas of Los

Angeles County. The unincorporated areas are comprised of approximately 2,656 square miles, and over one million people. The unincorporated areas in the northern portion of Los Angeles County are covered by large amounts of sparsely populated land and include the Angeles National Forest, part of the Los Padres National Forest, and the Mojave Desert. The unincorporated areas in the southern portion of the Los Angeles County consist of 58 noncontiguous land areas, which are often referred to as “unincorporated urban islands.” The Plan also includes specific infrastructure recommendations for four unincorporated community areas with varied settings and land uses. Walnut Park, Westmont/West Athens, and West Whitter-Los Nietos are urbanized areas consisting of residential and commercial land uses. Lake Los Angeles is a primarily residential rural community.

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code § 21080.3.1? If so, has consultation begun? Assembly Bill 52 (2014) created a new class of impacts considered in the CEQA process specific to Tribal Cultural Resources. The law requires notice and meaningful consultation with Native American tribes who opt-in to a County noticing list; should a tribe choose to consult on a project, the law provides them 30 days to respond to the notice.

On March 29, 2018 the County sent via email, postal mail, or both where such information was available, letters to tribes on the County’s AB 52 noticing list maintained by the Department of Regional Planning informing them of the opportunity to consult on the plan, including a project description and map of the project area.

Of the five Native American tribes on the AB 52 notification list, two declined to consult pending future implementation of projects in the plan; one did not respond despite multiple contact attempts via mail, email, and phone within 30 days; and two, the San Manuel Band of Mission Indians, and the Fernandeño Tataviam Band of Mission Indians elected to engage in consultation with the County. Consultation results are reflected in the proposed mitigation measures relative to Tribal Cultural Resources, as well as in modifications to the Plan’s language and proposed projects. Documentation of this process is included in Section 3.18 Tribal Cultural Resources.

On September 25, 2018 the County sent final letters to the three AB 52 tribes that declined consultation by telephone; the letters recounted their declination in writing and formally concluded consultation. Additional documentation of this process is included in Section 3.18 Tribal Cultural Resources, and in a confidential appendix to this document.

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

<i>Public Agency</i>	<i>Approval Required</i>
<u>N/A</u>	<u>N/A</u>

Major projects in the area:

<i>Project/Case No.</i>	<i>Description and Status</i>
<u>N/A</u>	<u>N/A</u>

Reviewing Agencies: [See [CEQA Appendix B](#) to help determine which agencies should review your project]

Responsible Agencies

- None
- Regional Water Quality Control Board:
 - Los Angeles Region
 - Lahontan Region
- Coastal Commission
- Army Corps of Engineers

Special Reviewing Agencies

- None
- Santa Monica Mountains Conservancy
- National Parks
- National Forest
- Edwards Air Force Base
- Resource Conservation District of Santa Monica Mountains Area

Regional Significance

- None
- SCAG Criteria
- Air Quality
- Water Resources
- Santa Monica Mtns. Area

Trustee Agencies

- None
- State Dept. of Fish and Wildlife
- State Dept. of Parks and Recreation
- State Lands Commission
- University of California (Natural Land and Water Reserves System)

County Reviewing Agencies

- Public Works

- Fire Department
 - Forestry, Environmental Division
 - Planning Division
 - Land Development Unit
 - Health Hazmat
- Sanitation District
- Public Health/Environmental Health Division: Land Use Program (OWTS), Drinking Water Program (Private Wells), Toxics Epidemiology Program (Noise)
- Sheriff Department
- Parks and Recreation
- Subdivision Committee
- Regional Planning

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project.

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

DETERMINATION: (To be completed by the Lead Department.)
On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature (Prepared by)

Date

Signature (Approved by)

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the Lead Department cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the Lead Department has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. (State CEQA Guidelines § 15063(c)(3)(D).) In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significance. Sources of thresholds include the County General Plan, other County planning documents, and County ordinances. Some thresholds are unique to geographical locations.
- 8) Climate Change Impacts: When determining whether a project's impacts are significant, the analysis should consider, when relevant, the effects of future climate change on: 1) worsening hazardous conditions that pose risks to the project's inhabitants and structures (e.g., floods and wildfires), and 2) worsening the project's impacts on the environment (e.g., impacts on special status species and public health).

3.1 Aesthetics

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

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

Less Than Significant Impact. The proposed project consists of the adoption of *Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities*. The recommendations which involve future infrastructure improvements are primarily minor street alterations located within existing developed areas of the county, are at-grade, and are located within the roadway right of way. Visible elements would include additional pavement (through new sidewalk, pathways, curb extensions, or traffic calming features), crosswalk striping and pavement markings, signage, beacons, and street/pedestrian lighting. These features would be installed within existing paved roadways rights-of-way and would be visually compatible with existing transportation infrastructure (i.e., traffic signage, roadway striping); no substantial changes to the existing visual environment would occur including impacts to scenic vistas.

A potential pocket park / public plaza in Lake Los Angeles would be located in the commercial center of the community and subject to local zoning and height requirements. As this Plan is programmatic in nature and design details of any potential park design are unknown at this time, any future park / plaza development requiring discretionary approval would be subject to separate project-level environmental review in accordance with CEQA. The individual project’s contribution to the degradation of scenic vistas would be assessed at the time formal development plans/applications are submitted to the County for review and approval.

b) Be visible from or obstruct views from a regional riding or hiking trail?

Less Than Significant Impact. Plan recommendations proposed are primarily at-grade street improvements such as signage, signing, sidewalk and curb modifications within the existing roadway network. These minor alterations would not be visible or obstruct views from regional riding or hiking trails. In Lake Los Angeles, Westmont-West Athens, and West Whittier-Los Nietos, new trails and new trail connections are proposed; these would be designed consistent with existing trail standards and no impact would occur.

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

No Impact. There are three adopted State Scenic Highways in Los Angeles County: Angeles Crest Highway (SR-2); Mulholland Highway, and Malibu Canyon-Las Virgenes Highway. None of the countywide policy/procedure or programmatic recommendations in the Plan would affect scenic resources within those corridors. No state scenic highways exist within the Plan areas recommended for specific infrastructure improvements.

d) Substantially degrade the existing visual character or quality of the site and its surroundings because of height, bulk, pattern, scale, character, or other features?

Less Than Significant Impact. Adoption of the Plan would not degrade the existing visual character or quality of the site and its surroundings because of height, bulk, pattern, scale, character, or other features. The recommendations that involve physical changes, including countywide policy/procedures, are primarily proposed at-grade within the existing roadway network. These include new pedestrian crosswalk markings, curb extensions, sidewalks, or pathways consistent with the existing land use context of each area. The Plan’s proposed improvements for Lake Los Angeles include the development of a pocket park / public gathering place which could include vertical elements, but would be subject to zoning and height restrictions to ensure compatibility with surrounding land uses. As this Plan is programmatic in nature and design details of any potential park design are unknown at this time, any future park / plaza development requiring discretionary approval would be subject to separate project-level environmental review in accordance with CEQA. The individual project’s contribution to the degradation of visual character would be assessed at the time formal development plans/applications are submitted to the County for review and approval.

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

Less Than Significant Impact. The Plan proposes new pedestrian-scale lighting within existing developed communities of the County. Within urbanized Plan areas, pedestrian-scale lighting would be consistent with the urban character of the surrounding areas, and would improve overall visibility and safety. Within the rural Lake Los Angeles area any new lighting design would follow the County’s *Rural Outdoor Lighting District Ordinance*, which promotes dark skies for the enjoyment and health of humans and wildlife.

3.2 Agriculture / Forest

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

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

Would the project:

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

No Impact. The proposed project consists of the adoption of *Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities*. Adoption of the Plan would result in no impact on farmland. Many of the recommendations proposed in the Plan are programs or policies that would not result in physical impacts on farmland. The recommendations which involve physical improvements, including countywide policies/procedures, are located in existing urbanized areas, within the rights-of-way of existing roadways, or in previously developed areas of rural communities. No areas of Prime Farmland or Unique Farmland would be affected, and the project would not impact existing or future farmland.

b) Conflict with existing zoning for agricultural use, with a designated Agricultural Opportunity Area, or with a Williamson Act contract?

No Impact. The physical recommendations, including policy/procedure recommendations that result in physical infrastructure changes, are all located in existing urbanized areas, within roadway rights-of-way, or in previously developed areas of rural communities where no agricultural uses exist. Lake Los Angeles is a residential rural community, and no Agricultural Opportunity Areas exist within the areas proposed for projects. None of the Plan's policy recommendations would affect zoning or land use designations. Therefore the Plan will have no impact on agricultural use.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)), timberland (as defined in Public Resources Code § 4526), or timberland zoned Timberland Production (as defined in Government Code § 51104(g))?

No Impact. None of the Plan recommendations affect existing zoning for forest or timberland as the physical project recommendations, and policy recommendations that result in physical infrastructure changes, are in urbanized or developed rural areas where no forest/timberland exists.

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

No Impact. None of the Plan recommendations affect existing zoning for forest or timberland as the physical project recommendations, including countywide policies/procedures, are in urbanized or developed rural areas where no forest/timberland exists.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The physical recommendations, including countywide policies/procedures, are all located in existing urbanized areas, within roadway rights-of-way, or in previously developed areas of rural communities where no agricultural or forest uses exist.

3.3 Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?

No Impact. The proposed project consists of the adoption of *Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities*. By proposing new and improved pedestrian facilities, the Plan supports an alternate mode of travel to the automobile, which is intended to reduce motor vehicle traffic and associated GHG and pollutant emissions, and improve regional air quality. As a result, the Plan’s proposals are considered to have a beneficial air quality impact and support local air quality goals.

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

Less than Significant With Mitigation Incorporated. Construction activities associated with individual project development under the Plan could cause short-term emissions of criteria air pollutants. The primary source of NOx, CO, and SOx emissions would be the operation of construction equipment. The primary sources of particulate matter (PM10 and PM2.5) emissions are activities that disturb the soil, such as grading and excavation and construction vehicle exhaust. The primary source of construction-related VOC emissions would be off-gas emissions associated with asphalt paving. Implementation of Mitigation Measure MM 3.3-1 would ensure that short-term construction-related air quality impacts are reduced to a less than significant level.

The Plan is intended to improve pedestrian safety and mobility and thereby reduce automobile travel, which would reduce associated GHG and pollutant emissions and improve regional air quality. As a result the Plan’s proposals are considered to have a beneficial long-term impact to regional air quality.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

No Impact. The Plan is intended to improve pedestrian safety and mobility and reduce automobile travel, which would reduce pollutant emissions and improve regional air quality.

d) Expose sensitive receptors to substantial pollutant concentrations?

No Impact. The Plan is intended to improve pedestrian safety and mobility and reduce automobile travel, which would reduce pollutant emissions and improve regional air quality.

e) Create objectionable odors affecting a substantial number of people?

No Impact. Future pedestrian projects developed under the Plan would not create new or increase existing emission sources that could result in objectionable odors.

MITIGATION MEASURES

The following mitigation measure, as described and adopted in the General Plan Programmatic EIR as mitigation measure AQ-1, has been identified as applicable to the proposed project and will be implemented accordingly.

MM 3.3-1. If, during subsequent project-level environmental review, construction-related criteria air pollutants are determined to have the potential to exceed the applicable Air Quality Management District (AQMD) adopted thresholds of significance, the County of Los Angeles Planning Department shall require that applicants for new development projects incorporate mitigation measures as identified in the CEQA document prepared for the project to reduce air pollutant emissions during construction activities. Mitigation measures that may be identified during the environmental review include but are not limited to:

- Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emission limits, applicable for engines between 50 and 750 horsepower.
- Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.
- Limiting nonessential idling of construction equipment to no more than five consecutive minutes.
- Water all active construction areas at least three times daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
- Pave, apply water three times daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Sweep daily (with water sweepers using reclaimed water if possible), or as often as needed, all paved access roads, parking areas, and staging areas at the construction site to control dust.
- Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the project site, or as often as needed, to keep streets free of visible soil material.
- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
- Enclose, cover, water three times daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).

3.4 Biological Resources

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

Would the project:

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

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact with Mitigation Incorporated. The majority of infrastructure projects proposed in the Plan, including those resulting from new or revised policies/procedures, would involve minor alterations to existing roadways such as signage, striping, curb and gutter and sidewalk within urbanized areas, and would not affect sensitive or special status biological resources. A segment of trail is proposed for Lake Los Angeles within Stephen Sorenson Park and on adjacent County lands, which includes some natural areas; as well as a pocket park on a currently undeveloped parcel in the community’s existing commercial center. It is not expected that these projects would have a significant impact on sensitive species, but there are no specific designs or alignments at this time.

As this Plan is programmatic in nature and design details are unknown at this time, any future trail / park / plaza development requiring discretionary approval would be subject to separate project-level environmental review in accordance with CEQA. Detailed analysis will be required prior to implementation of any individual projects located within or adjacent to relatively undisturbed or natural areas. This analysis will include a literature search conducted by a biologist with knowledge of the local biological conditions. Where appropriate in the opinion of the qualified biologist, the literature search will be supplemented with a site visit. Final alignments will be designed to avoid sensitive habitats to the maximum extent feasible and measures taken to mitigate any adverse construction or operation-related impacts to candidate, sensitive, and special-status species. Implementation of Mitigation Measures *MM 3.4-1* and *MM 3.4-2* would ensure that potential impacts related to sensitive species are reduced to a less than significant level.

b) Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact with Mitigation Incorporated. The majority of infrastructure projects proposed in the Plan, including those resulting from new or revised policies/procedures, would involve minor alterations to existing roadways, such as signage, striping, curb and gutter and sidewalk, within previously disturbed urbanized areas and would not affect any sensitive natural communities. A segment of trail is proposed for Lake Los Angeles within Stephen Sorenson Park and on adjacent County lands, which includes some natural areas; as well as a pocket park on a currently undeveloped parcel in the community’s existing commercial center. As this Plan is programmatic in nature and design details are unknown at this time, any future trail / park / plaza development requiring discretionary approval would be subject to separate project-

level environmental review in accordance with CEQA. Detailed analysis will be required prior to implementation of any individual projects located within or adjacent to undisturbed or natural areas. Implementation of Mitigation Measures *MM 3.4-1* and *MM 3.4-2* would ensure that all potential impacts related to sensitive natural communities are reduced to a less than significant level.

c) Have a substantial adverse effect on federally or state protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, and drainages) or waters of the United States, as defined by § 404 of the federal Clean Water Act or California Fish & Game code § 1600, et seq. through direct removal, filling, hydrological interruption, or other means?

Less Than Significant Impact with Mitigation Incorporated. The majority of infrastructure projects proposed in the Plan, including those resulting from new or revised policies/procedures, would involve minor alterations to existing roadways within urbanized areas, such as signage, striping, curb and gutter and sidewalk, and would not affect any wetlands or drainage courses. A segment of trail is proposed for Lake Los Angeles within Stephen Sorenson Park and on adjacent County lands, which includes some natural areas; as well as a pocket park on a currently undeveloped parcel in the community’s existing commercial center. As this Plan is programmatic in nature and design details are unknown at this time, any future trail / park / plaza development requiring discretionary approval would be subject to separate project-level environmental review in accordance with CEQA. Detailed analysis will be required prior to implementation of any individual projects located within or adjacent to relatively undisturbed or natural areas. Implementation of Mitigation Measures *MM 3.4-1* and *MM 3.4-2* would ensure that all potential impacts related to drainage courses are reduced to a less than significant level.

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?

Less Than Significant Impact with Mitigation Incorporated. The majority of infrastructure projects proposed in the Plan, including those resulting from new or revised policies/procedures, would involve minor alterations to existing roadways within urbanized areas, such as signage, striping, curb and gutter and sidewalk, and would not affect any wildlife corridors. A segment of trail is proposed for Lake Los Angeles within Stephen Sorenson Park and on adjacent County lands, which includes some natural areas; as well as a pocket park on a currently undeveloped parcel in the community’s existing commercial center. As this Plan is programmatic in nature and design details are unknown at this time, any future trail / park / plaza development requiring discretionary approval would be subject to separate project-level environmental review in accordance with CEQA. Detailed analysis will be required prior to implementation of any individual projects located within or adjacent to relatively undisturbed or natural areas. Implementation of Mitigation Measures *MM 3.4-1* and *MM 3.4-2* would ensure that all potential impacts related to wildlife are reduced to a less than significant level.

e) Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or

otherwise contain oak or other unique native trees (junipers, Joshuas, southern California black walnut, etc.)?

No Impact. The majority of infrastructure projects proposed in the Plan, including those resulting from new or revised policies/procedures, would involve minor alterations to existing roadways, such as signage, striping, curb and gutter and sidewalk, within urbanized areas or along roadways in previously disturbed areas of rural communities. A segment of trail is proposed for Lake Los Angeles within Stephen Sorenson Park and on adjacent County lands, which includes some natural areas; as well as a pocket park on a currently undeveloped parcel in the community’s existing commercial center. These areas do not contain any oak woodland or unique native tree canopy. While individual street trees may be removed in the urban areas, no areas of native woodland would be affected by project recommendations.

f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.56, Part 16), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, § 22.56.215), and Sensitive Environmental Resource Areas (SERAs) (L.A. County Code, Title 22, Ch. 22.44, Part 6)?

Less Than Significant Impact with Mitigation Incorporated. The majority of infrastructure projects proposed in the Plan, including those resulting from new or revised policies/procedures, would involve minor alterations to existing roadways within urbanized areas, such as signage, striping, curb and gutter and sidewalk, and would not affect biological resources. None of the unincorporated areas proposed for specific infrastructure projects is located within a SEA, although the Antelope Valley SEA is adjacent to the Lake Los Angeles community.

A segment of trail is proposed for Lake Los Angeles within Stephen Sorenson Park and on adjacent County lands, which includes some natural areas; as well as a pocket park on a currently undeveloped parcel in the community’s existing commercial center. As this Plan is programmatic in nature and design details are unknown at this time, any future trail / park / plaza development requiring discretionary approval would be subject to separate project-level environmental review in accordance with CEQA. Detailed analysis will be required prior to implementation of any individual projects located within or adjacent to relatively undisturbed or natural areas. Implementation of Mitigation Measures *MM 3.4-1* and *MM 3.4-2* would ensure that all potential impacts related to resource areas are reduced to a less than significant level.

g) Conflict with the provisions of an adopted state, regional, or local habitat conservation plan?

No Impact. Recommendations that involve future physical improvements, including those resulting from new or revised policies/procedures, are minor street alterations, walkways, pathways, and park space, primarily within previously disturbed urbanized and rural areas and would not conflict with any adopted habitat conservation plans.

MITIGATION MEASURES

The following mitigation measures, as described and adopted in the General Plan Programmatic EIR as mitigation measure BIO-1 and BIO-2, have been identified as applicable to the proposed project and will be implemented accordingly.

MM 3.4-1: Biological resources shall be analyzed on a project-specific level by a qualified biological consultant. A general survey shall be conducted to characterize the project site, and focused surveys should be conducted as necessary to determine the presence/absence of special-status species (e.g., focused sensitive plant or wildlife surveys). For proposed discretionary projects within SEAs, a biological resources assessment report shall be prepared to characterize the biological resources on-site, analyze project-specific impacts to biological resources, and propose appropriate mitigation measures to offset those impacts. The report shall include site location, literature sources, methodology, timing of surveys, vegetation map, site photographs, and descriptions of biological resources on-site (e.g., observed and detected species as well as an analysis of those species with potential to occur onsite).

MM 3.4-2: If there is potential for direct impacts to special-status species with implementation of construction activities, the project-specific biological resources assessment report (as mentioned in Mitigation Measure 3.4-1) shall include mitigation measures requiring preconstruction surveys for special-status species and/or construction monitoring to ensure avoidance, relocation, or safe escape of special-status species from the construction activities, as appropriate. If special-status species are found to be nesting, brooding, denning, etc. on-site during the pre-construction survey or monitoring, construction activity shall be halted until offspring are weaned, fledged, etc. and are able to escape the site or be safely relocated to appropriate offsite habitat areas. Relocations into areas of appropriate restored habitat would have the best chance of replacing/incrementing populations that are lost due to habitat converted to development. Relocation to restored habitat areas should be the preferred goal of this measure. A qualified biologist shall be on site to conduct surveys, to perform or oversee implementation of protective measures, and to determine when construction activity may resume.

3.5 Cultural Resources

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are primarily located within existing roadway rights-of-way, in urbanized areas, or in previously developed areas of rural communities that do not contain known historical resources. Implementation of projects under the Plan would not directly demolish or materially alter historic resources. Compliance with the goals, policies, and implementation measures of the *General Plan 2035* would reduce impacts to historical resources. Project-level environmental compliance procedures would identify historic resources that could be affected by a proposed project and to encourage the avoidance of known historic resources to the extent feasible through project siting and design. When historic resources cannot be avoided, use of the Secretary of the Interior’s Standards would be expected to mitigate impacts to a less than significant level. Implementation of the Proposed Project would not itself demolish or materially alter historic resources. General Plan policies, Title 22 of the County Code, and state and federal regulations restricting alteration, relocation, and demolition of historical resources ensure impacts would be mitigated.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant with Mitigation Incorporated. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are primarily located within existing roadway rights-of-way, in urbanized areas, or in previously developed areas of rural communities that do not contain known historical resources. A segment of trail is proposed for Lake Los Angeles within Stephen Sorenson Park and on adjacent County land, which includes some natural areas; as well as a pocket park on a currently undeveloped parcel in the community’s existing commercial center. Earth moving associated with construction of projects identified in the Plan could result in destruction of unknown archaeological resources. As this Plan is programmatic in nature and design details are unknown at this time, any future trail / park / plaza development requiring discretionary approval would be subject to separate project-level environmental review in accordance with CEQA. Mitigation Measure *MM 3.5-1* would ensure that all potential impacts related to unknown archaeological resource areas are reduced to a less than significant level.

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

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant with Mitigation Incorporated. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are primarily located within existing roadway rights-of-way, in urbanized areas, or in previously developed areas of rural communities that do not contain known paleontological our unique geologic resources. A segment of trail is proposed for Lake

Los Angeles within Stephen Sorenson Park and on adjacent County land, which includes some natural areas; as well as a pocket park on a currently undeveloped parcel in the community's existing commercial center. Earth moving associated with construction of projects identified in the Plan could result in destruction of unknown paleontological resources. As this Plan is programmatic in nature and design details are unknown at this time, any future trail / park / plaza development requiring discretionary approval would be subject to separate project-level environmental review in accordance with CEQA. Mitigation Measure *MM 3.5-2* would ensure that all potential impacts related to unknown paleontological resource areas are reduced to a less than significant level.

d) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are primarily located within existing roadway rights-of-way, in urbanized areas that do not contain known human remains. Within the Lake Los Angeles area a segment of trail is proposed within Stephen Sorenson Park and on adjacent County land, which includes some natural areas, as well as a pocket park on a currently undeveloped parcel. Earth moving associated with construction of projects identified in the Plan could result in disturbance of unknown human remains. There are thousands of archaeological sites within Los Angeles County, and human habitation in Los Angeles County is known to date to at least approximately 7,000 years B.C. Therefore, human remains could be buried in soils. Excavation during construction activities by projects has the potential to disturb human burial grounds, including Native American burials, in underdeveloped areas of Los Angeles County. Human burials have specific provisions for treatment in Section 5097 of the California Public Resources Code, which authorizes the Native American Heritage Commission to resolve any disputes related to the disposition of Native American burials. Public Resources Code Section 5097.98 mandates the process to be followed in the event of a discovery of any human remains and would mitigate all potential impacts. The California Health and Safety Code (Sections 7050.5, 7051, and 7054) also have provisions protecting human burial remains from disturbance, vandalism, or destruction. California Health and Safety Code Section 7050.5 requires that if human remains are discovered within the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation and made recommendations to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Therefore, compliance with these regulations would ensure impacts to human burial grounds remain less than significant.

MITIGATION MEASURES

The following mitigation measures, as described and adopted in the General Plan Programmatic EIR as mitigation measures CULT-4 and CULT-5, have been identified as applicable to the proposed project and will be implemented accordingly.

MM 3.5-1: Prior to the issuance of any grading permit, applicants shall provide written evidence to the County of Los Angeles that a County-certified archaeologist has been retained to observe grading activities greater than six feet in depth and salvage and catalogue archaeological resources as necessary. The archaeologist shall be present at the pre-grade conference, shall establish procedures for archaeological resource surveillance, and shall establish, in cooperation with the applicant, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts as appropriate. If the archaeological resources are found to be significant, the archaeological observer shall determine appropriate actions, in cooperation with the project applicant, for exploration and/or salvage. Prior to the release of the grading bond the applicant shall obtain approval of the archaeologist's follow-up report from the County. The report

shall include the period of inspection, an analysis of any artifacts found and the present repository of the artifacts. Applicant shall prepare excavated material to the point of identification.

Applicant shall offer excavated finds for curatorial purposes to the County of Los Angeles, or its designee, on a first refusal basis. These actions, as well as final mitigation and disposition of the resources, shall be subject to the approval of the County. Applicant shall pay curatorial fees if an applicable fee program has been adopted by the Board of Supervisors, and such fee program is in effect at the time of presentation of the materials to the County or its designee, all in a manner meeting the approval of the County. Unanticipated discoveries shall be evaluated for significance by a County-certified archaeologist. If the archaeological resources are found to be significant, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the California State University Fullerton; and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable).

MM 3.5-2: Prior to the issuance of any grading permit, applicants shall provide written evidence to the County of Los Angeles that a County-certified paleontologist has been retained to observe grading activities greater than six feet in depth and salvage and catalogue paleontological resources as necessary. The paleontologist shall be present at the pre-grade conference, shall establish procedures for paleontologist resource surveillance, and shall establish, in cooperation with the applicant, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts as appropriate. If the paleontological resources are found to be significant, the paleontologist observer shall determine appropriate actions, in cooperation with the project applicant, for exploration and/or salvage. Prior to the release of the grading bond the applicant shall obtain approval of the paleontologist’s follow-up report from the County. The report shall include the period of inspection, an analysis of any artifacts found and the present repository of the artifacts. Applicant shall prepare excavated material to the point of identification.

Applicant shall offer excavated finds for curatorial purposes to the County of Los Angeles, or its designee, on a first refusal basis. These actions, as well as final mitigation and disposition of the resources, shall be subject to the approval of the County. Applicant shall pay curatorial fees if an applicable fee program has been adopted by the Board of Supervisors, and such fee program is in effect at the time of presentation of the materials to the County or its designee, all in a manner meeting the approval of the County. Unanticipated discoveries shall be evaluated for significance by a County-certified a paleontologist. If the paleontological resources are found to be significant, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the California State University Fullerton; and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation.

3.6 Energy

	<i>Less Than Significant</i>		
<i>Potentially Significant Impact</i>	<i>Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

Would the project:

a) Conflict with Los Angeles County Green Building Standards Code (L.A. County Code Title 31)?

No Impact. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are pedestrian improvements involving minor alterations to existing roadways such as signage, striping, curb and gutter and sidewalk, and new pathways. No new building construction is proposed and therefore the Plan is not in conflict with the LA County Green Buildings Standards Code.

b) Involve the inefficient use of energy resources (see [Appendix F](#) of the CEQA Guidelines)?

No Impact. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are pedestrian improvements involving minor alterations to existing roadways such as signage, striping, curb and gutter and sidewalk, and new pathways. These are passive facilities that do not require ongoing energy to operate outside of construction and routine maintenance (sweeping etc.) The Plan is intended to provide a more pedestrian friendly and walkable environment in unincorporated Los Angeles County, thereby promoting options for human-powered transportation and recreation and decreased use of automobile, and has an overall goal of decreased fossil fuel and energy use.

3.7 Geology and Soils

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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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 active fault trace? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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No Impact. Portions of Westmont-West Athens are within the Newport-Inglewood Fault Zone, a designated Alquist-Priolo Zone. However, the Plan does not propose any new structures for human occupancy, and there would be no impacts related to active fault rupture.

ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are at-grade pedestrian enhancements involving minor alterations to existing roadways such as signage, striping, curb and gutter and sidewalk, and new pathways. Strong seismic shaking is a risk throughout Southern California, but areas proposed for project development are not at greater risk of seismic activity or impacts than other areas. For any structural features developed under the plan, adherence to County engineering specifications and standards, as applicable, would ensure a less than significant impact related to seismic shaking.

iii) Seismic-related ground failure, including liquefaction and lateral spreading?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are at-grade pedestrian enhancements involving minor alterations to existing roadways such as signage, striping, curb and gutter and sidewalk, and new pathways. Although liquefaction zones have been mapped within several portions of the Plan Area, future development would not result in increased risk of or exposure to liquefaction or other seismic-related ground failures. Structural elements such as bus or shade shelters would be required to meet appropriate County engineering specifications and standards as applicable, thereby reducing seismic hazards related to liquefaction and other seismic ground failure to a less than significant level.

iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are at-grade pedestrian improvements involving minor

alterations to existing roadways such as signage, striping, curb and gutter and sidewalk, and new pathways. The Plan recommendations are within existing developed community areas, and therefore would not expose people to any additional risk from landslides.

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

Less Than Significant Impact. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are at-grade pedestrian improvements involving minor alterations to existing roadways such as signage, striping, curb and gutter and sidewalk, and new pathways. The Plan recommendations are within existing developed community areas, primarily within paved roadway rights-of-way. The largest source of erosion and topsoil loss, particularly in a developed environment, is uncontrolled drainage during construction. All applicable water quality Best Management Practices will be used to prevent topsoil from entering the storm drain system

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

Less Than Significant Impact. Although liquefaction and unstable geologic zones have been mapped within the county, specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are at-grade pedestrian enhancements involving minor alterations to existing roadways such as signage, striping, curb and gutter and sidewalk, and new pathways and would not result in increased risk of or exposure to liquefaction or other seismic-related ground failures. Structural elements such as bus or shade shelters would be required to meet appropriate County engineering specifications and standards as applicable, thereby reducing seismic hazards related to liquefaction and landslide to a less than significant level.

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

Less Than Significant Impact. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are at-grade pedestrian improvements involving minor alterations to existing roadways such as signage, striping, curb and gutter and sidewalk, and new pathways. The Plan recommendations are within existing developed community areas, primarily within paved roadway rights-of-way. Projects requiring earthwork would require site-specific soils analysis as part of the design phase and would be constructed in accordance with all County regulations designed to minimize construction-related erosion.

e) Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?

No Impact. No septic or alternative wastewater system would be installed as a result of the Plan.

f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, § 22.56.217)?

No Impact. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are at-grade pedestrian improvements involving minor alterations to existing roadways such as signage, striping, curb and gutter and sidewalk, and new pathways. The Plan recommendations would occur primarily within paved roadway rights-of-way. No hillside development is proposed.

3.8 Greenhouse Gas Emissions

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The Plan recommends constructing new or improved pedestrian facilities, thereby encouraging alternate mode of travel to the automobile, which is intended to reduce motor vehicle traffic and associated GHG emissions. As a result, the Plans’ proposals are considered to have a beneficial GHG impact and support state and local GHG reduction goals.

b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The Plan recommends constructing new or improved pedestrian facilities, thereby encouraging alternate mode of travel to the automobile, which is intended to reduce motor vehicle traffic and associated GHG emissions. As a result, the Plans’ proposals are considered to have a beneficial GHG impact and support state and local GHG reduction goals.

3.9 Hazards and Hazardous Materials

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

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

Less Than Significant Impact. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are at-grade pedestrian improvements involving minor alterations to existing roadways such as signage, striping, curb and gutter and sidewalk, and new pathways, which themselves do not result in any routine storage, transport or use of hazardous materials. Construction or routine maintenance activities may involve short-term use of hazardous materials such as paints, solvents, and asphalt that may be hazardous. However, activities associated with these projects would be short term, subject to all regulations of such materials, and would not use these materials in large enough quantities to cause adverse effects.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment?

Less Than Significant Impact. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are at-grade pedestrian improvements involving minor alterations to existing roadways such as signage, striping, curb and gutter and sidewalk, and new pathways, which themselves do not result in any release of hazardous materials. Construction or routine maintenance activities may involve short-term use of hazardous materials such as paints, solvents, and asphalt that may be hazardous. However, activities associated with these projects would be short term, subject to all regulations of such materials, and would not use these materials in large enough quantities to cause adverse effects.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?

Less Than Significant Impact. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are at-grade pedestrian improvements involving minor alterations to existing roadways such as signage, striping, curb and gutter and sidewalk, and new pathways, which themselves do not result in any emission of hazardous materials. Construction or routine maintenance activities may involve short-term use of hazardous materials such as paints, solvents, and asphalt that may be hazardous. However, activities associated with these projects would be short term, subject to all regulations of such materials, and would not use these materials in large enough quantities to cause adverse effects.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it

create a significant hazard to the public or the environment?

Less Than Significant Impact. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are at-grade pedestrian improvements involving minor alterations to existing roadways such as signage, striping, curb and gutter and sidewalk, new pathways and park areas. While no known hazardous sites are included in specific project recommendations, due to the countywide nature of the plan it is possible that the construction of new pathway or park spaces may encounter a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. However, compliance with applicable existing regulations and processes would ensure that the Plan would not result in a significant hazard to the public or the environment from future development on existing hazardous materials sites. Therefore, the Plan would have a less than significant impact associated with existing hazardous materials sites.

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

No Impact. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are at-grade pedestrian improvements involving minor alterations to existing roadways such as signage, striping, curb and gutter and sidewalk, and new pathways. These facilities will be used by pedestrians (and in the case of pathways bicyclists) and will have no impacts on operation or safety of any nearby airports.

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?

No Impact. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are at-grade pedestrian improvements involving minor alterations to existing roadways such as signage, striping, curb and gutter and sidewalk, and new pathways. These facilities will be used by pedestrians (and in the case of pathways bicyclists) and will have no impacts on operation or safety of any nearby airports.

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

No Impact. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are at-grade pedestrian improvements involving minor alterations to existing roadways such as signage, striping, curb and gutter and sidewalk, and new pathways. These facilities are considered to support emergency response plans by providing facilities for pedestrians and bicyclists that can be used during evacuation if vehicular routes are impassable.

h) Expose people or structures to a significant risk of loss, injury or death involving fires, because the project is located:

i) within a Very High Fire Hazard Severity Zone (Zone 4)?

No Impact. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are at-grade pedestrian improvements involving minor alterations to existing roadways such as signage, striping, curb and gutter and sidewalk, and new pathways. No proposed facilities are located within a Very High Fire Hazard Severity Zone.

ii) within a high fire hazard area with inadequate access?

No Impact. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are at-grade pedestrian improvements involving minor alterations to existing roadways such as signage, striping, curb and gutter and sidewalk, and new pathways. These facilities are along roadways or in existing developed communities, and are not located within a high fire hazard area with inadequate access, nor would they expose people to such areas.

iii) within an area with inadequate water and pressure to meet fire flow standards?

No Impact. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are at-grade pedestrian improvements involving minor alterations to existing roadways such as signage, striping, curb and gutter and sidewalk, and new pathways. These facilities are along roadways or in existing developed communities, and are not creating new structures subject to fire flow standards.

iv) within proximity to land uses that have the potential for dangerous fire hazard?

No Impact. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are at-grade pedestrian improvements involving minor alterations to existing roadways such as signage, striping, curb and gutter and sidewalk, and new pathways. These facilities are along roadways or in existing developed communities, and would not expose people or structures to increased fire hazards based on their proximity to land uses with the potential for dangerous fire hazards.

i) Does the proposed use constitute a potentially dangerous fire hazard?

No Impact. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are at-grade pedestrian improvements involving minor alterations to existing roadways such as signage, striping, curb and gutter and sidewalk, and new pathways. These facilities are along roadways or in existing developed communities. These facilities are for transportation and recreation by pedestrians and bicyclists and would not create a fire hazard.

3.10 Hydrology and Water Quality

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

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

Less Than Significant Impact. As this Plan is programmatic in nature and design details are unknown at this time, any future development requiring discretionary approval would be subject to separate project-level environmental review in accordance with CEQA. Detailed analysis of impacts related to surface water quality will be required prior to implementation of individual Plan projects that would include any construction near existing surface waters. During construction, there could be short-term construction impacts to surface water quality from grading and other construction-related activities (e.g., erosion, spills, and leaks from construction equipment). Individual projects would be subject to permitting requirements and Best Management Practices (BMPs) of the Los Angeles (Region 4) Regional Water Quality Control Board (RWQCB), ensuring that impacts on water quality during construction are less than significant.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of 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)?

Less Than Significant Impact. Implementation of improvements associated with the Plan would not require significant use or extraction of groundwater. Although some projects could introduce new impervious surfaces, the locations of most projects are within paved roadway rights-of-way. New enhancements such as pathways in undeveloped or unpaved areas are dispersed over a network and would not affect groundwater recharge, and would be subject to the Low Impact Development (LID) requirements of Los Angeles County Code Title 12, Chapter 12.84

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

Less Than Significant Impact. Implementation of projects under the Plan including new pathways, sidewalks, or park space in undeveloped areas would increase the amount of impervious surface resulting in minimal amounts of additional runoff. These increases would not substantially increase the size of the floodplain. As this Plan is programmatic in nature and design details are unknown at this time, any future trail / park / plaza development requiring discretionary approval would be subject to separate project-level environmental review in accordance with CEQA. Detailed analysis of impacts related to floodways, floodplains, or designated flood hazard zones will be required as part of project-specific implementation, and may include drainage studies that will calculate the additional flows per County hydrology manual standards.

Projects developed under the Plan would comply with existing regulations for avoiding or minimizing erosion and sedimentation from such projects, and impacts would be less than significant.

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

Less Than Significant Impact. Implementation of projects under the Plan including new pathways, sidewalks, or park space in undeveloped areas would increase the amount of impervious surface resulting in minimal amounts of additional runoff. These increases would not substantially increase the size of the floodplain. Detailed analysis of impacts related to floodways, floodplains, or designated flood hazard zones will be required as part of project-specific implementation, and may include drainage studies that will calculate the additional flows per County hydrology manual standards. Projects developed under the Plan would comply with existing regulations including limits on stormwater discharge, and impacts would be less than significant.

- e) Add water features or create conditions in which standing water can accumulate that could increase habitat for mosquitoes and other vectors that transmit diseases such as the West Nile virus and result in increased pesticide use?**

Less Than Significant Impact. Implementation of projects under the Plan may include new pathways, sidewalks, or park space. No water features or project elements that would accumulate standing water are currently proposed. Any such features proposed during project-specific design would be subject to all applicable County codes and water quality regulations, and impacts are therefore less than significant.

- f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

Less Than Significant Impact. Implementation of projects under the Plan including new pathways, sidewalks, or park space in undeveloped areas would increase the amount of impervious surface resulting in minimal amounts of additional runoff. These increases would not substantially increase the size of the floodplain. As this Plan is programmatic in nature and design details are unknown at this time, any future development requiring discretionary approval would be subject to separate project-level environmental review in accordance with CEQA. Detailed analysis of impacts related to floodways, floodplains, or designated flood hazard zones will be required as part of project-specific implementation, and may include drainage studies that will calculate the additional flows per County hydrology manual standards. Projects developed under the Plan would comply with existing regulations including limits on stormwater discharge, and impacts would be less than significant.

- g) Generate construction or post-construction runoff that would violate applicable stormwater NPDES permits or otherwise significantly affect surface water or groundwater quality?**

Less Than Significant Impact. Implementation of projects under the Plan including new pathways, sidewalks, or park space in undeveloped areas would increase the amount of impervious surface resulting in minimal amounts of additional runoff. These increases would not substantially increase the size of the floodplain. As this Plan is programmatic in nature and design details are unknown at this time, any future development requiring discretionary approval would be subject to separate project-level environmental review in accordance with CEQA. Detailed analysis of impacts related to floodways, floodplains, or designated flood hazard zones will be required as part of project-specific implementation, and may include drainage studies that will calculate the additional flows per County hydrology manual standards. Projects developed under the Plan would comply with existing regulations including applicable NPDES permits and limits on stormwater discharge, and impacts would be less than significant.

h) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84)?

Less Than Significant Impact. Implementation of projects under the Plan including new pathways, sidewalks, or park space in undeveloped areas would increase the amount of impervious surface resulting in minimal amounts of additional runoff. These increases would not substantially increase the size of the floodplain. As this Plan is programmatic in nature and design details are unknown at this time, any future development requiring discretionary approval would be subject to separate project-level environmental review in accordance with CEQA. Detailed analysis of impacts related to floodways, floodplains, or designated flood hazard zones will be required as part of project-specific implementation, and may include drainage studies that will calculate the additional flows per County hydrology manual standards. Projects developed under the Plan would comply with existing regulations including the LID Ordinance, and impacts would be less than significant.

i) Result in point or nonpoint source pollutant discharges into State Water Resources Control Board-designated Areas of Special Biological Significance?

Less Than Significant Impact. Detailed analysis of impacts related to surface water quality will be required prior to implementation of individual Plan projects that would include any construction near existing surface waters. During construction, there could be short-term construction impacts to surface water quality from grading and other construction-related activities (e.g., erosion, spills, and leaks from construction equipment). Individual projects would be subject to permitting requirements and Best Management Practices (BMPs) of the Los Angeles (Region 4) Regional Water Quality Control Board (RWQCB), ensuring that impacts on water quality during construction are less than significant.

j) Use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)?

No Impact. No wastewater would be generated by proposed projects, and no wastewater treatment systems are proposed.

k) Otherwise substantially degrade water quality?

Less Than Significant Impact. Implementation of projects under the Plan including new pathways, sidewalks, or park space in undeveloped areas would increase the amount of impervious surface resulting in minimal amounts of additional runoff. These increases would not substantially increase the size of the floodplain. As this Plan is programmatic in nature and design details are unknown at this time, any future development requiring discretionary approval would be subject to separate project-level environmental review in accordance with CEQA. Detailed analysis of impacts related to floodways, floodplains, or designated flood hazard zones will be required as part of project-specific implementation, and may include drainage studies that will calculate the additional flows per County hydrology manual standards. Projects developed under the Plan would comply with existing water quality regulations including limits on stormwater discharge, and impacts would be less than significant.

l) 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, or within a floodway or floodplain?

No Impact. No housing is proposed in the Plan.

m) Place structures, which would impede or redirect flood flows, within a 100-year flood hazard area, floodway, or floodplain?

Less Than Significant Impact. Implementation of projects under the Plan including new pathways, sidewalks, or park space in undeveloped areas would increase the amount of impervious surface resulting in minimal amounts of additional runoff. These increases would not substantially increase the size of the floodplain. Detailed analysis of impacts related to floodways, floodplains, or designated flood hazard zones will be required as part of project-specific implementation, including drainage studies that will calculate the additional flows per County hydrology manual standards. The Plan would not place substantial numbers of people or structures at risk of flooding in 100-year flood zones, and impacts would be less than significant.

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

No Impact. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are at-grade pedestrian improvements involving minor alterations to existing roadways such as signage, striping, curb and gutter and sidewalk. None of the specific community projects are within areas that would be subject to dam or levee failure.

o) Place structures in areas subject to inundation by seiche, tsunami, or mudflow?

No Impact. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are at-grade pedestrian improvements involving minor alterations to existing roadways such as signage, striping, curb and gutter and sidewalk. None of the specific community projects are within areas that would be subject to inundation by seiche, tsunami, or mudflow.

3.11 Land Use and Planning

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Physically divide an established community?

No Impact. No project recommended in the Plan would physically divide an established community. The Plan provides a beneficial impact of connecting established communities by recommending curb extensions, sidewalk and pathway connections, marked crosswalks, new signals and lighting, and other pedestrian-scale infrastructure to encourage walkability and civic engagement within neighborhoods.

b) Be inconsistent with the applicable County plans for the subject property including, but not limited to, the General Plan, specific plans, local coastal plans, area plans, and community/neighborhood plans?

No Impact. This Plan is an implementing document of the County of Los Angeles *General Plan 2035*, called out in Implementation Program M-2, and will be incorporated into the Mobility Element as a sub-element. The plan supports and aligns with the General Plan and policies established in other plans including community plans and corridor plans which provide for increased walkability, transit connectivity, safety, park access, and mobility for County residents.

c) Be inconsistent with the County zoning ordinance as applicable to the subject property?

Less Than Significant Impact. The plan supports and aligns with Los Angeles County Zoning Ordinance by proposing specific projects that provide for greater walkability, transit connectivity, safety, park access, and mobility for County residents. As this Plan is programmatic in nature and design details are unknown at this time, individual future trail / park / plaza may require additional zoning approvals.

d) Conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas?

No Impact. Specific infrastructure projects recommended by the Plan, including those resulting from new or revised policies/procedures, are at-grade pedestrian improvements involving minor alterations to existing roadways such as signage, striping, curb and gutter and sidewalk. None of the specific community projects are within any Hillside Management Areas or SEAs.

3.12 Mineral Resources

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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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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No Impact. The majority of infrastructure projects proposed in the Plan, including those resulting from new or revised policies/procedures, would involve minor alterations to existing roadways within urbanized areas, such as signage, striping, curb and gutter and sidewalk. No mining activities or identified Mineral Resource Zones are known to exist within the specific community project areas. Projects involving earthwork such as new pathways or pocket parks do not involve grading activities similar to mining and would have no impact.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The majority of infrastructure projects proposed in the Plan, including those resulting from new or revised policies/procedures, would involve minor alterations to existing roadways within urbanized areas, such as signage, striping, curb and gutter and sidewalk. Projects involving earthwork such as new pathways or pocket parks do not involve grading activities similar to mining. Implementation of the proposed projects would not result in the loss of availability of a known mineral resource and no impact would occur.

3.13 Noise

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project result in:

a) Exposure of persons to, or generation of, noise levels in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact with Mitigation Incorporated. The Plan recommends implementing new or improved pedestrian facilities, thereby encourage walking as a form of transportation and recreation. Operation of the facilities would involve use by people walking or bicycling and would not generate any noise above ambient levels and would have no impact.

Construction of projects could result in short-term noise impacts on adjacent land uses. Maximum construction noise would be short-term, generally intermittent depending on the construction phase, and variable depending on receiver distance from the active construction zone. Construction activities would be subject to the County’s noise ordinance and regulations limiting hours and days of construction work, and impacts would be less than significant. Mitigation Measure *MM 3.13-1* would ensure that all potential impacts related to construction noise are reduced to a less than significant level.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact with Mitigation Incorporated. The Plan recommends implementing new or improved pedestrian facilities, thereby encourage walking as a form of transportation and recreation. Operation of the facilities would involve use by people walking or bicycling and would not generate any noise or vibration above ambient levels and would have no impact.

Construction of projects could result in short-term noise and groundborne vibration impacts on adjacent land uses. Maximum construction noise would be short-term, generally intermittent depending on the construction phase, and variable depending on receiver distance from the active construction zone. Construction activities would be subject to the County’s noise ordinance and regulations limiting hours and days of construction work, and impacts would be less than significant. Mitigation Measure *MM 3.13-2* would ensure that all potential impacts related to construction vibration are reduced to a less than significant level.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from parking areas?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The Plan recommends implementing new or improved pedestrian facilities, thereby encourage walking as a form of transportation and recreation. Operation of the facilities would involve use by people

walking or bicycling and would not generate any permanent increase in noise above ambient levels and would have no impact.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from amplified sound systems?

Less Than Significant Impact. The Plan recommends implementing new or improved pedestrian facilities, thereby encourage walking as a form of transportation and recreation. Operation of the facilities would involve use by people walking or bicycling and would not generate any noise above ambient levels and would have no impact.

Construction of projects could result in short-term noise impacts on adjacent land uses. Maximum construction noise would be short-term, generally intermittent depending on the construction phase, and variable depending on receiver distance from the active construction zone. Construction activities would be subject to the County’s noise ordinance and regulations limiting hours and days of construction work, and impacts would be less than significant.

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

No Impact. The Plan recommends implementing new or improved pedestrian facilities, thereby encourage walking as a form of transportation and recreation. Operation of the facilities would involve use by people walking or bicycling and would not generate any noise above ambient levels and would have no impact on airport activities.

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

No Impact. The Plan recommends implementing new or improved pedestrian facilities, thereby encourage walking as a form of transportation and recreation. Operation of the facilities would involve use by people walking or bicycling and would not generate any noise above ambient levels and would have no impact on airport activities.

MITIGATION MEASURES

The following mitigation measures, as described and adopted in the General Plan Programmatic EIR as mitigation measures N-1 and N-4, have been identified as applicable to the proposed project and will be implemented accordingly.

MM 3.13-1. Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Mitigation measures such as installation of temporary sound barriers for construction activities that occur adjacent to occupied noise-sensitive structures, equipping construction

equipment with mufflers, and reducing non-essential idling of construction equipment to no more than five minutes shall be incorporated into the construction operations to reduce construction-related noise to the extent feasible.

MM 3.13-2. Individual projects that use vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers, near sensitive receptors shall be evaluated for potential vibration impacts. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceed the Federal Transit Administrations vibration annoyance criterion of 78 VdB at sensitive receptor locations), additional requirements, such as use of less vibration-intensive equipment or construction techniques, shall be implemented during construction (e.g., drilled piles to eliminate use of vibration-intensive pile driver).

3.14 Population and Housing

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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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"/>
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No Impact. The Plan does not include recommendations for any new housing or businesses that would induce population growth. Recommended projects are pedestrian enhancements to existing community areas including improvements to the roadway network and new sidewalk and pathway connections; proposed Plan extensions of existing pedestrian or bicycle facilities would not induce substantial population growth in any project area, therefore having no impact.

b) Displace substantial numbers of existing housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. Implementation of the Plan would not result in the removal or displacement of any existing housing. Specific projects recommended by the Plan, including those resulting from new or revised policies/procedures, are primarily located within existing roadway rights-of-way, in urbanized areas, or in previously developed areas of rural communities that do not contain existing housing. A pocket park is proposed for Lake Los Angeles on a currently undeveloped parcel in the community’s existing commercial center. Therefore, construction of replacement housing would not be necessary, and there would be no impact.

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"/>
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No Impact. Per the response to 3.14(c), implementation of the Plan would not result in the removal or displacement of any populations. Therefore, construction of replacement housing would not be necessary, and there would be no impact.

d) Cumulatively exceed official regional or local population projections?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The Plan does not recommend housing or any other facilities which would increase regional or local population.

3.15 Public Services

	<i>Less Than Significant</i>		
<i>Potentially Significant Impact</i>	<i>Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

a) Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

No Impact. The Plan recommends implementing new or improved pedestrian facilities, thereby encouraging walking as a form of transportation and recreation. Many of the proposed infrastructure projects are intended to improve safety for people walking and reduce crashes, and would provide a benefit to fire services by reducing the need for emergency response for traffic collisions. Policy and procedure recommendations related to roadway design are in compliance with local fire code, and all individual projects would undergo review by fire services as part of the design process.

Sheriff protection?

No Impact. The Plan recommends implementing new or improved pedestrian facilities, thereby encouraging walking as a form of transportation and recreation. Many of the proposed infrastructure projects are intended to improve safety for people walking and reduce crashes, and would provide a beneficial impact to law enforcement services in terms of reducing the need for emergency response for traffic collisions. In addition the plan recommends improved lighting and public security measures in alignment with Crime Prevention Through Environmental Design (CPTED) principles.

Schools?

No Impact. The projects do not involve the construction of housing or employment-generating facilities. Therefore, implementation of the proposed project would not result in an increase in demand for school services, and there would be no impact.

Parks?

Less Than Significant Impact. Implementation of the Plan would include development of new pathways within the County providing increased connections to parks and could result in an incremental increase in park use. However, the increase is not expected to result in the physical deterioration of parks or impacts to park services and would have a less-than-significant impact. Within Lake Los Angeles the plan recommends a new pocket park / plaza, and the Plan includes general recommendations for community-driven processes for development and maintenance of pocket park and parklet facilities to ensure the community is responsible for ongoing maintenance and upkeep of such facilities.

Libraries?

No Impact. Implementation of the Plans would not directly increase demand for libraries, because it would not result in population or employment growth, or cause other demographic changes that would increase the demand for libraries. Providing improved access to libraries through enhanced pedestrian connections could result in more people visiting libraries and increase the usage for library services. However since library

planning is done based on overall population and demographics of a given community, this impact would be less-than-significant.

Other public facilities?

No Impact. Implementation of the Plan would not increase demand for other public facilities because it would not result in population or employment growth or cause other demographic changes that would increase the demand for such facilities.

3.16 Recreation

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

Less Than Significant Impact. Implementation of the Plan would include development of new pathways within the County providing increased connections to parks and could result in an incremental increase in park use. However, the increase is not expected to result in the physical deterioration of parks or impacts to park services and would have a less than significant impact. Within Lake Los Angeles the plan recommends a new pocket park / plaza, and the Plan includes general recommendations for community-driven processes for development and maintenance of pocket park and parklet facilities to ensure the community is responsible for ongoing maintenance and upkeep of such facilities, resulting in a less than significant impact.

b) Does the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. Implementation of the Plan would include development of new pathways within the County providing increased connections to parks and could result in an incremental increase in park use. However, the increase is not expected to result in the physical deterioration of parks or impacts to park services and would have a less-than-significant impact. Within Lake Los Angeles the plan recommends a new pocket park / plaza, and the Plan includes general recommendations for community-driven processes for development and maintenance of pocket park and parklet facilities to ensure the community is responsible for ongoing maintenance and upkeep of such facilities, resulting in a less than significant impact.

c) Would the project interfere with regional open space connectivity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The Plan recommendations include new pathways and creating connections to existing trails and recreational spaces in the County, and will therefore improve regional park and open space connectivity.

3.17 Transportation / Traffic

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact with Mitigation Incorporated. Implementation of the projects and policies identified in the Plan would improve the County’s pedestrian infrastructure, enhance pedestrian safety, and encourage walking as a viable form of transportation throughout the project area, resulting in reduced reliance on auto trips. Therefore, in general, the implementation of the Plan would result in reduced vehicular traffic volumes on roadways and improvements in traffic operations as a result of enhancing the attractiveness, safety, and utility of walking as an alternative to short auto trips.

The construction of the pedestrian facility improvements identified in the Plan could result in a temporary increase in traffic volumes due to construction-generated traffic. In some cases, construction would require temporary road or lane closures, especially for projects requiring roadway widening, removal of parking, restriping, etc., which in turn would result in temporary decreases in roadway capacity and an increase in traffic on nearby roads. All project construction activities would be required to meet County Traffic Control Plan requirements and impacts would be less than significant.

The proposed Plan does not include projects that would generate new vehicle trips during the operational period. However, there are recommended study corridor projects, as well as roadway design policies identified in the Plan that could reduce the vehicle capacity of intersections and/or increase congestion through physical changes to the right-of-way, and include projects that may require travel or parking lane removal, intersection realignment or new signals. As this Plan is programmatic in nature and design details are unknown at this time, any future project development requiring discretionary approval would be subject to separate project-level environmental review in accordance with CEQA. Detailed analysis of traffic impacts will be required prior to implementation of individual Plan projects that would affect roadway capacity or level of service. For individual projects, including removal of vehicular lanes, a detailed traffic study will be conducted during the project-level environmental review. This analysis will determine the exact nature and extent of anticipated traffic impacts based on existing and projected future traffic volumes, speeds, and amount of heavy vehicle traffic, and provide for mitigation measures as applicable. Implementation of Mitigation Measures *MM 3.17-1* would ensure impacts related to operational traffic congestion are reduced to a less than significant level.

b) Conflict with an applicable congestion management program (CMP), including, but not limited to, level of service standards and travel

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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demand measures, or other standards established by the CMP for designated roads or highways?

Less Than Significant Impact with Mitigation Incorporated. Implementation of the projects and policies identified in the Plan would improve the County’s pedestrian infrastructure, enhance pedestrian safety, and encourage walking as a viable form of transportation throughout the project areas, resulting in reduced reliance on auto trips. Therefore, in general, the implementation of the Plan would result in reduced vehicular traffic volumes on roadways and improvements in traffic operations.

The construction of the pedestrian facility improvements identified in the Plan could result in a temporary increase in traffic volumes due to construction-generated traffic. In some cases, construction would require temporary road or lane closures, especially for projects requiring roadway widening, removal of parking, restriping, etc., which in turn would result in temporary decreases in roadway capacity and an increase in traffic on nearby roads. All project construction activities would be required to meet County Traffic Control Plan requirements and impacts would be less than significant.

The proposed Plan does not include projects that would generate new vehicle trips during the operational period. However, there are recommend study corridor projects and roadway design policies identified in the Plan that could reduce the vehicle capacity of intersections and/or increase congestion through physical changes to the right-of-way, and include projects that may require travel or parking lane removal, intersection realignment or new signals. As this Plan is programmatic in nature and design details are unknown at this time, any future project development requiring discretionary approval would be subject to separate project-level environmental review in accordance with CEQA. Detailed analysis of traffic impacts will be required prior to implementation of individual Plan projects that would affect roadway capacity or level of service. For individual projects, including removal of vehicular lanes, a detailed traffic study will be conducted during the project-level environmental review. This analysis will determine the exact nature and extent of anticipated traffic impacts based on existing and projected future traffic volumes, speeds, and amount of heavy vehicle traffic, and provide for mitigation measures as applicable. Implementation of Mitigation Measures *MM 3.17-1* would ensure impacts related to operational traffic congestion are reduced to a less than significant level.

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

No Impact. The Plan does not include any recommendations that would result in changes to air traffic patterns or introduce new safety risks related to air traffic in any manner.

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

Less Than Significant Impact. The improvements included in the Plan are intended to reduce hazards to pedestrians. Physical modifications to intersections, such as the construction/modification of curb corner extensions and reduction of turn radii would reduce vehicle speed, provide greater visibility for and of pedestrians, and enhance the safety of intersections for all roadway users. All roadway design would be done in accordance with best practices and engineering judgment. Impacts associated with an increase in hazards would be less than significant.

e) Result in inadequate emergency access?

Less Than Significant Impact. Recommended enhancements include installation of curb ramps, crosswalk markings, new traffic signal configurations, curb extensions, sidewalks and refuge islands so as to enhance pedestrian safety and visibility. The construction and/or installation of these features could result in narrowing of traffic lanes and/or reduction of turn radii at intersections. Prior to project implementation, Fire Department review will take place, as applicable, to ensure less than significant impacts.

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?

Less Than Significant Impact. The Plan recommends constructing new or enhanced pedestrian facilities, thereby encouraging walking trips, including trips linked to transit, as alternate mode of travel to the automobile. The Plan is intended to increase the safety, comfort and convenience of pedestrian facilities and is in alignment with policies, plans and programs regarding such facilities. All individual projects would be designed to ensure all policies, plans, and programs regarding public transit, bicycle, or pedestrian facilities are accommodated.

MITIGATION MEASURES

The following mitigation measure, as described and adopted in the General Plan Programmatic EIR as mitigation measure T-1, has been identified as applicable to the proposed project and will be implemented accordingly.

MM 3.17-1: The County shall continue to monitor potential impacts on roadway segments and intersections on a project by project basis as buildout occurs by requiring traffic studies for all projects that could significantly impact traffic and circulation patterns. Future projects shall be evaluated and traffic improvements shall be identified to maintain minimum levels of service in accordance with the County’s Traffic Impact Analysis Guidelines, where feasible mitigation is available.

3.18 Tribal Cultural Resources

	<i>Less Than Significant</i>		
<i>Potentially Significant Impact</i>	<i>Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k), or
- | | | | |
|--------------------------|-------------------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|-------------------------------------|--------------------------|--------------------------|

Less Than Significant with Mitigation Incorporated.

Assembly Bill 52 (2014) created a new class of impacts considered in the CEQA process specific to Tribal Cultural Resources. The law requires notice and meaningful consultation with Native American tribes who opt-in to a County noticing list; should a tribe choose to consult on a project, the law provides them 30 days to respond to the notice. SB 18 (2004) also requires tribal consultation in the event of a substantial General Plan Amendment as this project proposes. On March 29, 2018 the County sent via email, postal mail, or both where such information was available, letters to tribes on the County’s AB 52 noticing list maintained by the Department of Regional Planning informing them of the opportunity to consult on the plan, including a project description and map of the project area.

Of the five Native American tribes on the AB 52 notification list, two declined to consult pending future implementation of projects proposed in the plan; one did not respond despite multiple contact attempts via mail, email, and telephone within 30 days; and two, San Manuel Band of Mission Indians and Fernandeño Tataviam Band of Mission Indians, elected to engage in formal consultation with the County. Beginning in March 2018, the County communicated via phone, email, and in person with both tribes regarding the project’s potential impacts on unknown tribal cultural resources in known sensitive areas within the project extents and what could be done to mitigate them.

Sensitive information provided to the County by the tribes during consultation indicates the potential for ground disturbing activities in and around Stephen Sorensen Park to impact Tribal Cultural Resources; and is included in a confidential appendix to this IS/MND.

Mitigation Measures *MM 3.18-1*, *MM-3.18-2*, and *MM 3.18-3* would ensure that all potential impacts related to tribal cultural resources are reduced to a less than significant level.

- ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1.
- | | | | |
|--------------------------|-------------------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|-------------------------------------|--------------------------|--------------------------|

In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant with Mitigation Incorporated.

As noted above the County communicated via phone, email, and in person with the San Manuel Band of Mission Indians and Fernandeano Tataviam Band of Mission Indians regarding the project's potential impacts on unknown tribal cultural resources in known sensitive areas within the project extents and what could be done to mitigate them.

Sensitive information provided to the County by the tribes during consultation indicates the potential for ground disturbing activities in and around Stephen Sorensen Park to impact Tribal Cultural Resources; and is included in a confidential appendix to this IS/MND.

Mitigation Measures *MM 3.18-1*, *MM-3.18-2*, and *MM 3.18-3* would ensure that all potential impacts related to tribal cultural resources are reduced to a less than significant level.

MITIGATION MEASURES

MM 3.18-1: Prior to finalizing any design plan or alignment for the proposed pedestrian path for Stephen Sorensen Park, a cultural resources study in the area of the proposed path alignment shall be conducted. This study shall be designed with input from the San Manuel Band of Mission Indians and the Fernandeano Tataviam Band of Mission Indians to ensure sufficient and culturally appropriate requirements including but not limited to: a Sacred Lands File search through the NAHC, a 1-mile radius literature search at the appropriate California Historical Resources Information System Information Center (CHRIS), additional background research using GLO maps, Sanborn maps, historical atlases, city and state records, and other historical documents. Depending on the results, additional testing may be undertaken as necessary, the testing plan for which shall be designed with input from the San Manuel Band of Mission Indians and the Fernandeano Tataviam Band of Mission Indians. Any final design plan including path alignment shall take into consideration the results of any such study and attempt to avoid impacting any Tribal Cultural Resources pursuant to California Public Resources Code §21084.3.

MM 3.18-2: At least one archaeologist who meets the Professional Qualification Standards of the Secretary of the Interior; one Tribal monitor representing San Manuel Band of Mission Indians; and one Tribal monitor representing the Fernandeano Tataviam Band of Mission Indians shall be contracted to be present for all ground-disturbing fieldwork activities that occur within Stephen Sorensen Park (which include, but are not limited to archaeological testing, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, and hardscape installation [benches that require a footing, signage, boulders, walls, seat walls, fountains, etc.]).

Prior to project implementation, a Monitoring and Treatment Plan shall be created by the archaeologist(s) and provided from the County to the San Manuel Band of Mission Indians and the Fernandeano Tataviam Band of Mission Indians for review. This document shall outline the project-specific monitoring process as well as site-specific discovery/treatment protocols, with regards to the cultural sensitivity of the project area, as outlined within the confidential appendix to the MND. Additionally, a pre-construction meeting shall be held with the contractor, the County, archaeologist(s), and Tribal monitors prior to the start of construction to outline all processes detailed within the Monitoring and Treatment Plan.

All contractors and earth moving personnel shall be given a Cultural Sensitivity/Worker Environmental Awareness Program (WEAP) training prior to any ground-disturbing activities. The training shall be presented by the archaeologist, and representatives of the San Manuel Band of Mission Indians and Fernandeano Tataviam Band of Mission Indians to inform all personnel about the Project's potential for impacting cultural resources. This training shall be given during the project tailgate/kickoff meeting and should be presented to new personnel, as necessary, over the lifetime of the Project. The program will inform personnel of the types of artifacts and features that may be encountered, the authority of the archaeological and Tribal monitor/s to temporarily cease or redirect work to evaluate discoveries, the procedures to be followed if cultural materials are unearthed at the Project site, contact information for the archaeological and Tribal personnel, and the regulatory requirements for the protection of cultural resources.

The County will provide the archaeologist(s) and the Tribes a weekly construction schedule identifying all ground disturbing activities within the monitoring area. The archaeologist(s) and Tribal monitors will have the authority to request ground disturbing activities cease within the area of a non-funerary discovery, but not exceeding a buffer of 60 feet surrounding the area. Final disposition of any discovered Resources shall be approved by the County based on the protocol outlined within the Monitoring and Treatment Plan.

MM 3.18-3: All construction activities will be conducted in accordance with Section 7050.5 of the California Health and Safety Code regarding the potential discovery of human remains or funerary objects. If human remains or funerary objects are encountered during any activities associated with the project, work within a 60-foot buffer of the find shall cease. The archaeologist, in consultation with the Tribal monitor, may adjust the boundaries of that stop-work buffer as needed to protect a potential find. If tangible Tribal Cultural Resources of any kind are discovered during any activities associated with Step by Step Los Angeles County, the County shall notify the San Manuel Band of Mission Indians, the Fernandeano Tataviam Band of Mission Indians, and the Serrano Nation of Mission Indians using contact information included in the confidential appendix to the MND. Unless otherwise required by law, the site of any reburial of Native American human remains or cultural artifacts shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code §6254(r).

3.19 Utilities and Service Systems

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Exceed wastewater treatment requirements of either the Los Angeles or Lahontan Regional Water Quality Control Boards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. Infrastructure projects proposed in the Plan would involve minor alterations to existing roadways within urbanized areas, such as signage, striping, curb and gutter and sidewalk, as well as new pathways in rural areas. Proposed projects would not generate additional wastewater and the Plan would have no impact related to wastewater treatment requirements.

b) Create water or wastewater system capacity problems, 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"/>
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No Impact. Infrastructure projects proposed in the Plan would involve minor alterations to existing roadways within urbanized areas, such as signage, striping, curb and gutter and sidewalk, as well as new pathways in rural areas. Proposed projects would not generate additional wastewater and the Plan would have no impact related to wastewater treatment requirements.

c) Create drainage system capacity problems, 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 checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. Implementation of projects under the Plan including new pathways, sidewalks, or park space in undeveloped areas may increase the amount of impervious surface resulting in minimal amounts of additional runoff. These increases would not substantially increase the size of the floodplain. Detailed analysis of impacts related to drainage will be required as part of project-specific implementation, and may include drainage studies that will calculate the additional flows per County hydrology manual standards. Projects developed under the Plan would comply with existing regulations including limits on stormwater drainage and discharge, and impacts would be less than significant.

d) Have sufficient reliable water supplies available to serve the project demands from existing entitlements and resources, considering existing and projected water demands from other land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. The proposed project will not result in additional housing or population. Development of some streetscape or pathway improvements associated with the Plan may include landscaping

or street tree planting that could require water for irrigation. These would be developed in accordance with County standards and regulations for plantings within public rights-of-way. Once established, and operating under County policies for public landscaping, these plants would require little if any supplemental watering. Existing water entitlements would be sufficient to supply water to the improvements and impacts associated with insufficient water supplies are expected to be less than significant.

e) Create energy utility (electricity, natural gas, propane) system capacity problems, or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. Development of some improvements associated with the Plans, such as the addition of new pedestrian-scale lighting, will require additional energy. However, these facilities would be developed in accordance with current code requirements around energy efficiency (i.e. use of low energy LED fixtures), and would not necessitate construction of new utility facilities or the need to upgrade existing facilities.

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

Less Than Significant Impact. The proposed projects involve the development of pedestrian network facilities, such as sidewalks, marked crosswalks, curb extensions, and pathways, that would not themselves generate solid waste. Some sidewalk, plaza and pathway segments would include trash receptacles to collect solid waste from facility users, which would be a less than significant amount. During construction small quantities of construction waste would be generated, and whatever materials could not be recycled and reused would have less than significant impacts associated with landfill capacity.

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

No Impact. The proposed projects involve the development of pedestrian network facilities, such as sidewalks, marked crosswalks, curb extensions, and pathways, that would not themselves generate solid waste. Individual projects would comply with all statutes and regulations related to solid waste.

3.20 Mandatory Findings of Significance

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Less Than Significant with Mitigation Incorporated. As discussed in Section 3.4, Biological Resources, the majority of infrastructure projects proposed in the Plan would involve minor alterations to existing roadways within urbanized areas, such as signage, striping, curb and gutter and sidewalk, and would not affect biological resources. To the extent that projects are constructed in currently located within or adjacent to relatively undisturbed or natural areas, such as proposed new pathways or park areas, mitigation measures have been proposed to ensure project-specific analysis is required prior to implementation of any such projects.

As discussed in Section 3.5 Cultural Resources, specific projects recommended by the Plan are primarily located within existing roadway rights-of-way, in urbanized areas or in previously developed areas in rural communities that are not known to contain cultural resources. To the extent that projects such as pathways proposed in undeveloped areas could disturb unknown cultural resources, mitigation measures have been required to ensure project specific analysis of cultural and historic resources for any project involving earthwork.

Tribal consultation identified the potential for ground disturbing activities in and around Stephen Sorensen Park to impact Tribal Cultural Resources, and mitigation measures were developed in conjunction with tribal representatives to ensure that potential impacts to tribal cultural resources are reduced to a less than significant level.

b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. By providing facilities to improve pedestrian safety and mobility for both transportation and recreation, the Plan serves both short- and long-term environmental goals. In the short term it addresses immediate challenges of pedestrian safety, and in the long-term it supports a more balanced multi-modal transportation network that allows for more trips by walking, biking and transit and helps achieve reduced levels of traffic, GHG emissions, and other air pollutants associated with auto trips.

c) 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

No Impact. The proposed project consists of the adoption of *Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities*, which includes recommended policies, procedures and infrastructure projects that support enhancements and expansion of the pedestrian network in the County. Cumulatively the proposed project would have an overall beneficial impact by providing for a more balanced multi-modal transportation network that allows for more trips by walking, biking and transit and helps achieve reduced levels of traffic, GHG emissions, and other air pollutants associated with auto trips. This pedestrian network will aid in accommodating the population and growth forecasts in the Los Angeles County General Plan.

d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

No Impact. As discussed in sections 3.1 through 3.19, the proposed project would not result in environmental effects that would cause substantial direct or indirect adverse effects to human beings. Implementation of the Plan would have a positive beneficial effect on human beings by reducing death and severe injuries through the installation of pedestrian safety measures, enhancing public health by providing safe places to engage in daily exercise, and enhancing environmental health by shifting trips away from automobiles and their associated pollution and impervious surface needs.

4 APPENDICES

4.1 Appendix A – Tribal Consultation Report (Confidential)