

Appendix H

Transportation Impact Assessment

2020 LA River Master Plan Program EIR

Draft Transportation Impact Analysis Report

Prepared for:
ICF

January 2021

LA20-3180.00 / BOA 20SABO0003 TO 01

FEHR  PEERS

Table of Contents

Contents

1. Chapter 1 – Introduction	1
1.1 Introduction.....	1
1.2 Project Description.....	1
1.3 Study Area	3
1.4 Study Scope	4
1.5 Organization of Report.....	6
2. Chapter 2 – Existing Setting.....	7
2.1 Environmental Setting.....	7
2.1.1 Existing and Proposed Bicycle Facilities.....	7
2.1.2 Existing Public Transit Service and Freight Rail Service	11
2.1.3 Existing Streets and Freeways	11
2.1.4 Existing River Access Points, Trails, and Park Lands	18
2.2 Regulatory Setting.....	23
2.2.1 State Plans and Policies	23
2.2.2 Regional Plans and Policies.....	25
2.2.3 Local Plans and Policies	27
3. Chapter 3 – CEQA Analysis	40
3.1 Programs, Plans, Ordinances, or Policies Conflict Review	40
3.1.1 Assessment of Consistency with Programs, Plans, Ordinances, and Policies.....	41
3.2 CEQA Guidelines Section 15064.3, subdivision (b) Conflict Review (VMT Analysis)	44
3.2.1 Background	44
3.2.2 VMT Analysis.....	44
3.2.3 Mitigation Program.....	53
3.2.4 Geometric Hazards and Emergency Access	54

List of Figures

Figure 1 – Existing and Planned Bicycle Facilities, Frames 1–3	8
Figure 2 – Existing and Planned Bicycle Facilities, Frames 4–6	9
Figure 3 – Existing and Planned Bicycle Facilities, Frames 7–9	10
Figure 4 – Existing Public Transit Routes, Frames 1–3	12
Figure 5 – Existing Public Transit Routes, Frames 4–6	13
Figure 6 – Existing Public Transit Routes, Frames 7–9	14
Figure 7 – Roads and Freeways, Frames 1–3	15
Figure 8 – Roads and Freeways, Frames 4–6	16
Figure 9 – Roads and Freeways, Frames 7–9	17
Figure 10 – Trails, Parks, and Trail Access Locations, Frames 1–3	19
Figure 11 – Trails, Parks, and Trail Access Locations, Frames 4–6	20
Figure 12 – Trails, Parks, and Trail Access Locations, Frames 7–9	21

List of Tables

Table 1 – Transportation Amenities by Frame	22
Table 2 – VMT Impact Evaluation Matrix Typical Projects and Related Elements	49
Table 3 – VMT Impact Evaluation Matrix Common Elements and Kit of Parts	50

1. Chapter 1 – Introduction

1.1 Introduction

This report documents the assumptions, methodologies, and findings of a study conducted by Fehr & Peers to evaluate the potential transportation impacts of the proposed *2020 Los Angeles (LA) River Master Plan* (Project).

1.2 Project Description

The *2020 LA River Master Plan* is intended to serve as a visionary and guiding framework for the creation of 51 miles of open space with equitable access throughout to access points, gateways, and trails for the one million Los Angeles County (County) residents who live within the study area (defined in Section 1.3) and the nine million residents who live within the 834-square-mile LA River watershed. The *2020 LA River Master Plan* aims to connect to other trails and paths along the length of the river to create a mobility network across Los Angeles County for cyclists, pedestrians, and equestrians, and intends to accommodate as many user types as safely possible. Rather than requiring a one-size-fits-all approach, the *2020 LA River Master Plan* establishes a context-sensitive, flexible but consistent approach. The scale of the improvements would be sized for the surrounding neighborhoods, and the ecology, habitat, and art would reflect the physiography and culture of the area. Other elements, such as signage, access points, and lighting would be consistent along the entire stretch.

The *2020 LA River Master Plan* has nine objectives, as listed below. Achievement of the objectives presented in italics may lead to increased human activity, and therefore has the potential to affect transportation:

- Reduce flood risk and improve resiliency.
- *Provide equitable, inclusive, and safe parks, open space, and trails.*
- Support healthy, connected ecosystems.
- *Enhance opportunities for equitable access to the river corridor.*
- *Embrace and enhance opportunities for arts and culture.*
- *Address potential adverse impacts on housing affordability and people experiencing homelessness.*
- *Foster opportunities for continued community engagement, development, and education.*
- Improve local water supply reliability.
- Promote healthy, safe, clean water.

To achieve the nine objectives, the *2020 LA River Master Plan* proposes six flexible categories of improvements, or “kit of parts” (KOP categories), consisting of infrastructure and urban river design typologies. The six KOP categories cover:

- Trails and Access Gateways

- Crossings and Platforms
- Channel Modifications
- Diversions
- Floodplain Reclamation
- Off-Channel Land Assets

Each of these six KOP categories includes a recommended collection of design components that would help to achieve one or more project objectives. They can be implemented individually or in any combination as subsequent projects, driven by local jurisdictions' needs, funding, and policies. The wide-ranging possibilities for kit implementation, including the current lack of specific project sites, creates analytical challenges. Accordingly, the six KOP categories are analyzed qualitatively at a high level in this study. Once site-specific and project-specific details are available for the subsequent projects brought forth under the *2020 LA River Master Plan*, they will be examined in light of the Program Environmental Impact Report (PEIR) prepared for the *2020 LA River Master Plan* and this transportation impact analysis report to determine whether subsequent or new documentation pursuant to the California Environmental Quality Act (CEQA) must be prepared (State CEQA Guidelines Section 15168 (c)(2)).

In addition to the KOP, the *2020 LA River Master Plan* includes a suite of smaller "Common Elements," including site furnishings, amenities, and facilities such as lighting, drinking fountains, seating, pavilions, and cafés intended to provide amenities designed to support a wide range of uses within the river environs, promote safety and accessibility, and build a cohesive identity for the river corridor.

The *2020 LA River Master Plan* includes up to 107 potential types of projects on sites that range in size from extra-small (less than 1 acre) to extra-large (150+ acres/10+ miles). These potential projects include the common elements as a Typical Project that would be constructed at a specified spacing along the river to ensure equitable distribution of facilities and improve access and safety. These elements together comprise the entirety of the *2020 LA River Master Plan*. It is expected that most projects (85) would be developed on sites that are extra-small or small (up to 3 acres/1 mile) in size. Among the remaining 22 projects, 10 would be on medium sites (3–40 acres/5 miles), 11 would be large sites (40–150 acres/10 miles), and 1 would be an extra-large project site (150+ acres/10+ miles).

This study includes qualitative, program-level analysis of the potential environmental impacts from implementation of the *2020 LA River Master Plan* based on the following groupings:

- Two Typical Projects that include construction and operations scenario assumptions developed by the Los Angeles County Public Works (Public Works). These projects, listed below, include relatively detailed design concepts.
 - Common Elements Typical Project
 - Multi-Use Trails and Access Gateways Typical Project
- Six KOP categories, each one a category of actions and infrastructure

- Overall *2020 LA River Master Plan* implementation, which examines implementation of the entirety of the *2020 LA River Master Plan*

The two Typical Projects analyzed are the Common Elements Typical Project and the Multi-Use Trails and Access Gateways Typical Project. These projects would be sited between the top of the River levee and the fence line (edge of Los Angeles County Flood Control District [LACFCD] property) and could be accommodated at almost any location within the overall study area, which is described in Section 1.3.

The Common Elements Typical Project includes all 17 common elements, as follows: pavilions, cafés, hygiene facilities, restrooms, benches, emergency call boxes, water fountains, trash and recycling, bike racks, environmental graphics, lighting, planting, stairs/ramps, guardrails, fences and gates, stormwater best management practices (BMPs), and art/performance spaces. These elements could be implemented individually or in any combination at a given site of up to 3 acres/1 mile in size (extra small/small project site). For purposes of CEQA, this analysis assumes that the Common Elements Typical Project includes implementation of all 17 elements at a given location and could attract up to 500 daily visitors.

The Multi-Use Trails and Access Gateways Typical Project would include easy to find and welcoming access gateways to the river and a continuous path for multiple modes, such as bicyclists, horseback riders, and pedestrians. It is anticipated that access gateways would be placed along the river at the intersection of major access points, adjacent programming, and LA River communities. As analyzed in this study, the Multi-Use Trails and Access Gateways Typical Project consists of an approximately 5-mile-long and 40-foot-wide multi-use trail composed of a 6-foot pedestrian trail with 2-foot-wide buffers on either side, an 8-foot, two-way bicycle path with a 2-foot buffer, an 8-foot vegetated buffer, and a 12-foot equestrian trail. Actual trail widths would be dictated by their expected usage and informed by the site conditions. Additionally, design standards may change based on the latest standards applicable when projects are approved. For purposes of CEQA, this analysis assumes that the Multi-Use Trails and Access Gateways Typical Project would be implemented with the Common Elements Typical Project and could attract up to 1,000 daily visitors.

Following *2020 LA River Master Plan* approval, subsequent project-specific activities identified in the *2020 LA River Master Plan* would be designed and implemented over time by any one of the 18 jurisdictions (17 cities and the unincorporated County) that lie along the LA River Trail, tiering from the PEIR. These subsequent projects could be located anywhere in the 2-mile-wide study area corridor, including outside the river right-of-way (ROW). Implementation of the *2020 LA River Master Plan* is envisioned over a 25-year horizon period, with completion expected around 2045.

1.3 Study Area

The LA River originates in the Santa Susana Mountains in the far western San Fernando Valley and flows 51 miles east and then south, changing direction along the eastern side of Griffith Park, before terminating in the Pacific Ocean in Long Beach. On its route to the ocean, the river passes through 18 jurisdictions, including unincorporated areas of Los Angeles County. These 18 jurisdictions include:

- Bell
- Bell Gardens
- Burbank
- Carson
- Commerce
- Compton
- Cudahy
- Downey
- Glendale
- Huntington Park
- Long Beach
- Los Angeles City
- Unincorporated Los Angeles County
- Lynwood
- Maywood
- Paramount
- South Gate
- Vernon

Ownership of the ROW varies, but a majority is owned by the LACFCD. Flood management structures, such as the channel itself, as well as levees and access roads, are primarily maintained by LACFCD and the United States Army Corps of Engineers (USACE). The study area for the Project is defined as a 2-mile-wide corridor, 1 mile on each side of the centerline of the river for its entire 51-mile length. Extending the *2020 LA River Master Plan* study area beyond the river ROW, demarcated by the fence line, and channel banks provides local context for the issues impacting communities and impeding river access, and allows areas of higher need or opportunity to be identified. To support context-sensitive planning that accounts for local needs, the study area has been subdivided into nine distinct geographical sections, or planning frames. Frames are numbered 1 – 9, beginning in Long Beach with Frame 1 and ending in Canoga Park with Frame 9. Some planning frames include just one jurisdiction, while others include multiple local jurisdictions.

1.4 Study Scope

The scope of work for this study is consistent with CEQA and Senate Bill (SB) 743, and was determined in consultation with Public Works as part of the PEIR for the *2020 LA River Master Plan*.

Authorized in September 2013, SB 743 directed the Office of Planning and Research (OPR) to revise the State CEQA Guidelines (Title 14 of the California Code of Regulations) to establish new criteria for determining the significance of transportation impacts. In developing the criteria, OPR proposed, and the California Natural Resources Agency has certified and adopted, changes to the State CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts. With the changes to the State CEQA Guidelines, automobile delay, as measured by level of service (LOS) and other similar metrics, no longer constitutes a significant environmental effect under CEQA (Public Resources Code, Section 21099, subdivision (b)(3)). These updated criteria for transportation impact assessment better align transportation analysis with State of California (State) greenhouse gas (GHG) reduction goals set by SB 375 to encourage infill development and improve public health through increased active transportation. VMT, which had previously only been an input to other traffic-related analyses, such as air quality, energy, GHG, and noise, is now the primary metric for measuring transportation impacts. VMT completely replaces LOS as the CEQA metric of analysis of roadway capacity-based or automobile delay-based LOS, which measures a project's impact on the driving experience of other vehicle drivers (e.g., congestion, delay) and favors development in exurban areas where existing

roadway traffic is light, often leading to longer vehicle trips, or resulting in road-widening projects, which result in adverse environmental and public health impacts through induced vehicle demand and degradation of the biking or walking experience. Conversely, evaluation of a project's impact on VMT evaluates the effect on the environment of project-generated vehicle trips, such as more and/or longer vehicle trips, or projects that generate fewer vehicle trips or shorten existing trips, such as development of an infill site or facilities that improve bicycle access or walkability.

Other transportation impact criteria include (1) conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities; (2) whether a project substantially increases hazards due to a geometric design feature; and (3) whether a project will result in inadequate emergency access. Pursuant to SB 743, OPR released draft State CEQA Guidelines in November 2017, and adopted final guidelines in December 2018. SB 743 went into full effect as of July 1, 2020.

In response to SB 743, Public Works has developed new Transportation Impact Analysis Guidelines (County Guidelines) that include a comprehensive systematic approach to the assessment of transportation impacts. The County Guidelines are based on OPR technical guidance but also reflect local conditions. These new County Guidelines, methods, and impact criteria for CEQA analyses focus on VMT, roadway and intersection geometric hazards, and policy conflicts. They include guidance on VMT-based thresholds of significance and a process to screen out projects that would not require VMT analysis (due to their size, location, proximity to transit, or other factors).

The County Guidelines have been internally approved by Public Works. Board approval is expected in 2021 following an extensive public outreach effort. This study was prepared utilizing an approach consistent with the Los Angeles County Guidelines and Thresholds and uniform for all jurisdictions within the study area, which is appropriate given that the County is the lead agency for the PEIR. The decision to apply a uniform approach was based on the following considerations:

At the time this study was prepared, among the 17 cities through whose jurisdiction the study area extends, only the City of Los Angeles has already adopted local VMT thresholds. All the other cities are at some stage in the process of transitioning from LOS to VMT and therefore do not yet have separate CEQA-compliant transportation analysis methodologies in place.

The schedule within which the *2020 LA River Master Plan* PEIR is being prepared requires a streamlined approach to analysis. Rather than consult individually with each of the 17 individual cities within the study area to obtain formal concurrence with the methodology described above, the methodological approach has been disclosed to those agencies and to the general public in the PEIR Notice of Preparation (NOP) that was published on July 6, 2020, to seek their input.

The VMT threshold of significance per the County Guidelines for new development projects are based on a project's land use as described in the County Guidelines. Note that the County Guidelines are subject to change prior to adoption and/or may not ultimately be adopted.

The screening criteria utilized by the County are aligned with the OPR Technical Advisory on Evaluating Transportation Impacts (December 2018) and were used to identify those design components that, under the six KOP categories, when implemented as part of a subsequent project, would not require subsequent VMT analysis and those that either may or definitely would. Because the locations where specific projects

would be developed under the *2020 LA River Master Plan* are not known, the screening criteria were also used to determine which design components under the six KOP categories may require VMT analysis or would be screened out. The following types of projects are exempt from completing VMT analysis:

- Land use projects generating fewer than 110 daily trips.
- Retail uses that exceed a net 50,000 square feet of gross floor area.
- Land use projects located within one half-mile of a major transit stop or high-quality transit corridor that also meet other design and policy-consistency characteristics.
- Residential uses composed of 100 percent affordable housing.
- Transportation projects not in conflict or inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b)(2) – that is, transportation projects that reduce or have no impact on VMT, such as an active transportation project.
- Transportation projects that do not include the addition of new through lanes on existing or new highways.

Design components under the six KOP categories that are not exempt from VMT analysis were qualitatively evaluated to identify those that have the potential to result in a significant VMT impact and those that were unlikely to. Where necessary, potential mitigation strategies are identified. Design components under the six KOP categories that need VMT analysis will require additional quantitative analysis in the future once details and specific sites are known. Project alternatives and construction period impacts were also evaluated qualitatively.

Project analysis scenarios analyzed in this study include the “with Project” scenario and the “Cumulative with Project” scenario. The Planning Horizon Year for the *2020 LA River Master Plan* is 2045. The Project VMT baseline for the Existing and Cumulative scenarios uses the current analytical framework developed by the County for analyzing transportation impacts.

Preparation of trip generation estimates and distribution of trips for individual design components under the six KOP categories and intersection operational analysis is not included in this report due to the lack of detail on design components under the six KOP categories and their locations. More detailed analysis, where necessary, of the transportation impacts of subsequent projects as proposed under the *2020 LA River Master Plan* will occur once specific project details and sites have been identified.

1.5 Organization of Report

This report is divided into five chapters, including this Introduction. Chapter 2 describes the Existing Environmental and Regulatory Settings. Chapter 3 includes the Transportation Impact Analysis for the Project. Chapter 5 discusses the Project Alternatives. Section 2.16 presents the Cumulative Impact Analysis for transportation impacts.

2. Chapter 2 – Existing Setting

This chapter describes the existing environmental setting, including a discussion of existing river access points, trails, parks, and recreation areas; the streets, freeway systems, public transit providers, and bicycle facilities that provide access to the river; as well as areas identified by the County as having VMT per service population, residential VMT per capita, or employment VMT per employee that is lower than baseline. The existing regulatory setting is also described, including a discussion of SB 743, which established VMT as the primary metric for assessing transportation impacts, as well as other applicable plans and policies.

2.1 Environmental Setting

The *2020 LA River Master Plan* project area is located within the LA River watershed, an 834-square-mile area that stretches from the far eastern border of Ventura County in the west, across the San Fernando Valley, from the San Gabriel Mountains and Angeles National Forest in the northeast, and south through Central Los Angeles down to Long Beach and the Pacific Ocean. This area includes much of urbanized South Los Angeles County, but excludes West Los Angeles and the coastal cities in the South Bay area of the County. The transportation system serving this area is a complex, built-out, multimodal network designed to carry both people and goods. It consists of major freeways, roadways, bicycle facilities, sidewalks, public transit, freight railways, airports, seaports, and intermodal terminals. There is also a network of trails through the extensive open areas and mountains that lie between the urbanized areas. Major components of the transportation network within the study area are presented in Figures 1–15. Each figure presents three river frames for visualization purposes so that information for the entire study area of nine river frames is presented in three figures for each subject area. Table 1 (at the end of this chapter) presents a comparison of transportation facilities and amenities by river frame.

2.1.1 Existing and Proposed Bicycle Facilities

Figures 1–3 present the existing and proposed bicycle facilities within the study area. Proposed facilities include all known facilities proposed by any jurisdiction within the study area. There are almost 195 miles of existing bicycle facilities within the study area, including just over 75 miles of Class I bicycle paths that run primarily along the LA River; almost 77 miles of Class II bicycle lanes; 40 miles of Class III sharrows or signed bicycle facilities; and just over 2 miles of Class IV bicycle tracks. Class II bicycle lanes represent a plurality of the bicycle facility typologies within the study area despite the presence of bicycle paths along both sides of the river in many locations. Class I bikeways are defined as off-street bicycle paths, Class II bikeways are defined as striped lanes within streets, Class III bikeways are defined as signed or sharrows bicycle routes, and Class IV bikeways are defined as bicycle facilities on roadways that provide a physical vertical barrier between bicyclists and vehicular traffic.

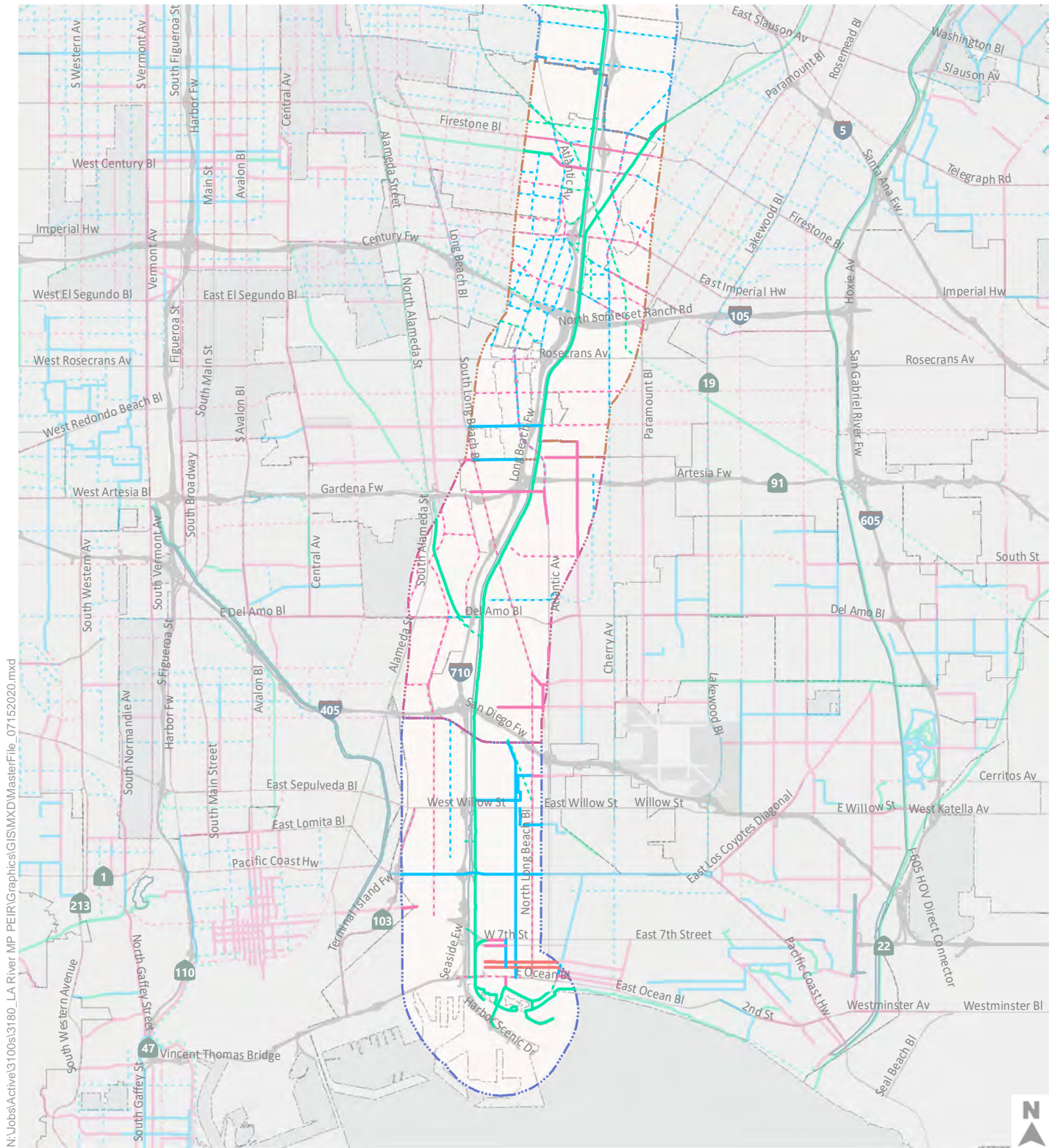
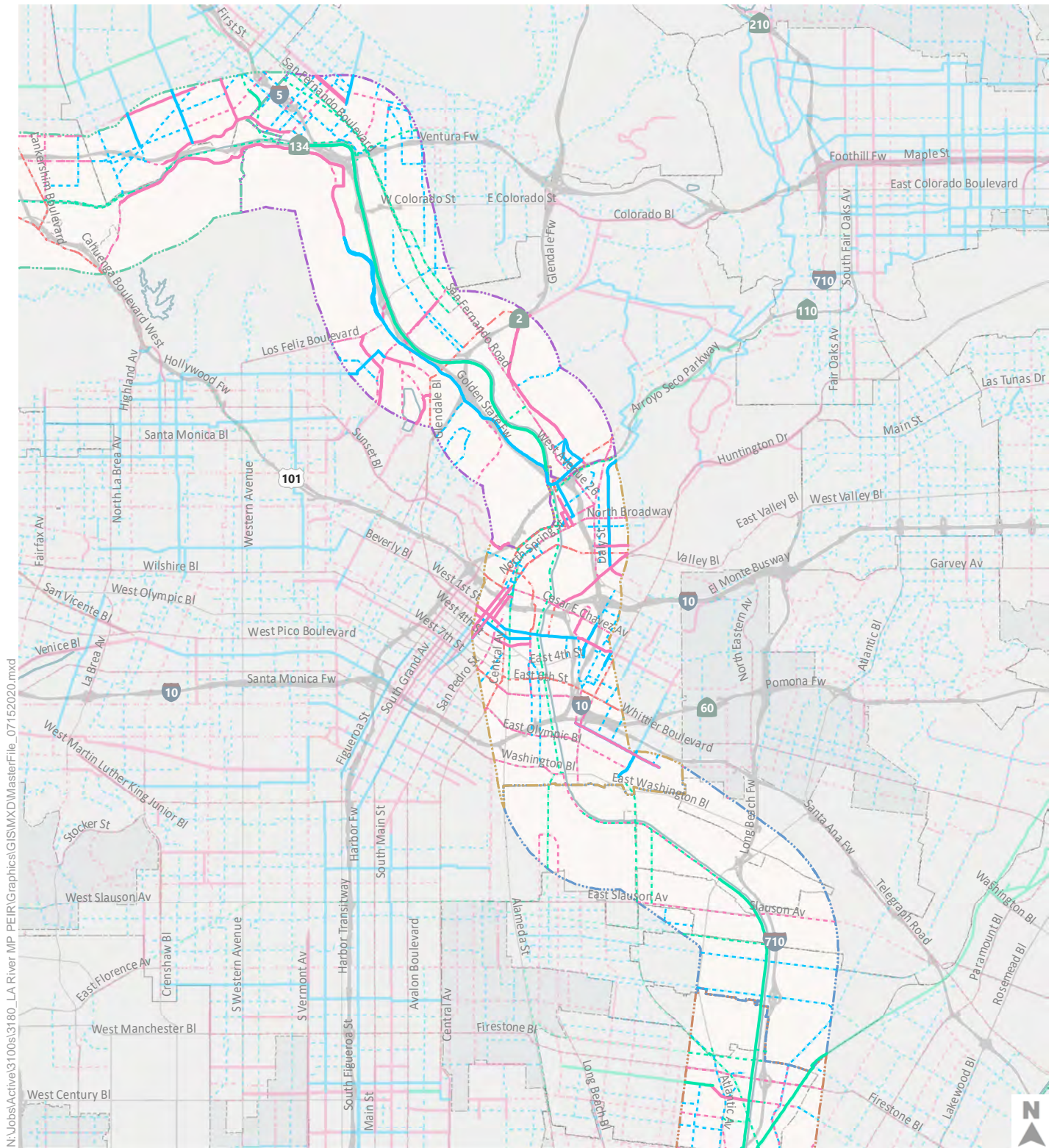


Figure 1

Existing and Planned Bicycle Facilities

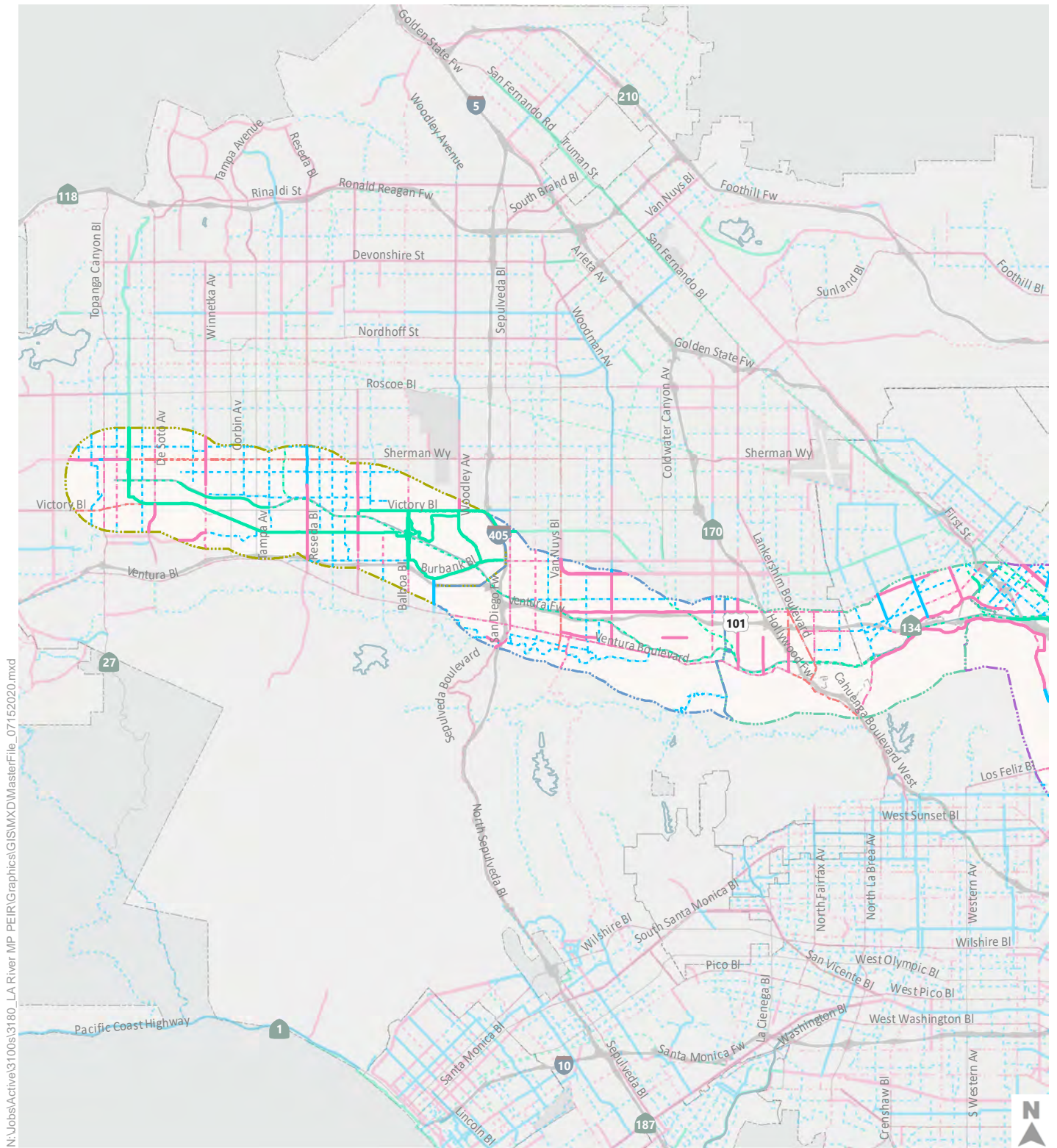


- | | | | |
|--|---|--|---|
| — Bicycle Path (Class I) | - - - Proposed Bicycle Path (Class I) | City Boundaries | 5 - Heights |
| — Bicycle Lane (Class II) | - - - Proposed Bicycle Lane (Class II) | LA River Frames | 6 - Narrows |
| — Bicycle Route (Class III) | - - - Proposed Bicycle Route (Class III) | 3 - Central Plain | 7 - East Valley |
| — Protected Bicycle Lane (Class IV) | - - - Proposed Protected Bicycle Lane (Class IV) | 4 - North Plain | |

Figure 2

Existing and Planned Bicycle Facilities





- | | | | |
|--|---|---|---|
| — Bicycle Path (Class I) | - - - Proposed Bicycle Path (Class I) | City Boundaries | 7 - East Valley |
| — Bicycle Lane (Class II) | - - - Proposed Bicycle Lane (Class II) | LA River Frames | 8 - Mid Valley |
| — Bicycle Route (Class III) | - - - Proposed Bicycle Route (Class III) | 6 - Narrows | 9 - West Valley |
| — Protected Bicycle Lane (Class IV) | - - - Proposed Protected Bicycle Lane (Class IV) | | |

Figure 3

Existing and Planned Bicycle Facilities



The bicycle network within the study area is not fully built out. Almost 365 miles of the planned bikeways in the study area are yet to be built, almost double the number of miles already on the ground. Of the planned miles of bicycle facilities, Class III sharrows facilities represent a plurality (just over 130 miles), with Class II bicycle lanes representing an almost equal share (just under 125 miles). Planned Class I and Class IV mileage is equal to almost 110 miles.

In addition to these dedicated bicycle facilities, numerous multi-modal bridges over the LA River for exclusive use of bicyclists and pedestrians (and sometimes also for equestrians) have recently or will soon open, including the Riverwalk Bridge in Glendale, the Garden Bridge connecting to Zoo Drive, the North Atwater La Kretz Bridge, the Sunnynook Bridge, the Red Car Bridge, and the Taylor Yard Bridge farther to the south. These bridges will cross the river and connect communities on the north or east side of the river to existing segments of the LA River Bike Path.

2.1.2 Existing Public Transit Service and Freight Rail Service

The regional public transit system includes heavy rail transit operations, regional commuter rail services, regional and municipal bus operations, and local shuttles. The Los Angeles County Metropolitan Transportation Authority (Metro) is the largest provider of public transit service in the study area, and its service is supplemented by numerous municipal transit lines and local shuttle services.

Figures 4–6 present the existing transit routes within the study area. The study area is served by eight transit providers on 188 routes, including Metro, DASH (Los Angeles Department of Transportation), Antelope Valley Transit Authority, Santa Clarita Transit, Big Blue Bus (Santa Monica), Foothill Transit, Torrance Transit, and Long Beach Transit. Metro rail and bus rapid transit service within the study area includes the A Line (formerly, the Blue Line) within the Long Beach area, the C Line (formerly, the Green Line) in South Los Angeles, and the G Line (formerly, the Orange Line) in the San Fernando Valley.

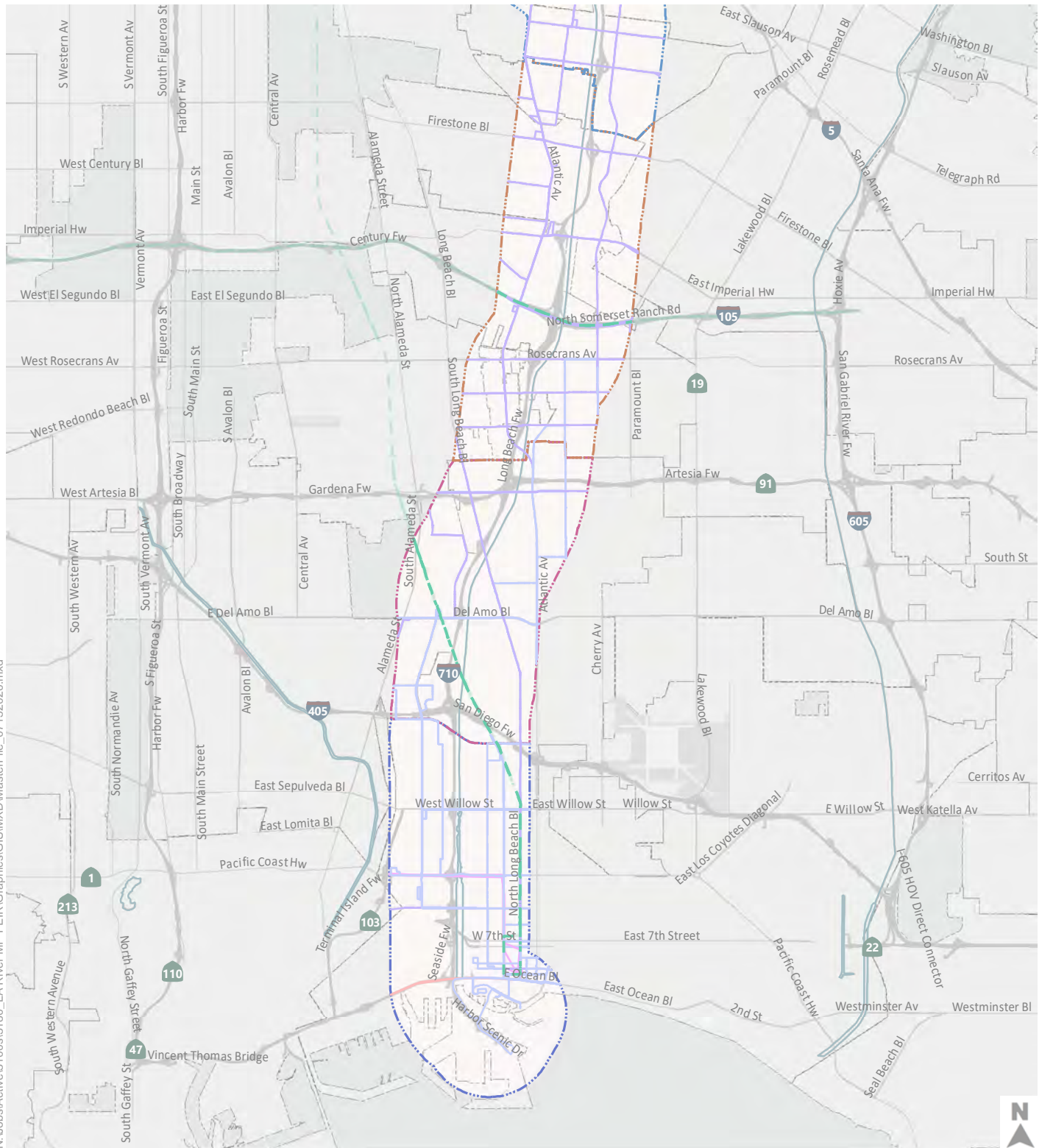
National and regional passenger rail service in the study area is operated by Amtrak and Metrolink. The two services, in some places, share use of tracks with the Union Pacific Railroad (UPRR), which operates a vast rail network that extends throughout the State and the nation. Planning is underway for development of a high-speed rail line that will link Southern California with Central California and the Bay Area, and portions of the alignments under study include segments that lie adjacent to the LA River.

2.1.3 Existing Streets and Freeways

Figures 7–9 present the existing roadway network within the study area, including freeways, arterials, secondary streets, and local roads. The network of freeways and state highways supports high-capacity limited-access travel, whereas the arterial network provides high levels of signalized street capacity and serves as a feeder system for the regional freeways and local street system. The freeway and highway system is the primary means of regional person and goods movement, providing for direct vehicular access to river access points, and to employment, services, and goods.

In many locations, arterial streets provide the only local access crossing points over the river, with many secondary and especially local roads dead-ending at the river fence line.

N:\Jobs\Active\3100s\3180_LA River MP PER\Graphics\GIS\MXD\MasterFile_07152020.mxd

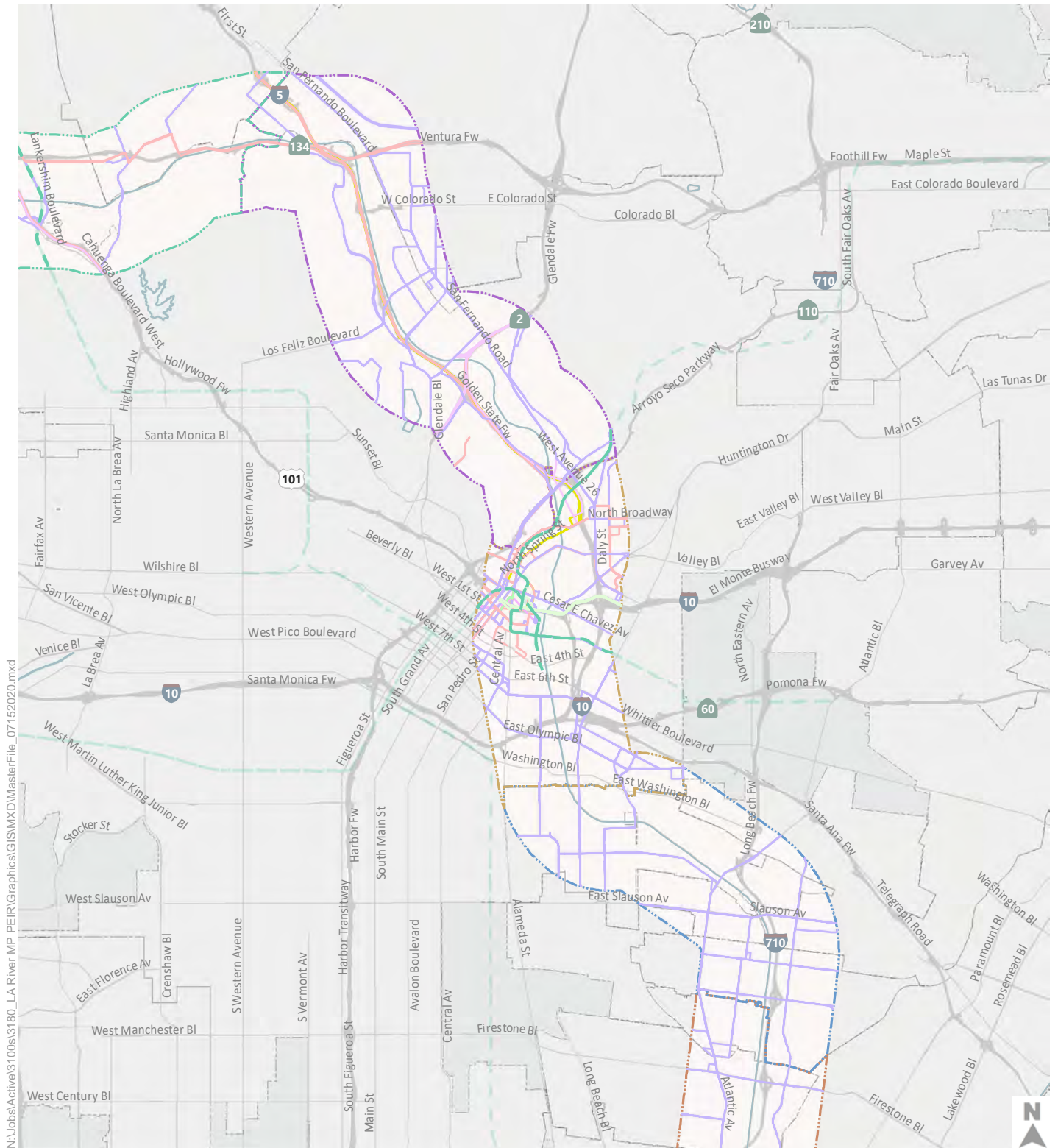


- | | | | | |
|----------------|------------|------------------|-----------------|-------------------|
| Transit Routes | Long Beach | Torrance | City Boundaries | 2 - South Plain |
| LADOT | Metro | Metro Rail Lines | LA River Frames | 3 - Central Plain |
| | | | 1 - Estuary | 4 - North Plain |

Figure 4

Existing Public Transit Routes



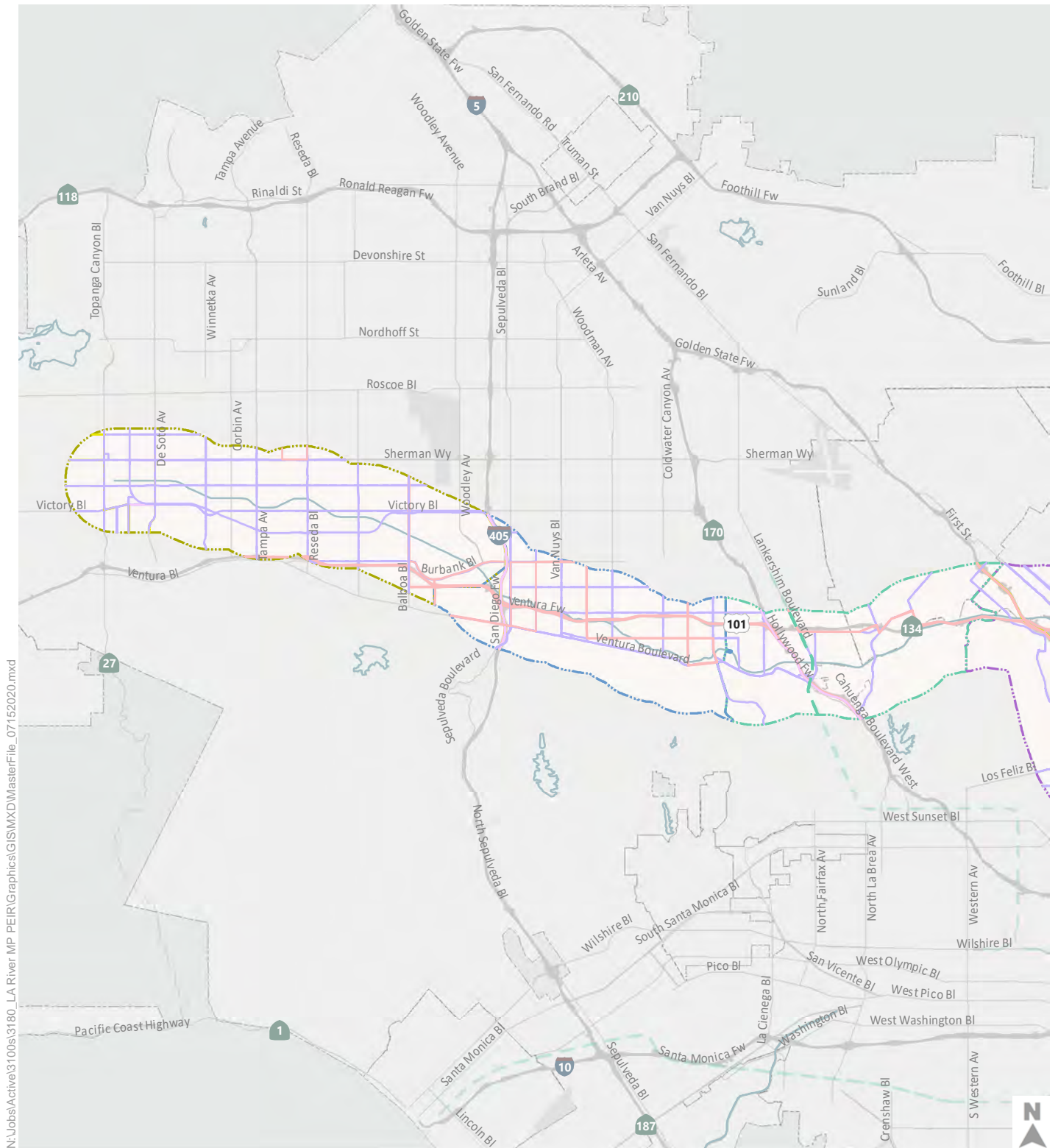


- | | | | | |
|----------------|----------|------------------|-------------------|-----------------|
| Transit Routes | Foothill | SantaClarita | City Boundaries | 5 - Heights |
| AVTA | LADOT | Torrance | LA River Frames | 6 - Narrows |
| BBB | Metro | Metro Rail Lines | 3 - Central Plain | 7 - East Valley |
| | | | 4 - North Plain | |

Figure 5

Existing Public Transit Routes





- | | | | | |
|----------------|-------|------------------|-----------------|-----------------|
| Transit Routes | LADOT | SantaClarita | City Boundaries | 7 - East Valley |
| AVTA | Metro | Metro Rail Lines | LA River Frames | 8 - Mid Valley |
| | | | 6 - Narrows | 9 - West Valley |



Figure 6

Existing Public Transit Routes

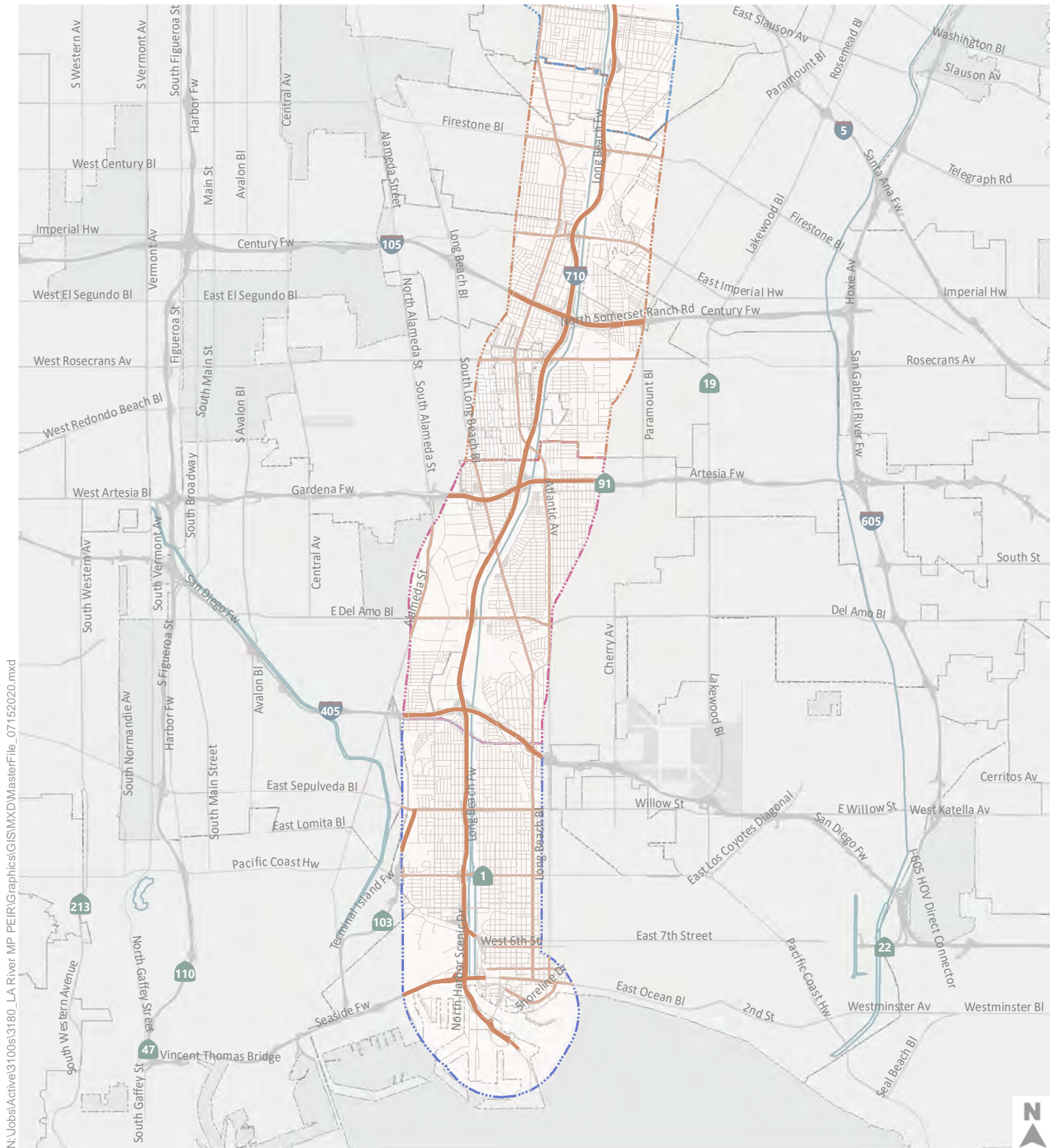
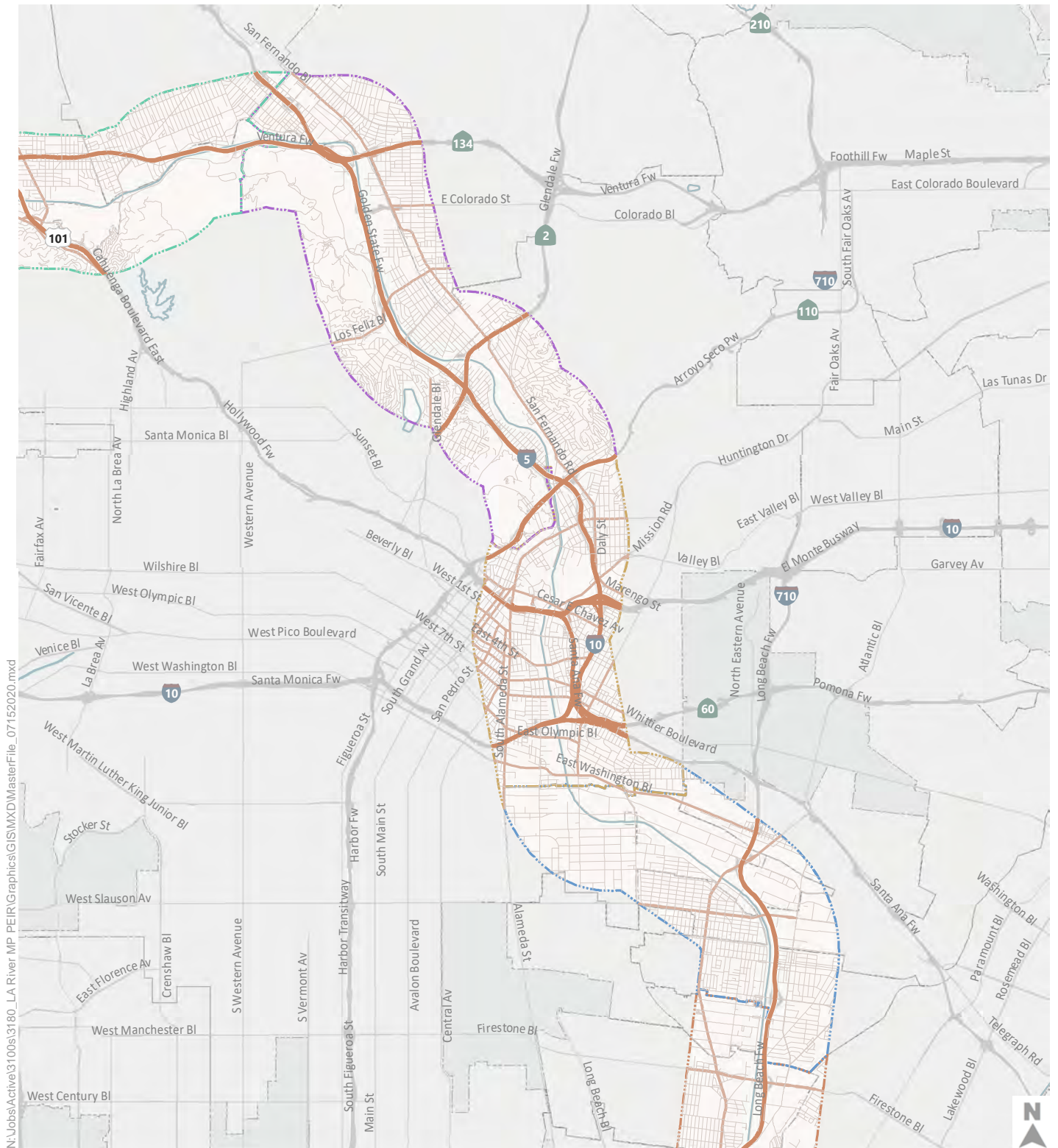


Figure 7

Roads and Freeways



Roads & Freeways

- Freeways
- Primary Streets
- Secondary, Tertiary Streets

City Boundaries

- 3 - Central Plain
- 4 - North Plain

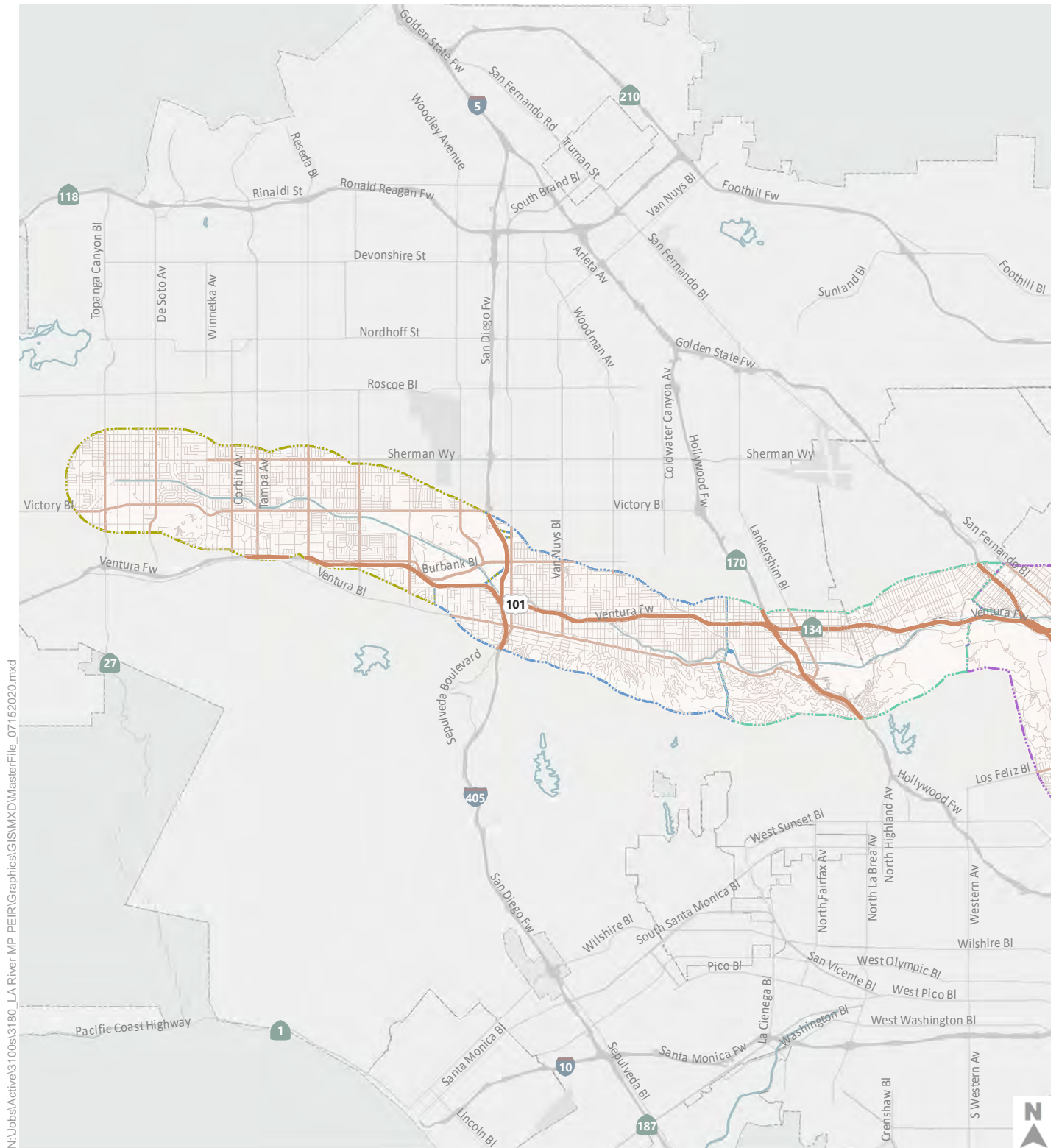
5 - Heights

- 6 - Narrows
- 7 - East Valley



Figure 8

Roads and Freeways



N:\Jobs\Active\3100s\3180 - LA River MP PER\Graphics\GIS\MXD\MasterFile_07152020.mxd



Figure 9

Roads and Freeways

Los Angeles County and the City of Los Angeles both have Vision Zero plans, which aim to reduce traffic fatalities and/or injuries to zero. Each agency has identified specific roadway corridors that experience higher than average collisions, injuries, and fatalities. Within the study area, in Frame 3, Los Angeles County has identified Rosecrans Avenue and Compton Boulevard, located in the East Rancho Dominguez unincorporated area, and Santa Fe Avenue, located in the Rancho Dominguez unincorporated area, as Collision Concentration Corridors. Similarly, the City of Los Angeles has identified the following streets within the study area as being part of a High Injury Network:

- East Olympic Boulevard
- South Alameda Street
- East 7th Street
- East 6th Street
- North Broadway
- North Figueroa Street
- San Fernando Road
- Cahuenga Boulevard
- Ventura Boulevard
- Riverside Drive
- Balboa Boulevard
- Victory Boulevard
- Reseda Boulevard
- Vanowen Street
- Tampa Boulevard
- De Soto Avenue
- Sherman Avenue
- Fallbrook Avenue

Major freeways serving the study area include Interstate (I-) 710, I-105, State Route (SR) 91, SR-1, SR-60, I-10, SR-2, SR-110, I-5, SR-2, SR-134, United States Route (US) 101, SR-170, I-405, and SR-27. I-710 forms a spine along the river's southern reach in River Frames 1–4, while I-5 does the same in River Frame 6. US-101 runs east-west through much of the study area in Frames 6–9, but does not run as nearly parallel to or as close to the river as I-710 and I-5 do.

2.1.4 Existing River Access Points, Trails, and Park Lands

Figures 10–12 present the existing river access points, existing and planned trails, and park lands within the study area. There are 97 existing river access points along the LA River, and more than 26 miles of existing trails within the study area, with an additional almost 23 miles planned. Major existing trails in the study area include the Los Angeles County River Bike Path in the Long Beach area in Frame 1, the LA River Trail and the LA River Trail Extension in South Los Angeles in Frames 2–4, the Arroyo Seco Trail north of Downtown Los Angeles in Frame 6, and the Rim of the Valley Trail, which runs through Griffith Park, also in Frame 6.

Almost 10 square miles, or approximately 9 percent of the study area, is existing park land. Frame 6, the Narrows, where the river bends around Griffith Park, and Frame 9, the West Valley, which includes Balboa Park, have the highest percentage of land area devoted to parks, at 26 and 14 percent, respectively.

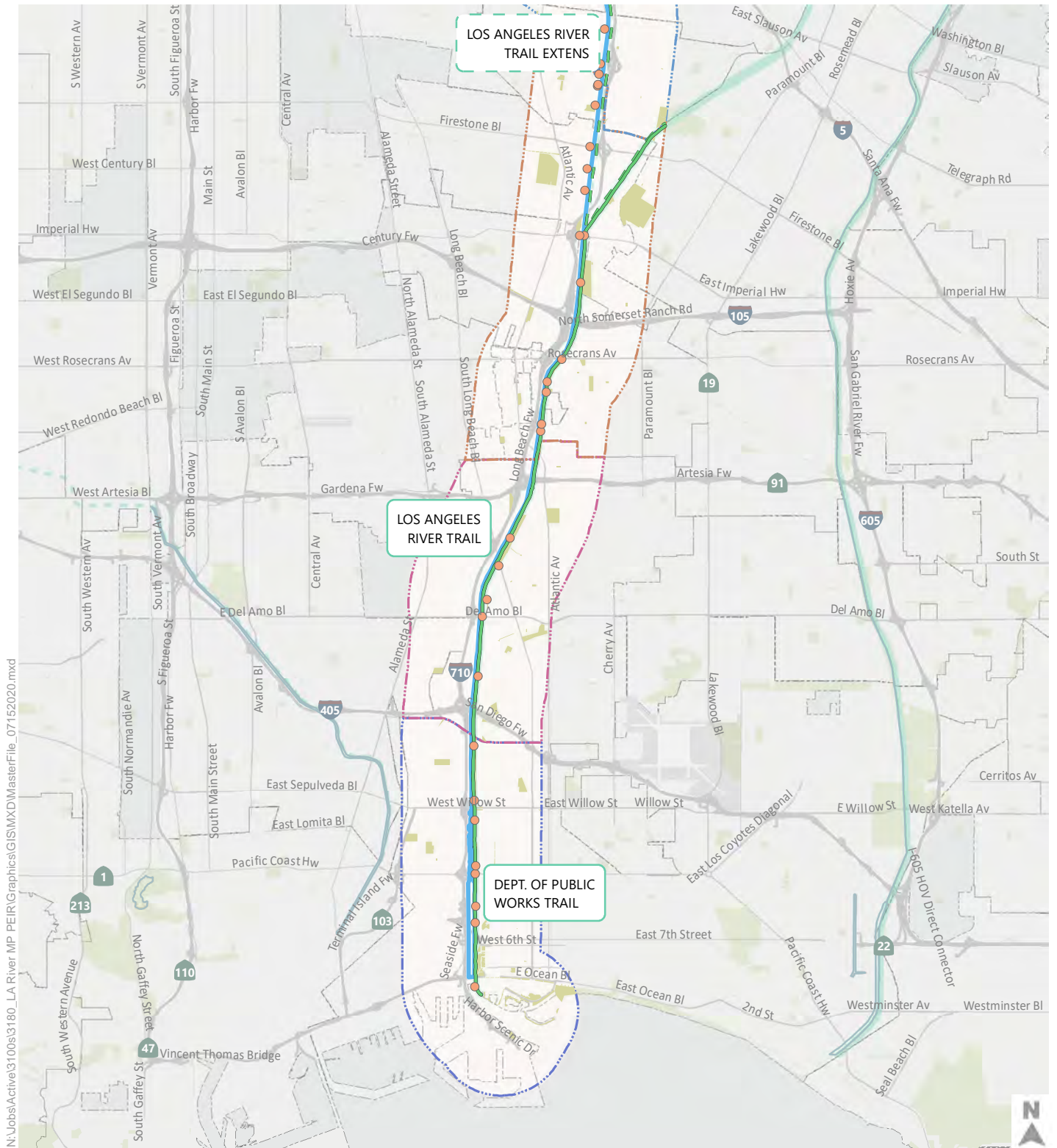


Figure 10

Trails, Parks and Trail Access Locations

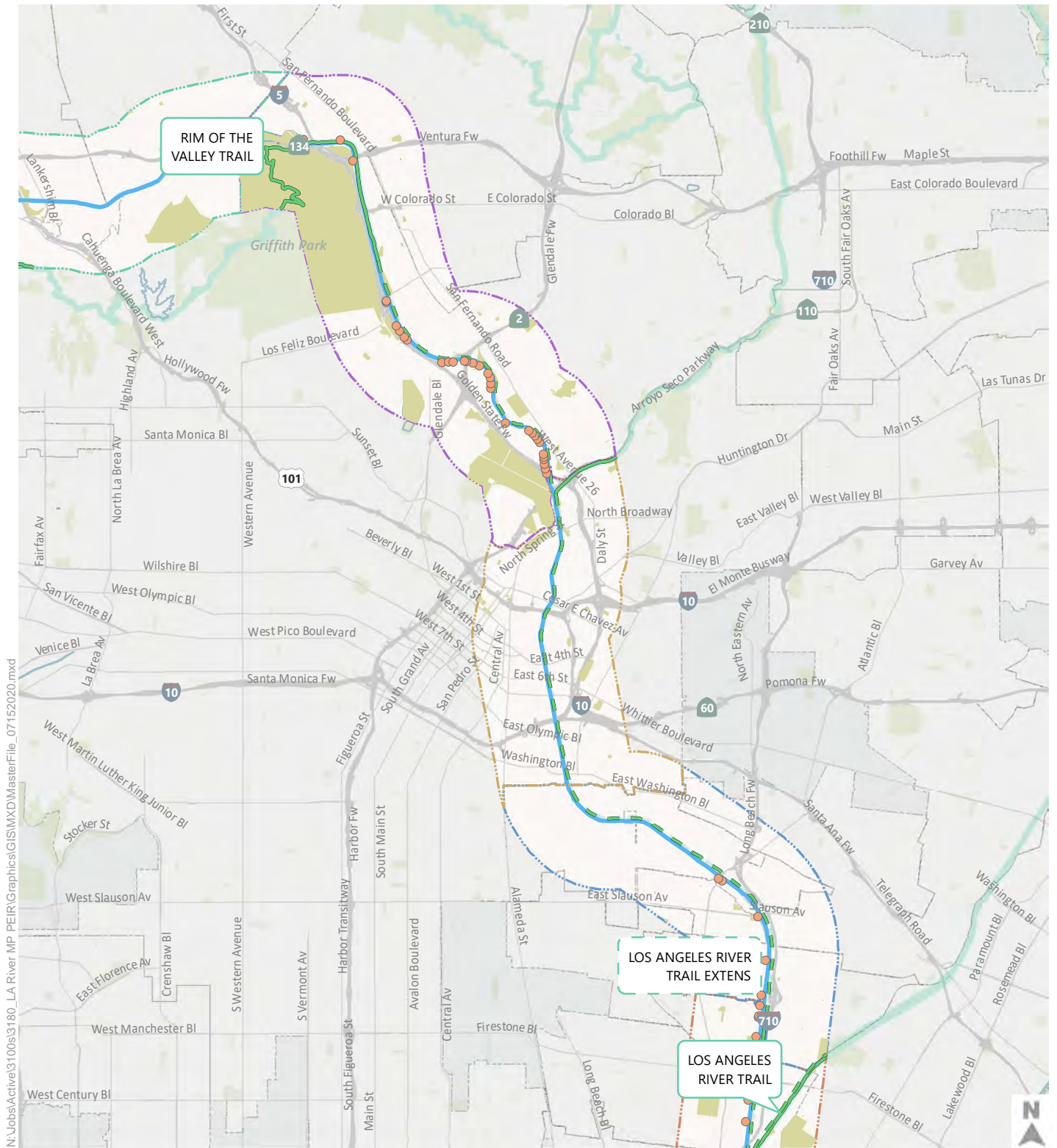


Figure 11

Trails, Parks and Trail Access Locations

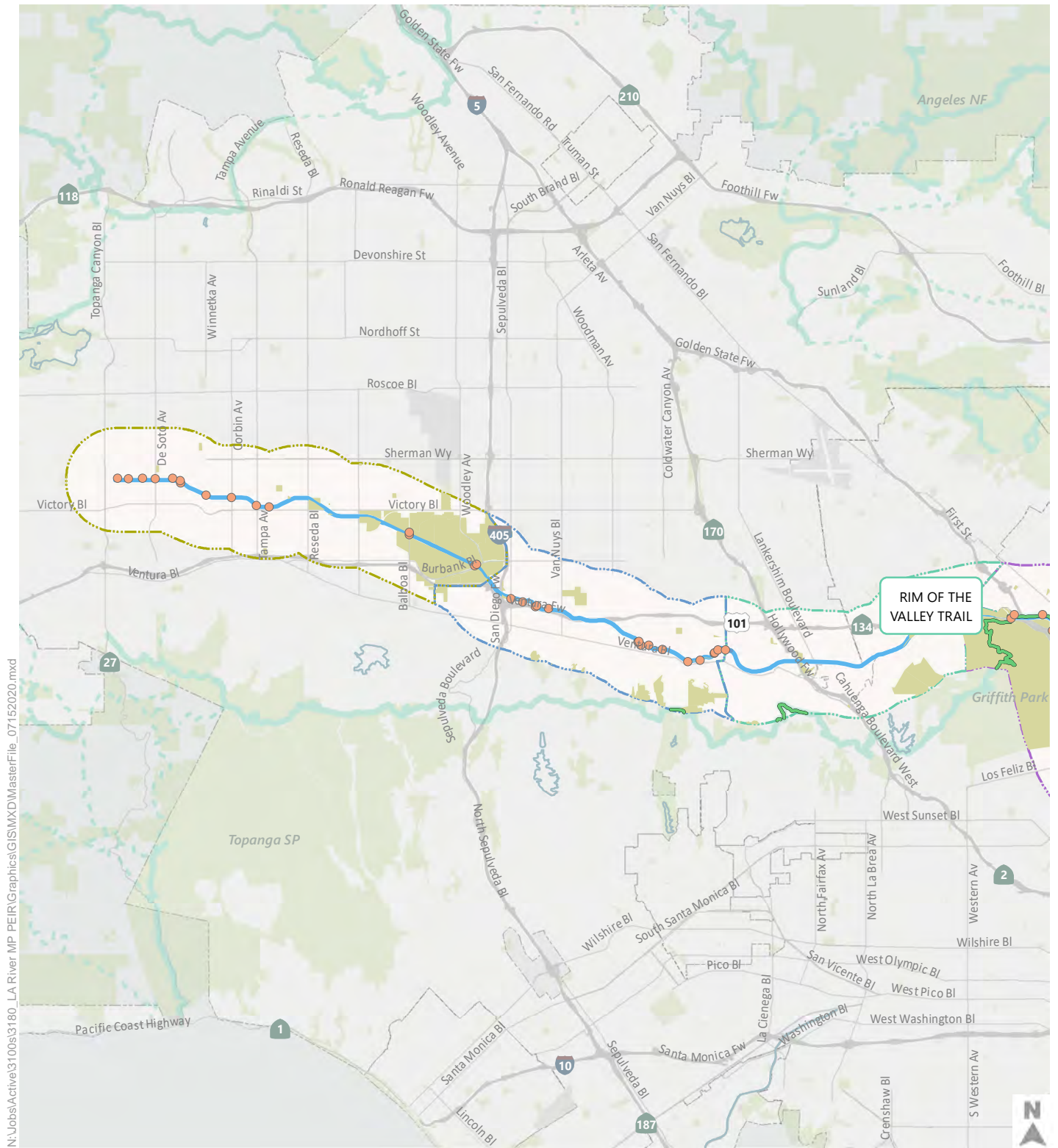


Figure 12

Trails, Parks and Trail Access Locations

TABLE 1
2020 LOS ANGELES RIVER MASTER PLAN
TRANSPORTATION AMENITIES BY FRAME

River Frame		Bicycle Facilities (Miles) Existing / Proposed				Trails Length (Miles)		Trail Access	Transit Routes	Parks
ID	Name	Class I	Class II	Class III	Class IV	Existing	Proposed	Points	Counts	% Land Area
1	Estuary	8.2 1.8	1.7 8.5	8.2 2.1	2.2 0.2	4.0	0.0	8	40	2%
2	South Plain	6.0 1.1	5.6 15.5	0.7 2.7	0.0 0.0	4.4	0.0	5	16	2%
3	Central Plain	8.2 9.5	0.7 23.9	1.1 23.2	0.0 0.0	5.6	4.0	15	18	5%
4	North Plain	2.5 7.7	0.0 7.2	0.0 5.8	0.0 0.0	0.0	5.5	5	18	1%
5	Heights	0.1 9.6	12.8 19.8	10.3 18.9	0.0 18.1	1.1	5.0	2	81	1%
6	Narrows	14.1 12.3	17.5 19.6	15.8 22.1	0.0 7.1	5.4	4.5	31	28	37%
7	East Valley	0.3 7.8	13.1 8.5	1.4 10.2	0.0 6.2	1.0	0.0	0	18	7%
8	Mid Valley	1.3 7.1	13.9 13.2	1.0 15.3	0.0 1.8	0.3	0.0	16	27	5%
9	West Valley	34.3 7.1	11.4 8.6	1.5 30.0	0.0 10.4	0.0	0.0	15	31	20%
	Total	75.1	76.7	40.0	2.2	21.7	19.0	97.0	277.0	9%

2.2 Regulatory Setting

2.2.1 State Plans and Policies

2.2.1.1 California Environmental Quality Act

State CEQA Guidelines Section 15064.3(a) establishes increases in VMT as the most appropriate measure of transportation impacts, and states that other considerations may include effects on transit and non-motorized travel. VMT as a metric for impacts is consistent with a broad range of State legislation, regional, and local programs, and plans and policies, and, as such, the State CEQA Guidelines also require consideration of whether a project may conflict either directly or indirectly with plans, policies, programs, or ordinances addressing circulation, particularly related to increases in VMT and associated reductions in GHG generation. The State has set ambitious targets for reductions in GHG generation, which in turn relates to transportation and required reductions in VMT, as transportation is the largest generator of GHGs by sector in the State (41 percent). Thus, legislation, programs, plans, and policies that target GHG generation and climate change relate directly to transportation and the need to reduce VMT.

2.2.1.2 Statewide Transportation Improvement Program

The California Transportation Commission (CTC) administers transportation programming. Transportation programming is the public decision-making process, which sets priorities and funds projects envisioned in long-range transportation plans. It commits expected revenues over a multi-year period to transportation projects. The Statewide Transportation Improvement Program (STIP) is a multi-year Capital Improvement Program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The California Department of Transportation (Caltrans) manages the operation of State Highways, including the freeways passing through Los Angeles County.

2.2.1.3 Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006

The California Global Warming Solutions Act of 2006 recognizes that California is a major contributor to U.S. GHG emissions. AB 32 acknowledges that such emissions cause significant adverse impacts on human health and the environment, and therefore must be identified and mitigated where appropriate. AB 32 also establishes a State goal of reducing GHG emissions to 1990 levels by 2020 – a reduction of approximately 30 percent from projected State emission levels and 15 percent from current State levels, with even more substantial reductions required in the future (ARB 2014). Pursuant to AB 32, the California Air Resources Board (ARB) must adopt regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. As the largest single sector of the economy that generates GHGs, changes in transportation is a focus of these efforts.

2.2.1.4 SB 32/Executive Order B-30-15

This executive order sets in place a new statewide policy goal to reduce GHG emissions 40 percent below their 1990 levels by 2030. This order acts as an intermediate goal to achieving 80 percent reductions by 2050. California is on track to meet or exceed the target of reducing GHG emissions to 1990 levels by 2020, as established in AB 32. California's new emission reduction target of 40 percent below 1990 levels by 2030 will make it possible to reach the goal established by Executive Order S-3-05 of reducing emissions 80 percent under 1990 levels by 2050. Such reductions will require major changes in the transportation sector.

This intermediate target was codified into law by SB 32, which was signed into law by Governor Jerry Brown on September 8, 2016.

2.2.1.5 SB 375

The adoption of SB 375 on September 30, 2008, created a process whereby local governments and other stakeholders must work together within their region to achieve the GHG reductions specified in AB 32 through integrated development patterns, improved transportation planning, and other transportation measures and policies. Under SB 375, ARB is required to set regional vehicular GHG reduction targets for 2020 and 2035. Additionally, SB 375 required that those targets be incorporated within a Sustainable Communities Strategy (SCS), a newly required element within the Metropolitan Planning Organization's (MPO's) Regional Transportation Plan (RTP). On September 23, 2010, ARB adopted the vehicular GHG emissions reduction targets that require a 7–8 percent reduction by 2020 and a 13–16 percent reduction by 2035 relative to emissions in 2005 for each MPO. The Southern California Association of Governments (SCAG) is the MPO for the Southern California region and is required to work with local jurisdictions, including the City. ARB has determined SCAG's reduction target for per capita vehicular emissions to be 8 percent by 2020 and 13 percent by 2035. Achieving such reductions will require major changes in the transportation sector, travel behavior, and mobility choices.

2.2.1.6 SB 743

To further the State's commitment to the goals of SB 375, AB 32, and AB 1358, Governor Brown signed SB 743 on September 27, 2013. SB 743 adds Chapter 2.7, Modernization of Transportation Analysis for Transit-Oriented Infill Projects, to Division 13 (Section 21099) of the Public Resources Code. Key provisions of SB 743 include eliminating the measurement of vehicle delay, or LOS, as a metric that can be used for measuring traffic impacts. Under SB 743, the focus of transportation analysis shifts from LOS to the reduction of VMT through the creation of multimodal transportation networks and promotion of a mix of land uses to reduce VMT. SB 743 required the OPR to amend the State CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Particularly for areas served by transit (i.e., transit priority areas [TPAs]), those alternative criteria must "promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses" (New Public Resources Code Section 21099[b][1]). Measurements of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated." OPR also has discretion to develop alternative criteria for areas that are not served by transit, if appropriate.

Pursuant to the mandate in SB 743, OPR adopted the revised State CEQA Guidelines in December 2018, recommending the use of VMT for analyzing transportation impacts under CEQA. In turn, Section 15064.3 was added to the State CEQA Guidelines, which states "generally, vehicle miles traveled is the most appropriate measure of transportation impacts." The revised guidelines require that lead agencies remove automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion, as a criterion for determining a significant impact on the environment pursuant to CEQA, except in locations specifically identified in the revised guidelines, if any. In accordance with this requirement, State CEQA Guidelines Section 15064.3(a), adopted in December 2018, states "a project's effect on automobile delay does not constitute a significant environmental impact." The requirements of SB 743 went into full effect as

of July 1, 2020. Los Angeles County has developed Transportation Impact Analysis Guidelines consistent with SB 743, which have been internally approved by Public Works; adoption is expected in 2021.

2.2.1.7 Caltrans Vehicle Miles Traveled-Focused Transportation Impact Study Guide

In May 2020, Caltrans published a VMT-based *Transportation Impact Study Guide* (TISG) consistent with SB 743. The TISG replaces the *Guide for the Preparation of Traffic Impact Studies* (Caltrans 2002). A key change is that CEQA documents will now consider different types of transportation impacts than previously examined. When analyzing the impact of VMT on the State Highway System resulting from local land use projects, the focus will no longer be on traffic at intersections and roadways immediately around project sites. Instead, the focus will be on how projects are likely to influence the overall amount of automobile use. The TISG is intended for use in analyzing land use projects or plans that may impact the State Highway System. It includes screening criteria to identify projects presumed to have a less-than-significant impact on VMT. For projects without a presumption of less-than-significant impact, Caltrans suggests use of OPR's 15 percent below existing city or regional VMT per capita recommended threshold of significance for land use projects and may request mitigation from projects and plans that do not meet those thresholds.

2.2.1.8 Caltrans Interim Land Development and Intergovernmental Review (LDIGR) Safety Review Practitioner's Guide

In July 2020, Caltrans published the *LDIGR Safety Review Practitioner's Guide*. This landmark document establishes project effects on roadway safety as a potential transportation impact area under CEQA. The guidance is interim and does not establish thresholds of significance. It applies to proposed land use projects and plans affecting the State Highway System. Local agencies may also utilize the interim guidance as a model for review of local facilities. District traffic safety staff should use Caltrans' latest *Highway Safety Improvement Program Guidelines* to identify safety impacts based on traffic safety investigations generated by network screening, or initiated by the district, that may be affected by the proposed project or plan, and should assess safety improvements to mitigate potential conflicts or adverse impacts on potential or programmed remedial measures. Instructions on conducting an intergovernmental traffic safety review are provided in the interim guidance.

2.2.2 Regional Plans and Policies

2.2.2.1 Regional Transportation Plan/Sustainable Communities Strategy

SCAG is the designated MPO for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for regional transportation, land use and growth management, and air quality. The County is one of many local and regional jurisdictions comprising SCAG.

SCAG updates its long-range (i.e., minimum 20 years) RTP/SCS every 4 years, per federal law (23 U.S. Code 134 et seq.) and State law (SB 375). SCAG's 2020–2045 RTP/SCS "Connect SoCal" was adopted in May 2020 for federal transportation conformity purposes and was adopted on September 3, 2020.

The SCS is a required element of the RTP that provides a plan for meeting GHG emissions reduction targets set forth by ARB. It provides growth forecasts that are used in the development of air quality-related land use and transportation control strategies by the South Coast Air Quality Management District (SCAQMD).

ARB has determined SCAG's reduction target for per capita vehicular emissions to be 8 percent by 2020 and 19 percent by 2035 relative to the 2005 baseline. Successfully meeting these targets will require substantial effort to reduce VMT. The 2020–2045 RTP/SCS calls for investing \$638 billion over the 25-year term of the plan toward over 4,000 transportation projects, all of which collectively are expected to result in a 5 percent reduction in daily VMT per capita and a more than 25 percent decrease in traffic delay per capita. Investments will focus on maintaining and better managing the existing transportation network, expanding mobility choices, and increasing investment in transit and complete streets.

Of the 10 goals presented in the 2020–2045 RTP/SCS, 5 are applicable to transportation:

- Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.
- Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.
- Goal 4: Increase person and goods movement and travel choices within the transportation system.
- Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.
- Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.

2.2.2.2 Metro Long Range Transportation Plan (2009) and Congestion Management Program

Metro's 2009 Long Range Transportation Plan (LRTP) provides a 30-year vision for Los Angeles County's transportation system to the year 2040. The LRTP identifies public transportation and highway projects, funding forecasts over a 30-year timeframe, multi-modal funding availability, sub-regional needs, and project performance measures. The Los Angeles County Congestion Management Program (CMP) is State-mandated and serves as the monitoring and analytical basis for transportation funding decisions made through the Federal Transportation Improvement Plan (FTIP) and Statewide Transportation Improvement Plan (STIP). The framework for the CMP is linked to the idea that congestion can be mitigated by continuing to add capacity to roadways because the primary metric that drives the program is LOS. Over the last several years, the CMP has become increasingly outdated in relation to the direction of regional, State, and federal transportation planning requirements. In 2018, the Metro Board of Directors acted to initiate the process to opt-out of the State-mandated program. The County is now exempt from the CMP.

2.2.2.3 Metro Our Next LA Long Range Transportation Plan (Draft, 2020)

Metro's draft 2020 Long Range Transportation Plan, titled *Our Next LA*, is the first update to the LRTP since 2009, and provides a vision for transportation in Los Angeles County through 2047—*Our Next LA* was adopted by the Metro Board of Directors on September 24, 2020. The plan aims to address population growth, changing mobility needs and preferences, technological advances, equitable access to opportunity, and adaptation to a changing environment. The plan details construction of an additional 100 miles of fixed-guideway transit, investments in arterial and freeway projects to reduce congestion, and construction of regional-scale bicycle and pedestrian projects to increase active transportation, including the Rail to Rail Active Transportation Corridor and the LA River Trail. Other efforts detailed in the plan include traffic management practices for congested roadways (e.g., ExpressLanes toll lanes), maintaining and upgrading the existing transportation system for all modes, and partnering with local, State, and federal agencies, and the

private sector. Our Next LA includes transit and highway improvements funded by Measure M, as well as expansion of off-peak transit service, of the active transportation network, and of programs such as ExpressLanes, partnerships to provide bus only lanes and freight management policies, and bold policy proposals, including free transit, faster bus trips, and subregional congestion pricing.

2.2.3 Local Plans and Policies

2.2.3.1 Los Angeles County SB 743

In response to SB 743, Public Works has developed new Transportation Impact Analysis Guidelines that include a comprehensive methodological approach to the assessment of transportation impacts. The County Guidelines are based upon OPR technical guidance, but also reflect local conditions. The updated set of guidelines, methods, and impact criteria for CEQA analyses focus on VMT, roadway and intersection geometric hazards, and policy conflicts. They include guidance on VMT-based thresholds of significance and a process to screen out projects that will not require VMT analysis (due to their size, location, proximity to transit, or other factors). The County Guidelines provide guidance on thresholds for new development projects that should be determined based on a project's land use.

2.2.3.2 Los Angeles County Bicycle Master Plan

In 2012, Los Angeles County updated its Bicycle Master Plan. It includes a vision for a diverse regional bicycle system of interconnected bicycle corridors, support facilities, and programs to make bicycling more practical and desirable. It focused on expanding the existing network, connecting gaps, addressing constrained areas, providing greater connectivity at both the local and regional level, and encouraging more residents to bicycle more often. The plan proposed 831 miles of new bikeways over 20 years, including more than 70 miles of Class I bicycle facilities, almost 275 miles of Class II bicycle facilities, almost 465 miles of Class III sharrows facilities, and more than 20 miles of bicycle boulevards. It also outlines a range of recommendations to increase bicycling, including development of complete streets, improving safety, increasing public awareness, and supporting bicycling.

The County maintains a 16.7-mile portion of the LA River Bike Path extending from the Shoreline Bikeway in Long Beach to Atlantic Boulevard in the City of Vernon. The communities of Rancho Dominguez and East Rancho Dominguez are the only unincorporated communities adjacent to the LA River Bike Path. South of Imperial Highway, the LA River Bike Path runs along the east bank of the river. At Imperial Highway in South Gate, at the confluence of the LA River and Rio Hondo, the path splits into two directions. The LA River Bike Path continues north, although the path switches over to the west bank where it continues along the river until its terminus at Atlantic Boulevard. The path along the east bank becomes Rio Hondo Path north of Imperial Highway and continues northeasterly along the Rio Hondo. Relevant goals, policies, and implementation actions include:

- Goal 1 – Bikeway System – Expanded, improved, and interconnected system of county bikeways and bikeway support facilities to provide a viable transportation alternative for all levels of bicycling abilities, particularly for trips of less than five miles.
 - Policy 1.1 – Construct the bikeways proposed in 2012 County of Los Angeles Bicycle Master Plan over the next 20 years.

- IA 1.1.1 – Propose and prioritize bikeways that connect to transit stations, commercial centers, schools, libraries, cultural centers, parks, and other important activity centers within each unincorporated area and promote bicycling to these destinations.
- IA 1.1.2 – Coordinate with adjacent jurisdictions and Metro to implement bicycle facilities that promote connectivity.
- Policy 1.4 – Support the development of bicycle facilities that encourage new riders.
 - IA 1.4.2 – Provide landscaping along bikeways where appropriate.
 - IA 1.4.4 – Allow the use of and promote new and/or innovative bicycle facility designs and standards on County bicycle facilities.
- Policy 1.6 – Develop a bicycle parking policy.
 - IA 1.6.1 – Identify where bicycle parking facilities are needed and identify the appropriate type.
- Goal 2 – Safety – Increased safety of roadways for all users.
 - Policy 2.2 – Encourage alternative street standards that improve safety such as lane reconfigurations and traffic calming.
 - IA 2.2.3 – Investigate the use of reflective striping alternatives on Class I bike paths that would address concerns with slippery conditions that generally result from traditional reflective striping.
 - Policy 2.3 – Support traffic enforcement activities that increase bicyclists' safety.
 - Encourage enforcement agencies to conduct traffic enforcement on Class I Bikeways.
 - Policy 2.4 – Evaluate impacts on bicyclists when designing new or reconfiguring streets.
 - IA 2.4.2 – Conduct biennial counts of bicyclists on key bikeways to gauge the effectiveness of the county's bicycle facilities in increasing bicycle activity.
 - IA 2.4.3 – Use alternative Level of Service standards that account for bicycles and pedestrians.
- Goal 4 – Encouragement Programs
 - Policy 4.2 – Encourage non-automobile commuting.
 - Policy 4.3 – Develop maps and wayfinding signage and striping to assist navigating the regional bikeways.

2.2.3.3 Los Angeles County Vision Zero Action Plan

The Vision Zero Action plan, published in 2019, focuses County efforts for the years 2020–2025 to achieve the goal of eliminating traffic-related fatalities and severe injuries on unincorporated County roadways by 2035. The plan includes a vision for the future, objectives, and actions to enhance traffic safety. It is guided

by principles of health equity, data driven processes, and transparency. It identifies Collision Concentration Corridors throughout the unincorporated County areas: any half-mile roadway segment on which three or more fatal or severe injury collisions occurred over a 5-year period. Strategies to improve roadway safety and reduce collisions include a wide range of roadway enhancements, such as lighting, curb extensions, and pedestrian signal timing, and a commitment to collaborate on data analysis and develop partnerships across jurisdictions. The plan is structured around five objectives: enhancing County processes and collaboration; addressing health inequities and protecting vulnerable users; collaborating with communities to enhance roadway safety; fostering a culture of traffic safety; and transparency, responsiveness, and accountability.

2.2.3.4 Municipal General Plans, Bicycle Master Plans, and Climate Actions Plans

The 18 jurisdictions (17 cities and unincorporated area) within the study area set transportation policy through the circulation or mobility element of their general plans, and through other policy documents such as bicycle master plans or climate action plans. While it is good practice for these documents to be updated regularly, there is no regulatory timeframe governing their update, and some cities have not revised their general plans or circulation elements since the early 1990s. Additionally, while almost all of the cities identify specific policy goals surrounding transportation along the LA River, not all do, and in most cases, there is little framework in place for interjurisdictional coordination between river cities toward LA River development.

The relevant policies from each city's regulatory documents are provided below.

City of Bell

The City of Bell is located in River Frame 4.

City of Bell 2030 General Plan (2018)

- No river-specific transportation policies

Bicycle Master Plan (2016)

- Goal 3 – Promote community health
 - Create connectivity to community assets (parks, schools, riverbed)

City of Bell Gardens

The City of Bell Gardens is located in River Frame 4.

City of Bell Gardens General Plan 2010 (1995)

- No river-specific transportation policies

City of Burbank

The City of Burbank is located in River Frame 7.

Burbank Bicycle Master Plan (2009)

- Objective B – Identify and implement a network of bikeways that is feasible, fundable, and that serves all bicyclists' needs, especially for travel to employment centers, schools, commercial and retail districts, transit stations, and institutions, while not excluding the needs of recreational cyclists.
 - Objective B Policy Action 8 – Create strong connections between the regional Class I bike paths (Los Angeles River, Chandler, and San Fernando), as well as Metrolink Stations.

Burbank Mobility Element 2035 (2013)

- Goal 2 – Sustainability
 - Policy 2.1 – Improve Burbank's alternative transportation access to local and regional destinations through land use decisions that support multimodal transportation.
 - Policy 2.3 Prioritize investments in transportation projects and programs that support viable alternatives to automobile use.
- Goal 5 – Bicycle and Pedestrian Mobility
 - Policy 5.2 – Implement the Bicycle Master Plan by maintaining and expanding the bicycle network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer.
 - LA River bike bridge is a funded project

Burbank 2035 Greenhouse Gas Reduction Plan (2013)

- Measure T-1.4 – Bicycle Infrastructure Expansion
 - The Bicycle Master Plan identifies an additional 12.0 miles of Class I and Class II facilities as top priority projects. Approximately 5.0 miles of these top priority projects have already received funding and are currently in various stages of development, including the South Channel Bikeway, the San Fernando Bikeway, extension of the Verdugo bike lanes, the Keystone Bicycle Boulevard project, and the LA River Bike Bridge project. Future bicycle lane expansion should focus on connecting high-visitation sites (e.g., dense residential areas, commercial and employment centers, transit hubs, parks and recreation areas) with Class I and II facilities to encourage a travel mode shift from cars to bicycles, especially for non-commute trips.

City of Carson

The City of Carson is located in River Frame 2.

Carson General Plan – Transportation and Infrastructure Element (2004)

- Goal TI-4 – Increase the use of alternate forms of transportation generated in, and traveling through, the City of Carson.

- Policy TI-4.3 – Provide appropriate bicycle access throughout the City by implementing the Bicycle Plan.
 - TI-IM-4.10 – Complete an approve Bicycle Plan (as defined by the MTA) and implement it as availability arises through private development, private grants, public grants (particularly the MTA call for projects) signing of shared routes, and cooperation with other agencies such as the County of Los Angeles for bicycle routes along channels.
 - Master Plan of Bikeways completed in 2013, includes a proposed facility on Del Amo Boulevard which would connect to the LA River.
 - TI-IM-4.13 – Continue coordination of bicycle route planning and implementation with adjacent jurisdictions and regional agencies.

City of Commerce

The City of Commerce is located in River Frame 4.

City of Commerce 2020 General Plan (2008)

- No river-specific transportation policies

City of Compton

The City of Compton is located in River Frames 2 and 3.

Draft Compton General Plan 2030 (2011)

- No river-specific transportation policies

City of Compton Bicycle Master Plan (2015)

- Plan Goals – Improve the health of all Compton residents by making the healthy choice the easy choice.
 - Create a comprehensive system of bikeways that connects key destinations.
- Includes a number of facilities connecting to the LA River, including a new path on the west bank, as well as participation in Metro Bike, with a station along the River.

City of Cudahy

The City of Cudahy is located in River Frame 3.

Cudahy 2040 General Plan – Circulation Element (2017)

- Goal CE-2 Improved mobility and safety through roadway, bicycle, and pedestrian facilities enhancements and increased public transit connectivity.
 - Policy CE-2.1 – Create, adopt, and implement a Bicycle Master plan.

- LA River access – increasing access points and enhancing connections to the River is a priority. Planned connections on Clara, Elizabeth, and Cecilia Streets.
- River Road repurposing – River Road will be closed to vehicular traffic and redesigned as a place for people to engage in active transportation and recreation. The River Road Green will also allow for direct pedestrian and bike connections to the LA River. The River Road Green streetscape elements include landscaping (including shade trees), pedestrian-scale lighting, and wayfinding signs.

Cudahy 2040 General Plan – Open Space and Conservation Element (2017)

- Policy OSCE-2.12 – Consider ways to improve access to the LA River Trail from Cudahy by addressing differences in grade and increasing the number of points of access.

City of Downey

The City of Downey is located in River Frame 3.

Downey Vision 2025 General Plan – Circulation Element (2005)

- Goal 2.2.2.2 – Establish a bikeway master plan to link employment centers, recreational facilities, and bikeways along the Rio Hondo River, the San Gabriel River, UPRR, and those of neighboring communities via a network of bike routes, lanes, and paths.

City of Glendale

The City of Glendale is located in River Frame 6.

City of Glendale General Plan – Circulation Element (1996)

- Goal 2 – Construct the complete bikeway system as identified in the Bikeway Master Plan.

Greener Glendale (2012)

- Urban Nature Objective UN4 – Ensure there is accessible park and recreational open space to serve residents.
 - Urban Nature Strategy UN4-C – Continue to maintain and develop recreational trails.
 - Glendale is committed to using 100% of its LA Riverfront as a recreational amenity. The riverfront will provide nearly a mile of multi-use trail, several small riverfront parks, and an equestrian facility.

Bicycle Transportation Plan (2012)

- Policy 1 – The City will develop a complete bikeway network throughout Glendale
 - Action – Implement planned citywide network of bikeway improvements.
 - Planned bikeways – Class I and Multipurpose – Glendale Narrows Riverwalk

- Plan to build a bridge over the LA River to connect Glendale to the LA River bicycle path and Griffith Park.
- Doran Street potential river access

City of Huntington Park

The City of Huntington Park is located in River Frame 4.

City of Huntington Park 2030 General Plan – Mobility Element (2017)

- Mobility & Circulation Element Policy 18 – The City of Huntington Park shall work with adjacent jurisdictions and Metro to develop a network of on-street bike lanes or off-street bike paths.

City of Long Beach

The City of Long Beach is located in River Frames 1 and 2.

Mobility Element of the City's General Plan (2013)

- Strategy No. 1 – Establish a network of complete streets that complements the related street type.
 - MOP Policy 1-9 – Increase mode shift of transit, pedestrians, and bicycles.
- Strategy No. 2 – Reconfigure streets to emphasize their modal priorities.
 - MOP Policy 2-16 – Close gaps in the existing bikeway system.
 - The Mobility Element planned seven bike/ped bridges across the LA River.
- Strategy No. 5 – Reduce the environmental impacts of the transportation system.
 - MOP Policy 5-2 – Reduce VMT and vehicle trips through the use of alternative modes of transportation and TDM.

Bicycle Master Plan 2040 (2017)

- Strategy 1 – Develop a comprehensive bikeway network.
 - 1.1 – Expand, improve, and connect the bikeway network to provide a viable transportation option for all levels of bicycling abilities.
 - 1.4 – Upgrade bridges, intersections, freeway ramps, tunnels, and any other obstacles that impede safe and convenient bicycle passage.

City of Los Angeles

The City of Los Angeles is located in River Frames 1, 2, 5, 6, 7, 8, and 9.

Mobility Plan 2035 (2016)

- Chapter 1 – Safety First

- Policy 1.9 – Recreational Trail Safety – Balance user needs on the city’s public recreational trails.
- Chapter 2 – World Class Infrastructure
 - Policy 2.3 – Pedestrian Infrastructure – Recognize walking as a component of every trip and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.
 - Policy 2.6 – Bicycle Networks – Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.
 - Policy 2.12 – Walkway and Bikeway Accommodations – Design for pedestrian and bicycle travel when rehabilitating or installing a new bridge, tunnel, or exclusive transit right-of-way.
- Chapter 3 – Access for All Angelenos
 - Policy 3.2 – People with Disabilities – Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.
 - Policy 3.11 – Open Streets – Facilitate regular “open street” events and repurposing of the public right-of-way.
- Chapter 4 – Collaboration, Communication & Informed Choices
 - Policy 4.11 – Cohesive Regional Mobility – Communicate and partner with the Southern California Association of Governments, Metro, and adjacent cities and local transit operators to plan and operate a cohesive regional mobility system.
 - Policy 4.14 – Wayfinding – Provide widespread, user-friendly information about mobility options and local destinations, delivered through a variety of channels and including traditional signage and digital platforms.
- Chapter 5 – Clean Environments & Healthy Communities
 - Policy 5.1 – Sustainable Transportation – Encourage the development of a sustainable transportation system that promotes environmental and public health.
 - Policy 5.2 – Vehicle Miles Traveled – Support ways to reduce vehicle miles traveled per capita.
 - ENG.16 – Los Angeles River – Implement Greenway 2020 (a locally led effort to complete the bicycle path along the entire 32-mile stretch of the Los Angeles River by 2020) and Los Angeles River Greenway Trail to provide a multi-generational trail and provide active transportation options to disadvantaged communities.

County of Los Angeles

Unincorporated County areas are located in River Frames 2, 3, 4, and 7.

Mobility Plan 2035: An Element of the General Plan (2015)

- Goal M2 – Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths, and trails that promote active transportation and transit use.

- Policy M2.5 – Ensure a comfortable bicycling environment by implementing the following, whenever appropriate and feasible:
 - Appropriate lighting on all bikeways, including those in rural areas.
- Policy M2.7 – Require sidewalks, trails, and bikeways to accommodate the existing and projected volume of pedestrian, equestrian, and bicycle activity, consider both the paved width and the unobstructed width available for walking.
- Policy M2.8 – Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations.
- Goal M4 – An efficient multimodal transportation system that serves the needs of all residents.
 - Policy M4.1 – Expand transportation options that reduce automobile dependence.
 - Policy M4.10 – Support the linkage of regional and community-level transportation systems, including multimodal networks.
 - Policy M4.12 – Work with adjacent jurisdictions to ensure connectivity and the creation of an integrated regional network.
- Goal M7 – Transportation networks that minimize negative impacts to the environment and communities.
 - Policy M7.1 – Minimize roadway runoff through the use of permeable surface materials, and other low impact designs, wherever feasible.

Community Climate Action Plan (2015)

- LUT-1 – Bicycle Programs and Supporting Facilities – Construct and improve bicycle infrastructure to increase bicycling and bicyclist access to transit and transit stations/hubs. Increase bicycle parking and “end-of-trip” facilities.
- LUT-11 – Sustainable Pavements Program – Reduce energy consumption and waste generation associated with pavement maintenance and rehabilitation.

City of Lynwood

The City of Lynwood is located in River Frame 3.

City of Lynwood General Plan (2003)

- Policy CIRC-2.2 – Lane and Trails Policy – Provide a circulation network that accommodates the safe and efficient movement of cyclists on bike lanes and bike trails.
 - CIRC Implementation Measure 25.0 – Off-street bicycle trails should use open space corridors, flood control, and utility easements where possible. Such trails shall minimize automobile cross traffic within the City.

City of Maywood

The City of Maywood is located in River Frame 4.

City of Maywood General Plan – Mobility Element (1993)

- Policy 4.3 – Support efforts to link the bicycle path system to the LA River Bicycle Trail. Coordinate with organizations such as the Northeast Trees to create regional bicycle path system.
 - Action C-12 – Coordinate with the County and Metro to improve City bicycle route connections to the Los Angeles County bicycle route system. Encourage links to transit stations and the LA River Bicycle Trail.

City of Paramount

The City of Paramount is located in River Frame 3.

Paramount General Plan – Mobility Element (2007)

- Land Use Element Policy 17 – The City of Paramount will develop new open space areas in utility rights-of-way, along the LA River, and as part of future park development.

City of South Gate

The City of South Gate is located in River Frame 3.

Bicycle Transportation Plan (2012)

- Policy 1 – The City will develop a complete bikeway network throughout South Gate.
 - The proposed bikeway network includes several new bicycle and pedestrian bridges over the I-710 and the LA River, and several access improvements to the bicycle path on the LA River.

South Gate General Plan 2035 – Mobility Element (2014)

- Policy ME 1.2 P.1 – The City should improve the street system by adding to the street grid in the north-east part of the City to relieve the Firestone/Atlantic intersection, including providing additional overcrossings of the LA River and the I-710 freeway, and an additional north-south collector street between Atlantic Avenue and the LA river.
- Policy ME 2.1 P.1 – The City should develop and maintain a citywide bicycle network of off-street bike paths, on-street bike lanes, and bike streets.
- Implementation Action ME 1.4 – Area Bounded by I-710, Tweedy Boulevard, Atlantic Avenue, UP Railroad Corridor (east-west): Conduct studies to explore/implement improvements to the currently lacking street grid in this area in order to relieve pressure on the intersection of Firestone Boulevard and Atlantic Avenue.
- Implementation Action ME 1.9 – Independence Avenue/Ardmore Avenue: Extend eastwards as a Collector Street to Atlantic Avenue, then easterly across the LA River and I-710 Freeway (with possible ramp connection) to Garfield Avenue. The cross-section should include bike lanes.

- Implementation Action ME 1.11 – Southern Avenue: Extend east, as an Avenue (four lanes), across the LA River and the I-710 Freeway to connect to Garfield Avenue.
- Action ME 21 – Improve bicycle access to the regional bike paths on the LA River and the Rio Hondo Channel.

South Gate General Plan 2035 – Green City Element (2014)

- GC 2.1 P.1 – New trails should contribute to increased connectivity across the City by reducing pedestrian and cycle travel times, integrating with existing sidewalks, bike lanes, and other bicycle/pedestrian infrastructure, and providing an alternative mode of access to goods services, and other desirable destinations.
- GC 2.1 P.3 – Whenever possible, trails should be multi-use, accommodating both cyclists and pedestrians.
- GC 2.1 P.5 – The City should enhance the existing Class I bicycle facilities that run along the east side of the Rio Hondo Channel and the west side of the LA River, transforming them from underutilized pathways to beautified, connected pedestrian and bicycle thoroughfares with amenities such as benches, tables, and lighting.
- GC 2.1 P.6 – The City will pursue a Class I trail along the LADWP right-of-way that connects the west side of the City to the LA River.
- GC 2.1 P.7 – The City will pursue a Class I trail along the railroad right-of-way between Ardmore and Independence Avenues. This trail should connect the College District with the potential Gateway Transit Village and the LA River.
- GC 2.2 P.1 – The City will plan for the continuation of equestrian facilities along the LA River and Rio Hondo Channel.

City of Vernon

The City of Vernon is located in River Frame 4.

City of Vernon General Plan – Circulation Element (2015)

- Policy CI-1.1 – Continue to improve the street system to meet the minimum standards contained in this Element.
 - Atlantic Boulevard Bridge Widening – The City of Vernon is planning to widen the Atlantic Boulevard Bridge over the LA River. The project plans to widen bridge to six lanes.
- Policy CI-1.12 – Cooperate with the Metropolitan Transportation Authority and other local agencies in their efforts to complete a bicycle path along the levee of the LA River connecting to adjacent jurisdictions.

City of Vernon General Plan – Resources Element (2015)

- Policy R-3.2 – Cooperate with regional efforts to upgrade the appearance and open space value of the LA River Channel.

Bicycle Master Plan (2017)

- Objective 1.B – Eliminate barriers and gaps in the bikeway network.
- Strategy 1.B.1 – Pursue construction of a Class I bicycle path along the LA River between the current path terminus at Atlantic Boulevard and the northern city boundary.
- Strategy 1.B.2 – Identify connections to and from the existing and planned LA River bicycle path.
- Strategy 1.B.3 – Identify opportunities to improve bicycle connectivity across the LA River and I-710.
- Strategy 1.B.4 – Coordinate with neighboring jurisdictions to construct bikeways that provide continuous connections across jurisdictional boundaries.

2.2.3.5 1996 Los Angeles River Revitalization Master Plan

The *1996 Los Angeles River Revitalization Master Plan* was adopted by Los Angeles County in 1996. Its overarching goal was to improve the aesthetic, recreational, and environmental condition of the LA River and its tributary, the Tujunga Wash, while still recognizing the primary need for flood management. The plan envisioned a continuous bikeway along both the LA River and the Tujunga Wash. It included strategies to improve conditions for bicyclists using the river path for both transportation and recreational cycling, for example planting a continuous greenway of trees along the river to provide shade and visual relief along the corridor and implementation of zoning requirements and development incentives for properties along the river to potentially increase access to destinations. Plan design guidelines provided a framework for bike path landscaping, access improvements, signage, fencing, and maintenance. Plan projects fell into six groupings:

1. Aesthetic improvements
2. Economic development
3. Environmental enhancements
4. Flood management and water conservation
5. Jurisdiction and public involvement
6. Recreation

Given the primary need for flood management, all projects were to be designed in accordance with USACE and Los Angeles County flood management standards. It was assumed that impacts on the transportation system would be less than significant.

2.2.3.6 Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment

In 2016, the Los Angeles County Department of Parks and Recreation published the *Comprehensive Parks and Recreation Needs Assessment*. The assessment was designed to quantify the need for parks and recreation resources and the potential costs of meeting that need. The assessment identified parks as key urban infrastructure and utilized five metrics to identify overall park need: park condition, park access, park amenities, park land, and park pressure. Park pressure examines the effect on parks of population density by capturing the potential demand if each resident of the County were to use the park closest to them. If population density surrounding a park is high and/or park acreage is low, there is likely to be a park need that would otherwise escape detection using only park land and access metrics. Parks with a small number of acres per 1,000 nearby residents are likely to be more heavily used than parks with a larger number of acres

per 1,000 residents. Areas surrounding the LA River's east-west stretch through the San Fernando Valley were identified as being park-rich, whereas almost all the areas surrounding the river's north-south stretch through Downtown Los Angeles and South Los Angeles were identified as having a high or very high park need.

2.2.3.7 Lower Los Angeles River Revitalization Plan

The *Lower Los Angeles River Revitalization Plan* seeks to achieve the LA River's potential value as a place for relaxation, discovery, recreation, tourism, and economic development. It is organized around three overarching themes: interconnectedness of the people, the culture, the river, and the watershed; nontraditional education pathways and place-based learning, engaging a wide audience; and multiple benefit thinking, leveraging education and connectedness. The *Lower Los Angeles River Revitalization Plan* describes opportunities for improving the environment and quality of life along the river. Along with specific project opportunities, the plan includes four project templates designed to enable rapid revitalization, connectivity, and consistency between new projects. It also provides tools to help prevent the displacement of residents and local businesses as revitalization-induced investments occur throughout the corridor. A Community Stabilization Toolkit (the Toolkit) was developed to highlight policies and programs that can be used to protect the existing river-adjacent communities.

3. Chapter 3 – CEQA Analysis

This chapter assess the impacts of the proposed Project in accordance with Appendix G to the State CEQA Guidelines. Transportation impacts would be considered significant if the Project were found to:

1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
2. Conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b).
 - State CEQA Guidelines Section 15064.3, subdivision (b) includes the criteria for analyzing transportation impacts, as follows:
 - **Land Use Projects.** Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less-than-significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less-than-significant transportation impact.
 - **Transportation Projects.** Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less-than-significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
4. Result in inadequate emergency access.

As described in Chapter 1, *Introduction*, this study includes program-level analysis for the *2020 LA River Master Plan*. The two Typical Projects, the six KOP categories and related design components, and the overall *2020 LA River Master Plan* implementation in its entirety are analyzed qualitatively at a program level.

3.1 Programs, Plans, Ordinances, or Policies Conflict Review

State CEQA Guidelines Section 15064.3(a) establishes increases in VMT as the most appropriate measure of transportation impacts, and states that other considerations may include effects on transit and non-motorized travel. VMT as a metric for impacts is consistent with a broad range of State legislation, regional, and local programs, and plans and policies, and as such, the State CEQA Guidelines also require consideration of whether a project may conflict either directly or indirectly with plans, policies, programs, or ordinances addressing the circulation system, particularly related to increases in VMT and associated reductions in GHG generation, including transit, roadway, bicycle, and pedestrian facilities. The State has set ambitious targets for reductions in GHG generation, which in turn relates to transportation and required

reductions in VMT, as transportation is the largest generator of GHGs by sector in the State (41 percent). Thus, legislation, programs, plans, and policies that target GHG generation and climate change relate directly to transportation and the need to reduce VMT. The *2020 LA River Master Plan*'s objectives to provide 51 continuous miles of equitable, inclusive, and safe multi-use trails, and to enhance opportunities for equitable access to the river corridor directly support State VMT reduction goals. Its consistency with applicable legislation, plans, and policies is discussed below.

3.1.1 Assessment of Consistency with Programs, Plans, Ordinances, and Policies

Los Angeles County published a draft of the *2020 LA River Master Plan*, an update to the *1996 Los Angeles River Revitalization Master Plan*. The *2020 LA River Master Plan* was guided by three co-equal themes of water, people, and environment. It recognizes the need for resilient systems that address the most complex issues facing the Los Angeles region in order to create 51 miles of connected open space that includes clean water, native habitat, parks, recreation, multiuse trails, art, cultural resources, equity, access, mobility, and economic opportunity, while providing flood risk management. The *2020 LA River Master Plan* builds on over two decades of planning and implementation efforts for the LA River, yet offers a unique approach from previous work in that analysis work was conducted for the entire 834-square-mile watershed.

The *2020 LA River Master Plan* would guide all Los Angeles County departments in decision-making for *2020 LA River Master Plan* projects, likely over the next 25 years needed to complete implementation. Other agencies and municipalities are encouraged to adopt the *2020 LA River Master Plan* for their jurisdictions and partner with Los Angeles County in making the *2020 LA River Master Plan* a reality.

The transportation elements of the *2020 LA River Master Plan* are only one component of a much broader project with a focus on flood management, habitat restoration, biological resource preservation, and community engagement. The *2020 LA River Master Plan* Actions that directly relate to transportation include:

1. Action 2.1 Create 51 miles of connected spaces along the river.
2. Action 2.2 Complete the LA River Trail so that there is a continuous route along the entire river and encourage future routes on both sides where feasible.
3. Action 2.2.1 In places where the right of way is too narrow for a river trail, pursue easements on adjacent property to complete the trail or utilize bridges, platforms, or cantilevers.
4. Action 2.2.2 Increase the extent of multi-use trails parallel to the river with separate paths for active transport, pedestrians, and equestrians, especially in areas of high traffic.
5. Action 2.2.3 Provide bicycle parking and encourage bicycle rental facilities and bike share along the river.
6. Action 4.1 Create welcoming access points and gateways to the LA River and LA River Trail to optimize physical access along its length, on both sides.
7. Action 4.1.1. Make the river trail and gateways universally accessible and inclusive.
8. Action 4.1.2 Prioritize access for areas with limited access or areas that need improvements to existing access points.
9. Action 4.1.3 Prioritize access near major destinations, including schools, libraries, parks, transit stops, and job centers.
10. Action 4.1.4 Encourage the development of safe routes to the river.
11. Action 4.1.5 Obtain easements adjacent to the river to create access.

12. Action 4.2 Increase safe transportation routes to the river.
13. Action 4.2.1 Coordinate with Los Angeles County transportation plans, including Vision Zero, the Bicycle Master Plan, Metro plans, municipally adopted transportation plans, and the Step by Step Pedestrian Plan.
14. Action 4.2.2 Provide pedestrian and bicycle connections across the river every half mile.
15. Action 4.2.3 Encourage all new pedestrian or road bridges over the river to provide pedestrian and bicycle access to the river trail.
16. Action 4.2.4 Provide continuous pathways between the river and nearby recreation spaces.
17. Action 4.2.5 Encourage cities to adopt complete streets policies to better connect neighborhoods to the river.
18. Action 4.2.6 Increase the extent of multiuse trails that connect to the river with separate paths for active transport, pedestrians, and equestrians.
19. Action 4.2.7 Coordinate with transportation agencies to enhance public transit to and along the river.
20. Action 4.2.8 Coordinate with transportation planning to encourage transit lines that cross the river to have stops that provide access to the river trail.
21. Action 4.2.9 Promote the use of public transportation to get to and from the river trail.
22. Action 4.2.10 Develop information materials and signage that highlight the river trail as a transportation route to major job centers and destinations.
23. Action 7.5.2 Encourage existing river-adjacent development to orient its "front door" toward the river and public transportation.

These transportation-related actions can be grouped into three high-level categories:

1. The creation of a continuous trail along both riverbanks for the entirety of the LA River's 51 miles.
2. Provision of equitable, inclusive, and safe parks, open spaces, and trails.
3. Enhancement of opportunities for equitable access to the River Corridor.

For more than the last decade, transportation plans and policies at the State level have been focused on reducing GHG emissions in order to meet State climate goals, particularly by reducing VMT. Local plans and policies have focused on building and expanding bicycle and pedestrian networks, improving roadway safety and reducing collisions, expanding access to open spaces, and improving regional and local transit connectivity.

Implementation of the *2020 LA River Master Plan* would create a continuous 51-mile trail, providing a comfortable off-road backbone facility through Los Angeles County, free of conflicts with vehicles, for long-distance commuting via active transportation modes such as bicycles, scooters, and walking or running. New vehicular, bicycle, pedestrian, and equestrian bridges would increase connectivity between neighborhoods on opposite sides of the river and would reduce the distance required to travel in order to make a crossing using the more limited number of existing, mostly vehicularly focused arterial bridges. Access points would be provided every half mile along the path, increasing neighborhood connectivity to the trails and open spaces developed within the River Corridor, creating new neighborhood parks, and reducing or eliminating the need to travel extended distances via private vehicle to reach a neighborhood park for the tens of thousands of people who live adjacent to the LA River. Pedestrians, bicyclists, and other

micromobility mode users and equestrians would find space for travel and recreation along the River Corridor on multi-use trails designed to equally accommodate them.

Implementation of the *2020 LA River Master Plan* would allow for an increased share of trips to be completed via active transportation instead of by private vehicle. Of importance in a county without many long-distance Class I bicycle trails in developed areas, development of the *2020 LA River Master Plan* would allow for cross-county commuting via active transportation. Increasing the active transportation mode share and the ability to replace long-distance vehicle commute trips with an active transportation trip would reduce VMT, consistent with State and regional policy initiatives, including SB 743 and SCAG's RTP. It is also consistent with RTP Goal 6, which seeks to protect the environment and health of SCAG region residents by improving air quality and encouraging active transportation.

Locally, the Los Angeles County Bicycle Master Plan sets forth a vision for a regional bicycle system of interconnected corridors with support facilities to encourage and make bicycling more comfortable. The robust suite of Common Elements – including pavilions and benches for rest and shade, bicycle racks to lock up a bicycle, bathrooms to meet bodily needs, and cafes for refreshment – intended to be placed frequently along the path would support bicycle trips in general, particularly longer-distance ones, and encourage hesitant bicyclists to hit the trail. Implementation of the *2020 LA River Master Plan* particularly addresses Los Angeles County Bicycle Master Plan Policy 1.4, which supports the development of bicycle facilities that encourage new riders, Implementation Action 1.4.2 to provide landscaping along bikeways where appropriate, and Implementation Action 1.4.4 to allow the use of and promote new and/or innovative bicycle facility designs and standards on County bicycle facilities.

Los Angeles County's Vision Zero Action Plan seeks to achieve the goal of eliminating traffic-related fatalities and severe injuries on unincorporated County roadways by 2035. By providing a framework for construction of a 51-mile continuous off-street path for active transportation trips, implementation of the *2020 LA River Master Plan* would provide Los Angeles County residents with a safe corridor for active transportation trips free of risk from injury or death by collision with a motor vehicle.

Implementation of the *2020 LA River Master Plan* would allow the County to realize many of the goals and policies from its *Mobility Plan 2035*. Goals and policies supported by *2020 LA River Master Plan* implementation include Goal M2, Policies M2.5 and M2.7, Goal M4, Policies M4.1, M4.10, M4.12, and Goal M7 and Policy M7.1, all of which relate to active transportation and reducing automobile dependence.

Similarly, implementation of the *2020 LA River Master Plan* is consistent with active transportation-related goals, policies, and actions in the policies of the other 17 jurisdictions through which the river flows, as detailed in Chapter 2, *Existing Setting*. As such, the *2020 LA River Master Plan* would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, impacts would be less than significant.

3.2 CEQA Guidelines Section 15064.3, subdivision (b) Conflict Review (VMT Analysis)

3.2.1 Background

Authorized in September 2013, SB 743 tasked OPR with developing new guidelines for evaluating transportation impacts under CEQA using methods that no longer focus on measuring automobile delay and LOS. SB 743 directed lead agencies to revise transportation assessment guidelines to include a transportation performance metric that promotes the reduction of greenhouse gas emissions, the development of multimodal networks, and access to diverse land uses. OPR's proposed updates to the State CEQA Guidelines in support of these goals establish VMT as the primary metric for evaluating a project's impacts on the environment and transportation system. The California Natural Resources Agency certified and adopted the State CEQA Guidelines in December 2018; they are now in effect. Los Angeles County approved VMT-based guidelines in July 2020 – the County Guidelines.

SB 743 eliminated vehicle delay and LOS as a CEQA significance criterion. According to the legislative intent contained in SB 743, using VMT as the primary metric of transportation impact analysis will "[m]ore appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions."

3.2.2 VMT Analysis

The potential impacts on VMT associated with implementation of the *2020 LA River Master Plan* are assessed in the context of CEQA Section 15064.3 and CEQA Appendix G, as implemented in the County's Transportation Impact Analysis Guidelines.

As discussed in Chapter 1, *Introduction*, for the purposes of CEQA, greater construction and operations scenario information, along with detailed design concepts, are provided for the Common Elements Typical Project and the Multi-Use Trails and Access Gateways Typical Project. However, for the purposes of the transportation analysis, two critical pieces of detail regarding the Typical Projects are still unknown: specific project location and capacity details for some of the land use elements of the Common Elements Typical Project (for example, the performance space). Without these pieces of information, trip generation estimates and user vehicle trip lengths for the Typical Projects cannot be developed and therefore cannot be evaluated quantitatively. The Typical Projects have been evaluated qualitatively in this analysis instead, as is allowed by CEQA Section 15064.3, subdivision (b)(3). Similarly, the KOP categories and the overall *2020 LA River Master Plan* implementation have been evaluated qualitatively utilizing the same approach developed to analyze the Typical Projects. The qualitative analysis allows for the identification of the *potential* to result in a significant impact, but not for the identification of a significant impact itself, which can only be determined when subsequent projects' site specifics are known and after quantitative analysis has been done. Given the wide range of individual design components under the six KOP categories, including land use, transportation, and other infrastructure elements that are neither land use nor transportation elements, such as trail lighting or a check dam, that together form the *2020 LA River Master Plan*, each design component under the six KOP categories was evaluated individually for its *potential* to generate VMT and to result in a significant transportation impact. The two Typical Projects were evaluated for their collective *potential* as

a grouping of a specific set of elements to generate VMT and to result in a significant transportation impact, based on whether any of their individual elements were identified as having that potential.

The following screening checklist from the County Guidelines, developed by the County aligned with the OPR Technical Advisory on Evaluating Transportation Impacts (December 2018) for use in transportation impact analysis, was reviewed to help evaluate whether the *2020 LA River Master Plan* would conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b)(1) by causing substantial increases in vehicle miles traveled.

For development projects:

- **Non-Retail Project Trip Generation:** Would the land use project generate a net increase of 110 or more daily trips?
- **Retail Project Site Plan:** Would the project contain retail uses that exceed a net 50,000 square feet of gross floor area?
- **Location-based:** Would the project be located within one-half mile of a major transit stop or high-quality transit corridor?
 - This screening criteria has not been considered in this VMT impact evaluation. Locations of major transit stops or high-quality transit corridors may change over the 25-year buildout timeframe for the *2020 LA River Master Plan*. When specific locations for subsequent projects have been selected, applicability of this screening criteria should be considered based on adjacency to transit stops and corridors existing at that time. Transit accessibility is recommended as a specific criterion in site selection to ensure maximum accessibility via non-private vehicle modes.
- **Residential Land Use:** Would the project consist of 100% affordable housing?

For transportation projects:

- Would the project conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b)(2)?; AND
- Would the project include the addition of through-traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety)?

Depending on the answer to each of the screening checklist questions above for each individual design component individually and the two Typical Projects, a no impact/less-than-significant impact on VMT determination could be made. For design components under the six KOP categories determined to have no impact or less-than-significant impact on VMT based upon the screening criteria, no further transportation impact analysis, including VMT analysis, is required when they are implemented as individual subsequent projects in the future. For those design components or Typical Projects for which the screening criteria do not automatically identify a no impact or less-than-significant impact on VMT, all that can be known at this time is that that design component or Typical Project has the *potential* to result in a significant VMT impact,

not that it definitively does. Quantitative VMT impact analysis will be required for projects that include those elements in the future when the specific locations of subsequent projects, and their configuration, size, and other project details are developed.

3.2.2.1 Impact Criteria

The County's VMT impact criteria were developed based on guidance from OPR and the California Air Resources Board.

Per the criteria, project VMT impact thresholds as described in the County Guidelines vary depending on the project type, as follows:

- For residential development land use projects, the project would generate residential VMT¹ per capita exceeding 16.8% below the existing² residential VMT per capita for the Baseline Area in which the project is located.
- For office land use projects, the project would generate employment VMT³ per employee exceeding 16.8% below the existing² (employment VMT per employee for the Baseline Area in which the project is located).
- For regional serving retail land use projects, entertainment projects, and/or event center land uses, the project would result in a net increase in existing Total VMT.⁴ Trips associated with these land uses are typically discretionary trips, which may be either substitute trips to other, closer destinations, or new trips entirely. A project-specific customized approach will be required to estimate VMT for such projects. The methodology should be developed in consultation with and approved by Public Works staff at the outset of the study.
- For unique land uses in which a land use project does not fit into any of the above categories, a project-specific customized approach may be required to estimate daily trips and VMT, but may be based on the existing employment trip element using an approach similar to that for office projects, above. The methodology and thresholds to be used in such cases should be developed in consultation with and approved by Public Works staff at the outset of the study.
- For transportation projects, a VMT impact will be found if the project would increase the project area VMT, as measurable by the SCAG RTP/SCS base year Travel Demand Forecasting model plus an induced travel elasticity factor per lane mile. Transit and active transportation projects and projects that reduce roadway capacity generally also reduce VMT and are therefore presumed to cause a less-than-significant impact.

The impact criteria are not applicable at a qualitative level of evaluation, but are presented here for informational purposes as they will be applicable for any quantitative transportation impact evaluation required in the future for subsequent projects not screened from VMT analysis, as described above, when

¹ Residential VMT is the VMT generated by Home-Based Work and Home-Based Other trip productions.

² As referenced by the VMT reduction goals discussed in the California Air Resources Board, *2017 Scoping Plan-Identified VMT Reductions and Relationship to State Goals*, January 2019, Figure 3.

³ Employment VMT is the VMT generated by Home-Based Work trip attractions.

⁴ As referenced by the VMT reduction goals discussed in the Governor's Office of Planning and Research (OPR), *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018.

subsequent project-specific locations and other relevant information about them is known. Depending on the location of subsequent projects, some project sites will be wholly under County control, while others will be wholly or partly under the control of other local agencies which may choose to utilize their own local transportation impact analysis criteria to evaluate the potential for project impacts.

3.2.2.2 Impact Evaluation

The results of the *2020 LA River Master Plan* VMT impact evaluation are presented in Table 2 for the Typical Projects and Table 3 for the design components under the six KOP categories. As shown, most design components under the six KOP categories that comprise the *2020 LA River Master Plan* are screened from VMT analysis and automatically assumed to result in no impact or a less-than-significant impact. Individual design components under the six KOP categories that are not screened out and which have the potential to result in a significant VMT impact include the following:

- Tier III Pavilions (*Common Element*)
 - Tier III Pavilions are anticipated to accommodate up to 500 visitors per day. Maximum visitation is based on a conservative assumption that each visitor drove to the site alone, which would result in 1,000 daily vehicle trips, exceeding the screening criteria of 110 net daily trips. In reality, many pavilion visitors would arrive to the site via foot or bicycle, and many would be pass-by visitors stopping on their way along the LA River Trail. Once specific sites have been determined, an appropriate mode split can be identified to determine what percentage of visitors would arrive via vehicle, bicycle, foot, or transit. Local transportation characteristics and other databases can be utilized to determine an appropriate average vehicle occupancy to further refine estimates as to the number of daily vehicle trips to the site.
- Art/Performance Spaces (*Common Element*)
 - The scale of performances programmed for the Common Element Art/Performance Spaces is estimated to be small and local. However, maximum daily visitation could reach 500 visitors. Without greater detail as to programming, the potential to result in a VMT impact is unknown at this time.
- Common Elements Typical Project
 - The Common Elements Typical Project is assumed to be inclusive of all 17 Common Elements. Therefore, as two land use elements of the Common Elements Typical Project (pavilions and art/performance spaces) have the potential to result in a significant VMT impact, the Common Elements Typical Project also has the potential to result in a significant VMT impact. For any future project configuration including one of the above project elements, quantitative VMT analysis will be required once a specific project location has been identified.
- Equestrian Facilities (*Trails and Access Gateways KOP*)
 - Programming and size of facility details will be required to determine the potential for significant VMT impacts. For example, a small equestrian facility to serve neighborhood residents and/or equestrians already on the trail would generate fewer trips than a top regional facility.

Not only would a local-serving facility attract fewer equestrians, but many may walk to a facility within their own neighborhood as opposed to driving to one farther away.

- Terraced Bank (*Channel Modifications KOP*)
 - Terraced banks could serve a variety of flood control or ecological uses, none of which would result in a significant transportation impact. They could also be used to develop amphitheaters for public performances or parks. Site-specific details regarding site programming and acreage will be required to determine the potential for these public serving uses to be eligible for screening or to result in a VMT impact.
- Platform (*Crossings and Platforms KOP*)
 - While crossings typically would provide for transport across the river for pedestrians, bicyclists, and equestrians, platforms are envisioned as wider facilities providing space for parks, recreation, and wildlife habitats. Platforms could host a range of habitat typologies and would allow for wildlife migration. Such habitat-focused uses would not generate VMT beyond incidental maintenance trips, and their impact would automatically be assumed to be less than significant. For the public-serving uses, including parks and recreation spaces, site-specific details regarding site programming and acreage will be required to determine the potential for these uses to be eligible for screening or to result in a VMT impact.
- Side Channel (*Diversions KOP*)
 - Diversions are primarily flood control measures intended to address storm event high water flows, by creating a side channel for additional water flow. During the dry season when water flows are reduced, side channels may also provide the setting for education programs, for example those focused on ecosystem function. Programming and location specifics for the educational uses will need to be provided for screening eligibility or the potential to result in a significant impact to be determined.
- Fields (*Floodplain Reclamation KOP*)
 - Fields may include play fields, farmers markets, or other uses. When more refined programmatic and acreage information is available based on a site-specific project configuration, daily trip generation estimates can be developed to determine the potential for VMT screening or impacts.

TABLE 2
2020 LA RIVER MASTER PLAN VMT IMPACT EVALUATION MATRIX
TYPICAL PROJECTS AND RELATED ELEMENTS

Project Element	Element Location 1 – In LA River Channel 2 – Between Top of Levee and Fenceline 3 – Beyond Fenceline	Common Element or Kit of Parts Category	Project Type Transportation / Land Use / Other	Screened Out?		Potentially VMT Generating?	Potential to Result in a Significant VMT Impact?	Further Transportation Impact Analysis Required?
				Yes/No	Applicable Screening Criteria ¹			Yes/No
Pavilion	2	Common Element	Land Use	No	Not Screened Out	Yes	Yes	Yes
Café	2	Common Element	Land Use	Yes	Land Use	Yes	No	No
Art/Performance Space	2	Common Element	Land Use	No	Not Screened Out	Yes	Yes	Yes
Access Stairs	2	Common Element	Other (infrastructure)	Yes	Not Applicable	No	No	No
Ramps	2	Common Element	Other (infrastructure)	Yes	Not Applicable	No	No	No
Site Furnishings – Benches	2	Common Element	Other (infrastructure)	Yes	Not Applicable	No	No	No
Site Furnishings – Hygiene Facilities and Restrooms	2	Common Element	Other (infrastructure)	Yes	Not Applicable	No	No	No
Site Furnishings – Trash and Recycling	2	Common Element	Other (infrastructure)	Yes	Not Applicable	No	No	No
Site Furnishings – Drinking Fountains	2	Common Element	Other (infrastructure)	Yes	Not Applicable	No	No	No
Site Furnishings – Guard Rail	2	Common Element	Other (infrastructure)	Yes	Not Applicable	No	No	No
Site Furnishings – Emergency Call Box	2	Common Element	Other (infrastructure)	Yes	Not Applicable	No	No	No
Site Furnishings – Bike Rack	2	Common Element	Other (infrastructure)	Yes	Not Applicable	No	No	No
Site Furnishings – Environmental Graphics	2	Common Element	Other (infrastructure)	Yes	Not Applicable	No	No	No
Site Furnishings – Lighting	2	Common Element	Other (infrastructure)	Yes	Not Applicable	No	No	No
Site Furnishings – Plantings	2	Common Element	Other (infrastructure)	Yes	Not Applicable	No	No	No
Site Furnishings – Fences and Gates	2	Common Element	Other (infrastructure)	Yes	Not Applicable	No	No	No
Stormwater Best Management Practices	2	Common Element	Other (water management)	Yes	Not Applicable	No	No	No
<i>Common Elements Typical Project (inclusive of all Common Elements)</i>	2	<i>Common Element</i>		<i>No</i>	<i>Not Screened Out</i>	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>
River Gateway	2	Trails and Access Gateways	Transportation	Yes	Transportation	Yes	No	No
Pedestrian Trail	2	Trails and Access Gateways	Transportation	Yes	Transportation	Yes	No	No
Bike Trail	2	Trails and Access Gateways	Transportation	Yes	Transportation	Yes	No	No
Equestrian Trail	2	Trails and Access Gateways	Transportation	Yes	Transportation	Yes	No	No
Multi-Use Trail	2	Trails and Access Gateways	Transportation	Yes	Transportation	Yes	No	No
<i>Multi-Use Trails and Access Gateways Typical Project (inclusive of all Trails and Access Gateways Elements)</i>	2	<i>Trails and Access Gateways</i>		<i>Yes</i>	<i>Transportation</i>	<i>Yes</i>	<i>No</i>	<i>No</i>

Notes

1: Screening criteria are as follows:

LU 3.1.2.1 – Generation of 110 or more net daily trips.

LU 3.1.2.2 – Retail uses with gross floor area > 50,000 sf.

LU 3.1.2.3 – Adjacency to transit.

LU 3.1.2.4 – 100% affordable housing.

TRANS 3.2.1 – Conflict with CEQA Guidelines Section 15064.3, subdivision (b)(2)

TRANS 3.2.2 – Addition of through-traffic lanes.

TABLE 3
2020 LA RIVER MASTER PLAN
VMT IMPACT EVALUATION MATRIX
COMMON ELEMENTS AND KIT OF PARTS

Project Element	Element Location 1 – In LA River Channel 2 – Between Top of Levee and Fenceline 3 – Beyond Fenceline	Common Element or Kit of Parts Category	Project Type Transportation /Land Use / Other	Screened Out?		Potentially VMT Generating?	Potential to Result in a Significant VMT Impact?	Further Transportation Impact Analysis Required?
				Yes/No	Applicable Screening Criteria ¹			
River Gateway	2	Trails and Access Gateways	Transportation	Yes	Transportation	Yes	No	No
Pedestrian Trail	2	Trails and Access Gateways	Transportation	Yes	Transportation	Yes	No	No
Bike Trail	2	Trails and Access Gateways	Transportation	Yes	Transportation	Yes	No	No
Equestrian Trail	2	Trails and Access Gateways	Transportation	Yes	Transportation	Yes	No	No
Equestrian Facility	2	Trails and Access Gateways	Transportation	No	Not Screened Out	Yes	Yes	Yes
Multi-Use Trail	2	Trails and Access Gateways	Transportation	Yes	Transportation	Yes	No	No
Light Tower/Water Tower	2	Trails and Access Gateways	Other (infrastructure)	Yes	Not Applicable	No	No	No
Lookout	2	Trails and Access Gateways	Transportation	Yes	Transportation	No	No	No
Boardwalk	2	Trails and Access Gateways	Transportation	Yes	Transportation	No	No	No
Channel Access	2	Trails and Access Gateways	Transportation	Yes	Transportation	No	No	No
Vehicular Access ^a	2	Trails and Access Gateways	Transportation	Yes	Transportation	No	No	No
Underpass/Overpass	2	Trails and Access Gateways	Transportation	Yes	Transportation	No	No	No
Vegetated Buffer	2	Trails and Access Gateways	Other (water management)	Yes	Not Applicable	No	No	No
Habitat Corridor	2	Trails and Access Gateways	Other (water management)	Yes	Not Applicable	No	No	No
Terraced Bank	1	Channel Modifications	Other (water management)	No	Not Screened Out	Yes	Yes	Yes
Check Dam	1	Channel Modifications	Other (water management)	Yes	Not Applicable	No	No	No
Levee	1	Channel Modifications	Other (water management)	Yes	Not Applicable	No	No	No
Armored Channel	1	Channel Modifications	Other (water management)	Yes	Not Applicable	No	No	No
Storm Drain Daylighting	1	Channel Modifications Off-Channel Land Assets	Other (water management)	Yes	Not Applicable	No	No	No
Vertical Wall	1	Channel Modifications	Other (water management)	Yes	Not Applicable	No	No	No
Channel Smoothing	1	Channel Modifications	Other (water management)	Yes	Not Applicable	No	No	No
Texturizing or Grooving	1	Channel Modifications	Other (water management)	Yes	Not Applicable	No	No	No
Concrete Bottom	1	Channel Modifications	Other (water management)	Yes	Not Applicable	No	No	No
Soft Bottom/Concrete Removal	1	Channel Modifications	Other (water management)	Yes	Not Applicable	No	No	No
Sediment Removal	1	Channel Modifications	Other (water management)	Yes	Not Applicable	No	No	No
Bridge Pier Modification	1	Channel Modifications	Other (water management)	Yes	Not Applicable	No	No	No
Access Ramp	1	Channel Modifications	Other (water management)	Yes	Not Applicable	No	No	No
Reshape Low Flow	1	Channel Modifications	Other (water management)	Yes	Not Applicable	No	No	No
Deployable Barrier	1	Channel Modifications	Other (water management)	Yes	Not Applicable	No	No	No
Pedestrian Bridge	1	Crossings and Platforms	Transportation	Yes	Transportation	Yes	No	No
Bike Bridge	1	Crossings and Platforms	Transportation	Yes	Transportation	Yes	No	No
Equestrian Bridge	1	Crossings and Platforms	Transportation	Yes	Transportation	Yes	No	No
Multi-Use Bridge	1	Crossings and Platforms	Transportation	Yes	Transportation	Yes	No	No
Cantilever	1	Crossings and Platforms	Transportation	Yes	Transportation	No	No	No
Platform	1	Crossings and Platforms	Other (infrastructure)	No	Not Screened Out	Yes	Yes	Yes
Diversion Pipe	1	Diversions	Other (water management)	Yes	Not applicable	No	No	No
Side Channel	1	Diversions Floodplain Reclamation	Other (water management)	No	Not Screened Out	Yes	Yes	Yes

2020 LA River Master Plan Program EIR
Draft Transportation Impact Analysis Report – January 2021

Project Element	Element Location 1 – In LA River Channel 2 – Between Top of Levee and Fenceline 3 – Beyond Fenceline	Common Element or Kit of Parts Category	Project Type Transportation /Land Use / Other	Screened Out?		Potentially VMT Generating?	Potential to Result in a Significant VMT Impact?	Further Transportation Impact Analysis Required?
				Yes/No	Applicable Screening Criteria ¹			
Diversion Channel	1	Diversions	Other (water management)	Yes	Not applicable	No	No	No
Pump	1	Diversions	Other (water management)	Yes	Not applicable	No	No	No
Diversion Tunnel	1	Diversions	Other (water management)	Yes	Not applicable	No	No	No
Overflow Weir	1	Diversions	Other (water management)	Yes	Not applicable	No	No	No
Underground Gallery	1	Diversions	Other (water management)	Yes	Not applicable	No	No	No
Wetland (In-Channel)	1	Floodplain Reclamation Off-Channel Land Assets	Other (water management)	Yes	Not applicable	No	No	No
Wetland (Off-Channel)	3	Floodplain Reclamation Off-Channel Land Assets	Other (water management)	Yes	Not applicable	No	No	No
Naturalized Bank	1	Floodplain Reclamation	Other (water management)	Yes	Not applicable	No	No	No
Braided Channel	1	Floodplain Reclamation	Other (water management)	Yes	Not applicable	No	No	No
Field	3	Floodplain Reclamation	Land Use	No	Not Screened Out	Yes	Yes	Yes
Recreation Field	3	Floodplain Reclamation Off-Channel Land Assets	Land Use	No	Not Screened Out	Yes	Yes	Yes
Urban Agriculture/Composting	3	Off-Channel Land Assets	Land Use	No	Not Screened Out	Yes	Yes	Yes
Solar Power	3	Off-Channel Land Assets	Other (infrastructure)	Yes	Not applicable	No	No	No
Natural Treatment System	3	Off-Channel Land Assets	Other (water management)	Yes	Not applicable	No	No	No
Surface Storage	3	Floodplain Reclamation Off-Channel Land Assets	Other (water management)	Yes	Not applicable	No	No	No
Subsurface Storage	3	Off-Channel Land Assets	Other (water management)	Yes	Not applicable	No	No	No
Injection Well	3	Off-Channel Land Assets	Other (water management)	Yes	Not applicable	No	No	No
Water Treatment Facility	3	Off-Channel Land Assets	Other (water management)	Yes	Not applicable	No	No	No
Purple Pipe Connection	3	Off-Channel Land Assets	Other (water management)	Yes	Not applicable	No	No	No
Dry Well	3	Off-Channel Land Assets	Other (water management)	Yes	Not applicable	No	No	No
Spreading Ground	3	Off-Channel Land Assets	Other (water management)	Yes	Not applicable	No	No	No
Affordable Housing	3	Off-Channel Land Assets	Land Use	Yes	Land Use	No	No	No
Art and Culture Facility	3	Off-Channel Land Assets	Land Use	No	Not Screened Out	Yes	Yes	Yes

Notes

^a Vehicular access is for maintenance vehicles.

1: Screening criteria are as follows:

LU 3.1.2.1 – Generation of 110 or more net daily trips.

LU 3.1.2.2 – Retail uses with gross floor area > 50,000 sf.

LU 3.1.2.3 – Adjacency to transit.

LU 3.1.2.4 – 100% affordable housing.

TRANS 3.2.1 – Conflict with CEQA Guidelines Section 15064.3, subdivision (b)(2)

TRANS 3.2.2 – Addition of through-traffic lanes.

- Recreation Fields (*Floodplain Reclamation KOP, Off-Channel Land Assets KOP*)
 - Programming and size of facility details will be required to determine the potential for significant VMT impacts. For example, recreation fields with four individual soccer fields supporting regional tournaments will have a very different trip generation, mode split, and trip length profile from a neighborhood park with one softball diamond.
- Urban Agriculture/Composting (*Off-Channel Land Assets KOP*)
 - Urban agriculture may include community gardens and compost facilities or plant nurseries. More refined programmatic, size, and location information will be required to determine the potential to result in a VMT impact.
- Art and Culture Facilities (*Off-Channel Land Assets KOP*)
 - Arts and culture facilities could include museums, galleries, libraries, or other public facilities. More refined programmatic and size information will be required to determine the potential to result in a VMT impact.

3.2.2.3 Construction Period Impact Evaluation

Development of subsequent projects under the *2020 LA River Master Plan* may result in short-term increases in VMT. Construction impacts, if they occur, can be discussed on a qualitative basis.

3.2.2.4 Overall 2020 LA River Master Plan Implementation

As described in the *2020 LA River Master Plan*, it is anticipated that approximately 107 projects ranging in size from extra-small (less than 1 acre) to extra-large (150+ acres/10+ miles) would be implemented under the *2020 LA River Master Plan* over the 25-year period to meet the *2020 LA River Master Plan's* nine objectives. These would include the Typical Projects that would be implemented along the river and subsequent projects composed of the KOP categories' multi-benefit design components. These elements together comprise the entirety of the *2020 LA River Master Plan*.

Tables 2 and 3 identified that the Common Elements Typical Project, including individual Common Elements such as pavilions and art/performance spaces, have the potential to result in a significant impact on VMT, as do some design components under the six KOP categories. Given the expected cadence of Common Elements as well as the overall number of projects that could be developed under the *2020 LA River Master Plan*, the potential exists for the implementation of the entirety of the *2020 LA River Master Plan* to incrementally result in a significant impact on VMT. As noted above, each individual project's potential to result in a significant transportation impact will need to be evaluated by the project proponent when the project's exact location, configuration, and scale are known, and cannot be determined based on the current level of project specificity.

Recent County modeling efforts completed during the County process to develop SB 743 compliant CEQA thresholds and guidelines utilized the SCAG transportation demand forecasting model to identify unique average or baseline per capita and per employee VMT for the north and south areas of the County for residential vehicle trips that start within the County or employment trips that end there, and to forecast

2040 conditions. While the horizon year of the County's modeling efforts for that project are 5 years before the 2045 horizon year for the *2020 LA River Master Plan*, it is likely that the long-term VMT trends identified in that effort would continue in the years between 2040 and 2045. In general, VMT on a per capita basis is projected to go down throughout the SCAG region due to increasing population and job density, infill development, and greater active transportation and transit usage. Within the *2020 LA River Master Plan* study area, areas with residential VMT per capita lower than the baseline established in the County's SB 743 modeling efforts increase to almost a quarter of all land area from 10 percent today. Similarly, areas with employee VMT below County baseline are forecast to increase from 10 percent today to almost 20 percent by 2040. This trend of decreasing VMT in general and specifically within the study area also decreases the likelihood of finding a significant impact on VMT resulting from implementation of the full *2020 LA River Master Plan* as projects are brought forth over time.

Despite the VMT trend, 11 project elements were not screened from requiring VMT analysis and were determined to be potentially VMT generating. These elements include Tier III Pavilions; Art/Performance Spaces; Equestrian Facilities, Terraced Banks, Platforms, Side Channels, Fields; Recreation Fields; Urban Agriculture/Composting; and Art and Culture Facilities. The exact location or extent of the 107 projects that could be proposed is currently unknown, as are the Common Elements Typical Projects, which may include any of the 11 non-screened elements. Further CEQA analysis will continue to be required for any project containing one of these potentially impactful project elements. Therefore, while the likelihood of an impact arising from implementation of the full *2020 LA River Master Plan* decreases over time, its impact on VMT is determined to be potentially significant.

3.2.3 Mitigation Program

As noted in the discussion on impacts above, at the current level of analysis, it cannot be determined that implementation of the *2020 LA River Master Plan* would result in any significant impacts on VMT, only that certain design components under the six KOP categories have the *potential* to result in a VMT impact. The Project Element VMT Evaluation Matrix, presented in Tables 2 and 3, identifies those design components under the six KOP categories which are potentially significant and will require further, quantitative CEQA analysis to determine significance once specific details such as location, capacity, and operations uses are available for subsequent projects. Development of these subsequent projects could result in potentially significant impacts. Therefore, mitigation will be necessary to reduce impacts to less-than-significant levels.

3.2.3.1 Impact Determination

Impacts would be potentially significant for any projects including Pavilions, Art/Performance Spaces, Equestrian Facilities, Terraced Banks, Platforms, Diversions, Fields, Recreation Fields, Urban Agriculture/Composting, and Arts and Culture Facilities.

3.2.3.2 Mitigation Measures

Mitigation Measure TRA-1. Implement TDM Strategies and/or Enhancements to Reduce VMT.

The implementing agency (County or other jurisdictional agency) will implement a subsequent project-specific program focused on transportation demand management (TDM) strategies and neighborhood or

site enhancements to reduce VMT, and any other appropriate strategies to address identified impacts and reduce VMT to the River Corridor.

The program to reduce VMT will be based on the suite of eligible TDM strategies included in the County Guidelines, other measures with substantial evidence, or, if the subsequent project is located in an incorporated city, based on that city's list of qualifying VMT mitigation strategies.

3.2.3.3 Significance After Required Mitigation

Implementation of a site-specific TDM and/or site/neighborhood enhancement program would reduce VMT impacts. However, given the range in the possible size and programmatic intensity of the potentially significant design components under the six KOP categories, significant VMT impacts may not be fully mitigable. As such, impacts would remain significant and unavoidable.

3.2.4 Geometric Hazards and Emergency Access

This section discusses impacts regarding the potential increase of hazards due to a geometric design feature and/or provision of inadequate emergency access that generally relates to the design of access points and/or roadway modifications to and from *2020 LA River Master Plan* facilities, and may include safety, operational, or capacity impacts.

LA River access points would be placed approximately every half mile. The specific locations of *2020 LA River Master Plan* river access points are unknown at this time, and therefore it is also unknown whether any existing geometric design hazards exist that will need to be remediated, or whether design of specific access points may require modifications to existing roadway geometries. As such, the *2020 LA River Master Plan* would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant.

All access points will be required to be designed according to criteria of the County applicable at the time of subsequent project development and, where applicable, of the local agency in which they are located. Among the requirements for river access points is that they must be well-lit and provide clear lines of sight. Development of some access points may require site acquisition or easements in order to provide appropriate, safe access including clear lines of sight.

Alteration to existing or design of new service roads providing access for maintenance and emergency vehicles must meet with County approval or the relevant local agency. Service road access from arterial streets must allow for 20-foot setback of vehicular access gates where feasible and must provide a 40-foot centerline turning radius for truck ingress and egress. To ensure safety along the river during both regular use and in periodic flood events, *2020 LA River Master Plan* Design Guidelines require that the entirety of the 51 miles of the LA River maintain emergency access for first responders and emergency personnel and vehicles, including through the provision of minimum 12-foot paved or unpaved service roads along the top of the channel in a limited landscape zone. The limited landscape zone is designed to extend 17 feet from the channel wall and prohibits any structures or obstructions. Plantings in this area are restricted to low-growing species, not to exceed 5 feet in height, to provide clear lines of sight and allow for emergency vehicle access, and will be pruned to maintain emergency access. Existing Los Angeles County Flood

Control District Maintenance Standards for emergency vehicle ingress and egress apply to both existing trails and future *2020 LA River Master Plan* projects.

Some existing conditions along the river do not provide the level of access required by the *2020 LA River Master Plan*. Requests for variances due to right-of-way constraints shall be reviewed and approved by the appropriate jurisdiction(s).

Mile markers would be placed every half mile along the landside of the trail, facing both directions of travel. Mile markers allow people to easily locate themselves along the river for emergency responders.

Given the access point design standards and emergency vehicle access requirements described above, implementation of the *2020 LA River Master Plan* would not substantially increase hazards or conflicts or result in inadequate emergency access. Furthermore, implementation of the *2020 LA River Master Plan* would remediate or improve existing substandard conditions and would therefore contribute to overall safety improvements along the entire river corridor.

3.2.4.1 Construction Period Impacts on Geometric Design and Emergency Access

Construction of *2020 LA River Master Plan* projects may result in short-term roadway operational effects, for example localized increases in delay and traffic queuing that stems from lane closures. Subsequent project-generated roadway operational adverse effects would not be considered an impact under CEQA but are addressed in the County Guidelines under "Section 4 – Additional Non-CEQA Transportation Analysis."

Construction period operational adverse effects would be addressed through development of a construction TMP or worksite traffic control plan for each subsequent project. All *2020 LA River Master Plan* construction traffic management/control plans would be required to account for impacts on geometric design (for example, reduced sight lines due to temporary obstructions such as construction equipment parked in the roadway) and emergency access, both along the river (for example, due to closed access ramps) and to adjacent land uses (for example, due to driveways impacted by lane closures).