Appendix B

Biological Resources Technical Report

STORMWATER CAPTURE PARKS PROGRAM
CITY OF LOS ANGELES, CALIFORNIA

Biological Resources Technical Report

Prepared for
Los Angeles Department of Water and Power
Environmental Planning and Assessment
111 N. Hope Street, Room 1050
Los Angeles, CA 90012

June 2020

ESA

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1.0 Introduction

This Biological Resources Technical Report (BRTR) documents the findings of biological surveys conducted by Environmental Science Associates (ESA) and Pax Environmental, Inc. (Pax) for the Stormwater Capture Parks Program (project). This BRTR analyzes potential construction- and operations-related impacts associated with implementation of the project on sensitive biological resources from the installation and construction of subterranean infiltration galleries, storm drain diversions, pipes, hydrodynamic separators (HDS), infiltration chambers, and flow measuring devices. Sensitive biological resources considered in this analysis include special-status plant and wildlife species and their associated habitats, sensitive riparian habitats and sensitive natural communities, State and federal jurisdictional waters, protected trees and existing habitat conservation planning areas.

1.1 Project Description

The Los Angeles Department of Water and Power (LADWP) is proposing to implement the project at nine City of Los Angeles (City) Department of Recreation and Parks (RAP) (project sites) to divert and capture stormwater runoff from the Tujunga Wash Central Branch area and recharge the local groundwater basin. The nine parks include: David M. Gonzales Recreation Center, Fernangeles Park, Strathern Park North, Whitsett Fields Park North, Valley Plaza Park North, Valley Plaza Park South, Alexandria Park, North Hollywood Park and Valley Village Park. The project entails the installation of storm drain diversions, pre-treatment devices, and subsurface infiltration galleries at the various parks.

The project has a tributary area of 5,690 acres with an estimated yield of 2,900 acre feet per year (AFY) and will improve water quality by reducing pollutant such as trash, bacteria, and metals from entering the Los Angeles River. The project will also offer active and passive open space enhancement. The detailed project activities at each park are described below.

David M. Gonzales Recreation Center

Project activities at the David M. Gonzales Recreation Center would include installation of a 2.9-acre underground infiltration gallery to capture and infiltrate stormwater. Construction of the underground infiltration gallery would include installation of a storm drain diversion, a pipe, hydrodynamic separators (HDS) unit, infiltration chambers, flow measuring device, and educational signage.

A diversion structure would divert water from the storm pipe to the HDS unit, then to the inlet of the underground infiltration gallery. HDS units would be placed upstream to help separate and trap trash, debris, sediment, oils, and grease from stormwater runoff. The HDS units would provide easy access for maintenance and would alleviate clogging within the infiltration gallery. Manholes would be installed where appropriate for inspection and maintenance. Flow measuring devices at the inlets would be installed to determine groundwater recharge benefits.

The David M. Gonzales Recreation Center would receive flows from the surrounding neighborhood with a total area of approximately 575 acres. Flows from this drainage area would converge to a 6-foot, 3-inch diameter storm pipe, where water would be diverted into the infiltration gallery.

The underground infiltration gallery would cover approximately 130,800 square feet (2.9 acres) within the David M. Gonzales Recreation Center and require excavation to a depth of 29 feet below ground surface. Above the infiltration gallery, the park would be graded and revegetated with grass or other park improvements to maintain recreational use. Park enhancements and improvements to further benefit the park users and local residents (e.g. a synthetic turf baseball field) are considered and would be determined with input from RAP.

Fernangeles Park

Project activities at Fernangeles Park would include installation of a 1.6-acre underground infiltration gallery to capture and infiltrate stormwater. Construction of the underground infiltration gallery would include installation of three catch basin inlets, pipes, a cross gutter, two HDS units, flow measuring devices, and educational signage.

A protective screen would be installed at the catch basin to prevent trash and debris from entering the system. The pipe would direct water from the catch basin to the HDS unit, then to the inlet of the underground infiltration gallery. HDS units would be placed upstream to help separate and trap trash, debris, sediment, oils and grease from stormwater runoff. The HDS units would provide easy access for maintenance and would alleviate clogging within the infiltration gallery. Maintenance holes would be installed where appropriate for inspection and maintenance. Flow measuring devices at the inlets would be installed to determine groundwater recharge benefits.

The underground infiltration gallery would cover approximately 71,000 square feet (1.6 acres) within Fernangeles Park and require excavation to a depth of 16 feet below ground surface. Above the infiltration gallery, the park would be graded and revegetated with grass or other park improvements to maintain recreational use.

Strathern Park North

Project activities at Strathern Park North would include installing a 2.3-acre underground infiltration gallery to capture and infiltrate stormwater. Construction of the underground infiltration gallery would include installation of a diversion structure, a catch basin, storm pipes, a pump station, an HDS, flow measuring devices, and educational signage.

A protective screen would be installed at the catch basin to prevent trash and debris from entering the system. The pipe would direct water from the catch basin to the HDS unit, then to the inlet of the underground infiltration gallery. HDS units would be placed upstream to help separate and trap trash, debris, sediment, oils and grease from stormwater runoff. The HDS units would provide easy access for maintenance and would alleviate clogging within the infiltration gallery.

The diversion structure would divert water from the storm pipe to a temporary retention chamber. A pump would direct water from the chamber to a pipe that would convey the water to the inlet of the underground infiltration gallery. The pump station would be placed upstream to convey water from the channel to the underground infiltration gallery. A bar screen or filter would be placed prior to the pump suction to separate trash and debris from the stormwater runoff.

Maintenance holes would be installed where appropriate for inspection and maintenance. Flow measuring devices at the inlets would be installed to determine groundwater recharge benefits.

Strathern Park North would receive flows from the surrounding neighborhood with a total area of approximately 485 acres. The underground infiltration gallery would cover an area of approximately 97,700 square feet (2.2 acres) of Strathern Park North and require excavation to a depth of 17 feet below ground surface. Above the infiltration gallery, the park would be graded and revegetated with grass or other park improvements to maintain recreational use.

Whitsett Fields Park North

Project activities at Whitsett Park North would include installation of a 1.62-acre underground infiltration gallery to capture and infiltrate stormwater. Construction of the underground infiltration gallery would include installation of a diversion structure, a pipe, an HDS unit, flow measuring device, and educational signage.

The diversion structure would divert water from the storm pipe to a temporary retention chamber. A pump would direct water from the chamber to a pipe that would convey the water to the inlet of the underground infiltration gallery. The pump station would be placed upstream to convey water from the channel to the underground infiltration gallery. A bar screen or filter would be placed prior to the pump suction to separate trash and debris from the stormwater runoff.

Whitsett Park North would receive flows from the surrounding neighborhood with a total area of approximately 302 acres. Flows from this drainage area would converge to a 78-inch diameter reinforced concrete pipe (RCP), where water would be diverted into the infiltration gallery.

The underground infiltration gallery would cover an area of approximately 71,000 square feet of Whitsett Fields Park North and includes excavation to a depth of 16 feet below ground surface. Above the infiltration gallery, the park would be graded and revegetated with grass or other park improvements to maintain recreational use.

Valley Plaza Park North

Project activities at Valley Plaza Park North would include installation of three infiltration galleries with a combined area of 4.1 acres to capture and infiltrate stormwater. Construction of the underground infiltration galleries would include installation of two diversion structures, pipes, two pump stations, two flow measuring devices, and educational signage.

A diversion structure would divert water from the storm pipe to a temporary retention chamber. A pump would direct water from the chamber to a pipe that would convey the water to the inlet of the underground infiltration galleries. The pump station would be placed upstream to convey water from the channel to the underground infiltration galleries. A bar screen or filter would be placed prior to the pump suction to separate trash and debris from the stormwater runoff. Maintenance holes would be installed where appropriate for inspection and maintenance. Flow measuring devices at the inlets would be installed to determine groundwater recharge benefits.

Valley Plaza Park North would receive flows from the surrounding neighborhood with a total area of approximately 854 acres. Flows from this drainage area would converge from a 12-foot by 10.5-foot reinforced concrete (RC) box to a RCP, where water would be diverted into the infiltration galleries.

The underground infiltration galleries would cover a total area of approximately 179,500 square feet (four acres) of Valley Plaza Park North. All three galleries would require excavation to a depth of 16 feet below ground surface. Above the infiltration galleries, the park would be graded and revegetated with grass or other park improvements to maintain recreational use.

Valley Plaza Park South

Project activities at Valley Plaza Park South would include installation of two infiltration galleries with a combined area of 0.7 acres to capture and infiltrate stormwater. Construction of the underground infiltration galleries would include installation of a diversion structure, pipes, HDS units, flow measuring device, and educational signage.

An inlet at the side of the channel would divert water from the storm channel to the HDS unit, then to the inlet of the underground infiltration galleries. HDS units would be placed upstream to help separate and trap trash, debris, sediment, oils, and grease from stormwater runoff. The HDS units would provide easy access for maintenance and would alleviate clogging within the infiltration galleries. Maintenance holes would be installed where appropriate for inspection and maintenance. Flow measuring devices at the inlets would be installed to determine groundwater recharge benefits.

Valley Plaza Park South would receive flows from the surrounding neighborhood with a total area of approximately 229 acres. Flows from this drainage area would converge from the 14-foot by 6.5-foot concrete channel to a RCP, where water would be diverted into the infiltration galleries.

The underground infiltration galleries would cover a combined area of approximately 31,000 square feet (0.7 acres) of Valley Plaza Park South. One gallery would require excavation to a depth of 16 feet below ground surface. Above the infiltration galleries, the park would be graded and revegetated with grass or other park improvements to maintain recreational use.

Alexandria Park

Project activities at Alexandria Park would include installation of a 1-acre underground infiltration gallery to capture and infiltrate stormwater. Construction of the underground infiltration gallery would include installation of a diversion structure, storm pipe, pump station, flow measuring device, and educational signage.

An inlet at the side of the channel would divert water from the storm channel to a temporary retention chamber. A pump would direct water from the chamber to a pipe that would convey the water to the inlet of the underground infiltration gallery. The pump station would be placed upstream to convey water from the channel to the underground infiltration gallery. A bar screen or filter would be placed prior to the pump suction to separate trash and debris from the stormwater runoff. Maintenance holes would be installed where appropriate for inspection and maintenance. Flow measuring devices at the inlets would be installed to determine groundwater recharge benefits.

Alexandria Park would receive flows from the surrounding neighborhood with a total area of approximately 175 acres. Flows from this drainage area would converge from a 16-foot by 5.75-foot concrete channel to a 36-inch diameter RCP, where water would be diverted into the infiltration gallery.

The underground infiltration gallery would cover an area of approximately 40,000 square feet (1 acre) of Alexandria Park and require excavation to a depth of 16 feet below ground surface. Above the infiltration gallery, the park would be graded and revegetated with grass or other park improvements to maintain recreational use.

North Hollywood Park

Project activities at North Hollywood Park would include installation of 11-acres of underground infiltration galleries to capture and infiltrate stormwater. Construction of the underground infiltration galleries would include installation of seven diversion structures, pipes, seven pump stations, seven flow measuring devices, and educational signage.

An inlet at the side of the channel or storm pipe would divert water to a temporary retention chamber. A pump would direct water from the chamber to a pipe that would convey the water to the inlet of the underground infiltration galleries. The pump station would be placed upstream to convey water from the channel to the underground infiltration galleries. A bar screen or filter would be placed prior to the pump suction to separate trash and debris from the stormwater runoff. Maintenance holes would be installed where appropriate for inspection and maintenance. Flow measuring devices at the inlets would be installed to determine groundwater recharge benefits.

North Hollywood Park would receive flows from the surrounding neighborhood with a total tributary area of approximately 2,319 acres. Flows from this drainage area would converge to various size storm drains and the Tujunga Wash Central Branch, where water would be diverted into the infiltration galleries.

The underground infiltration galleries would cover a combined area of approximately 476,300 square feet (11 acres) of North Hollywood Park and require excavation to a depth of 16 to 16.5 feet below ground surface. Above the infiltration galleries, the park would be graded and revegetated with grass or other park improvements to maintain recreational use.

Valley Village Park

Project activities at Valley Village Park would include installation of a 0.6-acre underground infiltration gallery to capture and infiltrate stormwater. Construction of the underground infiltration gallery would include installation of one storm drain diversion structure, stormwater pipe, one HDS unit, flow measuring device, and educational signage.

A diversion structure would divert water from the storm pipe to the HDS unit, then to the inlet of the underground infiltration gallery. HDS units would be placed upstream to help separate and trap trash, debris, sediment, oils, and grease from stormwater runoff. The HDS units would provide easy access for maintenance and would alleviate clogging within the infiltration gallery. Maintenance holes would be installed where appropriate for inspection and maintenance. Flow measuring devices at the inlets would be installed to determine groundwater recharge benefits.

Valley Village Park would receive flows from the surrounding neighborhood with a total tributary area of approximately 455 acres. Flows from this drainage area would converge from a 90-inch diameter storm pipe to a 36-inch RCP, where water would be diverted into the infiltration gallery. The underground infiltration gallery would cover an area of approximately 24,000 square feet (0.6 acre) of Valley Village Park and require excavation to a depth of 23.5 feet below ground surface. Above the infiltration gallery, the park would be graded and revegetated with grass or other park improvements to maintain recreational use.

1.2 Project Location

The nine proposed project sites described above would all be located in the City of Los Angeles as indicated in **Table 1** and depicted on **Figure 1**. **Figure 2** illustrates the locations of all nine parks that encompass the proposed project.

TABLE 1
PROJECT SITE LOCATIONS

Park	Address
David M. Gonzales Recreation Center	10943 Herrick Avenue Pacoima, CA 91331
Fernangeles Park	12301 Wicks Street Sun Valley, CA 91352
Strathern Park North	8041 Whitsett Avenue North Hollywood, CA 91605
Whitsett Fields Park	7110 Whitsett Avenue North Hollywood, CA 91605
Valley Plaza Park North	6980 Whitsett Avenue North Hollywood, CA 91605

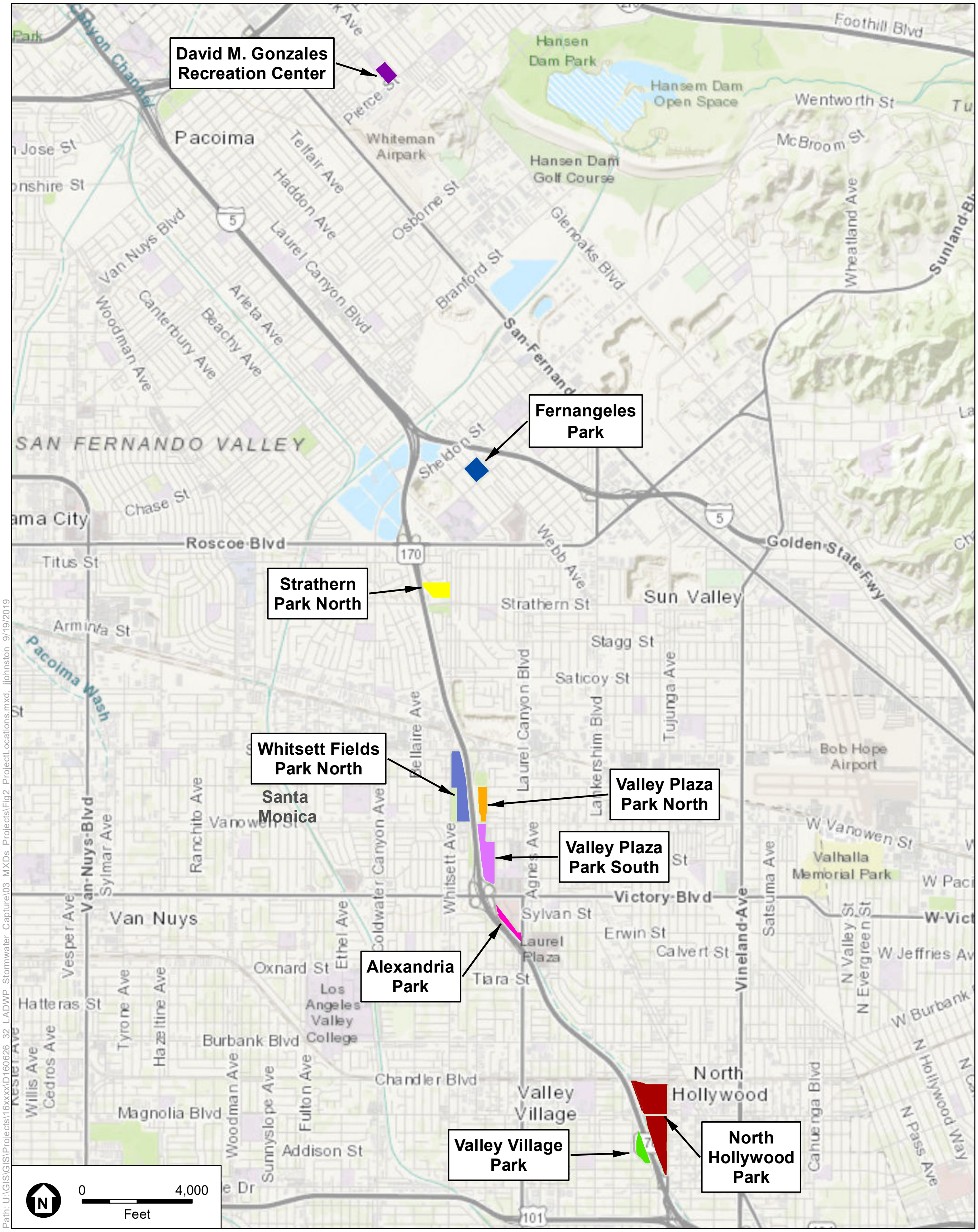
Park	Address
Valley Plaza Park South	6451 Saint Clair Avenue North Hollywood, CA 91606
Alexandria Park	12200 Sylvan Street North Hollywood, CA 91606
North Hollywood Park	11430 Chandler Boulevard North Hollywood, CA 91601
Valley Village Park	5000 Westpark Drive North Hollywood, CA 91601

SOURCE: ESRI

LADWP Stormwater Capture Program

Figure 1
Regional Location

ESA



SOURCE: ESRI

LADWP Stormwater Capture Program

Figure 2
Project Locations

ESA

2.0 Methods

2.1 Literature Review

Prior to conducting the field surveys, ESA conducted a thorough review of available information regarding the present biological conditions of the project sites and surrounding vicinity. The following resources were referenced for the analyses of this report:

- California Department of Fish and Wildlife (CDFW). 2019. California Natural Diversity Data Base (CNDDB) (Accessed September 2019). Database was queried for special status species records within the nine (9) United States Geological Survey (USGS) topographic quadrants within and adjacent to the project. These nine quadrants include: Oat Mountain, San Fernando, Sunland, Canoga Park, Van Nuys, Burbank, Topanga, Beverly Hills, and Hollywood.
- California Native Plant Society (CNPS). 2019. Inventory of Rare and Endangered Vascular Plants of California. Database was queried for special status species records within the nine USGS topographic quadrants within and adjacent to the project as listed above.
- Google Earth. 2019. Historical aerial imagery.
- United States Department of Agriculture (USDA) Soil Survey Geographic Data Base.

2.2 Biological Resource Survey

Field surveys were conducted for each of the nine sites as summarized in **Table 2**. The surveys consisted of mapping vegetation communities and conducting a general assessments of areas that could be affected by construction at all project sites.

TABLE 2
SUMMARY OF FIELD SURVEYS

Survey Locations	Survey Date	Biologist
David M. Gonzales Recreation Center, Fernangeles Park, Strathern Park North, and Whitsett Fields Park North.	September 18, 2019	Travis Marella (ESA)
Valley Plaza Park North, Valley Plaza Park South, Alexandria Park, North Hollywood Park, and Valley Village Park	October 4, 2019	Colleen Del Vecchico (Pax)

The entirety of each of the nine parks were surveyed for sensitive biological resources, including areas where special-status species could potentially occur. The biologists walked each of the nine parks to characterize and map biological resources. All incidental observations of flora and fauna, including sign of wildlife presence (e.g., scat, tracks, burrows, and vocalizations) were noted during the assessment. Photographs of each park are provided in **Appendix A** of this report.

3.0 Existing Conditions

This section describes the existing conditions at the nine park sites that encompass the proposed project. Each park site includes a description and documentation of the site's soil and topography, vegetation communities, special status species, jurisdictional wetlands and waters, wildlife movement and migration, and protected trees as outlined below.

Soils and Topography. A general description of soils found within the project area and the site's topography.

Vegetation Communities. All plant communities and land uses were characterized and delineated on aerial photographs during the field surveys and then digitized using a Geographic Information System software (ArcGIS). The nomenclature used to describe the vegetation at each park is based on *A Manual of California Vegetation*, Second Edition (Sawyer 2009), or based on species-dominance when not recognized in the *Manual*. Representative photographs of the vegetation at each park are included in Appendix A**.**

Special-Status Species. Special-status species include those species listed or proposed for listing as threatened or endangered, or are candidates for possible future listing as threatened or endangered, under the federal Endangered Species Act or the California Endangered Species Act; species that meet the definitions of rare or endangered under State CEQA Guidelines Section 15380; plants considered by the CNPS to be rare, threatened, endangered (Rank 1A, 1B, 2A and 2B plants) in California, including plants in which more information is needed to determine their status and plants of limited distribution (List 3 and 4 plants); wildlife covered under an adopted Habitat Conservation Plan (HCP) or Natural Communities Conservation Plan (NCCP); wildlife designated by CDFW as species of special concern, included on the Watch List or are considered Special Animals; and wildlife "fully protected" in California (Fish and Game Code Sections 3511, 4700, and 5050). A review of the CNDDB (CDFW, 2019) and the CNPS Inventory of Rare and Endangered Plants (CNPS, 2019) was conducted that revealed dozens of special-status plant and animal species recorded within the nine USGS quadrangles searched. The potential for special-status species to occur at each park was determined based on habitat suitability, such as the amount of human disturbances within the park and adjacent land uses, vegetation and habitat quality, topography, elevation, soils, habitat preferences and geographic ranges.

A review of the CNDDB (CDFW 2019) revealed 47 special-status wildlife species have been previously recorded in the region. However, based on absence of suitable habitat at the nine park sites, as well as, known geographic distributions and/or range restrictions, it was determined that there is a low potential for special-status wildlife species to be present. A discussion of the special-status wildlife species that have potential to be present at each park location is described in Sections 3.1-3.9. The results of the CNDDB and CNPS (CNPS 2019) queries are provided in **Appendix B.**

Several wildlife species common to developed areas, including urban parks, were observed during the biological surveys. Avian species observed included, but were not limited to, American bushtit (*Psaltriparus minimus*), California scrub jay (*Aphelocoma californica*), Anna's hummingbird (*Calypte anna*), turkey vulture (*Cathartes aura*), wrentit (*Chamaea fasciata*), rock dove (*Columba livia*), American crow (*Corvus brachyrhynchos*), common raven (*Corvus corax*), common yellowthroat (*Geothlypis trichas*), acorn woodpecker (*Melanerpes formicivorus*), and California towhee (*Melozone crissalis*). Mammal species observed included Virginia opossum (*Didelphis virginiana*) and California ground squirrel (*Otospermophilus beecheyi*). The western fence lizard (*Sceloporus occidentalis*) was the only reptile species observed. A complete list of the wildlife species observed during the surveys is provided in **Appendix C.** Numerous other common wildlife species are expected to forage and/or breed within the project sites include, but not limited to, deer mice (*Peromyscus* sp,), side-blotched lizard (*Uta* sp.), Allen's hummingbird (*Selasphorus sasin*), tree swallow (*Tachycineta bicolor*), house sparrow (*Passer domesticus*) and house finch (*Haemorhous mexicanus*).

Sensitive natural communities are listed by CDFW on their List of Vegetation Alliances and Associations (CDFG 2010). Communities on this list are given a Global (G) and State (S) rarity ranking on a scale of 1 to 5, where communities with a ranking of 5 are the most common and communities with a ranking of 1 are the rarest and of the highest priority to preserve. For the purpose of this report, Sensitive natural communities are those communities that have a state ranking of S3 or rarer, and are generally those that are considered by the CDFW to be imperiled due to their decline in the region and/or the habitat they provide to rare and endemic wildlife species. Continued degradation and destruction of these ecologically important communities could threaten the regional distribution and viability of the community and possibly the sensitive species they support. A review of the CNDDB records revealed eight (8) sensitive natural communities have been recorded in the vicinity of the nine parks that encompass the proposed project and include, California Walnut Woodland, Riversidian Alluvial Fan Sage Scrub, Southern California Arroyo Chub/Santa Ana Sucker Stream, Southern Coast Live Oak Riparian Forest, Southern Cottonwood Willow Riparian Forest, Southern Mixed Riparian Forest, Southern Sycamore Alder Riparian Woodland, Southern Willow Scrub, and Valley Oak Woodland. (CDFW, 2019).

No designated critical habitat occurs within any of the project sites. The nearest designated critical habitat is for southwestern willow flycatcher, which is approximately two miles east of the David M. Gonzales Recreation Center.

Jurisdictional Wetlands and Waters. Biologists assessed the presence of any wetlands or waters located on or adjacent to each park that may be within the jurisdiction of federal or State agencies, including the United States Army Corps of Engineers (USACE) in accordance with Section 404 of the Clean Water Act, the Regional Water Quality Control Board (RWCQB) in accordance with Section 401 of the Clean Water Act, and CDFW in accordance with Section 1602 of the California Fish and Game Code. A description of these regulations is provided later in this report in *Section 4.0, Regulatory Framework*.

Wildlife Movement and Migration. Wildlife movement corridors include areas where regional wildlife populations regularly and predictably move during dispersal or migration. Movement corridors in California are typically associated with ridgelines, valleys, rivers and creeks supporting riparian vegetation.

Protected Trees. Coast live oak, valley oak, and California sycamore are protected by the Los Angeles Protected Tree Ordinance (City of Los Angeles, 2006). These species are also protected in accordance with the RAP Tree Preservation Policy (described in Section 4.4) as either Special

Habitat Value trees (California sycamore, toyon, and California bay trees) or as Common Park trees (all other trees within the project sites).

3.1 David M. Gonzales Recreation Center

As depicted on **Figure 3**, David M. Gonzales Recreation Center is located in the upper Tujunga Wash Watershed within the San Fernando Valley Groundwater Basin; south of the Interstate 210 freeway, east of State Route 118 freeway and north of Interstate 10 freeway in the Pacoima neighborhood of the City. It is bordered by Pacoima Elementary School to the northwest, Herrick Avenue to the northeast, Pierce Avenue to the southeast and Norris Avenue to the southwest. The project site features an auditorium, baseball diamond, basketball courts, children's play area, community room, handball courts, indoor gym, picnic tables, soccer field, boxing gym, boxing ring, kitchen, and stage. The surrounding area consists predominately of single and multi-family residential homes. Common wildlife species were observed, including American crow, bushtit, and California ground squirrel (*Otospermophilus beecheyi*).

3.1.1 Soils and Topography

Topography at the David M. Gonzales Recreation Center is flat. The entire park consists of *Urban land-Soboba complex, 0 to 5 percent slopes* (see **Figure 4**). Urban soils are found in watersheds that provide drinking water, food, waste utilization, and natural resources to communities. Urban soils are also found within cities in park areas, recreation areas, community gardens, green belts, lawns, septic absorption fields, sediment basins and other uses. The Soboba series consists of very deep, excessively drained soils that formed in alluvium from granitic sources. These soils are found on alluvial fans and flood plains and slopes range from 0 to 15 percent.

3.1.2 Vegetation Communities

This site is completely disturbed/developed and consists of approximately seven acres of manicured grass, non-native grasses, and weed species. Non-native and ornamental trees such as long leaf pitch pine (*Pinus palustris*), lemon-scented gum (*Corymbia citriodora*), camphor tree (*Cinnamomum camphora*), and Peruvian pepper (*Schinus molle*) are dispersed intermittently on site. Native trees on site consist of coast live oak and western sycamore.

3.1.3 Special-Status Species

No special-status species were observed at the time of the survey. No record of special-status species occurrences exist on the project site, however, there are several records of special-status species occurrences within five miles of the project location. The special-status species records such as California legless lizard (*Anniella* sp.), Los Angeles pocket mouse (*Perognathus longimembris brevinasus*), and coast horned lizard (*Phrynosoma coronatum*) are mostly historic, and based on their natural history and existing conditions of the park, it was determined that many of the special-status species have no potential to occur. Avian species such as Cooper's hawk (*Accipiter cooperii*) have a high potential to occur on site (forging) but have a moderate potential to nest on site. Bat species such as hoary bat (*Lasiurus cinereus*) and silver-haired bat (*Lasionycteris noctivagans*) have a low potential to occur on site due to the highly urbanized environment with constant use of lighting (e.g., street lights, baseball field lights). There were no sensitive natural communities present on site.

SOURCE: ESRI; County of Los Angeles

LADWP Stormwater Capture Program

Figure 3
David M. Gonzales Recreation Center

ESA

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SOURCE: ESRI; County of Los Angeles; NRCS

LADWP Stormwater Capture Program

Figure 4a
Soil Map - David M. Gonzales Recreation Center

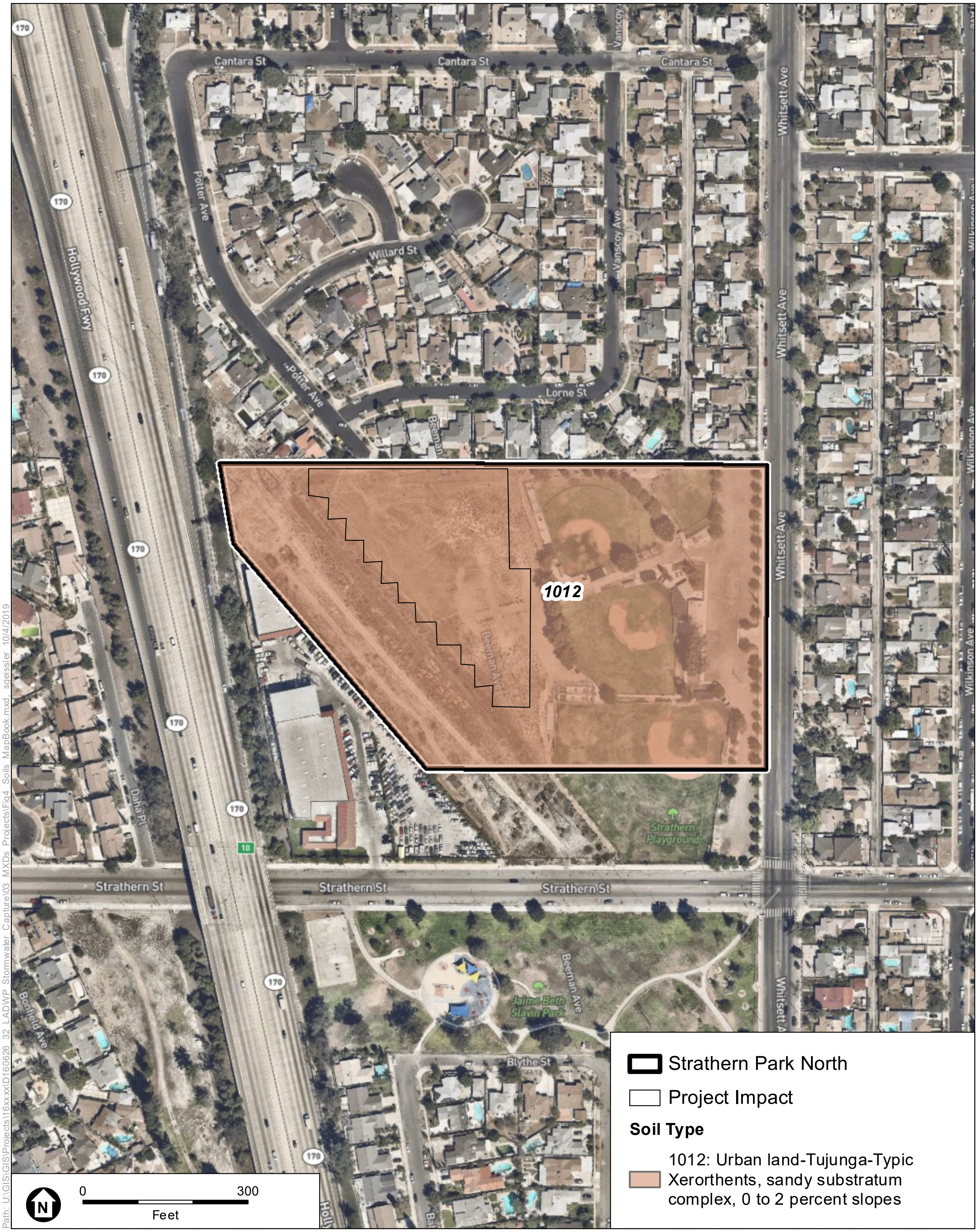
ESA

SOURCE: ESRI; County of Los Angeles; NRCS

LADWP Stormwater Capture Program

Figure 4b
Soil Map - Fernangeles Park

ESA



SOURCE: ESRI; County of Los Angeles; NRCS

LADWP Stormwater Capture Program

Figure 4c
Soil Map - Strathern Park North

ESA

SOURCE: ESRI; County of Los Angeles; NRCS

LADWP Stormwater Capture Program

Figure 4d
Soil Map - Whitsett Fields Park North

ESA

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SOURCE: ESRI; County of Los Angeles; NRCS

LADWP Stormwater Capture Program

Figure 4e
Soil Map - Valley Plaza Park North

ESA

SOURCE: ESRI; County of Los Angeles; NRCS

LADWP Stormwater Capture Program

Figure 4f
Soil Map - Valley Plaza Park South

ESA

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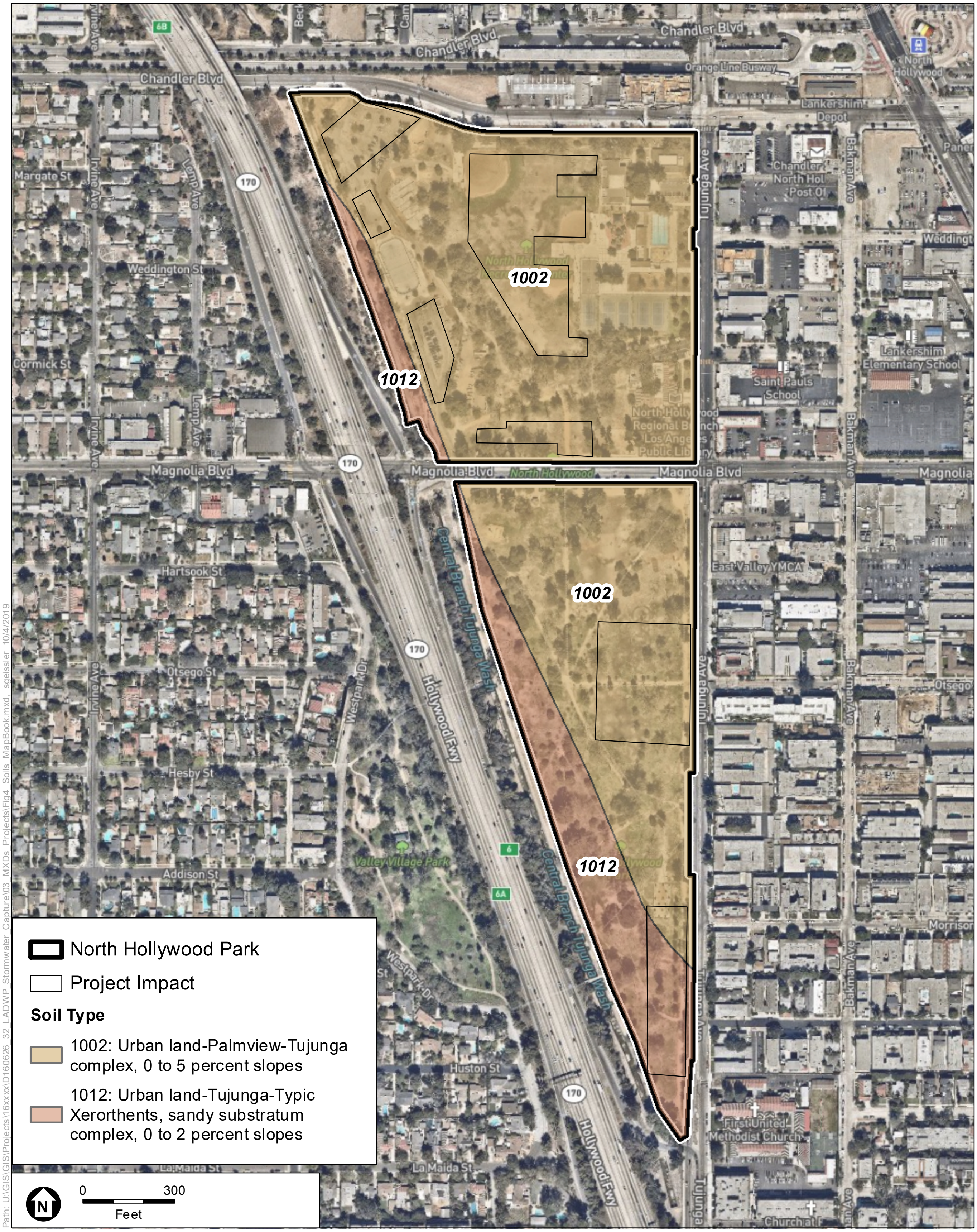
SOURCE: ESRI; County of Los Angeles; NRCS

LADWP Stormwater Capture Program

Figure 4g
Soil Map - Alexandria Park

ESA



SOURCE: ESRI; County of Los Angeles; NRCS

LADWP Stormwater Capture Program

Figure 4h
Soil Map - North Hollywood Park

ESA

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SOURCE: ESRI; County of Los Angeles; NRCS

LADWP Stormwater Capture Program

Figure 4i
Soil Map - Valley Village Park

ESA

3.1.4 Jurisdictional Resources

There are no state- or federally regulated wetlands or watercourses within or adjacent to the David M. Gonzales Recreation Center.

3.1.5 Migratory and Nesting Birds

Migratory birds may utilize all habitats within the project site, including but not limited to trees and building structures for foraging and breeding purposes. The trees on site (pine and gum) provide suitable habitat for raptor species and other species that require tall trees for nesting. Though no nests were observed, raptor species such as red-tailed hawk (*Buteo jamaicensis*), red-shouldered hawk (*Buteo lineatus*), and Coopers hawk could potentially nest at this site. Other common bird species adapted to urban environments that have potential to nest on site include, but are not limited to, northern mockingbird, rock dove, and mourning dove (*Zenaida macroura*).

3.1.6 Protected Trees

Nine coast live oak (*Quercus agrifolia*) and three western sycamores (*Platanus racemose*), both protected by the City (described further in Section 4.4) are scattered throughout the site.

3.2 Fernangeles Park

As depicted on **Figure 5**, Fernangeles Park is located in the upper Tujunga Wash Watershed within the San Fernando Valley Groundwater Basin; south of the Interstate 5 (I-5) freeway and State Route-170 (SR-170) freeway interchange in the Sun Valley neighborhood of the City. It is bordered by Allegheny Street to the west, Laurel Canyon Boulevard to the north, Wicks Street to the east, and Remick Avenue to the south. Fernangeles Recreation Center features an auditorium, barbecue pits, baseball diamonds, basketball courts, children's play area, football field, indoor gym, picnic tables, and soccer field. The surrounding area consists predominately of single and multi-family residential homes. Common wildlife species that were observed at this park during the field survey include American crow, Virginia opossum, and red-tailed hawk.

3.2.1 Soils and Topography

Topography at the Fernangeles Park is generally flat. Soils on site consists entirely of *Urban land-Palmview-Tujunga complex, 0 to 5 percent slopes* (see **Figure 6**). The Palmview series consists of very deep, well drained soils that formed in alluvium from granitic or related rock sources. These soils are on alluvial fans and slopes range from 0 to 15 percent. The Tujunga series consists of very deep, somewhat excessively drained soils that formed in a thin layer of human-transported materials overlying alluvium from granitic sources. These soils are on alluvial fans and flood plains, including urban areas and slopes range from 0 to 12 percent.

3.2.2 Vegetation Communities

This site is completely disturbed/developed and consists of approximately nine acres of manicured grass, non-native grasses, and weed species. A coast live oak stand, consisting of approximately 10 trees, is situated on the western boundary of the project site, along Remick Avenue. Native, non-native and ornamental trees are also dispersed throughout the park.

SOURCE: ESRI; County of Los Angeles

LADWP Stormwater Capture Program

Figure 5
Fernangeles Park

ESA

SOURCE: ESRI; County of Los Angeles; NRCS

LADWP Stormwater Capture Program

Figure 6
Soil Map - Fernangeles Park

ESA

3.2.3 Special-Status Species

No special-status species were observed at the time of the survey. No records of special-status species exist on the project site; however, there are several records of special-status species existing within five miles of the project location. The special-status species occurrence records, including the California legless lizard, Los Angeles pocket mouse, and coast horned lizard are mostly historic. Based on their natural history and existing conditions of the park, it was determined that many of the special-status species have no potential to occur on site. Avian species such as Cooper's hawk have a high potential to occur on site (forging) but have a moderate potential to nest on site. Bat species such as hoary bat and silver-haired bat have a low potential to occur on site due to the highly urbanized environment with constant use of lighting (e.g., street lights, baseball field lights). There were no sensitive natural communities present on site.

3.2.4 Jurisdictional Resources

There are no state- or federally regulated wetlands or watercourses within or adjacent to Fernangeles Park.

3.2.5 Migratory and Nesting Birds

Migratory birds may utilize all habitats within project site, including but not limited to trees and building structures for foraging and nesting. The tall trees on site (i.e., pine and gum) provide suitable habitat for raptor species and other species that require tall trees to nest. Though no nests were observed, raptors such as red-tailed hawk, red-shouldered hawk, and Cooper's hawk could potentially nest at this site. Other common bird species adapted to nesting in urban environments have potential to nest on site, such as northern mockingbird, house finch, and mourning dove.

3.2.6 Protected Trees

Non-native and ornamental trees such as long leaf pitch pine (*Pinus palustris*), lemon-scented gum (*Corymbia citriodora*), camphor tree (*Cinnamomum camphora*), and Peruvian pepper (*Schinus molle*) are dispersed intermittently on site. Native trees on site consist of coast live oak and western sycamore.

3.3 Strathern Park North

Strathern Park North is located in the upper Tujunga Wash Watershed within the San Fernando Valley Groundwater Basin; south of the I-5 freeway and SR- 170 freeway interchange in the Sun Valley neighborhood of the City (see **Figure 7**). It is bordered by Whitsett Avenue to the east, Strathern Street to the south, SR-170 to the west, and residential homes to the north. The park features four baseball fields, a parking lot, an easement for transmission towers and an undeveloped area. The surrounding area consists predominately of commercial buildings and residential homes. Common wildlife species were observed on site such as common raven, black phoebe, and rock dove.

SOURCE: ESRI; County of Los Angeles

LADWP Stormwater Capture Program

Figure 7
Strathern Park North

ESA

3.3.1 Soils and Topography

Topography at the Strathern Park North is generally flat. The entire park consists of *Urban land-Tujunga-Typic Xerorthents, sandy substratum complex, 0 to 2 percent slopes* (see **Figure 8**). The Tujunga series consists of very deep, somewhat excessively drained soils that formed in a thin layer of human-transported materials overlying alluvium from granitic sources. These soils are on alluvial fans and flood plains, including urban areas and slopes ranging from 0 to 12 percent. Typic Xerorthents, sandy substratum consists of very deep, well drained soils that formed in human-transported materials overlying sandy alluvium from granitic sources. These soils are on flood plains in areas with filled surfaces and slopes range from 0 to 5 percent.

3.3.2 Vegetation Communities

This site is completely disturbed/developed and consists of approximately 11 acres of manicured grass, non-native grasses, and weed species. Non-native and ornamental trees such as Peruvian pepper (*Schinus molle*) and Mexican fan palm (*Washingtonia robusta*), are dispersed intermittently on site. Native trees on site consist of Fremont cottonwood (*Populus fremontii*), valley oak (*Quercus lobata*), and western sycamore.

3.3.3 Special-Status Species

No special-status species were observed at the time of the survey. There are several records of special-status species existing within five miles of the project location, including the San Fernando Valley spineflower (*Chorizanthe parryi*), Nevin's barberry (*Mahonia nevinii*), and coastal whiptail (*Cnemidophorus tigris*); however, the records are mostly historic for all species. Based on their natural history and existing conditions of the park, it was determined that many of the special-status species have no potential to occur. Avian species such as Cooper's hawk have a high potential to occur on site (forging) but have a moderate potential to nest on site. Bat species such as hoary bat and silver-haired bat have a low potential to occur on site due to the highly urbanized environment on site and constant use of lighting (e.g., street lights, baseball field lights). No records of any special-status species exist on the project site itself. There were no sensitive natural communities present on site.

3.3.4 Jurisdictional Resources

There are no state- or federally regulated wetlands or watercourses within or adjacent to Strathern Park North.

3.3.5 Migratory and Nesting Birds

Migratory birds may utilize all habitats within the project site, including but not limited to trees and building structures for foraging and nesting. The tall trees on site (i.e., cottonwood and palm) provide suitable habitat for raptor species and other species that require tall trees for nesting. Though no nests were observed, raptors such as red-tailed hawk, red-shouldered hawk, and Cooper's hawk could potentially nest at this site. Other common bird species adapted to nesting in urban environments have potential to nest onsite, such as northern mockingbird, house finch and mourning dove.

SOURCE: ESRI; County of Los Angeles; NRCS

LADWP Stormwater Capture Program

Figure 8
Soil Map - Strathern Park North

ESA

3.3.6 Protected Trees

Several non-native ornamental trees and several native trees, including western sycamore, valley oak, and Fremont cottonwood are scattered throughout Strathern Park North.

3.4 Whitsett Fields Park North

As depicted on **Figure 9**, Whitsett Fields Park North is located in the upper Tujunga Wash Watershed within the San Fernando Valley Groundwater Basin; south of the I-5 freeway and west of SR-170 freeway in the Valley Glen neighborhood of the City. It is bordered by Whitsett Avenue to the west, Sherman Way to the north, SR-170 to the east, and Vanowen Street to the south. The park features picnic tables, five baseball fields, seven soccer fields and two parking lots. The surrounding area is predominately single and multi-family residential homes. Common wildlife species were observed on site, including wrentit, acorn woodpecker, and northern mockingbird.

3.4.1 Soils and Topography

Whitsett Fields Park North is generally flat. Approximately one-third of the project site consists of *Urban land-Palmview-Tujunga complex, 0 to 5 percent slopes* and approximately two-thirds of the project site consists of *Urban land-Tujunga-Typic Xerorthents, sandy substratum complex, 0 to 2 percent slopes* (see **Figure 10**). The Palmview series consists of very deep, well drained soils that formed in alluvium from granitic or related rock sources. These soils are on alluvial fans and slopes range from 0 to 15 percent. The Tujunga series consists of very deep, somewhat excessively drained soils that formed in a thin layer of human-transported materials overlying alluvium from granitic sources. These soils are on alluvial fans and flood plains, including urban areas and slopes range from 0 to 12 percent. Typic Xerorthents, sandy substratum consists of very deep, well drained soils that formed in human-transported materials overlying sandy alluvium from granitic sources. These soils are on flood plains in areas with filled surfaces and slopes range from 0 to 5 percent.

3.4.2 Vegetation Communities

Whitsett Fields Park North is completely disturbed/developed and consists of approximately 13 acres, consisting of manicured grass, non-native grasses, and weed species. Native, non-native and ornamental trees are also dispersed throughout the park.

3.4.3 Special-Status Species

No special-status species were observed at the time of the survey. There are several records of special-status species existing within five miles of the project site include white rabbit-tobacco (*Pseudognaphalium leucocephalum*), mesa horkelia (*Horkelia cuneata* var. *puberula*), and coastal California gnatcatcher (*Polioptila californica*); however, these occurrences are mostly historic. Based on their natural history and existing conditions of the park, it was determined that many of the special-status species have no potential to occur. Avian species such as Cooper's hawk have a high potential to occur on site (forging) but have a moderate potential to nest on site. Bat species such as hoary bat and silver-haired bat have low potential to occur on site due to the project site situated in an urban environment with constant use of lighting (e.g., street lights, baseball field lights). No records of any special-status species exist on the project site itself. There were no sensitive natural communities present on site.

SOURCE: ESRI; County of Los Angeles

LADWP Stormwater Capture Program

Figure 9
Whitsett Fields Park North

ESA

SOURCE: ESRI; County of Los Angeles; NRCS

LADWP Stormwater Capture Program

Figure 10
Soil Map - Whitsett Fields Park North

ESA

3.4.4 Jurisdictional Resources

There are no state- or federally regulated wetlands or watercourses within or adjacent to the Whitsett Fields Park North.

3.4.5 Migratory and Nesting Birds

Migratory birds may utilize all habitats within the project site, including but not limited to trees and building structures for foraging and nesting. The tall trees on site (i.e., oak and Shamel ash) provide suitable habitat for raptor species and other species that require tall trees to nest. Though no nests were observed, raptors such as red-tailed hawk, red-shouldered hawk, and Cooper's hawk could potentially nest at this site. Other common bird species adapted to nesting in urban environments have potential to nest on site, such as northern mockingbird, house finch and mourning dove.

3.4.6 Protected Trees

Tree species observed at Whitsett Fields Park North include Italian cypress (*Cupressus sempervirens*), shamel ash (*Fraxinus udhei*), southern magnolia (*Magnolia grandiflora*), and honey locust (*Gleditsia triacanthos*), as well as, native trees including coast live oak and western sycamore.

3.5 Valley Plaza Park North

As depicted on **Figure 11**, Valley Plaza Park North is located in the upper Tujunga Wash Watershed within the San Fernando Groundwater Basin; south of the I-5 freeway and SR-170 freeway interchange in the North Hollywood neighborhood of the City. It is bordered by SR-170 to the west, Sherman Way to the north, Laurelgrove Avenue to the east, and Victory Boulevard to the south. The park features a walking trail loop, a pedestrian bridge, picnic tables, two parking lots and the Valley Plaza Branch Library. The surrounding area consists predominately of single and multi-family residential homes to the east. The project site is maintained by RAP. Common wildlife species observed include California towhee, house finch, and black phoebe.

3.5.1 Soils and Topography

The topography at Valley Plaza Park North is relatively flat. The soil at Valley Plaza Park North consists of *Urban land-Tujunga-Typic Xerorthents, sandy substratum complex, 0 to 2 percent slopes* (see **Figure 12**). The Tujunga series consists of very deep, somewhat excessively drained soils that formed in a thin layer of human-transported materials overlying alluvium from granitic sources. These soils are on alluvial fans and flood plains, including urban areas and slopes range from 0 to 12 percent. Typic Xerorthents, sandy substratum consists of very deep, well drained soils that formed in human-transported materials overlying sandy alluvium from granitic sources. These soils are on flood plains in areas with filled surfaces and slopes range from 0 to 5 percent.

3.5.2 Vegetation Communities

Valley Plaza Park North is disturbed/developed and consists of approximately 19 acres of manicured grass, non-native grasses, and weed plant species, in addition to the existing buildings and park infrastructure. Native and ornamental trees are also dispersed throughout the park.

SOURCE: ESRI; County of Los Angeles

LADWP Stormwater Capture Program

Figure 11
Valley Plaza Park North

ESA

SOURCE: ESRI; County of Los Angeles; NRCS

LADWP Stormwater Capture Program

Figure 12
Soil Map - Valley Plaza Park North

ESA

3.5.3 Special-Status Species

No special-status species were observed at the time of the survey. There are very few recorded occurrences of special-status species within five miles of the project location, these include species such as California legless lizard, Los Angeles pocket mouse, and San Fernando Valley spineflower; however, the records are mostly historic, and based on their natural history and existing conditions of the park, it was determined that many of the special-status species have no potential to occur. Cooper's hawk has a high potential to forage and nest within the trees located at the park. Bat species such as hoary bat and silver-haired bat have low potential to occur on the site, because it is situated in an urban environment with constant ambient nighttime lighting (e.g., street lights, baseball field lights). There were no sensitive natural communities present on site.

3.5.4 Jurisdictional Resources

There are no state- or federally regulated wetlands or watercourses within Valley Plaza Park North. The existing Central Branch Tujunga Wash, a potentially jurisdictional drainage, is located underground adjacent to the western boundary of the park.

3.5.5 Migratory and Nesting Birds

Suitable nesting habitat for a variety of bird species is present at Valley Plaza Park North. Several of the native and ornamental tree species such as western sycamore and southern live oak (*Quercus virginiana*), were found to have inactive bird nests (unknown species). Structures within or directly adjacent to the park, such as the Valley Plaza Branch Library or the Valley Municipal Sports office, provide suitable nesting habitat for bird species that occasionally nest on buildings, such as house finch or barn swallow (*Hirundo rustica*), both of which were observed at the time of the survey.

3.5.6 Protected Trees

Protected trees observed at Valley Plaza Park North include western sycamore and valley oak. Multiple western sycamores were observed within project site. Additional tree species observed include southern live oak, lemon eucalyptus, Chinese elm (*Ulmus parvifolia*), and Shamel ash.

3.6 Valley Plaza Park South

As depicted on **Figure 13**, Valley Plaza Park South is located in the upper Tujunga Wash Watershed within the San Fernando Groundwater Basin; south of the I-5 freeway and SR-170 freeway interchange in the North Hollywood. It is bordered by SR-170 to the west, Sherman Way to the north, Saint Clair Avenue to the east, and Victory Boulevard to the south. For the purpose of this report, the portion of the park below Vanowen Street will be considered as Valley Plaza Park South. The park features a child care center, recreation center, two baseball fields, four tennis courts, two basketball courts, a swimming pool, a children's play area and two parking lots. The surrounding area predominately consists of single and multi-family residential homes with Roy Romer Middle School and West Coast University to the east. The project site is maintained by RAP. Common wildlife species were observed, including European starling (*Sturnus vulgaris*), lesser goldfinch (*Spinus psaltria*), and western gray squirrel (*Sciurus griseus*).

Special-status wildlife species observed at the time of the survey include Cooper's hawk (*Accipiter cooperii*), a California Species of Special Concern.

3.6.1 Soils and Topography

The topography at Valley Plaza Park South is relatively flat. The soil at Valley Plaza Park South consists of *Urban land-Tujunga-Typic Xerorthents, sandy substratum complex, 0 to 2 percent slopes* (see **Figure 14**). The Tujunga series consists of very deep, somewhat excessively drained soils that formed in a thin layer of human-transported materials overlying alluvium from granitic sources. These soils are on alluvial fans and flood plains, including urban areas and slopes range from 0 to 12 percent. Typic Xerorthents, sandy substratum consists of very deep, well drained soils that formed in human-transported materials overlying sandy alluvium from granitic sources. These soils are on flood plains in areas with filled surfaces and slopes range from 0 to 5 percent.

3.6.2 Vegetation Communities

Valley Plaza Park South is disturbed/developed and consists of approximately 18 acres of manicured grass, non-native grasses, and weed plant species, in addition to the existing buildings and park infrastructure. Native trees and ornamental trees are also dispersed throughout the park.

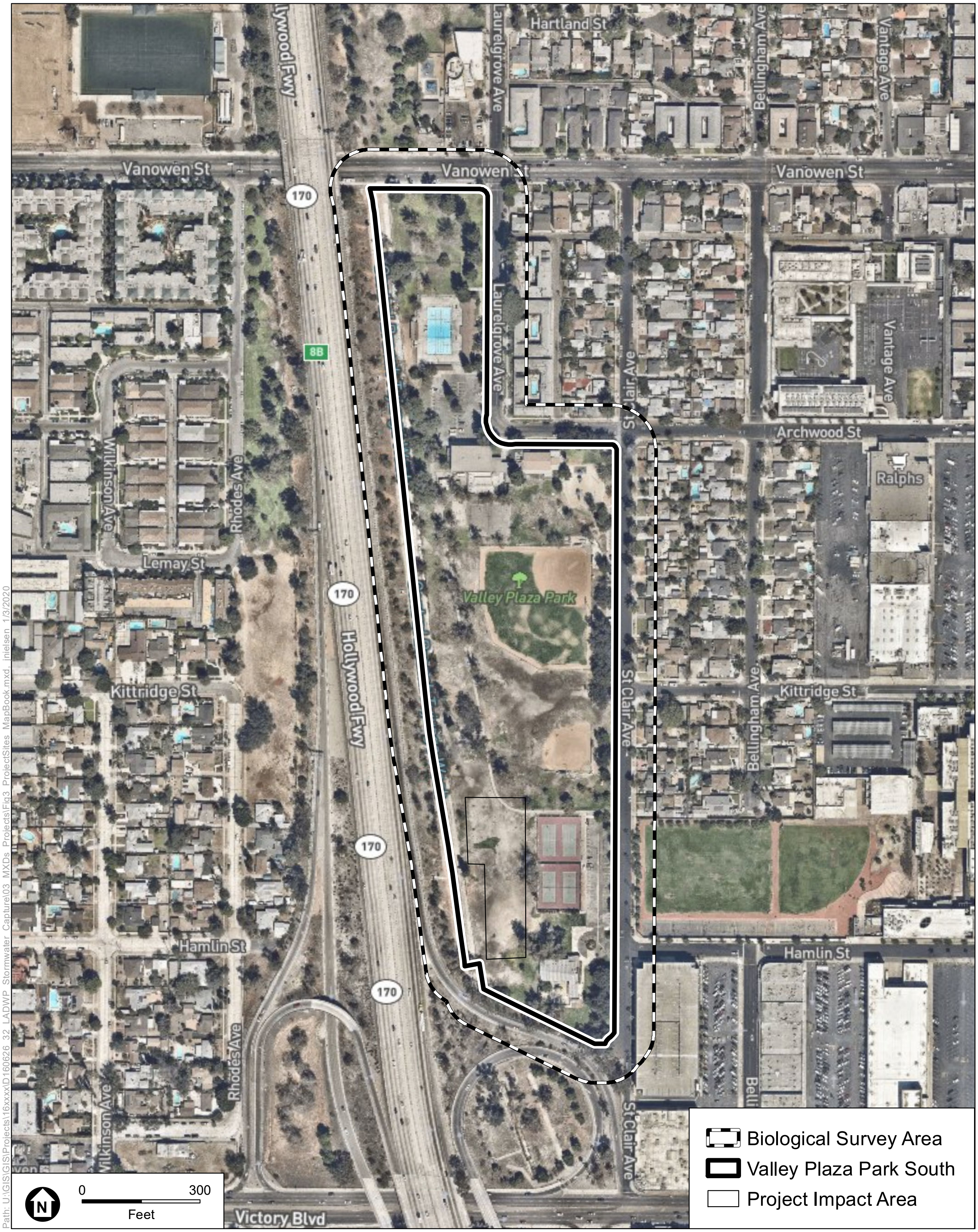
3.6.3 Special-Status Species

One special-status species was observed within the project site during the survey, Cooper's hawk. The adult Cooper's hawk was observed flying into a mature tree adjacent to the Central Branch Tujunga Wash, within the park boundary. The existing conditions of the park provide food sources, as well as potential nesting habitat for the species. This species has historically been known to exist in forested riparian habitats, however, the species has adapted well to urbanization and utilizes trees in developed areas.

There are very few recorded occurrences of special-status species existing within five miles of Valley Plaza Park South, and include the Los Angeles pocket mouse and San Fernando Valley spineflower. These are historic records, and based on their natural history and existing conditions of each park, it was determined that these special-status species have no potential to occur. Bat species such as hoary bat and silver-haired bat also have low potential to occur on site, but could potentially use western sycamores and oak trees in the area to roost. There were no sensitive natural communities present on site.

3.6.4 Jurisdictional Resources

A potentially jurisdictional water feature, the Central Branch Tujunga Wash, was observed along the western boundary of the Valley Plaza Park South (**Figure 15**). The wash is no longer in a natural state and was developed into a concrete channel, and likely holds water seasonally. No water was observed at the time of the survey. All stormwater collected within the park boundary is likely diverted into this wash.



SOURCE: ESRI; County of Los Angeles

LADWP Stormwater Capture Program

Figure 13
Valley Plaza Park South

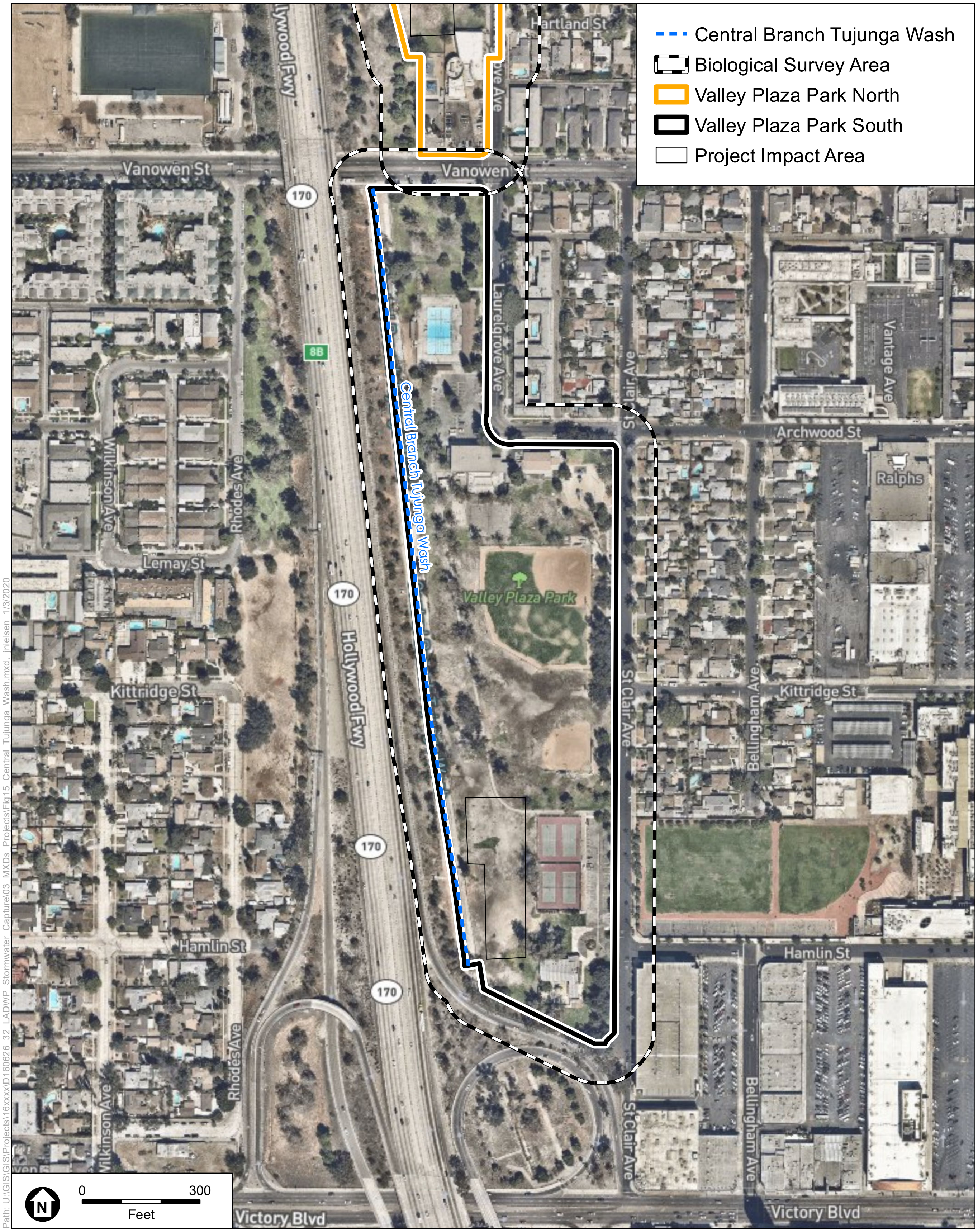
ESA

SOURCE: ESRI; County of Los Angeles; NRCS

LADWP Stormwater Capture Program

Figure 14
Soil Map - Valley Plaza Park South

ESA



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SOURCE: ESRI; County of Los Angeles

LADWP Stormwater Capture Program

Figure 15
Potential Jurisdictional and Non-Jurisdictional Resources

ESA

3.6.5 Migratory and Nesting Birds

Suitable nesting habitat for a variety of bird species is present at Valley Plaza Park South. One western sycamore was observed to have an inactive nest. Woodpecker (*Picidae* sp.) cavities were observed in some of the trees and electrical infrastructure around the park. Furthermore, the structures within or directly adjacent to the park, such as the recreation center or child care facility, provide suitable nesting habitat for bird species that occasionally nest on buildings, such as house finches, which were observed on site at the time of the survey.

3.6.6 Protected Trees

Protected trees observed at Valley Plaza Park South include western sycamore and coast live oak. Additional tree species observed include southern live oak, southern magnolia, red ironbark (*Eucalyptus sideroxylon*), and rosewood tree (*Tipuana tipu*).

3.7 Alexandria Park

As depicted on **Figure 16**, Alexandria Park is located in the upper Tujunga Wash Watershed within the San Fernando Valley Groundwater Basin; south of the I-5 freeway and SR-170 freeway interchange in North Hollywood. The park features open spaces and picnic tables while the surrounding area consists of commercial buildings and residential homes. The project site is maintained by RAP. Common wildlife species were observed, including rock dove, Say's phoebe (*Sayornis saya*), and Botta's pocket gopher (*Thomomys bottae*).

3.7.1 Soils and Topography

The topography at Alexandria Park is relatively flat. The soil at Alexandria Park consists of *Urban land-Tujunga-Typic Xerorthents, sandy substratum complex, 0 to 2 percent slopes* (see **Figure 17**). The Tujunga series consists of very deep, somewhat excessively drained soils that formed in a thin layer of human-transported materials overlying alluvium from granitic sources. These soils are on alluvial fans and flood plains, including urban areas and slopes range from 0 to 12 percent. Typic Xerorthents, sandy substratum consists of very deep, well drained soils that formed in human-transported materials overlying sandy alluvium from granitic sources. These soils are on flood plains in areas with filled surfaces and slopes range from 0 to 5 percent.

3.7.2 Vegetation Communities

Alexandria Park is disturbed/developed and consists of approximately 4.5 acres of manicured grass, non-native grasses, and weed species. Native trees and ornamental trees are also dispersed throughout the park.

SOURCE: ESRI; County of Los Angeles

LADWP Stormwater Capture Program

Figure 16
Alexandria Park

ESA

SOURCE: ESRI; County of Los Angeles; NRCS

LADWP Stormwater Capture Program

Figure 17
Soil Map - Alexandria Park

ESA

3.7.3 Special-Status Species

No special-status species were observed at the time of the survey. There are very few recorded occurrences of special-status species within five miles of Alexandria Park, these include California legless lizard, Los Angeles pocket mouse, and San Fernando Valley spineflower; however, there is no suitable habitat at Alexandria Park capable of supporting these species. The records are mostly historic, and based on the species' natural history and existing conditions of each park, it was determined these special-status species have no potential to occur. Avian species such as Cooper's hawk have a high potential to forage on site and a moderate potential to nest within trees in the park. Bat species, such as hoary bat and silver-haired bat, have low potential to occur on site, since the park is located in an urban environment with constant ambient lighting (e.g., street lights, baseball field lights). There were no sensitive natural communities present on site.

3.7.4 Jurisdictional Resources

A potentially jurisdictional water feature, the Central Branch Tujunga Wash, was observed along the western boundary of Alexandria Park (**Figure 18**). The wash is no longer in a natural state and was developed into a concrete channel. The wash likely holds water seasonally; however, no water was present at the time of the survey. All stormwater collected within the park boundary is likely diverted into this wash.

3.7.5 Migratory and Nesting Birds

Suitable nesting habitat for a variety of bird species is present at Alexandria Park. One inactive bird nest was observed in a coast live oak tree that is adjacent to the proposed BMP footprint. Woodpecker cavities were observed in some of the mature coast live oak and western sycamore trees in the northern section of the park.

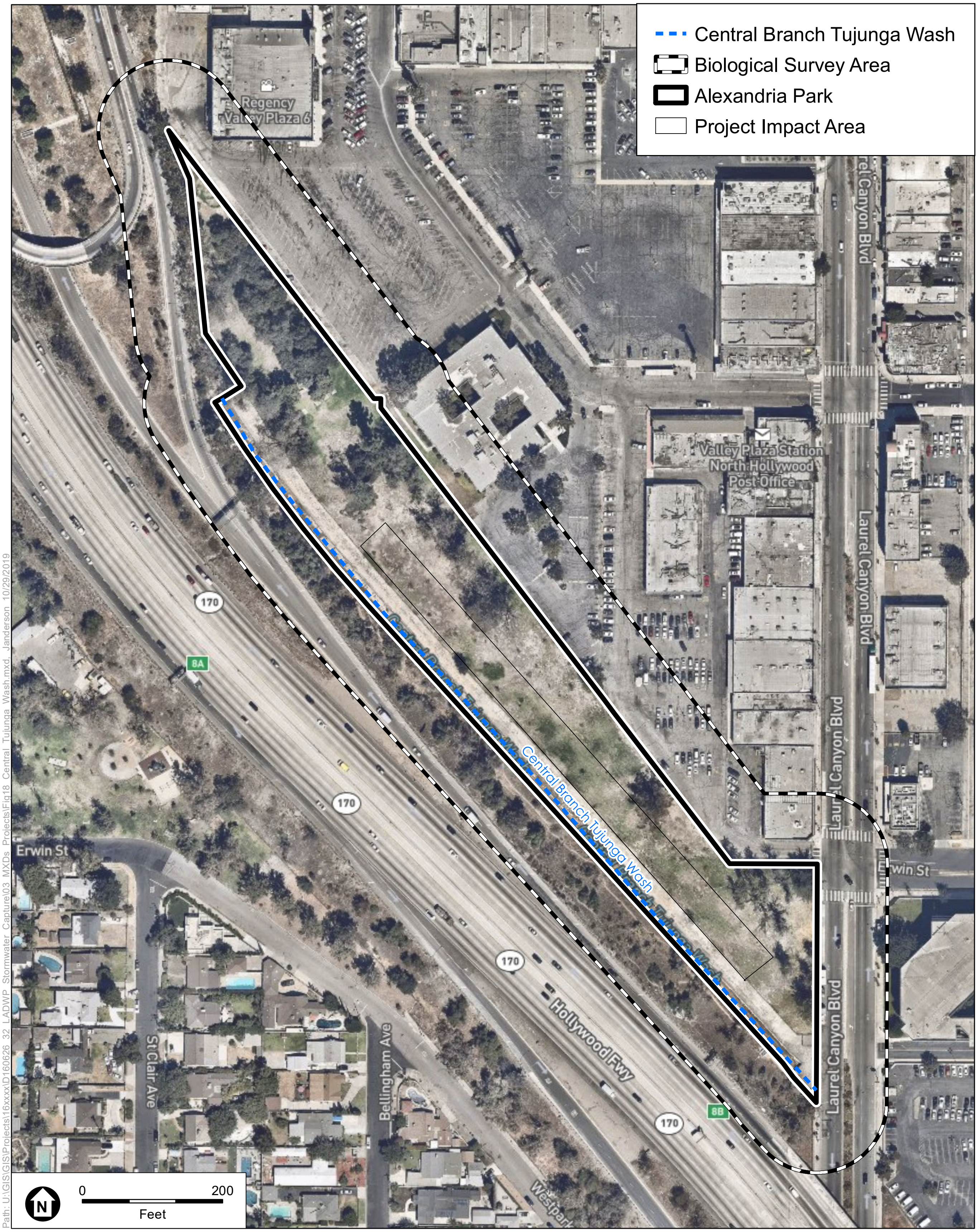
3.7.6 Protected Trees

Protected trees observed at Alexandria Park include western sycamore and coast live oak trees. Additional tree species observed include holly oak (*Quercus ilex*), blue gum (*Eucalyptus globulus),* Caucasian wingnut (*Pterocarya fraxinifolia*), and palo verde (*Parkinsonia florida*).

3.8 North Hollywood Park

As depicted on **Figure 19**, North Hollywood Park is located in the upper Tujunga Wash Watershed within the San Fernando Valley Groundwater Basin; north of U.S. Route 101 (US 101) and east of State Route SR-170 freeway interchange in North Hollywood. It is bordered by Tujunga Avenue to the east, Chandler Boulevard to the north and SR-170 to the west and south. The park features the North Hollywood Amelia Earhart Regional Library, five tennis courts, three basketball courts, a swimming pool, three baseball fields, two playgrounds, a skate plaza, four parking lots, a senior citizen center, and a community center. The surrounding area consists of predominately commercial buildings and residential homes.

The site is maintained by RAP. Common wildlife species were observed, including California towhee, mourning dove, and black phoebe.

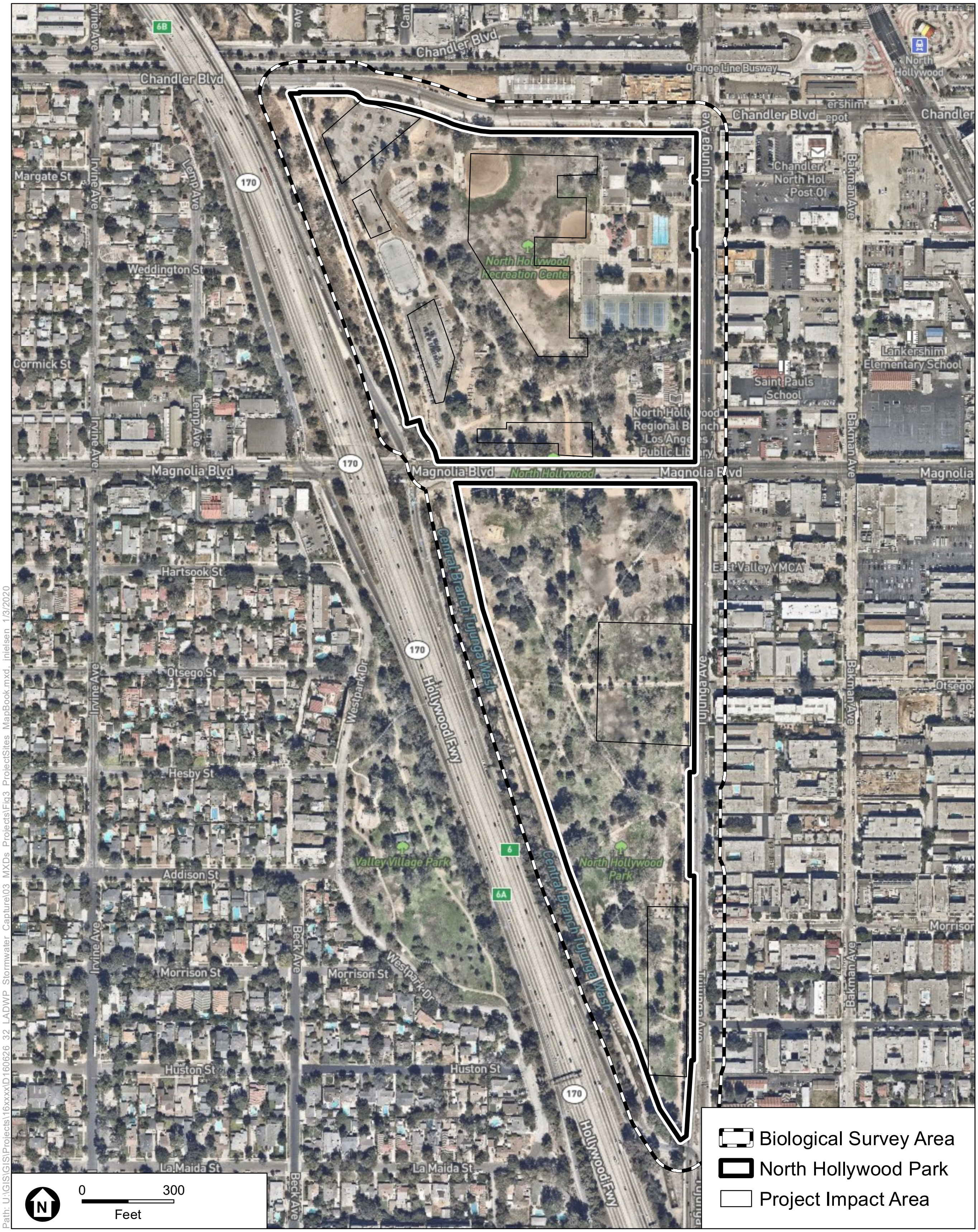


SOURCE: ESRI; County of Los Angeles

LADWP Stormwater Capture Program

Figure 18
Potential Jurisdictional and Non-Jurisdictional Resources

ESA



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SOURCE: ESRI; County of Los Angeles

LADWP Stormwater Capture Program

Figure 19
North Hollywood Park

ESA

3.8.1 Soils and Topography

The topography at North Hollywood Park is relatively flat throughout the entire park, except the west border along the fence line. Along the western border at the transition of the disturbed/developed area and the eucalyptus stand, there is an east to west slope. The downhill side is towards the Central Branch Tujunga Wash. Approximately 20 percent of North Hollywood Park has soils that consists of *Urban land-Palmview-Tujunga complex, 0 to 5 percent* and approximately 80 of the park has soils that consists of *Urban land-Tujunga-Typic Xerorthents, sandy substratum complex, 0 to 2 percent slopes* (see **Figure 20**). The Palmview series consists of very deep, well drained soils that formed in alluvium from granitic or related rock sources. These soils are on alluvial fans and slopes range from 0 to 15 percent. The Tujunga series consists of very deep, somewhat excessively drained soils that formed in a thin layer of human-transported materials overlying alluvium from granitic sources. These soils are on alluvial fans and flood plains, including urban areas and slopes range from 0 to 12 percent. Typic Xerorthents, sandy substratum consists of very deep, well drained soils that formed in human-transported materials overlying sandy alluvium from granitic sources. These soils are on flood plains in areas with filled surfaces and slopes range from 0 to 5 percent.

3.8.2 Vegetation Communities

North Hollywood Park is completely disturbed/developed and consists of approximately 26 acres of manicured grass, non-native grasses, and weed species. Native protected trees, non-native, and ornamental trees are also dispersed throughout the park.

Along the western border of the park, adjacent to the fence line that encompasses the concrete channel of the Central Branch Tujunga Wash, the herbaceous layer is intermittent with large amounts of leaf litter. This area is not manicured and differs from disturbed/developed communities of the park since there is less foot traffic and there is no routine maintenance that appears to occur. The area is dominated by red river gum (*Eucalyptus camalulensis*) and best described as a eucalyptus stand. Other plant species observed in this area include southern California black walnut (*Juglans californica*), horseweed (*Erigeron canadensis*), red seeded dandelion (*Taraxacum officinale*), common sow thistle (*Sonchus oleraceus*), and prostrate pigweed (*Amaranthus blitoides*).

3.8.3 Special-Status Species

Special-status wildlife species observed at the time of the survey include two adult Cooper’s hawks. One adult hawk was observed in the southwestern area of the park near the maintenance facility. Two additional adult hawks (one is assumed to be the same individual previously observed), were seen in a territorial dispute on the baseball fields. Both individuals in the dispute were approximately the same size, and assumed not to be a breeding pair. The existing conditions of the park provides food for hunting as well as potential nesting habitat. This species has historically been known to exist in forested riparian habitats, however, the species has adapted well to urbanization and utilizes trees in developed areas.

One southern California black walnut is present at this park, which is considered a special-status plant species. This tree was observed within the eucalyptus stand.

SOURCE: ESRI; County of Los Angeles; NRCS

LADWP Stormwater Capture Program

Figure 20
Soil Map - North Hollywood Park

ESA

There are very few records of special-status species existing within five miles of North Hollywood Park and include the Los Angeles pocket mouse and San Fernando Valley spineflower. The records are historic for both species, and based on their natural history and existing conditions of North Hollywood Park, it was determined these special-status species have no potential to occur. However, avian species such as Cooper's hawk have a high potential to forage at North Hollywood Park (forging) and a moderate potential to nest within the trees in the park. Bat species such as hoary bat and silver-haired bat have low potential to occur since the park is situated in an urban environment with constant ambient nighttime lighting (e.g., street lights, baseball field lights). There were no sensitive natural communities present on site.

3.8.4 Jurisdictional Resources

A potentially jurisdictional water feature, the Central Branch Tujunga Wash, was observed along the western boundary of the North Hollywood Park (**Figure 21**). The wash is no longer in a natural state and was developed into a concrete channel. The wash likely holds water seasonally, no water was observed at the time of the survey. All stormwater collected within the park boundary is likely diverted into this wash.

3.8.5 Migratory and Nesting Birds

Suitable nesting habitat for a variety of bird species is present at North Hollywood Park. One western sycamore was observed to have in inactive nest. Woodpecker cavities were observed in some of the trees and electrical infrastructure around the park. Furthermore, the structures within or directly adjacent to the park, such as the recreation center or child care facility, provide suitable nesting habitat for bird species that occasionally nest on buildings, such as house finch, which was observed on site at the time of the survey.

3.8.6 Protected Trees

Protected trees observed at North Hollywood Park include western sycamore, coast live oak, valley oak, and southern California black walnut. Multiple western sycamore trees and coast live oak trees were observed within the project site. Additional tree species observed include strawberry tree (*Arbutus unedo*), California buckeye (*Aesculus californica),* cape cheesewood (*Pittosporum viridiflorum*), and Montezuma cypress (*Taxodium mucronatum*).

3.9 Valley Village Park

As depicted on **Figure 22**, Valley Village Park is located in the upper Tujunga Wash Watershed within the San Fernando Valley Groundwater Basin; north of the SR-170 and US 101 freeway interchange in the Valley Village neighborhood of the City. It is bordered by Westpark Drive to the west and SR-170 to the east. The park features walking paths, a children's play area, picnic tables, and a baseball field. The surrounding area predominantly consists of residential homes. The project site is maintained by RAP. Common wildlife species were observed, including western bluebird (*Sialia Mexicana*), California scrub-jay, and black phoebe.

SOURCE: ESRI; County of Los Angeles

LADWP Stormwater Capture Program

Figure 21
Potential Jurisdictional and Non-Jurisdictional Resources

ESA

SOURCE: ESRI; County of Los Angeles

LADWP Stormwater Capture Program

Figure 22
Valley Village Park

ESA

3.9.1 Soils and Topography

The topography at Valley Village Park is relatively flat. The entire park has soils that consists of *Urban land-Tujunga-Typic Xerorthents, sandy substratum complex, 0 to 2 percent slopes* (see **Figure 23**). The Tujunga series consists of very deep, somewhat excessively drained soils that formed in a thin layer of human-transported materials overlying alluvium from granitic sources. These soils are on alluvial fans and flood plains, including urban areas and slopes range from 0 to 12 percent. Typic Xerorthents, sandy substratum consists of very deep, well drained soils that formed in human-transported materials overlying sandy alluvium from granitic sources. These soils are on flood plains in areas with filled surfaces and slopes range from 0 to 5 percent.

3.9.2 Vegetation Communities

Valley Village Park is disturbed/developed and consists of approximately 8.5 acres of manicured grass, non-native grasses, and weed plant species. There are no buildings located within this park. Native and ornamental trees are also dispersed throughout the park, including protected tree species.

3.9.3 Special-Status Species

No special-status species were observed at the time of the survey. There are very few records of special-status species existing within five miles of Valley Village Park, and include California legless lizard, Los Angeles pocket mouse, and San Fernando Valley spineflower. The records are mostly historic for all species, and based on their natural history and existing conditions of the park it was determined these special-status species have no potential to occur. For the California legless lizard, the Central Branch Tujunga Wash is not in close enough proximity to the park, removing their potential habitat. Avian species such as Cooper's hawk have a high potential to forage within the park and a moderate potential to nest within the trees in the park. Bat species such as hoary bat and silver-haired bat have low potential to occur since Valley Village Park is situated in an urban environment with constant ambient nighttime lighting (e.g., street lights, baseball field lights). There were no sensitive natural communities present on site.

3.9.4 Jurisdictional Resources

There are no state- or federally regulated wetlands or watercourses within Valley Village Park. The existing Central Branch Tujunga Wash, a potentially jurisdictional drainage, is located approximately 300 feet east on the opposite side of the SR-170.

3.9.5 Migratory and Nesting Birds

Suitable nesting habitat for a variety of bird species is present at Valley Village Park. Several of the native and ornamental tree species, such as western sycamore, eucalyptus, and palm trees, provide suitable nesting habitat for bird species.

3.9.6 Protected Trees

Protected trees that were observed at Valley Village Park include western sycamore and coastal live oaks. Additional tree species observed include river red gum, silver dollar eucalyptus (*Eucalyptus cinerea),* Chinese elm, jacaranda (*Jacaranda mimosifolia*), and Mexican fan palm.

SOURCE: ESRI; County of Los Angeles; NRCS

LADWP Stormwater Capture Program

Figure 23
Soil Map - Valley Village Park

ESA

4.0 Regulatory Setting

4.1 Federal

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) provides guidance for conserving federally listed species and the ecosystems upon which they depend. Section 9 of the FESA and its implementing regulations prohibit the "take" of any federally-listed endangered or threatened plant or animal species, unless otherwise authorized by federal regulations. "Take" includes the destruction of a listed species' habitat. Section 9 also prohibits a number of specified activities with respect to endangered and threatened plants.

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) prohibits the take of native birds "by any means or manner to pursue, hunt, take, capture (or) kill" any migratory birds except as permitted by regulations issued by the U.S. Fish and Wildlife Service (USFWS). The term "take" is defined by USFWS regulation to mean to "pursue, hunt, shoot, wound, kill, trap, capture or collect" any migratory bird or any part, nest, or egg of any migratory bird covered by the conventions, or to attempt those activities.

Clean Water Act

In accordance with Section 404 of the Clean Water Act (CWA), the USACE regulates discharge of dredged or fill material into waters of the U.S... Waters of the U.S. and their lateral limits are defined in 33 CFR 328.3(a) and includes navigable waters of the U.S., interstate waters, all other waters where the use or degradation or destruction of the waters could affect interstate or foreign commerce, tributaries to any of these waters, and wetlands that meet any of these criteria or that are adjacent to any of these waters or their tributaries. Waters of the U.S. are often categorized as "jurisdictional wetlands" (i.e., wetlands over which the USACE exercises jurisdiction under Section 404) and "other waters of the United States" when habitat values and characteristics are being described. "Fill" is defined as any material that replaces any portion of a water of the U.S. with dry land or that changes the bottom elevation of any portion of a water of the U.S. Any activity resulting in the placement of dredged or fill material within waters of the United States requires a permit from USACE. In accordance with Section 401 of the CWA, projects that apply for a Section 404 permit for discharge of dredged or fill material must obtain water quality certification from the appropriate RWQCB indicating that the proposed project would uphold State of California water quality standards.

4.2 State

State Endangered Species Act

The California Endangered Species Act (CESA) mandates that state agencies not approve a project that would jeopardize the continued existence of species if reasonable and prudent alternatives are available that would avoid a jeopardy finding. CESA also prohibits the take of any fish, wildlife, or plant species listed as endangered or threatened, or designated as candidates for listing, under CESA. Similar to the FESA, CESA contains a procedure for the CDFW to issue an incidental take permit authorizing the take of listed and candidate species incidental to an otherwise lawful activity, subject to specified conditions.

Native Plant Protection Act

The Native Plant Protection Act includes measures to preserve, protect, and enhance rare and endangered native plants. The list of native plants afforded protection pursuant to the Native Plant Protection Act includes those listed as rare and endangered under the CESA. The Native Plant Protection Act provides limitations on take as follows: "No person will import into this state, or take, possess, or sell within this state" any rare or endangered native plant, except in compliance with provisions of the act. Individual landowners are required to notify the CDFW at least 10 days in advance of changing land uses to allow the CDFW to salvage any rare or endangered native plant material.

Section 15380 of the California Environmental Quality Act Guidelines

Although threatened and endangered species are protected by specific federal and state statutes, *State CEQA Guidelines* Section 15380(b) provides that a species not listed on the federal or state list of protected species may be considered rare or endangered if the species can be shown to meet certain specified criteria. These criteria have been modeled after the definition in FESA and the section of the California Fish and Game Code dealing with rare or endangered plants or animals. This section was included in CEQA primarily to deal with situations in which a public agency is reviewing a project that may have a significant effect on, for example, a candidate species that has not been listed by either USFWS or CDFW. Thus, CEQA provides an agency with the ability to protect a species from the potential impacts of a project until the respective government agencies have an opportunity to designate the species as protected, if warranted. CEQA also calls for the protection of other locally or regionally significant resources, including natural communities. Although natural communities do not at present have legal protection of any kind, CEQA calls for an assessment of whether any such resources would be affected, and requires findings of significance if there would be substantial losses. Natural communities listed by CNDDB as sensitive are considered by CDFW to be significant resources and fall under the *State CEQA Guidelines* for addressing impacts. Local planning documents such as general plans often identify these resources as well.

Sections 3503 and 3513 of the California Fish and Game Code

Section 3503 of the California Fish and Game Code prohibits the killing of birds or the destruction of bird nests. Birds of prey are protected under Section 3503.5 of the California Fish and Game Code, which provides that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Section 3513 of the California Fish and Game Code prohibits any take or possession of birds that are designated by the MBTA as migratory nongame birds except as allowed by federal rules and regulations promulgated pursuant to the MBTA. Migratory birds include all native birds in the United States, except those non-migratory game species, such as quail and turkey, which are managed by individual states.

Section 1602 of the California Fish and Game Code

Section 1602 of the California Fish and Game Code requires a Streambed Alteration Agreement for any activity that may alter the bed and/or bank of a lake, stream, river, or channel. Typical activities that require a Streambed Alteration Agreement include, but are not limited to, excavation or fill placed within a channel, vegetation clearing, installation of culverts and bridge supports, and bank reinforcement. As part of the notification process, the CDFW requires documentation of any native trees to be removed as part of the project. Trees that have a trunk diameter at breast height of greater than 2 inches are subject to regulation by the CDFW in accordance with the Streambed Alteration Agreement.

4.3 Regional

Los Angeles County Significant Ecological Areas

The Los Angeles County Board of Supervisors designated Significant Ecological Areas (SEAs) in 1981 with the adoption of the Los Angeles County General Plan (County of Los Angeles 1980a). The collection of SEAs together was intended to designate critical components of the biodiversity of Los Angeles County as it was known and understood at that time. The majority of Griffith Park is within Significant Ecological Area (SEA) 8. The intent of the SEA regulations is not to preclude development, but to allow controlled development without jeopardizing the biotic diversity of Los Angeles County.

These SEAs are important for preserving and documenting the geographical variability of vegetation and wildlife that formerly occurred throughout the region. They serve as reservoirs of native species that could be of scientific and economic value in the future. In addition, birds rely on these islands for areas to rest and feed along their north-south migration routes. In the case of Griffith Park, this function is made even greater than might be expected because it serves as a corridor for any gene flow and species movement that may still take place between the Santa Monica and San Gabriel Mountains via the Verdugo Mountains. (County of Los Angeles 1980b).

4.4 Local

City of Los Angeles General Plan

Ecologically important areas are generally considered as open space and shall be so designated. The following shall apply:

(a) To the extant feasible, ecologically important areas shall be kept in a natural state.

(b) In the event a project is proposed within an ecologically sensitive important area, an EIR shall be prepared.

(c) The construction of roads through ecologically important areas shall be closely controlled in order to protect these areas.

City of Los Angeles Protected Tree Ordinance

The City of Los Angeles Protected Tree Ordinance (No.177404) protects any of the following Southern California native tree species measuring 4 inches or greater in trunk diameter at 4.5 feet above ground level:

a) Oaks trees including valley oak (*Quercus lobata*) and California [coast] live oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the scrub oak (*Quercus dumosa*)

b) Southern California black walnut (*Juglans californica* var. *californica*)

c) California Sycamore (*Platanus racemosa*)

d) California bay laurel (*Umbellularia californica*)

These trees are protected from relocation or removal within the city limits. Relocation and removal includes any act that will cause a protected tree to die, including but not limited to acts that inflict damage upon the root system or other parts of the tree by fire, application of toxic substances, operation of equipment or machinery, or by changing the natural grade of the land by excavation or filling within the drip line of the canopy. Any work activities that will either directly (pruning, removal) or indirectly (grade alteration) impact protected trees within their drip line will require a permit to be issued by the Urban Forestry Division.

City of Los Angeles Department of Recreation and Parks Tree Preservation Policy

RAP's Tree Preservation Policy provides protection to urban forest trees within parks beyond the protections regulated by the City of Los Angeles Tree Preservation Ordinance (City of Los Angeles, 2006). The Tree Preservation Policy regulates protection of Heritage, Special Habitat Value, and Common Park trees. The definitions of each are included below:

1) Heritage trees are individual trees of any size or species that are specifically designated as heritage because of their historical, commemorative, or horticultural significance. Heritage trees are protected trees. The Heritage Trees list can be obtained from RAP Maintenance/Forestry Division. Before a Heritage tree is pruned, damaged, relocated, or removed, recommendations from RAP staff arborists must be obtained. The forestry arborist makes a recommendation to the General Manager for removal. The General Manager or designee must make the final approval before the tree can be removed.

2) Special Habitat Value trees are protected trees and include big leaf maple (*Acer macrophyllum*), boxelder (*Acer negundo*), toyon (*Heteromeles arbutifolia*), California walnut (*Juglans californica*), northern California black walnut (*Juglans hindsii*), California sycamore (*Platanus racemosa*), hollyleaf cherry (*Prunus ilicifolia*), Catalina cherry (*Prunus lyonii*), Fremont cottonwood (*Populus fremontii*), black cottonwood (*Populus trichocarpa*), sandbar willow (*Salix exigua*), red willow (*Salix laevigata*), pacific willow (*Salix lasiandra*), arroyo willow (*Salix lasiolepis*), and California bay (*Umbellularia californica*).

3) Common Park Trees provide aesthetic, sentimental, economical, and environmental value. Every tree in City of Los Angeles parks is recognized as a valuable asset and must be protected. The Forestry Arborist may recommend removal.

The RAP Tree Preservation Policy requires that RAP Arborists provide recommendations before any heritage, special habitat value, or common park tree can be removed, relocated, or pruned. Requests to remove, relocate, or prune protected trees must be submitted to the Forestry Division. Pruning must be in compliance with International Society of Arboriculture (ISA) tree pruning guidelines and under the supervision of an ISA certified staff member (ISA, 2008).

5.0 Impact Assessment

ESA analyzed the potential for the project to impact sensitive biological resources by examining the existing conditions of each location and determining whether any confirmed or potentially occurring sensitive biological resources could be affected by the construction and operation of the project. The analysis considered Appendix G of the State CEQA Guidelines (i.e., the Initial Study Checklist) to determine if any significant impacts could occur. Below are the biological resource issues that were considered.

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the CDFW or USFWS.

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

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

f) Conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan.

Construction of the project could impact plants and wildlife in a variety of ways such as mortality from vehicle strikes, trimming and pruning of trees, increased noise and lighting, and disruption of bird nesting behavior, either directly or indirectly. Construction activities could result in direct mortality of wildlife and could directly impact special status species and protected trees. The improper pruning of limbs or disruption of tree roots can impact the health of, or even kill a tree. This section analyzes the impacts from construction of the project.

5.1 Special Status Plants and Wildlife

Special-Status Plants

One southern California black walnut tree was observed at North Hollywood Park. Based on the level of disturbed condition of the nine parks and the absence of suitable habitat for supporting special-status plant species, it is determined that no special-status plants have the potential to occur at the nine parks that encompass the proposed project.

Based on the field assessments that were conducted, it was confirmed that there are no sensitive natural communities within any of the parks.

Special-Status Wildlife

One special-status wildlife species, Cooper's hawk, was observed at Valley Plaza Park South and North Hollywood Park. This special-status species is expected to forage on passerine species and rodents within the parks and may nest within trees located at any of the project sites.

Based on the level of disturbance/development at each of the nine parks an overall lack of suitable habitat, no other special-status wildlife species have a moderate or high potential to occur on site. While bats may use western sycamore trees to roost, special-status bat species including hoary bat and silver-haired bat have low potential to occur within all of the project locations, since they are situated in an urban environment with constant ambient nighttime lighting (e.g., street lights, baseball field lights).

Construction activities within the nine project sites will not have an impact on special-status species, because all of the sites are highly disturbed with manicured turf grass, playgrounds and baseball fields, and are regularly used by people for recreation. Common species adapted to urban environments are expected to occur, such as raccoon, opossum, squirrel, and various resident and migratory bird species; however, the only special-status species with potential to occur within the proposed project areas is the Cooper's hawk.

Nesting Birds

Migratory birds may utilize all habitats within all nine parks that encompass the proposed project, including but not limited to, trees, vegetation, and building structures for foraging and breeding purposes. To avoid direct impacts to nesting birds during the nesting bird season, mitigation measure BIO-1 is recommended.

5.2 Riparian Habitat and Sensitive Natural Communities

Nine sensitive natural communities have been recorded in the vicinity of the proposed project: California Walnut Woodland, Riversidian Alluvial Fan Sage Scrub, Southern California Arroyo Chub/Santa Ana Sucker Stream, Southern Coast Live Oak Riparian Forest, Southern Cottonwood Willow Riparian Forest, Southern Mixed Riparian Forest, Southern Sycamore Alder Riparian Woodland, Southern Willow Scrub, and Valley Oak Woodland; however, none are within the project sites.

5.3 Jurisdictional and Non-Jurisdictional Resources

The Central Branch Tujunga Wash, which is located on the western boundary of Valley Plaza Park North, Alexandria Park, and North Hollywood Park, is a potential jurisdictional resource. The wash is no longer in a natural state and was developed into a concrete channel. The wash likely conveys water seasonally; however, none was observed at the time of the survey. Currently, stormwater collected within the three parks likely flows into this wash.

5.4 Wildlife Movement Corridors

No wildlife movement corridors present in the vicinity of any of the parks that encompass the proposed project.

Each park is situated adjacent to highly disturbed urban development consisting of residential neighborhoods, commercial and industrial businesses, busy roadways, and State Route-170. As such, the nine parks that encompass the proposed project are not within, or adjacent to, a wildlife movement corridor. Similarly, there are no Habitat Conservation Planning areas or Natural Community Conservation Planning areas in the vicinity of the nine parks that encompass the proposed project.

5.5 Tree Preservation

All nine parks contain several tree species protected in accordance with the City of Los Angeles Tree Protection Ordinance and the RAP Tree Preservation Policy, including coast live oak, California sycamore, and California bay laurel. Limbs of trees within the project site may need to be trimmed during the construction phase. Trimming of limbs or grading under the dripline of trees protected in accordance with the City Tree Protection Ordinance and the RAP Tree Preservation Policy, may be considered a significant impact. If work occurs in the vicinity of any protected tree, such impacts would be reduced to less than significant with implementation of the recommended mitigation measure BIO-2.

5.6 Critical Habitat and Habitat Conservation Plan

The nearest designated critical habitat from the proposed project sites is for southwestern willow fly-catcher, which is approximately two miles east of the David M. Gonzales Recreation Center. Project activities will not impact this designated critical habitat. No habitat conservation plan or NCCP would be impacted by the proposed project.

6.0 Recommended Mitigation Measures

BIO-1. Though not likely, construction activities could result in impacts to special-status wildlife. The following measures are recommended to be implemented to avoid potentially significant impacts to special-status wildlife during project construction activities.

- Prior to the start of construction that could affect sensitive species, a qualified biologist shall provide Worker Environmental Awareness Program (WEAP) Training to all construction workers onsite. The training shall include materials to aid workers in identifying wildlife that should be avoided, including nesting birds; applicable laws and regulations protecting these resources; and proper avoidance and communication procedures to protect sensitive biological resources, as well as common wildlife whenever possible.
- If nighttime construction is required, lighting shall be kept to the minimum necessary to safely conduct the work. All lighting shall be focused on the construction area and avoid spilling onto habitat areas, where species (i.e. bats) could be effected.
- If the nesting season cannot be avoided and construction or vegetation removal occurs between January 1 to September 15, the project shall implement the following to avoid and minimize impacts to nesting birds and raptors:
    - During the avian breeding season, a qualified biologist shall conduct a preconstruction avian nesting survey no more than seven days prior to vegetation disturbance or ground-disturbing activities. If construction begins in the non-breeding season and proceeds continuously into the breeding season, no surveys are required. However, if there is a break of seven days or more in cleanup activities during the breeding season, a new nesting bird survey shall be conducted before construction begins again.
    - The preconstruction survey shall cover all reasonably potential nesting locations on and within 100 feet of the construction areas. A 300-foot radius shall be surveyed in areas containing suitable habitat for nesting raptors, such as trees and utility poles.
    - If an active nest is found during the preconstruction avian nesting survey, a qualified biologist shall implement a suitable buffer for all passerine birds and raptor species. The nest site area shall not be disturbed until the nest becomes inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, and the young will no longer be impacted by the project. Buffer areas may be increased if any endangered, threatened, CDFW Fully Protected, or CDFW Species of Special Concern are identified during preconstruction surveys.
    - If the nest(s) are found in an area where ground disturbance is scheduled to occur, the project operator shall avoid the area either by delaying ground disturbance in the area until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival, or by relocating the project component(s) to avoid the area.
    - A concurrent survey should be conducted for general wildlife species, such as coast horned lizard and coastal whiptail. Though species have low potential to occur within the project site, they should still be surveyed for and documented if encountered.

BIO-2. The presence of protected trees shall be considered during construction activities including grading, excavation, and installation of all pipeline alignments and the storage tank.

- If impacts to city protected trees are unavoidable, a qualified arborist shall prepare a tree report that identifies each tree that may be impacted or removed and mitigation measures that shall be implemented in accordance with the city and RAP tree preservation guidelines and policies, respectively. If a protected tree may be impacted, the project proponent shall submit a permit application with the City of Los Angeles Urban Forestry Division. In such circumstances, a permit shall be obtained prior to performing any project activities that may impact a protected tree.
- In accordance with the RAP Tree Preservation Policy, RAP arborists shall provide recommendations before any heritage, special habitat value, or common park tree can be removed, relocated, or pruned. Requests to remove, relocate, or prune protected trees must be submitted to the city's Forestry Division.
- A tree permit shall be obtained prior to receiving a grading permit for any protected tree that would be removed or encroached in accordance with the City of Los Angeles Protected Tree Ordinance (No.177404) and the City of Los Angeles Department of Recreation and Parks Tree Preservation Policy. Any protected tree required to be removed shall be replaced with 24-inch box trees of the same species at a ratio of 4:1.
- A qualified arborist shall be present to identify and demarcate protected trees within the project site that have the potential to be impacted by construction activities and to assist in guiding construction activities to avoid or minimize impacts to protected trees.
- Situate all project elements including trenching paths on existing access routes or within areas greater than 10 feet from the drip lines of protected trees in order to avoid encroachments into the root systems and any inadvertent impacts.

BIO-3. Prior to any disturbance to Tujunga Wash Central Branch, a jurisdictional delineation shall be conducted for the purposes of identifying features or habitats that would be impacted by project activities and subject to the jurisdiction of the USACE, RWQCB, and CDFW. The findings shall be included in a jurisdictional delineation report suitable for submittal to these agencies.

Prior to project activities that would result in the discharge of fill or dredged material within waters of the U.S. and/or state-protected waters, a Section 404 CWA permit shall be obtained from the USACE and a Section 401 Water Quality Certification shall be obtained from the RWQCB, respectfully. Additionally, prior to activities that would impact the wash, including associated riparian habitat, a Lake or Streambed Alteration Agreement pursuant to Section 1602 of the Fish and Game Code shall be obtained.

7.0 Conclusions

All nine project sites have been previously disturbed/developed and support a minimal amount of habitat value for special-status wildlife species that is limited to native and ornamental trees that provide foraging and nesting opportunities for Cooper's hawk. Cooper's hawk was the only special-status wildlife species observed on any of the project sites and is the only special-status wildlife species having potential to occur on site. One special-status plant species, a single southern California black walnut, was observed at North Hollywood. This tree will not be impacted by project implementation because it is located considerably outside of the underground infiltration gallery's impact boundary. No other special-status plant species has any potential to occur on site due to the disturbed and developed conditions of the park sites. Additionally, no native vegetation communities or sensitive natural communities exist on any of the project sites.

Several inactive avian nests of unknown species were observed within a few of the tree canopies throughout the project sites. While it is entirely possible for bird species to actively nest within any of the parks/project sites, the implementation of recommended mitigation measure BIO-1 will help reduce any potential impacts to nesting birds to a less than significant level.

The majority of all trees on the project sites are non-native; however, several native trees are also scattered throughout the project sites. Impacts to protected trees could include removal and damage to limbs, driplines, and roots. Roots can be potentially encroached by excavation for the installation of the underground galleries of each site, and limbs could be damaged by the operation of heavy construction equipment traveling within and around the project site. Potential impacts to protected trees will be reduced to less than significant with the implementation of recommended mitigation measure **BIO-2**.

The project will not impact any designated critical habitat or any wildlife movement corridors, since none is present in the project vicinity. The nearest designated critical habitat is located approximately two miles east (southern willow flycatcher) of the David M. Gonzales Recreation Center. The proposed project will not impede or restrict any wildlife movement, since each park/project site is highly disturbed and surrounded by existing urban development.

The Central Branch Tujunga Wash, a concrete-lined channel, is located on the western boundary of Valley Plaza Park North, Alexandria Park, and North Hollywood Park. . It is assumed that stormwater collected within these parks flows into this wash. The wash is potentially under State and/or federal jurisdiction; therefore, any proposed impacts and/or structures that may be constructed in the wash may be subject to CDFW 1600 permitting, USACE 404 permitting, and/or RWQCB 401 permitting. Potential impacts to the Central Branch Tujunga Wash will be reduced to less than significant with the implementation of recommended mitigation measure **BIO-3**.

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Appendix A
Site Photographs

David M. Gonzales Recreation Center

Photo 1. Facing southwest at baseball field where underground infiltration gallery will be installed.

Photo 2. Facing west at baseball field where underground infiltration gallery will be installed.

David M. Gonzales Recreation Center

Photo 3. Facing northwest at baseball field where underground infiltration gallery will be installed.

Ferangeles Park

Photo 5. Facing southeast at maintained turf area where underground infiltration gallery will be installed.

Photo 6. Facing north at maintained turf area and baseball fields where underground infiltration gallery will be installed.

Ferangeles Park

Photo 7. Facing south at baseball fields where underground infiltration gallery will be installed.

Photo 8. Facing southwest at baseball fields where underground infiltration gallery will be installed.

Strathern Park North

Photo 9. Facing north at disturbed area consisting of bare ground and ruderal non-native vegetation where underground infiltration gallery will be installed.

Photo 10. Facing north at disturbed area consisting of bare ground and ruderal non-native vegetation where underground infiltration gallery will be installed.

Strathern Park North

Photo 11 Facing north at disturbed area consisting of bare ground and ruderal non-native vegetation where underground infiltration gallery will be installed.

Photo 12. Facing northeast at disturbed area consisting of bare ground and ruderal non-native vegetation where underground infiltration gallery will be installed.

Whitsett Fields Park North

Photo 13. Facing south at maintained turf area where underground infiltration gallery will be installed.

Photo 14. Facing southwest at baseball field where underground infiltration gallery will be installed.

Whitsett Fields Park North

Photo 15. Facing south at maintained turf/baseball field where underground infiltration gallery will be installed.

Photo 16. Facing southwest at maintained turf/baseball field where underground infiltration gallery will be installed.

Valley Plaza North

Photo 17: Facing northwest from southern end of park where underground infiltration gallery will be installed.

Photo 18: Facing northeast from southern end of park where underground infiltration gallery will be installed.

Valley Plaza North

Photo 19: Facing southeast from base of pedestrian bridge in middle of park, where underground infiltration gallery will be installed.

Photo 20: Facing west from northern end of park along a non-native oak stand where underground infiltration gallery will be installed.

Valley Plaza South

Photo 21. Facing southwest at existing open storm channel on western border of the park where the diversion and pipe are proposed for installation.

Photo 22. Facing east at tennis courts and recreation center where the underground infiltration gallery is proposed for installation.

Valley Plaza South

Photo 23. Facing northeast at manicured grass and non-native pine trees where underground infiltration gallery is proposed for installation.

Photo 24. Facing southeast at manicured grass with tennis courts in background where underground infiltration gallery is proposed for installation.

Alexandria Park

Photo 25. Facing northwest at manicured grass with mature and newly planted ornamental trees where the underground infiltration gallery is proposed for installation.

Photo 26. Facing southwest from Vantage Avenue where the underground infiltration gallery is proposed for installation in the manicured grass, and the water pump, diversion, and pipe are proposed for installation on the far end of the park (background).

Alexandria Park

Photo 27. Facing northwest from Vantage Avenue at the manicured grass and newly planted ornamental trees where the underground infiltration gallery is proposed for installation.

Photo 28. Facing southeast at the manicured grass and newly planted ornamental trees where the north end underground infiltration gallery is proposed for installation.

North Hollywood Park

Photo 29. Facing south at Eucalyptus Woodland with grassy understory, on sloped bank in northwestern portion of the North Hollywood Park.

Photo 30. Facing north at end of Eucalyptus Woodland with sloped bank along Magnolia Boulevard where underground infiltration gallery #1 is proposed for installation.

North Hollywood Park

Photo 31. Facing south at skating rink with coast live oak tree in the parking lot where underground infiltration gallery #2 is proposed for installation.

Photo 32. Facing southeast at manicured grass with baseball field and stand of native and non-native trees where underground infiltration gallery #3 is proposed for installation.

North Hollywood Park

Photo 33. Facing southeast at parking lot south of skating rink where underground infiltration gallery #3 is proposed for installation.

Photo 34. Facing east at manicured grass with native and non-native trees where diversion and underground infiltration gallery #5 is proposed for installation.

North Hollywood Park

Photo 35. Facing west from Tujunga Avenue at manicured grass with native and non-native trees where underground infiltration gallery #6 is proposed for installation.

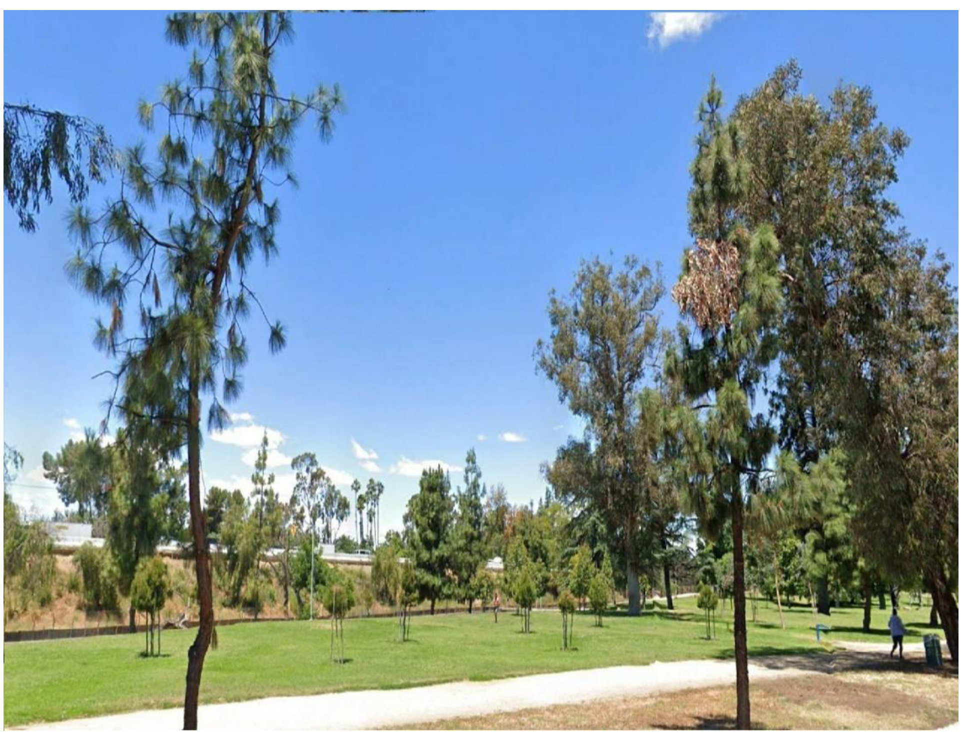

Photo 36. Facing northwest from Tujunga Avenue at manicured grass with native and non-native trees where underground infiltration gallery #7 is proposed for installation.

Valley Village

Photo 37: Facing southeast from northern end of park where underground infiltration gallery is proposed for installation.

Photo 38: Facing northwest from center of park where underground infiltration gallery is proposed for installation.

Valley Village

Photo 39: Facing southeast from center of park where underground infiltration gallery is proposed for installation.

Photo 40: Facing northeast from center of park where underground infiltration gallery is proposed for installation.

Appendix B
CNDDB and CNPS Database Search Results

Selected Elements by Common Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Oat Mountain (3411835) OR San Fernando (3411834) OR Sunland (3411833) OR Canoga Park (3411825) OR Van Nuys (3411824) OR Burbank (3411823) OR Topanga (3411815) OR Beverly Hills (3411814) OR Hollywood (3411813))
 AND Taxonomic Group IS (Fish OR Amphibians OR Reptiles OR Birds OR Mammals OR Mollusks OR Arachnids OR Crustaceans OR Insects)

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
American badger *Taxidea taxus*	AMAJF04010	None	None	G5	S3	SSC
arroyo chub *Gila orcuttii*	AFCJB13120	None	None	G2	S2	SSC
arroyo toad *Anaxyrus californicus*	AAABB01230	Endangered	None	G2G3	S2S3	SSC
bank swallow *Riparia riparia*	ABPAU08010	None	Threatened	G5	S2	
big free-tailed bat *Nyctinomops macrotis*	AMACD04020	None	None	G5	S3	SSC
burrowing owl *Athene cunicularia*	ABNSB10010	None	None	G4	S3	SSC
Busck's gallmoth *Carolella busckana*	IILEM2X090	None	None	G1G3	SH	
California glossy snake *Arizona elegans occidentalis*	ARADB01017	None	None	G5T2	S2	SSC
California leaf-nosed bat *Macrotus californicus*	AMACB01010	None	None	G4	S3	SSC
California legless lizard *Anniella sp.*	ARACC01070	None	None	G3G4	S3S4	SSC
coast horned lizard *Phrynosoma blainvillii*	ARACF12100	None	None	G3G4	S3S4	SSC
Coast Range newt *Taricha torosa*	AAAAF02032	None	None	G4	S4	SSC
coastal California gnatcatcher *Polioptila californica californica*	ABPBJ08081	Threatened	None	G4G5T2Q	S2	SSC
coastal whiptail *Aspidoscelis tigris stejnegeri*	ARACJ02143	None	None	G5T5	S3	SSC
Crotch bumble bee *Bombus crotchii*	IIHYM24480	None	Candidate Endangered	G3G4	S1S2	
Gertsch's socalchemmis spider *Socalchemmis gertschi*	ILARAU7010	None	None	G1	S1	
globose dune beetle *Coelus globosus*	IICOL4A010	None	None	G1G2	S1S2	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
hoary bat *Lasiurus cinereus*	AMACC05030	None	None	G5	S4	
least Bell's vireo *Vireo bellii pusillus*	ABPBW01114	Endangered	Endangered	G5T2	S2	
Los Angeles pocket mouse *Perognathus longimembris brevinasus*	AMAFD01041	None	None	G5T1T2	S1S2	SSC
monarch - California overwintering population *Danaus plexippus pop. 1*	IILEPP2012	None	None	G4T2T3	S2S3	
pallid bat *Antrozous pallidus*	AMACC10010	None	None	G5	S3	SSC
San Bernardino ringneck snake *Diadophis punctatus modestus*	ARADB10015	None	None	G5T2T3	S2?	
San Diego black-tailed jackrabbit *Lepus californicus bennettii*	AMAEB03051	None	None	G5T3T4	S3S4	SSC
San Diego desert woodrat *Neotoma lepida intermedia*	AMAFF08041	None	None	G5T3T4	S3S4	SSC
sandy beach tiger beetle *Cicindela hirticollis gravida*	IICOL02101	None	None	G5T2	S2	
Santa Ana speckled dace *Rhinichthys osculus ssp. 3*	AFCJB3705K	None	None	G5T1	S1	SSC
Santa Ana sucker *Catostomus santaanae*	AFCJC02190	Threatened	None	G1	S1	
Santa Monica shieldback katydid *Aglaothorax longipennis*	IIORT32020	None	None	G1G2	S1S2	
silver-haired bat *Lasionycteris noctivagans*	AMACC02010	None	None	G5	S3S4	
south coast marsh vole *Microtus californicus stephensi*	AMAFF11035	None	None	G5T1T2	S1S2	SSC
southern California legless lizard *Anniella stebbinsi*	ARACC01060	None	None	G3	S3	SSC
southern California rufous-crowned sparrow *Aimophila ruficeps canescens*	ABPBX91091	None	None	G5T3	S3	WL
southern grasshopper mouse *Onychomys torridus ramona*	AMAFF06022	None	None	G5T3	S3	SSC
southern mountain yellow-legged frog *Rana muscosa*	AAABH01330	Endangered	Endangered	G1	S1	WL
southwestern willow flycatcher *Empidonax traillii extimus*	ABPAE33043	Endangered	Endangered	G5T2	S1	
steelhead - southern California DPS *Oncorhynchus mykiss irideus pop. 10*	AFCHA0209J	Endangered	None	G5T1Q	S1	
Swainson's hawk *Buteo swainsoni*	ABNKC19070	None	Threatened	G5	S3	

Selected Elements by Common Name

California Department of Fish and Wildlife

California Natural Diversity Database

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Townsend's big-eared bat *Corynorhinus townsendii*	AMACC08010	None	None	G3G4	S2	SSC
tricolored blackbird *Agelaius tricolor*	ABPBXB0020	None	Threatened	G2G3	S1S2	SSC
two-striped gartersnake *Thamnophis hammondii*	ARADB36160	None	None	G4	S3S4	SSC
western mastiff bat *Eumops perotis californicus*	AMACD02011	None	None	G5T4	S3S4	SSC
western pond turtle *Emys marmorata*	ARAAD02030	None	None	G3G4	S3	SSC
western spadefoot *Spea hammondii*	AAABF02020	None	None	G3	S3	SSC
western yellow bat *Lasiurus xanthinus*	AMACC05070	None	None	G5	S3	SSC
western yellow-billed cuckoo *Coccyzus americanus occidentalis*	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
yellow rail *Coturnicops noveboracensis*	ABNME01010	None	None	G4	S1S2	SSC

Record Count: 47

CNPS *California Native Plant Society*

Inventory of Rare and Endangered Plants

*The database used to provide updates to the Online Inventory is under construction. View updates and changes made since May 2019 here.

Plant List

50 matches found. *Click on scientific name for details*

Search Criteria

California Rare Plant Rank is one of [1A, 1B, 2A, 2B, 3, 4],
FESA is one of [Endangered, Threatened, Candidate, Not Listed],
CESA is one of [Endangered, Threatened, Rare, Not Listed], Found in Quads 3411834, 3411835, 3411833, 3411825, 3411824, 3411823, 3411815 3411814 and 3411813;

Modify Search Criteria Export to Excel Modify Columns Modify Sort Display Photos

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank
Arenaria paludicola	marsh sandwort	Caryophyllaceae	perennial stoloniferous herb	May-Aug	1B.1	S1	G1
Astragalus brauntonii	Braunton's milk-vetch	Fabaceae	perennial herb	Jan-Aug	1B.1	S2	G2
Astragalus pycnostachyus var. lanosissimus	Ventura marsh milk-vetch	Fabaceae	perennial herb	(Jun)Aug-Oct	1B.1	S1	G2T1
Astragalus tener var. titi	coastal dunes milk-vetch	Fabaceae	annual herb	Mar-May	1B.1	S1	G2T1
Atriplex coulteri	Coulter's saltbush	Chenopodiaceae	perennial herb	Mar-Oct	1B.2	S1S2	G3
Atriplex pacifica	South Coast saltscale	Chenopodiaceae	annual herb	Mar-Oct	1B.2	S2	G4
Atriplex parishii	Parish's brittlescale	Chenopodiaceae	annual herb	Jun-Oct	1B.1	S1	G1G2
Atriplex serenana var. davidsonii	Davidson's saltscale	Chenopodiaceae	annual herb	Apr-Oct	1B.2	S1	G5T1
Berberis nevinii	Nevin's barberry	Berberidaceae	perennial evergreen shrub	(Feb)Mar-Jun	1B.1	S1	G1
Calandrinia breweri	Brewer's calandrinia	Montiaceae	annual herb	(Jan)Mar-Jun	4.2	S4	G4
Calochortus catalinae	Catalina mariposa lily	Liliaceae	perennial bulbiferous herb	(Feb)Mar-Jun	4.2	S3S4	G3G4
		Liliaceae			1B.2	S2S3	G4T2T3

Calochortus clavatus var. gracilis	slender mariposa lily		perennial bulbiferous herb	Mar-Jun (Nov)			
Calochortus plummerae	Plummer's mariposa lily	Liliaceae	perennial bulbiferous herb	May-Jul	4.2	S4	G4
Calystegia felix	lucky morning-glory	Convolvulaceae	annual rhizomatous herb	Mar-Sep	1B.1	S1	G1Q
Calystegia peirsonii	Peirson's morning-glory	Convolvulaceae	perennial rhizomatous herb	Apr-Jun	4.2	S4	G4
Camissoniopsis lewisii	Lewis' evening-primrose	Onagraceae	annual herb	Mar-May (Jun)	3	S4	G4
Canbya candida	white pygmy-poppy	Papaveraceae	annual herb	Mar-Jun	4.2	S3S4	G3G4
Centromadia parryi ssp. australis	southern tarplant	Asteraceae	annual herb	May-Nov	1B.1	S2	G3T2
Cercocarpus betuloides var. blancheae	island mountain-mahogany	Rosaceae	perennial evergreen shrub	Feb-May	4.3	S4	G5T4
Chloropyron maritimum ssp. maritimum	salt marsh bird's-beak	Orobanchaceae	annual herb (hemiparasitic)	May-Oct (Nov)	1B.2	S1	G4?T1
Chorizanthe parryi var. fernandina	San Fernando Valley spineflower	Polygonaceae	annual herb	Apr-Jul	1B.1	S1	G2T1
Convolvulus simulans	small-flowered morning-glory	Convolvulaceae	annual herb	Mar-Jul	4.2	S4	G4
Deinandra minthornii	Santa Susana tarplant	Asteraceae	perennial deciduous shrub	Jul-Nov	1B.2	S2	G2
Dithyrea maritima	beach spectaclepod	Brassicaceae	perennial rhizomatous herb	Mar-May	1B.1	S1	G1
Dodecahema leptoceras	slender-horned spineflower	Polygonaceae	annual herb	Apr-Jun	1B.1	S1	G1
Dudleya cymosa ssp. ovatifolia	Santa Monica dudleya	Crassulaceae	perennial herb	Mar-Jun	1B.1	S1	G5T1
Dudleya multicaulis	many-stemmed dudleya	Crassulaceae	perennial herb	Apr-Jul	1B.2	S2	G2
Helianthus nuttallii ssp. parishii	Los Angeles sunflower	Asteraceae	perennial rhizomatous herb	Aug-Oct	1A	SH	G5TH
Heuchera caespitosa	urn-flowered alumroot	Saxifragaceae	perennial rhizomatous herb	May-Aug	4.3	S3	G3
Hordeum intercedens	vernal barley	Poaceae	annual herb	Mar-Jun	3.2	S3S4	G3G4
Horkelia cuneata var. puberula	mesa horkelia	Rosaceae	perennial herb	Feb-Jul (Sep)	1B.1	S1	G4T1
Hulsea vestita ssp. gabrielensis	San Gabriel Mountains sunflower	Asteraceae	perennial herb	May-Jul	4.3	S3	G5T3
Juglans californica	Southern California black walnut	Juglandaceae	perennial deciduous tree	Mar-Aug	4.2	S4	G4

Lasthenia glabrata ssp. coulteri	Coulter's goldfields	Asteraceae	annual herb	Feb-Jun	1B.1	S2	G4T2
Lepidium virginicum var. robinsonii	Robinson's pepper-grass	Brassicaceae	annual herb	Jan-Jul	4.3	S3	G5T3
Lilium humboldtii ssp. ocellatum	ocellated Humboldt lily	Liliaceae	perennial bulbiferous herb	Mar-Jul (Aug)	4.2	S4?	G4T4?
Linanthus concinnus	San Gabriel linanthus	Polemoniaceae	annual herb	Apr-Jul	1B.2	S2	G2
Lupinus paynei	Payne's bush lupine	Fabaceae	perennial shrub	Mar-Apr (May-Jul)	1B.1	S1	G1Q
Malacothamnus davidsonii	Davidson's bush-mallow	Malvaceae	perennial deciduous shrub	Jun-Jan	1B.2	S2	G2
Monardella hypoleuca ssp. hypoleuca	white-veined monardella	Lamiaceae	perennial herb	(Apr)May-Aug(Sep-Dec)	1B.3	S3	G4T3
Nama stenocarpa	mud nama	Namaceae	annual / perennial herb	Jan-Jul	2B.2	S1S2	G4G5
Nasturtium gambelii	Gambel's water cress	Brassicaceae	perennial rhizomatous herb	Apr-Oct	1B.1	S1	G1
Phacelia hubbyi	Hubby's phacelia	Hydrophyllaceae	annual herb	Apr-Jul	4.2	S4	G4
Pseudognaphalium leucocephalum	white rabbit-tobacco	Asteraceae	perennial herb	(Jul)Aug-Nov(Dec)	2B.2	S2	G4
Quercus dumosa	Nuttall's scrub oak	Fagaceae	perennial evergreen shrub	Feb-Apr (May-Aug)	1B.1	S3	G3
Sidalcea neomexicana	salt spring checkerbloom	Malvaceae	perennial herb	Mar-Jun	2B.2	S2	G4
Spermolepis lateriflora	western bristly scaleseed	Apiaceae	annual herb	Mar-Apr	2A	SH	G5
Symphyotrichum defoliatum	San Bernardino aster	Asteraceae	perennial rhizomatous herb	Jul-Nov (Dec)	1B.2	S2	G2
Symphyotrichum greatae	Greata's aster	Asteraceae	perennial rhizomatous herb	Jun-Oct	1B.3	S2	G2
Thelypteris puberula var. sonorensis	Sonoran maiden fern	Thelypteridaceae	perennial rhizomatous herb	Jan-Sep	2B.2	S2	G5T3

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Questions and Comments

rareplants@cnps.org

Appendix C
Floral and Faunal Compendia

Flora Compendia

Scientific name	Common name
Vegetation	
Aesculus californica	California buckeye
Agapanthus africanus	African lily
Amaranthus blitoides	prostrate pigweed
Arbutus unedo	strawberry tree
Brassica nigra	black mustard
Carpobrotus edulis	ice plant
Cinnamomum camphora	camphor tree
Corymbia citriodora	lemon-scented gum
Cupressus sempervirens	Italian cypress
Delairea odorata	cape ivy
Erigeron canadensis	horseweed
Eucalyptus camalulensis	red river gum
Eucalyptus sideroxylon	red ironbark
Fraxinus udhei	shamel ash
Gleditsia triacanthos	honey locust
Hemerocallis sp.	daylily
Jasminum sp.	jasmine
Juglans californica	southern California black walnut
Kali tragus	russian thistle
Magnolia grandiflora	southern magnolia
Quercus agrifolia	coast live oak
Quercus ilex	blue gum
Quercus lobate	valley oak
Quercus virginiana	southern live oak
Parkinsonia florida	palo verde
Pennisetum setaceum	rose fountain grass
Pinus palustris	longleaf pitch pine
Pittosporum viridiflorum	cape cheesewood
Populus fremontii	Fremont’s cottonwood
Platanus racemosa	western sycamore
Pterocarya fraxinifolia	Caucasian wingnut
Schinus molle	Peruvian peppertree
Sonchus oleraceus	common sow thistle
Taraxacum officinale	red seeded dandelion
Taxodium mucronatum	Montezuma cypress
Tipuana tipu	rosewood tree
Ulmus parvifolia	Chinese elm
Washingtonia robusta	Mexican fan palm

Fauna Compendia

Scientific name	Common name
Birds	
Accipiter cooperii	Cooper's hawk
Aegithalidae ssp.	bushtit
Aphelocoma californica	California scrub jay
Calypte anna	Anna's hummingbird
Cathartes aura	turkey vulture
Chamaea fasciata	wrentit
Columba livia	rock dove
Corvus brachyrhynchos	American crow
Corvus corax	common raven
Geothlypis trichas	Common yellowthroat
Haemorhous mexicanus	house finch
Hirundo rustica	barn swallow
Melanerpes formicivorus	acorn woodpecker
Melozone crissalis	California towhee
Mimus polyglottos	northern mockingbird
Sayornis nigricans	black phoebe
Sayornis saya	Say's phoebe
Setophaga coronata	yellow-rumped warbler
Sialia Mexicana	western bluebird
Spinus psaltria	lesser goldfinch
Sturnus vulgaris	European starling
Zenaida macroura	mourning dove
Mammals	
Didelphis virginiana	Virginia opossum
Otospermophilus beecheyi	California ground squirrel
Sciurus griseus	western gray squirrel
Sylvilagus audubonii	desert cottontail
Thomomys bottae	Botta's pocket gopher
Reptile	
Sceloporus occidentalis	western fence lizard

Appendix C

Cultural Resources Assessment

Confidential – Not for Public Distribution

Appendix D

Paleontological Resources Assessment

Confidential – Not for Public Distribution

Appendix E

Hydrogeologic Impacts Evaluation

TODD GROUNDWATER

August 28, 2020

MEMORANDUM

To: Nicolle Ianelli Steiner, ESA

From: Sally McCraven, Principal Hydrogeologist

Re: Final Hydrogeologic Impacts Evaluation of the Stormwater Capture Parks Program, Los Angeles Department of Water and Power (LADWP), San Fernando Basin, Los Angeles County

The proposed Stormwater Capture Parks Program (Program) potentially includes stormwater capture via subsurface infiltration galleries and dry wells at nine city-owned parks located over the eastern San Fernando Basin. The total estimated recharge of the Program is 2,900 acre-feet per year (AFY).

To ensure impacts to groundwater are evaluated, this technical memorandum (TM) characterizes existing conditions of the groundwater basin, the groundwater management practices currently in place in Upper Los Angeles River Area (ULARA), groundwater levels and flow, and groundwater quality. The TM evaluates the potential for increased percolation at the stormwater capture sites to affect existing nearby soil and groundwater contamination and nearby water supply and monitoring wells, namely for the Program to raise groundwater levels resulting in negative impacts.

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List of Acronyms

AF, AFY	Acre-Feet, Acre-Feet per Year
Basin Plan	Water Quality Control Plan for the Los Angeles Region
BPO	Basin Plan Objective
CDMG	California Department of Mines and Geology
CDPH	California Department of Public Health
CEQA	California Environmental Quality Act
CIMP	Coordinated Integrated Monitoring Program
Cr-VI	Hexavalent Chromium
DDW	State Water Resources Control Board Division of Drinking Water
DTSC	Department of Toxic Substances Control
DWSAP	California Drinking Water Source Assessment Program
EWMP	Enhanced Watershed Management Program
ft-bgs	Feet Below Ground Surface
GSIS	2015 Groundwater System Improvement Study
HDs	Hydrodynamic Separators
LACDPW	Los Angeles County Department of Public Works
LADWP	Los Angeles Department of Water and Power
MCLs	Maximum Contaminant Levels
mg/L	Milligrams per Liter
MS4	Municipal Separate Storm Sewer System
NEPA	National Environmental Protection Act
NDMA	N-Nitrosodimethylamine
NL	Notification Level
NPDES	National Pollution Discharge Elimination System
ng/L	Nanograms per Liter
PCE	Perchloroethylene, aka Tetrachloroethylene
RWQCB	Los Angeles Regional Water Quality Control Board
SFB, SFE, SFW	San Fernando Basin, San Fernando East, San Fernando West
SCMP	Stormwater Capture Master Plan

SMCL	Secondary Maximum Contaminant Level
SNMP	Salt and Nutrient Management Plan
SWRCB	State Water Resources Control Board
TCE	Trichloroethylene
TDS	Total Dissolved Solids
TM	Technical Memorandum
TMDL	Total Maximum Daily Load
TPH	Total Petroleum Hydrocarbon
µg/L	Micrograms per Liter
ULARA	Upper Los Angeles River Area
USEPA	United States Environmental Protection Agency
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VOC	Volatile Organic Compound
WQBELs	Water Quality Based Effluent Limits

1 Stormwater Capture Parks Program

The Stormwater Capture Parks Program (Program) includes proposed stormwater recharge via infiltration galleries and dry wells at nine parks located in the eastern San Fernando Basin. The Program has the potential to recharge approximately 2,900 acre-feet per year (AFY) of stormwater to the groundwater basin. The park stormwater capture plans are described in individual Conceptual Study Reports (LADWP and LA Sanitation, 2018a through 2018i). **Figure 1** shows the park locations and **Table 1** lists some of the proposed park site recharge details. Note that project design work is still underway and subject to change. Details provided in **Table 1** are considered preliminary.

The Program is intended to increase groundwater recharge, improve downstream surface water quality and reduce localized flooding. Plans for recharge at the sites include hydrodynamic separators (HDSs) installed upstream of the recharge facilities to separate trash, debris, sediments, oils, and grease to pretreat the stormwater prior to recharge.

2 San Fernando Groundwater Basin

2.1 Basin and Surface Water Management and Regulation

The San Fernando Basin (SFB) is an adjudicated basin in which all water rights have been defined by a court. The basin was first adjudicated in 1968, along with the Verdugo, Sylmar and Eagle Rock basins, which comprise the Upper Los Angeles River Area (ULARA), by the judgment of the decades-long Los Angeles County Superior Court Case No. 650079 (The City of Los Angeles vs. City of San Fernando, et al.). The final judgment in January 1979 established the ULARA Watermaster, responsible for managing all groundwater resources of ULARA, which consist of native waters, import return waters, and stored waters, as defined by the adjudication.

Los Angeles Department of Water and Power (LADWP), City of Burbank, and the City of Glendale each have a right to extract groundwater. Several additional private parties are granted a limited entitlement to extract groundwater.

Various agencies participate in management and regulation of ULARA as described in **Table 2**.

The RWQCB has established Total Maximum Daily Loads (TMDLs) for metals, bacteria, nutrients, and trash in the Los Angeles River. The National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit No. R4-2012-0175 (Permit), issued by the RWQCB, became effective December 28, 2012. The purpose of the Permit is to ensure the MS4s in Los Angeles County are not causing or contributing to exceedances of water quality objectives set to protect the beneficial uses in the receiving waters. The Coordinated Integrated Monitoring Program (CIMP) for the Upper Los Angeles River Watershed (LWA, 2015) was developed by the permittees specifying approaches for meeting Permit objectives. The CIMP includes surface water quality monitoring.

Figure 1 Program Site Locations

Table 1 Preliminary Stormwater Capture Sites Details

Site	Capture Area (acres)	Average Recharge (AFY)	Surrounding Area	Infiltration Gallery Size (acres)	Gallery Depth (ft-bgs)	Volume Stored (cubic feet)	Estimated Min/Max Depth to Groundwater (ft-bgs)	Infiltration Rate Range (feet/day)	Intake Capacity (cfs)
David M. Gonzales Recreation Center	575	335	Mostly Residential	2.9	29	1,250,000	107/199	1.2 to 24.6	47
Fernangeles Park	292	192	Mostly Residential	1.6	16	703,000	220/349	6.6 to 36.2	31
Strathern Park North	485	294	Commercial and Residential	2.3	up to 19.5	968,000	204/335	7.4 to 27.6	55
Whittset Village Park North	302	98	Mostly Residential	1.6	22	700,000	193/283	30 to 50	47
Valley Plaza Park North	854	457	Mostly Residential	4.0	16	179,500	194/242	6 to 20	47
Valley Plaza Park South	229	136	Mostly Residential	0.7	16	307,000	194/238	0.4 to 40	47
Alexandria Park	175	91	Commercial and Residential	1.0	16-20	400,000	194/238	0.4 to 9.6	47
North Hollywood Park	2,319	1,176	Commercial and Residential	11	16.5	4,715,000	107/194	1.28 to 16.8	47
Valley Village Park	455	138	Mostly Residential	0.6	23.5	237,500	105/145	4.2 to 25.6	47

AFY - acre-feet per year
cfs - cubic feet per second
ft-bgs - feet below ground surface
Min/Max - minimum/maximum

Table 2 Agency Roles Related to Stormwater Recharge and Water Quality

Program Participants	Roles
Los Angeles Department of Water and Power (LADWP)	LADWP is responsible for all water supply projects in the City of Los Angeles and has the power to supply and distribute both potable and non-potable water. LADWP is leading the Stormwater Capture Parks Program development and is the lead agency for the Program under CEQA.
Los Angeles Department of Public Works Bureau of Sanitation (LASAN)	LASAN is responsible for collecting, cleaning, and recycling solid and liquid waste, including stormwater and urban runoff. LASAN is also responsible for operations and maintenance of stormwater components within City of Los Angeles.
Los Angeles County Department of Public Works (LACDPW)	LACDPW is responsible for the operations and maintenance of certain control facilities in Los Angeles County, including stormwater capture facilities such as spreading grounds.
Upper Los Angeles River Area (ULARA) Watermaster	ULARA Watermaster manages the groundwater basins of the San Fernando Valley, Sylmar, Verdugo and Eagle Rock areas with annual Watermaster reports describing conditions and activities in ULARA.
Los Angeles Regional Water Quality Control Board (RWQCB)	RWQCB regulates discharges to groundwater and surface water in the Los Angeles Region, sets total maximum daily loads (TMDLs) for surface water bodies and establishes Basin Plan water quality objectives for groundwater. RWQCB oversees and regulates some contaminant release sites.
State Water Resources Control Board (SWRCB)	SWRCB protects surface water and groundwater quality by setting statewide policies and water quality objectives, coordinating and supporting RWQCB efforts.
Department of Toxic Substances Control (DTSC)	DTSC oversees and regulates some contaminant release sites.
Unites States Environmental Protection Agency (USEPA)	USEPA sets national water quality objectives and oversees and regulates Superfund sites including Operable Units in the SFE.

CEQA – California Environmental Quality Act
SFE – San Fernando East

Stormwater capture and recharge is an accepted means to reduce surface water loading with the added benefit of replenishing the groundwater basin. Several reports have addressed stormwater recharge in the region including the Enhanced Watershed Management Program (EWMP) for the Upper Los Angeles River Watershed (ch2m, et al., 2016), Stormwater Capture Master Plan (SCMP) (Geosyntec, 2015), 2015 Urban Water Management Plan (UWMP) (LADWP, 2015), Sustainable City Plan (Garcetti, 2019), Watermaster Annual Reports (ULARA Watermaster, 2012 to 2018), and Salt and Nutrient Management Plan Technical Memoranda (SNMP) (ULARA Watermaster, 2016 to 2018).

The EWMP presents plans and strategies to reduce urban runoff through enhanced stormwater capture to help meet regulatory surface water TMDLs. Similarly, the SCMP presents stormwater capture strategies directed primarily toward increasing water supply reliability through enhanced groundwater recharge. The UWMP documents existing and planned stormwater capture projects. The Sustainable City Plan lays out goals for water supply sustainability. ULARA Watermaster Annual Reports document progress in stormwater capture programs and conditions in the basins from 2012 to 2018. The SNMP modeled water quality impacts associated with existing and planned stormwater and recycled water recharge projects and found that stormwater recharge provides a significant groundwater quality benefit in terms of salts and nutrients.

2.2 Overview of San Fernando Basin

The Stormwater Capture Parks Program is located over the eastern SFB (SFE). The SFB is part of the larger ULARA (**Figure 2**). The watershed contributing inflow to the SFB covers approximately 328,500 acres and is bounded in the north by the Santa Susana and the San Gabriel Mountains, in the east by the Verdugo Mountains and the San Rafael Hills, in the south by the Santa Monica Mountains, and in the west by the Simi Hills. The alluvial aquifer area covers approximately 112,000 acres. The smaller Verdugo, Sylmar and Eagle Rock groundwater basins border the SFB on the north and east (**Figure 2**).

The Upper Los Angeles River and its major tributaries, the Pacoima, Tujunga, and Verdugo Washes, are the main surface water features in the SFB (**Figure 3**). Eight of the park sites are located along the Tujunga Wash. Large existing spreading basins are also shown in the figure, where stormwater and a small amount of imported water is captured.

SFE is characterized by generally unconfined conditions. All municipal pumping and significant recharge in spreading grounds in the SFB occur in the SFE where aquifer materials are more permeable than in the San Fernando West (SFW) (**Figure 3**).

2.2.1 General San Fernando East Basin Hydrogeology

Most of the hydrogeologic data summarized in this technical memorandum (TM) were extracted from existing studies and reports, with a focus on hydrogeologic conditions in SFE where the Program is planned. In addition, site-specific information contained in Soil Investigation and Geotechnical Evaluations (Ninyo & Moore, 2020a, 2020b, 2020c 2020d, and 2020e; Geosyntec, 2020a, 2020b, 2020c and 2020d) is included.

The major aquifers of the SFB are composed of Quaternary-age unconsolidated to semi-consolidated gravel and sand separated by aquitards (low permeability units) of silt and clay. The alluvial aquifers in SFE generally exhibit moderate to high transmissivity and permeability and are the principal water supply aquifers in the SFB. Underlying the alluvial sediments are basement rocks that generally do not provide sufficient quantities of groundwater to wells for economic development. Older geologic formations compose the mountains and hills surrounding the SFB.

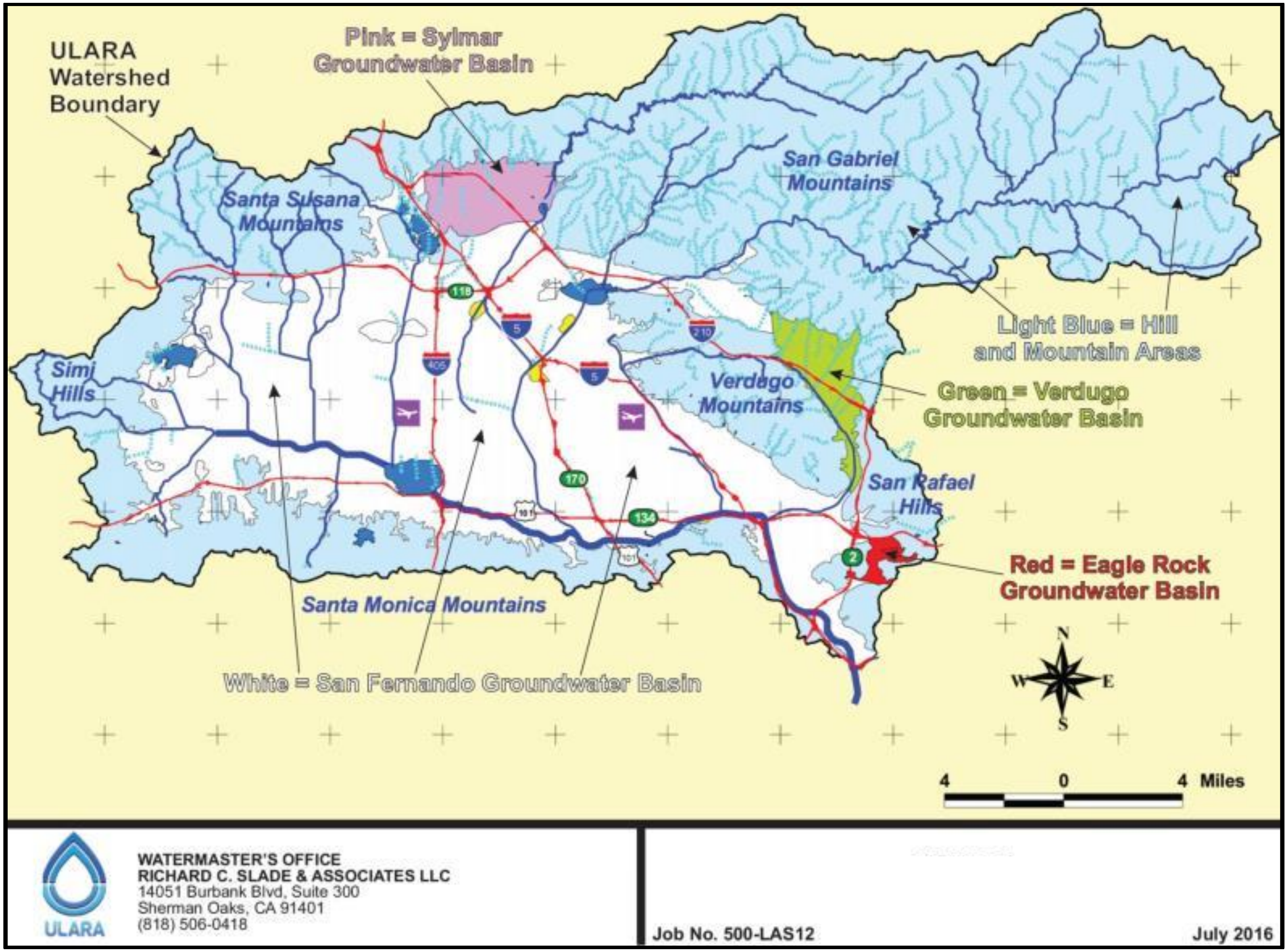

Figure 2 Map of Groundwater Basins in ULARA

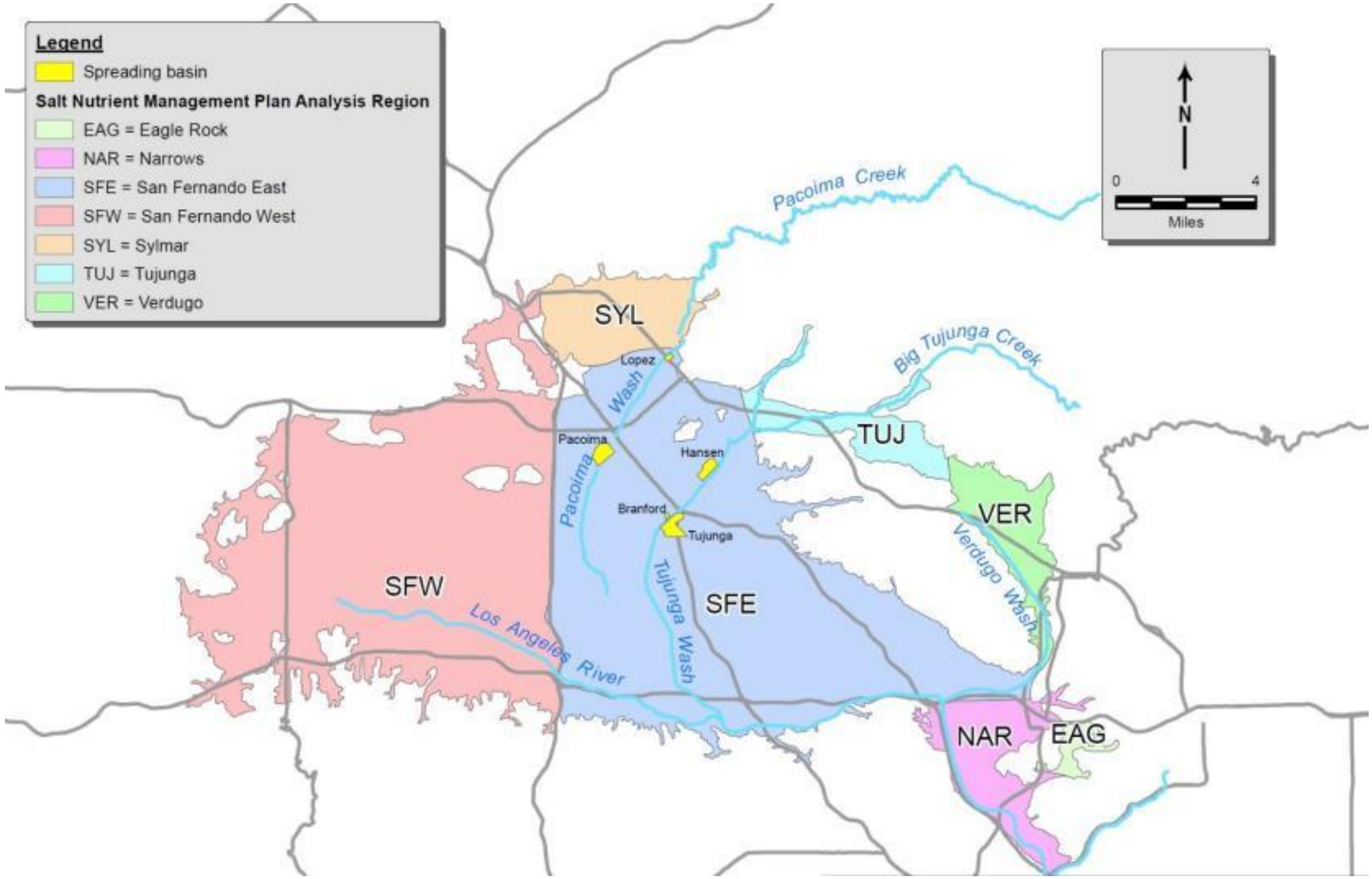

Figure 3 Major Creeks and Rivers in ULARA

The following sections describe the geology and hydrostratigraphy, aquifer characteristics, groundwater levels and flow, and groundwater quality.

2.2.2 Geology

Geologic conditions in the SFB and surrounding mountains are complex and varied and include the presence of sedimentary deposits in the main basin (younger stream deposited alluvium, older alluvial fan deposits) and geologically older sedimentary bedrock and crystalline basement rocks in the hill and mountain areas. These older rocks also underlie younger unconsolidated groundwater-bearing sediments in the SFB. Geologic faults traverse the SFE, offset the bedrock and alluvial sediments, and create partial barriers to groundwater flow. Of particular interest for this study is the Verdugo Fault, which runs along the eastern side of the basin and impedes the flow of groundwater. One park site, David M. Gonzales Recreation Center, is located on the upgradient (northeastern) side of the fault. The remaining sites are located southwest of the fault.

2.2.3 Alluvial Aquifer Hydrostratigraphy

The stratigraphy of the San Fernando Valley consists, from oldest to youngest, of the Tertiary Topanga, Modelo, Towsley, and Fernando Formations, the Quaternary Saugus and Pacoima Formations, and ten recognized units of unnamed Quaternary alluvial sediments (Yerkes, et al., 2005; Hitchcock and Wills, 2000).

The alluvial sediments within the SFB consist primarily of coarse-grained unsorted gravel and sand deposited by coalescing alluvial fans emanating from the surrounding hill and mountain areas. The estimated thickness of alluvium ranges from zero at the basin edges to a maximum thickness of approximately 1,200 to 1,400 feet in the SFE. Most of the SFE is coarse-grained permeable sands and gravels. Basin-wide, the amount of clay in the alluvial deposits reportedly increases from about 20 percent in the SFE to about 70 percent in the SFW (ULARA Watermaster, 2012 to 2018). The lower clay content in the SFE results in higher aquifer transmissivity, permeability, and specific yield (ULARA Watermaster, 2016 to 2018), which is why all municipal supply wells and large spreading grounds are located in the SFE.

2.2.4 Groundwater Levels and Flow

Groundwater levels in the SFB have been consistently monitored since the 1969 adjudication and are routinely measured at numerous wells across the basin. Annual Watermaster reports provide spring and fall groundwater elevation contour maps and water level data from key monitoring wells throughout the SFB. **Figure 4** is a groundwater elevation contour map for spring 2017 for ULARA from the 2017 Annual Watermaster Report. In general, groundwater is recharged along the mountain fronts and washes and flows from the boundaries of the basin towards the center, and then east/southeast towards the SFE and through the Los Angeles River Narrows into the Central Basin to the south. Generally, groundwater levels in the SFB vary seasonally and by locality, with depths in the SFW at approximately 50 feet below ground surface (ft-bgs) and levels in the SFE typically between 200 and 500 ft-bgs. Groundwater pumping by municipal purveyors results in localized groundwater depressions, while spreading basins result in mounding as shown by the flow arrows in the figure in SFE. Densely spaced contours on the northeast side of the basin are due to the Verdugo Fault acting as a partial barrier to groundwater flow to the southwest.

Figure 5 shows the locations of wells with water level data available from the Watermaster and from the Los Angeles County Department of Public Works (LACDPW) near the Program parks; the most recent depth to water measurement also is shown. **Figure 6** shows hydrographs of the depth to groundwater level measurements for wells with a record of measurements, which illustrate the fluctuation in water levels in the wells over time.

Depth to water in Well 4892A located near David M. Gonzales Recreation Center was 126 ft-bgs in 2009. The hydrograph shows water levels fluctuate about 20 feet maximum over a 40-year timespan. This well represents the shallowest depth to water of any of the sites because it is located on the upgradient side of the Verdugo Fault and closer to the edge of the basin, where basin deposits are thinner and pinch out. A second well, EV-03, located southeast of the recreation center, exhibited a depth to water of 178 feet in 2013.

Well 4896A, located north of Fernangeles Park and Strathern Park North, had a depth to water of 360 feet in 2017. The hydrograph shows a maximum fluctuation of about 150 feet. It is noted that the well is located near the Tujunga Wellfield and the Tujunga Spreading Grounds. The North Hollywood Wellfield is located near the Whitsett Fields Park North and Valley Plaza Park North and north of Alexandria Park. The wellfields and spreading grounds influence groundwater levels when in operation. Municipal supply wells and large existing spreading grounds have significantly more impact on groundwater levels and flow compared with proposed stormwater capture at the nearby park sites. For example, the average annual recharge in the Tujunga Spreading grounds is about 13,000 AFY and the average annual pumping at the Tujunga, Rinaldi-Toluca, and West Hollywood wellfields is about 49,000 AFY compared with total estimated recharge from all the park sites of 2,900 AFY. It is noted that actual spreading and municipal pumping can vary from year-to-year based on management decisions.

Well 3841H is located east of the Whitsett Fields North, Valley Plaza North and South, and Alexandria parks and northeast of the Valley Village and North Hollywood parks. These park sites are located south of the Rinaldi-Toluca Wellfield. The North Hollywood Wellfield is located near to the Whitsett Fields North, Valley Plaza North and South parks. Well 3841H had a depth to groundwater measurement of 255 feet in 2017. The hydrograph shows a maximum fluctuation of about 100 feet. Pumping at the Rinaldi-Toluca and North Hollywood wellfield will have significantly more impact on groundwater levels and flow compared with park sites located near the fields.

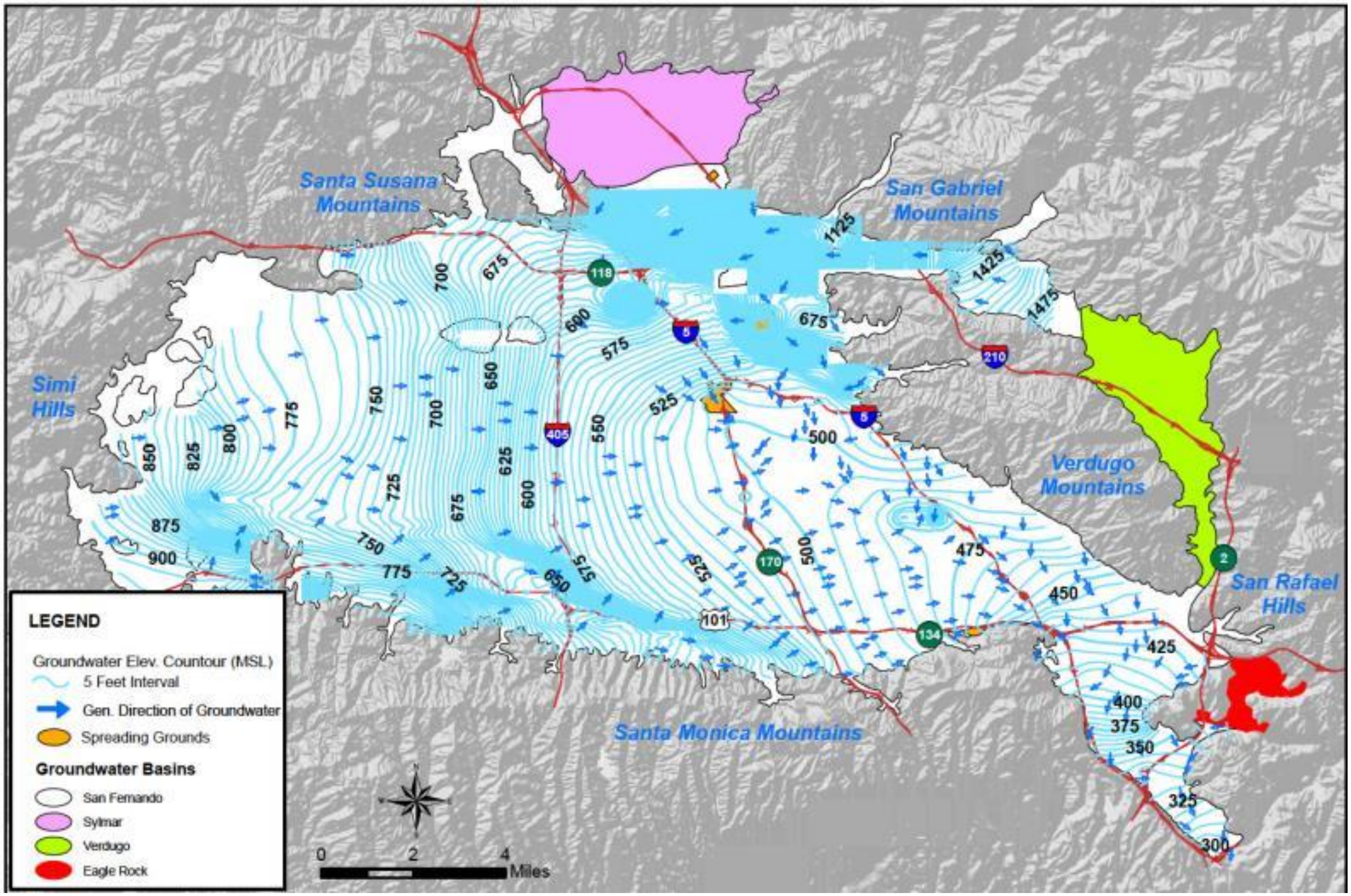

Figure 4 SFB Groundwater Elevation Contour Map Spring 2017

Figure 5 Locations of Nearby Wells with Water Level Data

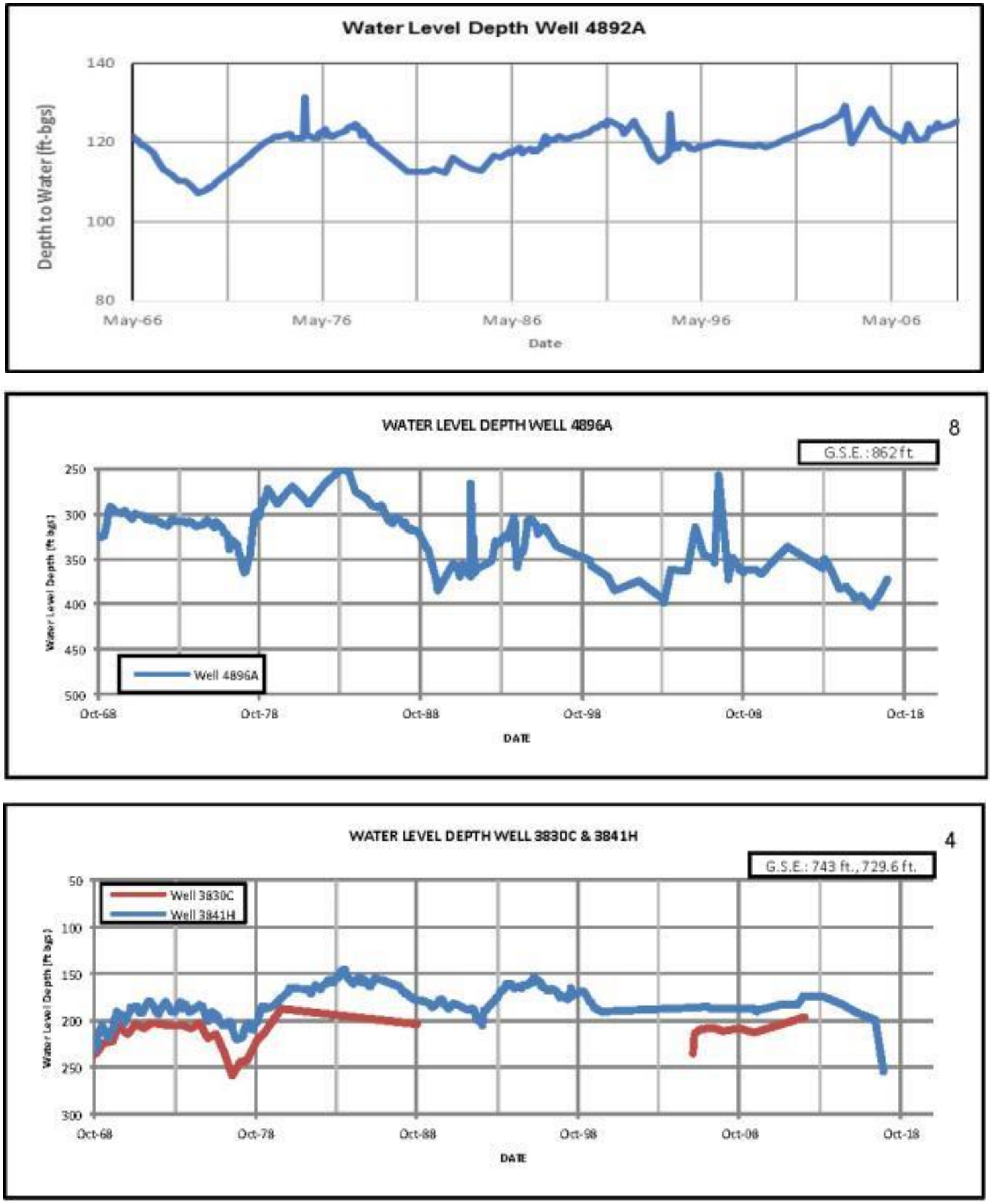

Figure 6 Hydrographs of Nearby Wells

2.3 Site-Specific Hydrogeology

2.3.1 David M. Gonzales Recreation Center

Ninyo & Moore's (2020e) review of existing studies indicates that the recreation center property is underlain by Holocene to Pleistocene-age alluvial fan deposits consisting of unconsolidated gravel, sand, and silt of the Pacoima alluvial fan (Campbell et al., 2014). The California Department of Mines and Geology (CDMG, 1997) has also mapped the site as being underlain by alluvial fan deposits consisting of loose to medium dense, silty sand and sand with minor clay.

A review of the site boring logs indicates that the subsurface at the site consists of alluvium to the total depth explored of up to approximately 51 ft-bgs. The alluvium generally consists of interbedded granular deposits of poorly graded sand, poorly graded sand with silt, well-graded sand, well-graded sand, silty sand, poorly graded gravel, and poorly graded gravel with silt with variable amounts of gravel and cobbles. Boulders may also be present (Ninyo & Moore, 2020e). The upper approximately 1 to 6 ft-bgs consisted of artificial fill, while the material below consists of alluvium (Ninyo & Moore, 2020e).

According to data available on state and local databases, measured groundwater depths ranged from approximately 107 to 199 ft-bgs between the years 1964 and 2009 at the monitoring well located 0.9 miles northeast of the recreation center site[11]. Groundwater was not encountered to the maximum depth drilled (51 ft-bgs) during geotechnical investigations (Ninyo & Moore, 2020e).

2.3.2 Fernangeles Park

Ninyo & Moore's (2020d) review of existing studies indicates that the park is underlain by Holocene to Pleistocene-age alluvial fan deposits consisting of unconsolidated gravel, sand, and silt of the Pacoima/Tujunga alluvial fan (Campbell et al., 2014). The CDMG (1997) has also mapped the site as being underlain by alluvial fan deposits consisting of loose to medium dense, silty sand and sand with minor clay.

A review of the site boring logs indicates that the subsurface at the site consists of alluvium to the total depth explored of up to approximately 58 ft-bgs. The alluvium generally consists of granular deposits of poorly graded sand, poorly graded sand with silt, well-graded sand, silty sand, poorly graded gravel, and sandy silt with variable amounts of gravel and cobbles. Boulders may also be present. (Ninyo & Moore, 2020d). The upper approximately 1.5 to 2 ft-bgs consisted of artificial fill, while the material below consists of alluvium (Ninyo & Moore, 2020c).

According to data available on state and local databases, measured groundwater depths ranged from approximately 220 to 349 ft-bgs between the years 1964 and 2007 at the monitoring well located 800 feet southeast of the Fernangeles site[1]. Groundwater was not encountered to the maximum depth drilled (58 ft-bgs) during geotechnical investigations (Ninyo & Moore, 2020c).

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[1] While, historically higher groundwater levels have been reported (CGS, 1997), these are not considered realistic under current pumping and basin management practices.

2.3.3 Strathern Park North

Ninyo & Moore's (2020c) review of existing studies indicates that the park is underlain by Holocene-age wash deposits associated with deposition along the Tujunga Wash (Campbell et al., 2014). The deposits are described as consisting of unconsolidated gravel, sand, and silt in active or recently active stream beds. The CDMG (1997) has also mapped the site as being underlain by wash deposits consisting of loose to medium dense, sand, and silty sand with lesser quantities of silt and gravel.

A review of the site boring logs indicates that the subsurface at the site to 70.5 ft-bgs is alluvium, generally consisting of interbedded granular deposits of poorly graded sand, poorly graded sand with silt, poorly graded sand with clay, well-graded sand with silt, silty sand, and sandy silt. The alluvial deposits contain variable amounts of gravel and cobbles (Ninyo & Moore, 2020c). The upper approximately 3 to 13 ft-bgs consisted of artificial fill, while the material below consists of alluvium (Ninyo & Moore, 2020c).According to data available on state and local databases, measured groundwater depths ranged from approximately 204 to 335 ft-bgs between the years 1975 and 2009 at the monitoring well located 800 feet southeast of the Strathern Park North site[1]. Groundwater was not encountered to the maximum depth drilled (70.5 ft-bgs) during geotechnical investigations (Ninyo & Moore, 2020c).

2.3.4 Whitsett Fields Park North

Ninyo & Moore's (2020b) review of existing studies indicates that the park is underlain Holocene to Pleistocene-age alluvial fan deposits consisting of unconsolidated gravel, sand, and silt of the Pacoima/Tujunga alluvial fan (Campbell et al., 2014). The CDMG (1997) has also mapped the site as being underlain by alluvial fan deposits consisting of loose to medium dense, silty sand and sand with minor clay.

A review of the site boring logs indicates that the subsurface at the site to 71 ft-bgs is alluvium generally consisted of interbedded granular deposits of silty sand, clayey sand, poorly to well-graded sand with silt, and poorly graded sand with variable amounts of gravel and cobbles. The upper approximately ½ to 4 ft-bgs consisted of artificial fill, while the material below consists of alluvium (Ninyo & Moore, 2020b).

According to data available on state and local databases, measured groundwater depths ranged from approximately 193 to 283 ft-bgs between the years 1965 and 2007 at the monitoring well located within the southern end of the Whittsett Fields Park North site[1]. Groundwater was not encountered to the maximum depth drilled (71 ft-bgs) during geotechnical investigations (Ninyo & Moore, 2020b).

2.3.5 Valley Plaza Park North

Geosyntec (2020c) indicates that Valley Plaza Park North is situated within the historic flood plain of the Central Branch Tujunga Wash (Hitchcock and Wills, 2000). Hitchcock and Willis describe the surficial geology in the vicinity of the Site as recent wash deposits consisting of sand and silty sand, underlain by Holocene alluvial fan deposits consisting of sand and silty sand with minor clay. Borehole logs from nearby groundwater monitoring wells at the Hewitt Landfill RWQCB cleanup site, approximately 1,400 ft to the north, confirm subsurface conditions generally matching the above descriptions to depths up to 404 ft-bgs (Golder, 2017). Beneath the park the base of the Saugus Formation is approximately 2,300 ft-bgs (Langenheim et al., 2011).

A review of the boring logs indicates that the subsurface at Valley Plaza Park North site predominantly consists of fine to medium sand with silt and silty sand. The upper approximately 5 ft is believed to consist generally of artificial fills while the material below consists of young alluvium (Geosyntec, 2020c).

According to data available on state and local databases, measured groundwater depths within a few miles of the site ranged from approximately 194 ft to 242 ft-bgs between the years 2008 and 2018 at monitoring wells located between approximately 150 feet and 2.4 miles from the Valley Plaza Park North site. Groundwater was not encountered to the maximum depth drilled (53 ft-bgs) during geotechnical investigations (Geosyntec, 2020a).

2.3.6 Valley Plaza Park South

Geosyntec (2020d) indicates that Valley Plaza Park South is situated within the historic flood plain of the Central Branch Tujunga Wash (Hitchcock and Wills, 2000). Hitchcock and Willis describe the surficial geology in the vicinity of the site as recent wash deposits consisting of sand and silty sand, underlain by Holocene alluvial fan deposits consisting of sand and silty sand with minor clay. Borehole logs from nearby groundwater monitoring wells at the Hewitt Landfill RWQCB cleanup site, approximately 0.9 miles to the north, confirm subsurface conditions generally matching the above descriptions to depths up to 404 ft-bgs (Golder, 2017). Beneath the park the base of the Saugus Formation is approximately 2,000 ft-bgs (Langenheim et al., 2011).

A review of the boring logs indicates that the subsurface at the site predominantly consists of fine to medium sand with silt and silty sand. The upper approximately 5 ft is believed to consist generally of artificial fills, while the material below consists of young alluvium (Geosyntec, 2020d).

According to data available on state and local databases, measured groundwater depths within a few miles of the site ranged from approximately 194 ft to 238 ft-bgs between the years 2008 and 2018 at monitoring wells located between approximately 0.5 and 2.4 miles from the Valley Plaza Park South site[1]. Groundwater was not encountered to the maximum depth drilled (52 ft-bgs) during geotechnical investigations (Geosyntec, 2020d).

2.3.7 Alexandria Park

Geosyntec (2020a) indicates that Alexandria Park is situated within the historic flood plain of the Central Branch Tujunga Wash (Hitchcock and Wills, 2000). Hitchcock and Willis describe the surficial geology in the vicinity of the site as recent wash deposits consisting of sand and silty sand, underlain by Holocene alluvial fan deposits consisting of sand and silty sand with minor clay. Borehole logs from nearby groundwater monitoring wells at the Hewitt Landfill RWQCB cleanup site, approximately 1.2 miles to the north, confirm subsurface conditions generally matching the above descriptions to depths up to 404 ft-bgs (Golder, 2017). Beneath the park the base of the Saugus Formation is approximately 1,700 ft-bgs (Langenheim et al., 2011).

A review of the boring logs indicates that the subsurface at the Alexandria Park Site predominantly consists of fine sand to medium sand, sand with silt, and silty sand. The upper approximately 5 ft is believed to consist generally of artificial fills while the material below consists of young alluvium (Geosyntec, 2020a).

According to data available on state and local databases, measured groundwater depths within a few miles of the site ranged from approximately 194 ft to 238 ft-bgs between the years 2008 and 2018 at monitoring wells located between approximately 2 and 2.5 miles from the Alexandria Park site[1]. Groundwater was not encountered to the maximum depth drilled (82 ft-bgs) during geotechnical investigations (Geosyntec, 2020a).

2.3.8 North Hollywood Park

Geosyntec (2020b) indicates that the park is situated on the eastern margin of the historic flood plain of the Central Branch Tujunga Wash (Hitchcock and Wills, 2000). Hitchcock and Willis describe the surficial geology in the vicinity of the site as recent wash deposits consisting of sand and silty sand, underlain by Holocene alluvial fan deposits consisting of sand and silty sand with minor clay. Borehole logs from nearby groundwater monitoring wells, located approximately 550 feet to the south, confirm subsurface conditions generally matching the above descriptions to depths up to 131.5 ft-bgs (Golder, 2017). Beneath the park, the base of the Saugus Formation and the base of Quaternary alluvial sediments is approximately 800 ft bgs (Langenheim et al., 2011).

A review of the boring logs indicates that the subsurface at the site predominantly consists of sand and silty sand with interbedded layers of sandy silt in the upper 30 to 35 ft-bgs. Layers of sandy silt are present in the upper 30 to 35 ft-bgs across a significant portion of the site. Geosyntec (2020b) recommended over excavation of these materials during construction of the infiltration galleries or installation of large diameter borings backfilled with crushed rock to depths below these fine-grained materials. The upper approximately 5 ft-bgs is believed to consist generally of artificial fills, while the material below consists predominantly of young alluvium (Geosyntec, 2020b).

According to data available on state and local databases, measured groundwater depths ranged from approximately 107 to 194 ft-bgs between the years 2009 and 2018 at the monitoring wells located between approximately 615 feet and 1.7 miles from the North Hollywood Park site[1]. Groundwater was not encountered to the maximum depth drilled (81.5 ft-bgs) during geotechnical investigations (Geosyntec, 2020b).

2.3.9 Valley Village Park

Ninyo & Moore's (2020a) review of existing studies indicates that the park is underlain by Holocene-age Tujunga Wash deposits consisting of unconsolidated grave, sand, and silt in active or recently active stream beds (Campbell et al., 2014).

A review of the boring logs indicates that the subsurface at the site to 76.5 ft-bgs was alluvium deposits consisting of silty sand, clayey sand, sand with silt, sand, and sandy silt with variable amounts of gravel. The upper approximately 1 ft-bgs consisted of artificial fill, while the material below consists of alluvium (Ninyo & Moore, 2020a).

According to data available on state and local databases, measured groundwater depths ranged from approximately 105 to 145 ft-bgs between the years 1970 and 2009 at the monitoring well located 1,800 feet northwest of the Valley Village Park site[1]. Groundwater was not encountered to the maximum depth drilled (76.5 ft-bgs) during geotechnical investigations (Ninyo & Moore, 2020a).

3 Surface Water Quality and Potential Groundwater Impacts

Surface water can contain pollutants such as nutrients (phosphorus and nitrogen), bacteria from human and animal wastes, oil and grease, sediment, pesticides, herbicides, fertilizers, litter, and heavy metals and organic chemicals from industrial facilities (https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/). Plans for recharge at the park sites include hydrodynamic separators (HDSs) installed upstream of the recharge facilities to separate trash, debris, sediments, oils, and grease. Other pollutants, if present, are expected to be largely removed through filtration and soil aquifer treatment as the stormwater migrates through the unsaturated zone to the aquifer.

Nonetheless, available surface water quality data in the study area were reviewed to assess potential water quality impacts of stormwater capture on groundwater. It is noted, that for some constituents, available surface water data are limited and constituent concentrations in surface water can vary considerably based on runoff conditions and the episodic nature of some constituents. For example, the LADPW typically will allow the first stormwater flows of the wet season ("first flush") to bypass spreading grounds due to water quality concerns.

As discussed in Section 1, the CIMP for the Upper Los Angeles River Watershed includes collection of water quality data at selected surface water stations for compliance with the NPDES MS4 Permit (LWA, et. al., 2015). One station, LAR_04_TUG, located in the Tujunga Wash at Tujunga Ave. in North Hollywood in the study area, is representative of the quality of storm water likely to be recharged at the eight park sites located along the wash. Water quality data available from 2015 to 2018 on the RWQCB website (https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/monitoring_data.html) for this station are presented in **Appendix A**.

The table lists receiving water limitations and water quality-based effluent limitations (WQBELs), action levels, or aquatic toxicity thresholds established to implement TMDL wet weather and dry weather waste load allocations. Also listed in the table are drinking water quality objectives including maximum contaminant levels (MCLs), secondary MCLs (SMCL), public health goals, notification limits, and Basin Plan Objectives (BPOs). While drinking water quality objectives are not applicable to surface water not used for drinking water, they are listed as a reference to help assess potential stormwater recharge impacts on groundwater. The table highlights constituents exceeding surface water objectives in yellow and drinking water objectives in orange. **Table 3** lists constituents exceeding these objectives at Station LAR_04_TUG.

Table 3 Constituents Exceeding TMDL Waste Load and Drinking Water Objectives at LAR_04_TUG

Constituent	Average/Highest Concentration	Units	TMDL Waste Load Objective	Drinking Water Objective
E. coli	2093/21000	MPN/100 mL	235	none
chlordane	2.5/4.9	ng/L	0.59	100
sulfate	148/280	mg/L	none	SMCL:250 BPO: 300
Total dissolved solids	460/560	mg/L	none	SMCL: 500 BPO: 700

E. coli - Escherichia coli
MPN/100ml - most probable number per 100 milliliters
ng/L – nanograms per liter
mg/L – milligrams per liter
TMDL – total maximum daily load
SMCL – secondary Maximum Contaminant Level
BPO – San Fernando East Basin Plan Objective

Escherichia coli (abbreviated as E. coli) are bacteria found in the environment, foods, and intestines of people and animals. E. coli are a large and diverse group of bacteria. Average and maximum E. coli concentrations at LAR_04_TUG exceed the TMDL waste load objective. Total coliform, which includes E.coli, is strictly monitored and regulated in public drinking water supplies; with most public systems providing treatment to remove dangerous bacteria. LADWP water supply wells in the study area are monitored for total coliform, which is rarely detected. E. coli in recharged stormwater is expected to be attenuated during transport through the vadose zone.

The average and maximum concentrations of chlordane detected in LAR_04_TUG exceed the TMDL waste load objective but are well below the MCL for drinking water. Chlordane was a pesticide used between 1948 and 1988, commonly for termite eradication. Because the concentrations detected at LAR_04_TUG are well below the drinking water standard, they are not expected to negatively impact groundwater.

Maximum sulfate and total dissolved solids (TDS) concentrations at LAR_04_TUG exceed the SMCL; however, average concentrations are below the SMCL. SMCLs are developed based on aesthetic rather than health concerns. All concentrations are below the BPOs established by the RWQCB for the SFE area for sulfate and TDS. Accordingly, based on average concentrations, stormwater recharge is expected to improve background groundwater quality in the basin with respect to TDS.

The Watermaster collected one surface water sample from behind the Big Tujunga Dam for the SNMP study with analysis for general mineral constituents including TDS, chloride, and nitrate. Results for selected parameters are presented in **Table 4**. The laboratory report is included as **Appendix B**. The table also provides the BPO for the SFE and average groundwater quality in the SFE calculated by the Watermaster for the period between Water Year 2001-02 to 2011-12.

A water year is defined as the 12-month period from October 1 for any given year through September 30 of the following year. Note that the surface water sample concentrations are significantly lower than the BPOs and the average groundwater quality in the SFE.

Table 4 Surface Water Quality

Analyte	Units	Surface Water Result	Groundwater Basin Plan Objective for SFE	Average Groundwater Quality in SFE
Chloride	mg/L	6.42	100	34
Nitrate as Nitrogen	mg/L	0.105	10	4.5
Total Dissolved Solids	mg/L	302	700	473

mg/L – milligrams per liter

4 Groundwater Quality

Groundwater quality data were obtained from multiple sources, including recent Watermaster Annual Reports, the SNMP, the 2015 Groundwater System Improvement Study (GSIS) - Remedial Investigation Update Report (Brown & Caldwell, 2015), USEPA webpage for the Superfund sites in the San Fernando Valley, and the states GeoTracker online system.

4.1 Basin Groundwater Quality

Significant environmental contamination has been detected in a large portion of the SFE. First detected in the early 1980s, contamination characterization and remediation have been ongoing since then. Despite cleanup efforts, contamination remains and nearly 50 percent of LADWPs groundwater production in the SFE has been inactivated due to contamination.

The overall quality of the groundwater in the SFB is generally within MCLs and SMCLs, except for: 1) areas in SFE that display elevated concentrations of the VOCs, primarily trichloroethylene (TCE) and perchloroethylene (PCE); and hexavalent chromium (Cr-VI), 1,4-dioxane and nitrate; and 2) areas in the SFW that tend to have elevated concentrations of naturally-occurring sulfate and TDS. Pumped groundwater is being treated or blended to meet MCLs, or the impacted wells have been temporarily removed from service.

4.1.1 Total Dissolved Solids

TDS is the sum of dissolved anions and cations in water and is used as a general representation of inorganic water quality. While TDS can be an indicator of anthropogenic impacts, there are also natural background TDS levels in groundwater. The BPO for SFE for TDS in 700 milligrams per liter (mg/L).

For the SNMP, the median TDS in the SFE for Water Years 2001-02 to 2011-12 was estimated at 473 mg/L based on production well data. TDS is elevated in some areas of the SFE, specifically in North Hollywood, where production well concentrations can exceed 1,000 mg/L.

Because of its lower TDS concentration, stormwater recharge is expected to improve groundwater quality with respect to TDS (ULARA Watermaster, 2016 to 2018).

4.1.2 Nitrate

Nitrate occurs naturally in the environment but is locally elevated in SFE groundwater due to the historical agricultural use of nitrates as fertilizer and other sources including wastewater and septic systems. The primary MCL and BPO for nitrate plus nitrite as nitrogen is 10 mg/L.

Elevated nitrate is detected in shallow groundwater, but rarely detected in deep groundwater in the SFE. The SNMP estimated the median nitrate as nitrogen concentration in the SFE at 4.5 mg/L. For comparison, the measured nitrate concentration in stormwater behind the Big Tujunga Dam was 0.105 mg/L and the average at LAR_04_TUG was 1.3 mg/L, both significantly lower than ambient groundwater.

Because of its lower nitrate concentration, stormwater recharge is expected to improve groundwater quality with respect to nitrate.

4.1.3 SFE Superfund Site Contamination

In the southeastern portion of the SFE, TCE, PCE, and other VOCs and inorganic contaminants have leaked into groundwater from industrial and commercial facilities and have impacted water supply wells causing some wells to be taken out of service and requiring treatment of groundwater from other wells. Discovery of the contamination began in the early 1980s when groundwater monitoring detected concentrations of VOCs exceeding state and federal drinking water standards. In 1981, LADWP began a two-year study to assess the severity of groundwater contamination at several of its municipal water supply well fields in the SFE. Environmental contamination was found in approximately 50 percent of LADWP’s existing water supply wells.

Shortly thereafter, the USEPA and other agencies became involved in coordinating efforts to address the large-scale contamination in the SFE.

Although interim cleanup efforts have been implemented, full containment has not yet been achieved and the groundwater in some parts of the SFE remains contaminated. Some plumes escaped containment measures and continued to spread while new contamination sources were discovered, adversely impacting LADWP wells and further degrading the local groundwater resources. Design and construction of the new remediation facilities is underway.

4.1.3.1 SFE TCE and PCE Superfund Contamination

VOCs are associated with many industrial uses and are not naturally occurring in groundwater. While several VOCs have been detected and are of concern in the SFE, only TCE and PCE are discussed here as these chemicals are generally representative of the group.

Figures 7 and **8** show the distributions of TCE and PCE, respectively, in the SFE in the vicinity of the Program. The maps are prepared for the USEPA and posted on their website (https://cumulis.epa.gov/supercpad/SiteProfiles/index.cfm?fuseaction=second.scs&id=0902251&doc=Y&colid=37375&region=09&type=SC).

The maps are generated based on the sample collected closest to April 2017 between January 2002 and June 2017. TCE and PCE are detected in wells in the Tujunga and Rinaldi-Toluca wellfields at concentrations exceeding the primary MCL of 5 micrograms per liter (µg/L). TCE and PCE has migrated to beneath the Whittsett Fields Park North and Valley Plaza Park North.

4.1.3.2 SFE 1,4-Dioxane Superfund Contamination

1,4-Dioxane has been used as a stabilizer for solvents, in particular 1,1,1-trichloroethane, and as a solvent, as well as in a number of industrial and commercial applications. The notification level (NL) for 1,4-dioxane is 1 µg/L.

Figure 9 shows 1,4-dioxane contamination in the SFE. 1,4-Dioxane is detected above 1 µg/L northwest of the Tujunga and Rinaldi-Toluca wellfields, with higher concentrations south of the Rinaldi-Toluca Wellfield. 1,4-Dioxane has migrated to beneath the Whittsett Fields Park North and Valley Plaza Park North.

4.1.4 GeoTracker Review and Site-Specific Soil Testing

The state GeoTracker system provides information on open and closed contaminant release sites including leaking underground storage tank, RWQCB Cleanup Program, Military Cleanup, and Department of Toxic Substances Control (DTSC) Cleanup sites. These sites would be in addition to the Superfund contamination plumes described above. Closed sites are assumed to be adequately remediated to eliminate potential mobilization of contaminants by stormwater recharge. The GeoTracker system was used to identify any open soil-only contamination sites within the park boundaries and groundwater contamination sites where contamination has migrated to beneath the park properties.

4.1.4.1 David M. Gonzales Recreation Center

The recreation center is bounded by Herrick Avenue on the northeast, Pierce Street on the southeast, Norris Avenue on the southwest, and Pacoima Charter School on the northwest.

There is an active DTSC Cleanup Site (Golden State Magnetic and Penetrant Lab) located approximately 250 feet east-northeast of the recreation center. There is no information on GeoTracker indicating there is any groundwater contamination associated with this DTSC Cleanup Site. There are no active state sites with groundwater contamination migration beneath the park site or with source areas within 1,000 feet of the recreation center, with the exception of the one DTSC Cleanup Site.

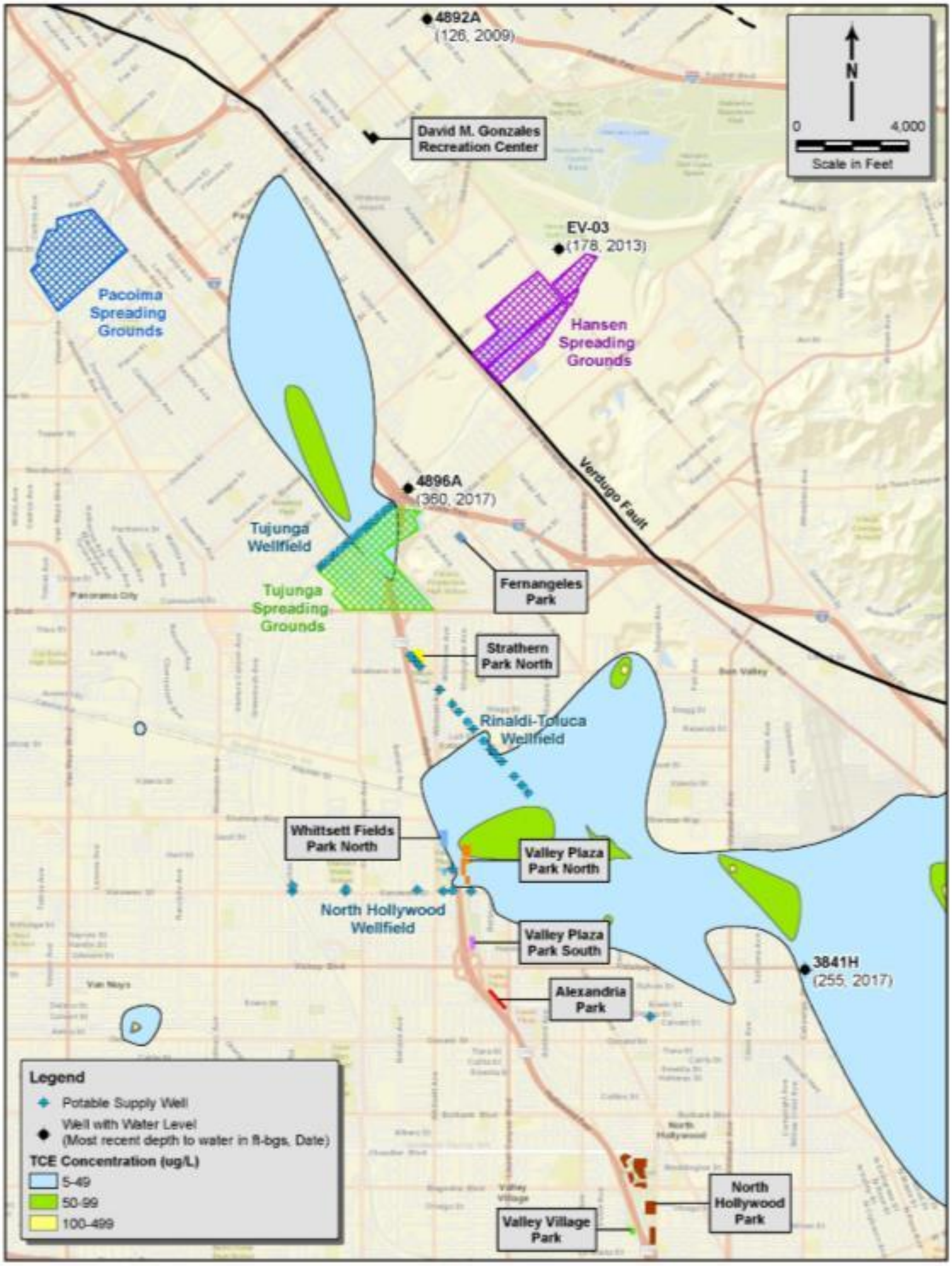


Figure 7 TCE in Groundwater

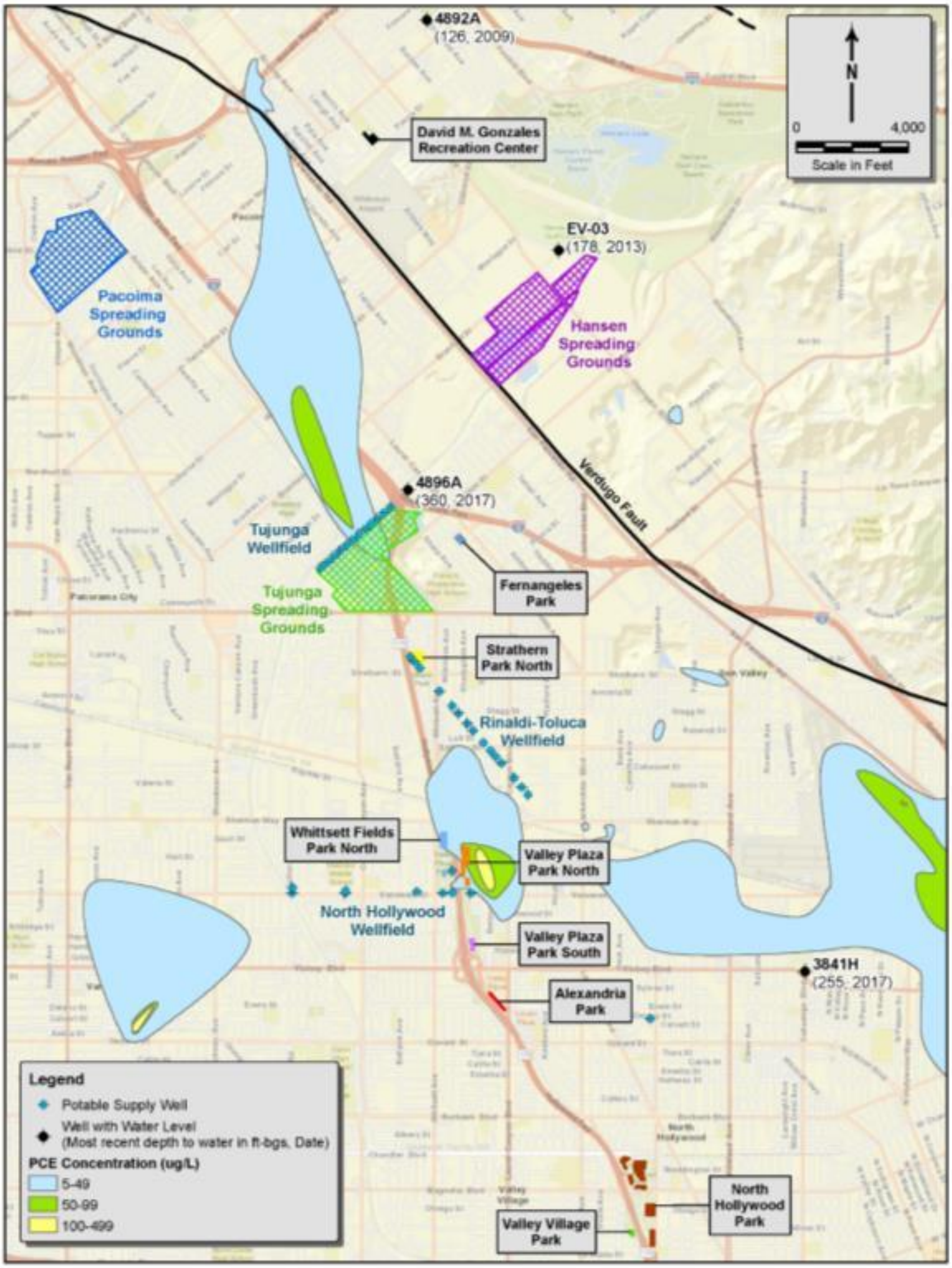


Figure 8 PCE in Groundwater

FINAL

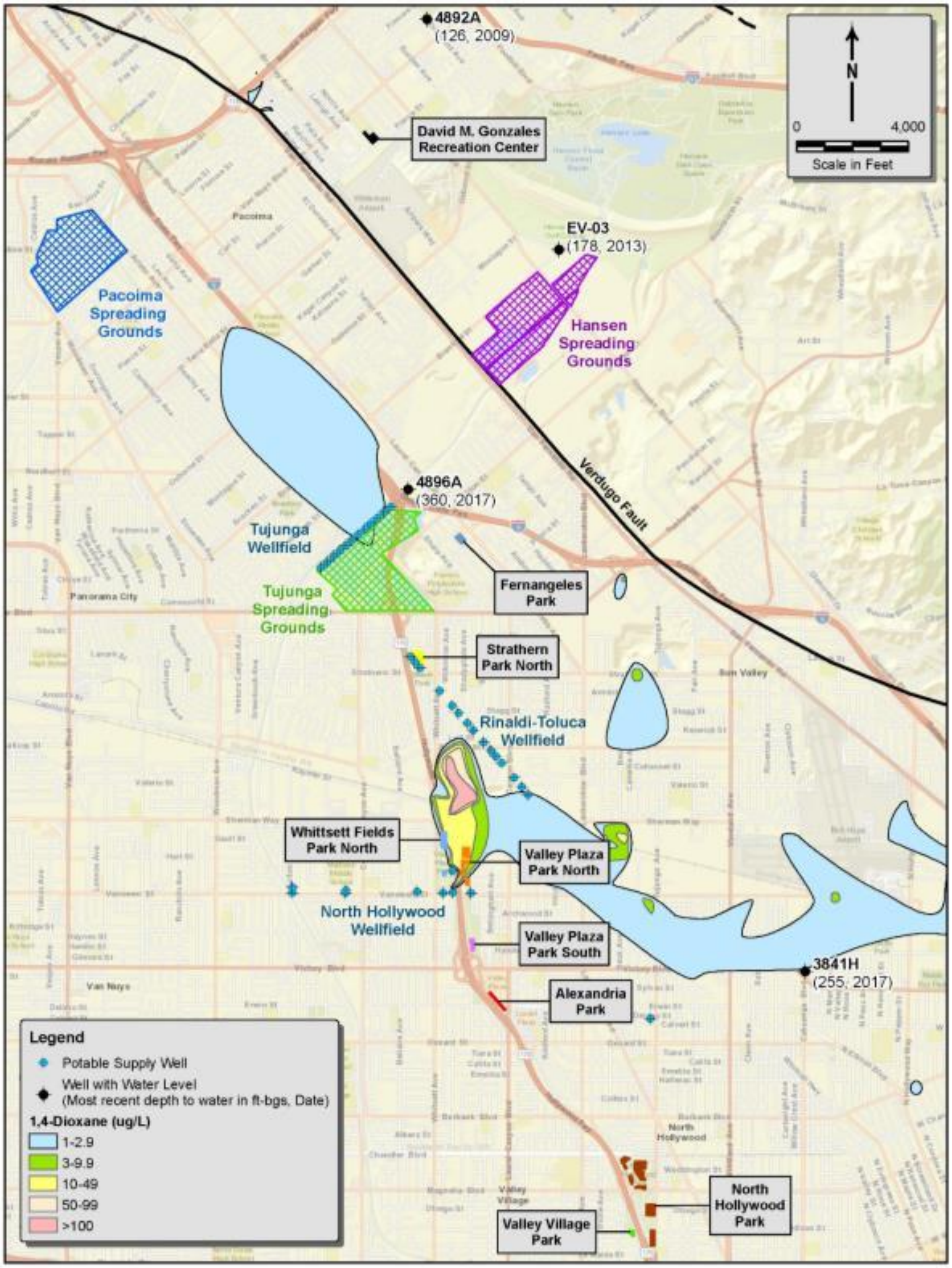


Figure 9 1,4-Dioxane in Groundwater

During geotechnical investigations, one composite soil sample of drummed cuttings was tested for total petroleum hydrocarbons (TPH) (gas and diesel range), Title 22 metals and VOCs (Ninyo & Moore, 2020e). Several metals and TPH were detected in the sample, but no VOCs were detected. It is noted that metals can be naturally occurring in soil. Natural attenuation processes are expected to limit metals and TPH transport to groundwater.

4.1.4.2 Fernangeles Park

Fernangeles Park is bounded by Laurel Canyon Boulevard on the northeast, Allegheny Street on the northwest, Remick Avenue on the southwest, and Vicks Street on the southeast.

There are no active GeoTracker soil contamination sites on the park site or GeoTracker groundwater contamination sites with plumes beneath the site. There are no active site source areas within 1,000 feet of the park.

During geotechnical investigations, two composite soil samples of drummed cuttings were tested for TPH (gas and diesel range), Title 22 metals and VOCs (Ninyo & Moore, 2020c). Several metals were detected in both samples and TPH in one sample, but no VOCs were detected in either sample. It is noted that metals and can be naturally occurring in soil. Natural attenuation processes are expected to limit metals and TPH transport to groundwater.

4.1.4.3 Strathern Park North

Strathern Park North is bounded by a LADWP transmission line easement on the southwest, residential homes on the north, Whitsett Avenue on the east, and Strathern Street on the south.

The park grounds may have been used as a waste disposal site associated with past construction activities in the area. (Ninyo & Moore, 2020c). Based on Ninyo & Moore's review of historical photographs, it appears that the site was used for waste disposal in at least the early 1950's. 1952 aerial photographs indicate that the site contained several unpaved roads that extended west from Whitsett Avenue and terminated at a round, raised area within the area of the currently existing baseball fields and the eastern portion of the undeveloped area west of the fields. Aerial photographs from 1953 indicate that additional surface disturbance occurred within these areas of the park and included a second similar raised area. The raised areas observed in each photograph were interpreted to be stockpiles of unknown material. In addition, the residences along the north side of the park were not present in the 1952 photographs; however, some of the residences had been constructed by 1953. The raised stockpiles and surface disturbances may have been related to waste disposal associated with residential construction projects in the area. The aerial photographs also suggest that the waste disposal may extend offsite, underlying some adjacent residences north of the park.

There are no active GeoTracker soil contamination sites on the park site or GeoTracker groundwater contamination sites with plumes beneath the park. There are no active site source areas within 1,000 feet of the park.

During geotechnical investigations, two composite soil samples of drummed cuttings were tested for TPH (gas and diesel range), Title 22 metals and VOCs (Ninyo & Moore, 2020c). Several metals were detected in both samples and TPH in one sample, but no VOCs were detected in either sample. It is noted that metals and can be naturally occurring in soil. Natural attenuation processes are expected to limit metals and TPH transport to groundwater.

4.1.4.4 Whitsett Fields Park North

Whitsett Fields Park North is a bounded by SR-170 on the east, Sherman Way on the north, Whitsett Avenue on the west, and Whitsett Fields Park South on the south.

There is an active groundwater contamination site (Hewitt Site) with groundwater contamination extending beneath Whitsett Fields Park North and Valley Plaza Park North and the potential to extend to Valley Plaza Park South. The Hewitt Site is a 58-acre property that was operated historically as a Class II (designated waste) landfill. Numerous VOCs, primarily PCE and TCE, emerging contaminants (1,4-dioxane, n-nitroso-n-diethyamine, n-nitrosodimethylamine, and 1,2,3-trichloropropane) have been detected in groundwater at the site (Golder, 2016).

Figures 10 and **11** show the extent of PCE and 1,4-dioxane in groundwater extending to beneath the Whitsett Field Park North and the Valley Plaza Park North. The downgradient extent of 1,4-dioxane is not fully characterized in the figure and could potentially extend to Valley Plaza Park South. The site is currently undergoing remediation. It appears that contamination from this site is reflected in the regional Superfund contamination plumes, although the site is regulated by the RWQCB. There is one paired monitoring well (MW-21A and MW-21B) associated with the Hewitt Site located on the Whitsett Field Park North site as shown in the figures. There are also several North Hollywood Field production wells located on and near the park site.

The groundwater flow direction at and downgradient of the Hewitt Site is strongly influenced by local pumping of production wells and is dominated by either south-southwest flow (toward the North Hollywood West well field) or north-northwest flow (toward the Rinaldi-Toluca [R-T] well field) (Golder, 2016).

There are no active GeoTracker soil contamination sites on the park sites or other GeoTracker groundwater contamination sites with plumes beneath the parks besides the Hewitt Site. Other than Hewitt Site, there are no active GeoTracker site source areas within 1,000 feet of the park.

During geotechnical investigations, two composite soil samples of drill cuttings were tested for TPH (gas and diesel range), Title 22 metals and VOCs (Ninyo & Moore, 2020b). Several metals were detected in one sample, but no TPH or VOCs. It is noted that metals and can be naturally occurring in soil. The other sample showed no detections of any analytes tested (Ninyo & Moore, 2020b). Natural attenuation processes are expected to limit metals transport to groundwater.

4.1.4.5 Valley Plaza Park North

Valley Plaza Park North is bordered by SR-170 to the west, Sherman Way to the north, Laurelgrove Avenue to the east, and Vanowen Street to the south. Geosyntec's review of aerial photos indicates that the site lay undeveloped along the eastern bank of the Tujunga Wash prior to development as a park in the 1970's.

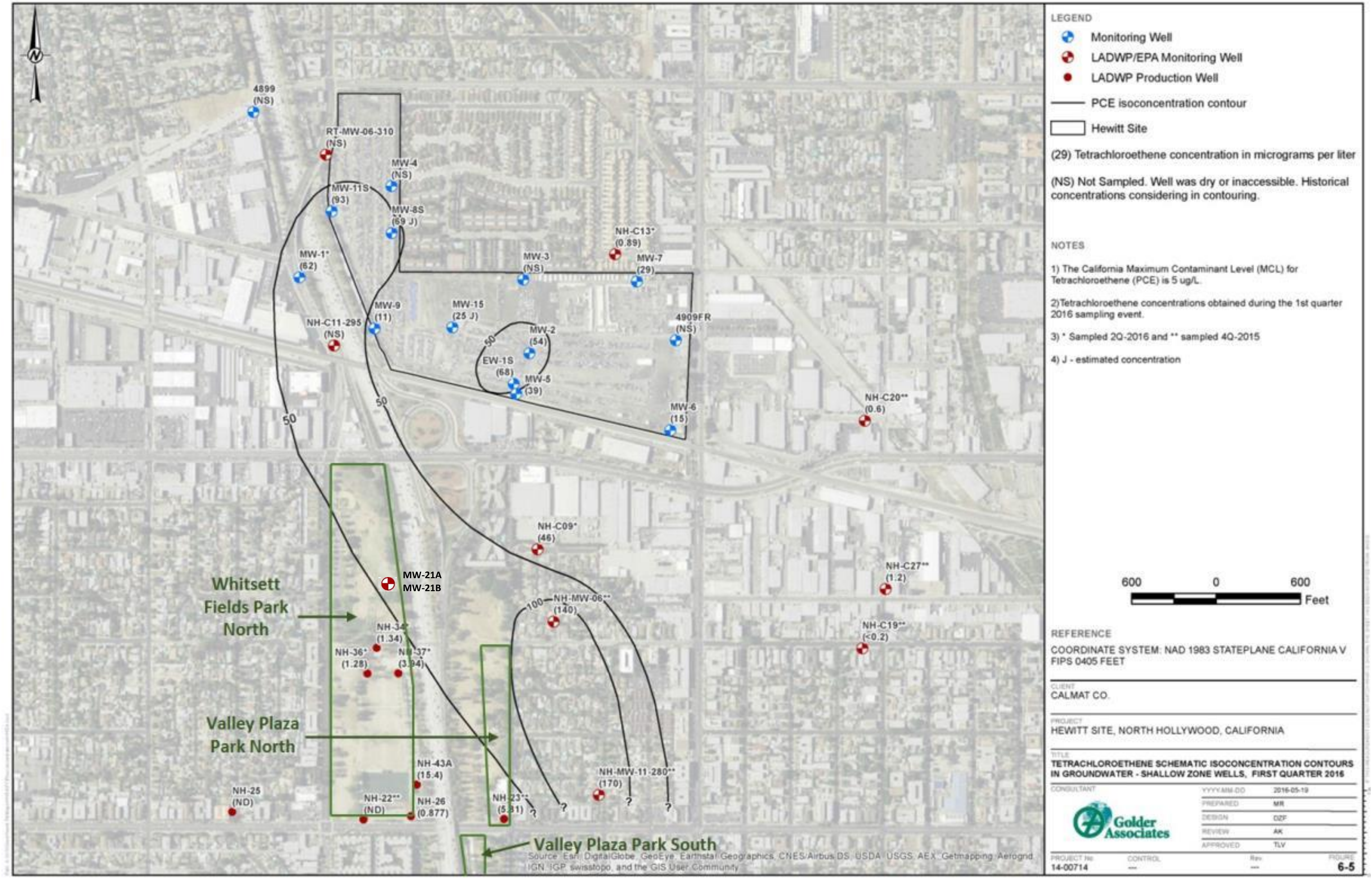
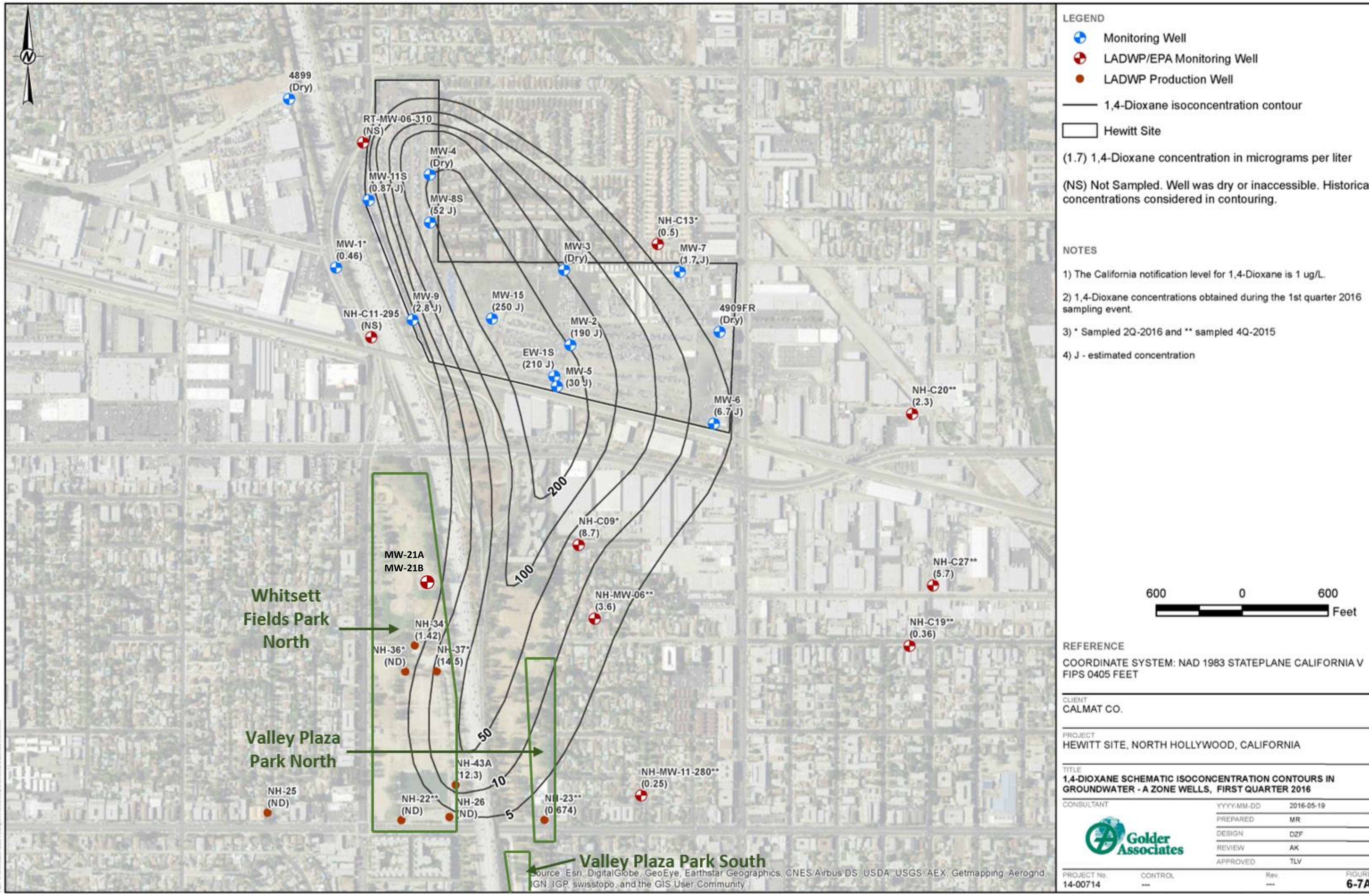


Figure 10 PCE in Groundwater from Hewitt Site

Figure 11 1,4-Dioxane in Groundwater from Hewitt Site



The Hewitt Site groundwater contamination extends beneath the Valley Plaza Park North site. The Hewitt Site is discussed above in Section 4.1.4.4. **Figures 10** and **11** show the extent of PCE and 1,4-dioxane in groundwater extending to beneath Valley Plaza Park North. As shown in the figures, there is a North Hollywood Field production well located on the park site.

No unusual odors or colors, indicating the potential presence of contamination, were noted for any of the six soil samples collected during the geotechnical investigations and laboratory testing found no detections of VOCs (Geosyntec, 2020c).

4.1.4.6 Valley Plaza Park South

Valley Plaza Park South is bordered by SR-170 to the west, Vanowen Street to the north, St. Claire Avenue to the east, and Victory Boulevard to the south. Review of aerial photos of the North Hollywood area taken as early as the mid-1940s indicate that, prior to development as a park, approximately half of the site (the southwesterly half) lay within the bottom of the Tujunga Wash while the northeasterly portion of the site was situated along the eastern bank of the wash. As early as the 1950s, portions of what is now Valley Plaza Park South appear to have been constructed. During the 1960s, the wash was diverted into a series of lined canals and buried box culverts, and the SR-170 freeway was constructed generally along the original wash alignment (Geosyntec, 2020d). The nature of the construction was not described by Geosyntec (2020d).

The Hewitt Site environmental site is located north of Valley Plaza Park South. The Hewitt Site is discussed above in Section 4.1.4.4. Groundwater contamination from the Hewitt Site extends to just north of Valley Plaza Park South. **Figures 10** and **11** show the extent of PCE and 1,4-dioxane in groundwater. The downgradient extent of 1,4-dioxane is not fully characterized in the figure and could potentially extend to Valley Plaza Park South.

No unusual odors or colors, indicating the potential presence of contamination, were noted for any of the soil samples collected during the geotechnical investigations. One soil sample was tested for sulfates, chlorides, resistivity, pH, redox, sulfide, nitrate, and ammonium, in addition to several other anions and cations to characterize the corrosivity of the soil to underground structures.

4.1.4.7 Alexandria Park

Alexandria Park is bordered by SR-170 to the west and south, Laurel Canyon Boulevard to the east, and commercial buildings and parking lots to the north. Geosyntec (2020a) indicates that review of aerial photographs showed the park site to be undeveloped prior to conversion to a park.

The Valley Plaza Site, located directly east of Alexandria Park, is the former location of dry-cleaning facilities (EBI, 2012). PCE has been detected in soil and soil vapor at the site. No groundwater testing has been conducted at the Valley Plaza Site and no groundwater monitoring wells are located on or adjacent to Alexander Park. If groundwater contamination did exist, it would likely flow to the southeast consistent with the regional groundwater flow pattern.

There are no active GeoTracker soil contamination sites on the park site or GeoTracker groundwater contamination sites with identified plumes beneath the park. Other than the Valley Plaza Site, there are no active GeoTracker site source areas within 1,000 feet of the park.

No unusual odors or colors, indicating the potential presence of contamination, were noted for any of the six soil samples collected during the geotechnical investigations and laboratory testing found no detection of VOCs.

4.1.4.8 North Hollywood Park

North Hollywood Park is bordered by the SR-170 freeway to the west and south, Chandler Boulevard to the north, and Tujunga Avenue to the east. Aerial photos of the North Hollywood area taken in the late 1920s indicate that the North Hollywood Park Site was used as a plant nursery and/or for crop production until 1928, when portions of the site were cleared and converted into a recreational park.

There are no active GeoTracker soil contamination sites on the park site or GeoTracker groundwater contamination sites with identified plumes beneath the park. There is one soil contamination-only site (JSM Potenza) located about 500 feet northeast of North Hollywood Park, but no other active GeoTracker site source areas within 1,000 feet of the park.

Organic odors were noted for soil samples collected near the ground surface (i.e., depth of 5 to 10 ft-bgs), particularly in the southern and easternmost portions of the site during geotechnical investigations and on some samples collected from as deep as 35 and 65 ft-bgs. No evidence of soil discoloration associated with the organic odors was observed for any of the six soil samples collected during the geotechnical investigations and laboratory testing found no detection of VOCs.

4.1.4.9 Valley Village Park

Valley Village Park is bounded by SR-170 on the northeast and Westpark Drive on the south and west.

There are no active GeoTracker soil contamination sites on the park site or GeoTracker groundwater contamination sites with identified plumes beneath the park.

During geotechnical investigations, a composite soil sample of drill cuttings was tested for TPH (gas and diesel range), Title 22 metals and VOCs (Ninyo & Moore, 2020a). Several metals and some petroleum hydrocarbons were detected, but no VOCs. It is noted that metals and can be naturally occurring in soil. Natural attenuation processes are expected to limit metals and TPH transport to groundwater.

5 Hydrogeologic Impacts Analysis

Hydrogeological impacts evaluated include potential negative impacts of increased groundwater levels associated with stormwater recharge on shallow infrastructures, drainages, water supply wells and contamination plumes.

5.1 Mounding Impacts

The depths to groundwater beneath the park sites are greater than 100 feet and, in some cases, greater than 300 feet (see **Figures 5** and **6** and **Table 1**). Mounding associated with the Stormwater Capture Parks Program is expected to be small due to the relatively small volumes of recharge (see **Table 1**), the large area over which the recharge is distributed and the high permeability of the subsurface materials. Mounding would not be expected to result in any flooding of subsurface structures or daylighting in creeks or washes unless depth to groundwater approached 20 to 30 feet.

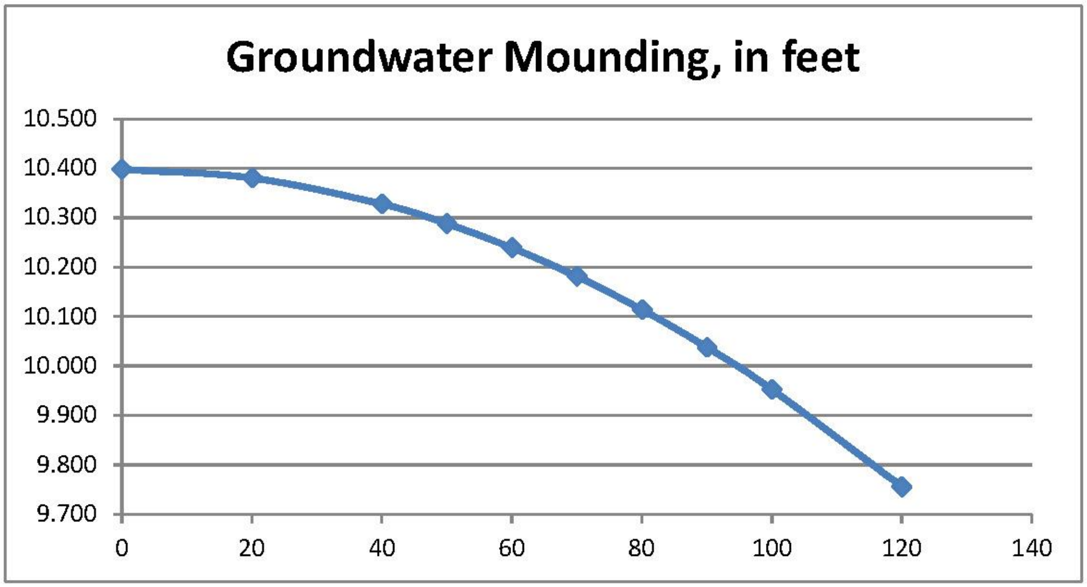
As a check of the assumption that mounding will be small, the Hantush (1967) analytical equation was applied to average recharge conditions at the park sites. Hantush (1967) proposed a solution of an equation describing the growth and decay of groundwater mounds in response to uniform percolation. The United States Geological Survey (USGS) has developed a spreadsheet to apply the equation to calculate the magnitude of groundwater mounding associated with recharge operations (USGS, 2010). **Table 5** provides the input parameters, sources and assumptions used to conduct the spreadsheet analysis.

Table 5 Input Parameters to Spreadsheet

Parameter	Value	Source	Assumptions
Infiltration Rate (R) (feet/day)	14	Geosyntec, 2020a-d Ninyo & Moore, 2020a-e	Average of percolation testing rates at depths below proposed gallery depth for 9 park sites.
Specific Yield (dimensionless)	0.08	JMM, 1992	Value from basin model for layer 1.
Horizontal Hydraulic Conductivity (Kh) (feet/day)	80	JMM, 1992	Value from basin model for layer 1; vertical vadose zone permeability assumed to be 1/10 Kh.
Size of Infiltration Gallery (square feet)	126,324	LADWP, 2018i	Average of 9 park sites. Gallery assumed to be one square location.
Initial Saturated Thickness (b) (feet)	1,000	Watermaster, 2017	Assume alluvial basin depth of 1250 feet less 250 feet depth to groundwater near the park.

Figure 12 shows the predicted mounding. The maximum predicted mounding directly beneath the recharge gallery is 10.4 feet and decreasing with distance from the center of the gallery.

Figure 12 Predicted Mounding



5.1.1 Shallow Infrastructure Impacts

Existing groundwater levels beneath the park sites are greater than 100 ft-bgs and in some cases greater than 300 ft-bgs. Based on the analysis presented above, the groundwater level rise associated with the stormwater capture facilities is expected to be on the order of 10 feet. This amount of mounding is considered insignificant and would not result in any negative impacts to subsurface structures or discharge to nearby drainages near any of the park sites.

5.1.2 Impacts to Water Supply Production Wells

Several of the park sites (Fernangeles Park, Strathern Park North, are Whittsett Fields Park North, Valley Plaza Park North and Valley Plaza Park South) are located near municipal water supply production wells including the Tujunga, Rinaldi-Toluca and North Hollywood wellfields. The remaining sites (David M. Gonzales Recreation Center, Alexandria Park and Valley Village Park) are not located near water supply wells. There has been a long-term trend of declining groundwater levels in the central area of the SFE (see Well 4896A in **Figure 6**) of approximately 100 feet since 1966. Managed aquifer recharge projects, such as the Stormwater Capture Parks Program, are recognized as a means to replenish the groundwater basin. Increased recharge at the park sites will benefit the water supply wells by increasing recharge to the groundwater basin. No negative impacts to water supply wells are associated with the small amount of mounding produced by stormwater capture at these park sites.

5.2 Contaminant Mobilization and Remedial Systems Impacts

5.2.1 Mobilization of Soil Contamination

Managed recharge projects can mobilize soil contamination as recharge water percolates through existing soil contamination in the unsaturated zone. No soil contamination was identified on any of the stormwater capture park sites and, therefore, the recharge at the sites will not mobilize any known shallow soil contamination.

5.2.2 Remedial System Impacts

Mounding associated with managed aquifer recharge projects can affect groundwater flow patterns and thus, the migration directions of contamination plumes and the effectiveness of remedial facilities. The effects of large spreading grounds (Hansen, Pacoima, and Tujunga) in the vicinity of the Stormwater Capture Parks Program are well documented in groundwater elevation contour maps. Remedial facilities installed at and/or downgradient of contamination sites can involve groundwater extraction systems. Remedial groundwater extraction systems are typically designed to remove, treat, and contain groundwater contamination plumes. Design of remedial groundwater extraction systems rely on knowledge of plume configuration, contaminant type and concentrations, source area characterization, and groundwater flow directions and levels, among other considerations. Remedial groundwater extraction wells are commonly located in high contaminant concentration areas and near the downgradient edge of the contamination plumes to provide containment. If a managed recharge project alters expected groundwater flow patterns by creating mounding, contaminant plumes may be enlarged and/or remedial extraction wells may become less effective because they are no longer optimally sited relative to downgradient flow directions.

Several of the park sites (Fernangeles Park, Strathern Park North, Whittsett Fields Park North, Valley Park North, and Valley Park South) are located near or above known regional contamination plumes. The remaining sites (David M. Gonzales Recreation Center, Alexandria Park, and Valley Village Park) are not located near regional contamination plumes. Stormwater capture at the park sites above or near contamination plumes is not expected to have any impact on the contamination plume spreading or remedial facilities because the recharge volumes are relatively small compared with other factors affecting groundwater flow including large spreading grounds, production wellfields, and remedial pumping. Groundwater hydrographs shown in **Figure 6** show that existing seasonal fluctuations in groundwater levels are greater than the minimal (about 10 feet) mounding associated with stormwater recharge at the park sites.

5.2.3 Impacts to Monitoring and Production Wells

Several production wells and a monitoring well are located on the Whitsett Park North site and one production well is located on the Valley Plaza Park North site. Construction and operation of the recharge facilities and these sites are not expected to impact the physical integrity of these wells.

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Appendix A

Surface Water Quality Data for Station LAR_04_TUG

Water Quality Sampling for LAR_04_TUJ

Station	Sample Date	Collection Method	Method	Analyte	Units	Result	Weather Condition	Applicable WQBELs, receiving water limitations, action levels, or aquatic toxicity thresholds for all test results	Drinking Water MCL	Drinking Water SMCL	Drinking Water NL or PHG	SFBE Groundwater BPO
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	1,2,4-TRICHLOROBENZENE	ug/L	<5.5	Wet		5			
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	1,2,4-TRICHLOROBENZENE	ug/L	<0.18	Wet		5			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 624	1,2,4-TRICHLOROBENZENE	ug/L	<0.31	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	1,2-DICHLOROBENZENE	ug/L	<5.7	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	1,2-DICHLOROBENZENE	ug/L	<0.17	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	1,2-DICHLOROBENZENE	ug/L	<0.17	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 624	1,2-DICHLOROBENZENE	ug/L	<0.33	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	1,3-DICHLOROBENZENE	ug/L	<5.3	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	1,3-DICHLOROBENZENE	ug/L	<0.14	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	1,3-DICHLOROBENZENE	ug/L	<0.14	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 624	1,3-DICHLOROBENZENE	ug/L	<0.35	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	1,4-DICHLOROBENZENE	ug/L	<5.5	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	1,4-DICHLOROBENZENE	ug/L	<0.17	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	1,4-DICHLOROBENZENE	ug/L	<0.17	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 624	1,4-DICHLOROBENZENE	ug/L	<0.37	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 515.4	2,4,5-TP-SILVEX	ug/L	0.036DNQ	Wet		50			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 515.3	2,4,5-TP-SILVEX	ug/L	<0.09	Dry		50			
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	2,4,6-TRICHLOROPHENOL	ug/L	<2.2	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	2,4,6-TRICHLOROPHENOL	ug/L	<0.39	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	2,4,6-TRICHLOROPHENOL	ug/L	<0.39	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	2,4,6-TRICHLOROPHENOL	ug/L	<1.1	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 515.4	2,4-D	ug/L	0.34	Wet		70			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 515.3	2,4-D	ug/L	<0.07	Dry		70			
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	2,4-DICHLOROPHENOL	ug/L	<2.6	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	2,4-DICHLOROPHENOL	ug/L	<0.46	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	2,4-DICHLOROPHENOL	ug/L	<0.46	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	2,4-DICHLOROPHENOL	ug/L	<1.1	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	2,4-DIMETHYLPHENOL	ug/L	<3	Wet				100	
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	2,4-DIMETHYLPHENOL	ug/L	<0.57	Wet				100	
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	2,4-DIMETHYLPHENOL	ug/L	<0.57	Wet				100	
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	2,4-DIMETHYLPHENOL	ug/L	<0.94	Dry				100	
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	2,4-DINITROPHENOL	ug/L	<16	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	2,4-DINITROPHENOL	ug/L	<0.670	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	2,4-DINITROPHENOL	ug/L	<0.670	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	2,4-DINITROPHENOL	ug/L	<1.02	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	2,4-DINITROTOLUENE	ug/L	<1.8	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	2,4-DINITROTOLUENE	ug/L	<0.070	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	2,4-DINITROTOLUENE	ug/L	<0.070	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	2,4-DINITROTOLUENE	ug/L	<0.59	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	2,6-DINITROTOLUENE	ug/L	<2.7	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	2,6-DINITROTOLUENE	ug/L	<0.10	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	2,6-DINITROTOLUENE	ug/L	<0.10	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	2,6-DINITROTOLUENE	ug/L	<0.58	Dry					
LAR_04_TUJ	13/Dec/2015	Grab	EPA 624	2-CHLOROETHYL VINYL ETHER	ug/L	<0.28	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 624	2-CHLOROETHYL VINYL ETHER	ug/L	<0.28	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	2-CHLORONAPHTHALENE	ug/L	<4.5	Wet					

Station	Sample Date	Collection Method	Method	Analyte	Units	Result	Weather Condition	Applicable WQBELs, receiving water limitations, action levels, or aquatic toxicity thresholds for all test results	Drinking Water MCL	Drinking Water SMCL	Drinking Water NL or PHG	SFBE Groundwater BPO
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	2-CHLORONAPHTHALENE	ug/L	<0.24	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	2-CHLORONAPHTHALENE	ug/L	<0.24	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	2-CHLORONAPHTHALENE	ug/L	<0.45	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	2-CHLOROPHENOL	ug/L	<2.8	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	2-CHLOROPHENOL	ug/L	<0.63	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	2-CHLOROPHENOL	ug/L	<0.63	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	2-CHLOROPHENOL	ug/L	<1.05	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	2-METHYL-4,6-DINITROPHENOL	ug/L	<17	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	2-METHYL-4,6-DINITROPHENOL	ug/L	<0.440	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	2-METHYL-4,6-DINITROPHENOL	ug/L	<0.440	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	2-METHYL-4,6-DINITROPHENOL	ug/L	<1.61	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	2-NITROPHENOL	ug/L	<2.6	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	2-NITROPHENOL	ug/L	<0.44	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	2-NITROPHENOL	ug/L	<0.44	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	2-NITROPHENOL	ug/L	<1.96	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	3,3'-DICHLOROBENZIDINE	ug/L	<12	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	3,3'-DICHLOROBENZIDINE	ug/L	<0.510	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	3,3'-DICHLOROBENZIDINE	ug/L	<0.510	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	3,3'-DICHLOROBENZIDINE	ug/L	<4.60	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	8081A	4,4'-DDD	ng/L	<0.69	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	8081A	4,4'-DDD	ng/L	<3.2	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	8081A	4,4'-DDD	ng/L	<0.67	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8081A	4,4'-DDD	ng/L	<0.53	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	8081A	4,4'-DDE	ng/L	3.4	Wet	0.59				
LAR_04_TUJ	31/Jan/2016	Composite	8081A	4,4'-DDE	ng/L	5.3DNQ	Wet	0.59				
LAR_04_TUJ	17/Feb/2016	Composite	8081A	4,4'-DDE	ng/L	1.8	Wet	0.59				
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8081A	4,4'-DDE	ng/L	1.6	Dry	0.59				
LAR_04_TUJ	20/Nov/2016	Composite	EPA 8081A	4,4'-DDE	ng/L	<0.78	Wet	0.59				
LAR_04_TUJ	15/Dec/2016	Composite	EPA 8081A	4,4'-DDE	ng/L	<0.78	Wet	0.59				
LAR_04_TUJ	19/Jan/2017	Composite	EPA 8081A	4,4'-DDE	ng/L	1.4DNQ	Wet	0.59				
LAR_04_TUJ	02/Mar/2017	Grab	EPA 8081A	4,4'-DDE	ng/L	1.1DNQ	Dry	0.59				
LAR_04_TUJ	7-Aug-2017	Grab	EPA 8081A	4,4'-DDE	ng/L	2.5	Dry	0.59				
LAR_04_TUJ	08/Jan/2018	Composite	EPA 8081A	4,4'-DDE	ng/L	2.4	Wet	0.59				
LAR_04_TUJ	02/Mar/2018	Composite	EPA 8081A	4,4'-DDE	ng/L	<0.11	Wet	0.59				
LAR_04_TUJ	10/Mar/2018	Composite	EPA 8081A	4,4'-DDE	ng/L	4.3	Wet	0.59				
LAR_04_TUJ	09/Apr/2018	Grab	EPA 8081A	4,4'-DDE	ng/L	0.86DNQ	Dry	0.59				
LAR_04_TUJ	20/Aug/2018	Grab	EPA 8081A	4,4'-DDE	ng/L	2	Dry	0.59				
LAR_04_TUJ	22/Nov/2018	Composite	EPA 8081A	4,4'-DDE	ng/L	<0.30	Wet	0.59				
LAR_04_TUJ	05/Dec/2018	Composite	EPA 8081A	4,4'-DDE	ng/L	<0.28	Wet	0.59				
LAR_04_TUJ	13/Dec/2015	Composite	8081A	4,4'-DDT	ng/L	5.6	Wet	0.59				
LAR_04_TUJ	31/Jan/2016	Composite	8081A	4,4'-DDT	ng/L	4.4DNQ	Wet	0.59				
LAR_04_TUJ	17/Feb/2016	Composite	8081A	4,4'-DDT	ng/L	4	Wet	0.59				
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8081A	4,4'-DDT	ng/L	<0.37	Dry	0.59				
LAR_04_TUJ	20/Nov/2016	Composite	EPA 8081A	4,4'-DDT	ng/L	<0.37	Wet	0.59				
LAR_04_TUJ	15/Dec/2016	Composite	EPA 8081A	4,4'-DDT	ng/L	<0.37	Wet	0.59				
LAR_04_TUJ	19/Jan/2017	Composite	EPA 8081A	4,4'-DDT	ng/L	<0.37	Wet	0.59				

Water Quality Sampling for LAR_04_TUJ

Station	Sample Date	Collection Method	Method	Analyte	Units	Result	Weather Condition	Applicable WQBELs, receiving water limitations, action levels, or aquatic toxicity thresholds for all test results	Drinking Water MCL	Drinking Water SMCL	Drinking Water NL or PHG	SFBE Groundwater BPO
LAR_04_TUJ	08/Jan/2018	Composite	EPA 8081A	4,4'-DDT	ng/L	<0.30	Wet	0.59				
LAR_04_TUJ	02/Mar/2018	Composite	EPA 8081A	4,4'-DDT	ng/L	<0.30	Wet	0.59				
LAR_04_TUJ	10/Mar/2018	Composite	EPA 8081A	4,4'-DDT	ng/L	<0.28	Wet	0.59				
LAR_04_TUJ	22/Nov/2018	Composite	EPA 8081A	4,4'-DDT	ng/L	<0.30	Wet	0.59				
LAR_04_TUJ	05/Dec/2018	Composite	EPA 8081A	4,4'-DDT	ng/L	<0.29	Wet	0.59				
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	4-BROMOPHENYL PHENYL ETHER	ug/L	<3.6	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	4-BROMOPHENYL PHENYL ETHER	ug/L	<0.13	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	4-BROMOPHENYL PHENYL ETHER	ug/L	<0.13	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	4-BROMOPHENYL PHENYL ETHER	ug/L	<0.53	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	4-CHLORO-3-METHYLPHENOL	ug/L	<2.3	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	4-CHLORO-3-METHYLPHENOL	ug/L	<0.57	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	4-CHLORO-3-METHYLPHENOL	ug/L	<0.57	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	4-CHLORO-3-METHYLPHENOL	ug/L	<0.71	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	4-CHLOROPHENYL PHENYL ETHER	ug/L	<4.1	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	4-CHLOROPHENYL PHENYL ETHER	ug/L	<0.12	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	4-CHLOROPHENYL PHENYL ETHER	ug/L	<0.12	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	4-CHLOROPHENYL PHENYL ETHER	ug/L	<0.50	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	4-NITROPHENOL	ug/L	<4.5	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	4-NITROPHENOL	ug/L	<0.35	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	4-NITROPHENOL	ug/L	1.16DNQ	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	4-NITROPHENOL	ug/L	<0.50	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	8081A	A-BHC	ng/L	4.5	Wet				15	
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8081A	A-BHC	ng/L	<0.5	Dry				15	
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	ACENAPHTHENE	ug/L	<3.8	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 8270C (SIM)	ACENAPHTHENE	ug/L	<0.060	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 8270C (SIM)	ACENAPHTHENE	ug/L	<0.060	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8270C (SIM)	ACENAPHTHENE	ug/L	<0.060	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	ACENAPHTHYLENE	ug/L	<4	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 8270C (SIM)	ACENAPHTHYLENE	ug/L	<0.050	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 8270C (SIM)	ACENAPHTHYLENE	ug/L	<0.050	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8270C (SIM)	ACENAPHTHYLENE	ug/L	<0.050	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	8081A	A-CHLORDANE	ng/L	3.8	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	8081A	A-CHLORDANE	ng/L	5.5DNQ	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	8081A	A-CHLORDANE	ng/L	2.2	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8081A	A-CHLORDANE	ng/L	<0.49	Dry					
LAR_04_TUJ	20/Nov/2016	Composite	EPA 8081A	A-CHLORDANE	ng/L	2.9	Wet					
LAR_04_TUJ	15/Dec/2016	Composite	EPA 8081A	A-CHLORDANE	ng/L	<0.49	Wet					
LAR_04_TUJ	19/Jan/2017	Composite	EPA 8081A	A-CHLORDANE	ng/L	1.5DNQ	Wet					
LAR_04_TUJ	08/Jan/2018	Composite	EPA 8081A	A-CHLORDANE	ng/L	<0.14	Wet					
LAR_04_TUJ	02/Mar/2018	Composite	EPA 8081A	A-CHLORDANE	ng/L	<0.14	Wet					
LAR_04_TUJ	10/Mar/2018	Composite	EPA 8081A	A-CHLORDANE	ng/L	<0.13	Wet					
LAR_04_TUJ	22/Nov/2018	Composite	EPA 8081A	A-CHLORDANE	ng/L	<0.37	Wet					
LAR_04_TUJ	05/Dec/2018	Composite	EPA 8081A	A-CHLORDANE	ng/L	<0.35	Wet					
LAR_04_TUJ	13/Dec/2015	Composite	8081A	ALDRIN	ng/L	<0.86	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8081A	ALDRIN	ng/L	<0.48	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	SM 2320B	ALKALINITY AS CACO3	mg/L	81	Wet					

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LAR_04_TUJ	30/Aug/2016	Grab	SM 2320B	ALKALINITY AS CACO3	mg/L	119	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	ALUMINUM	ug/L	4510	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	ALUMINUM	ug/L	308	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	ALUMINUM (DISSOLVED)	ug/L	10.5	Wet		1000	200		
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	ALUMINUM (DISSOLVED)	ug/L	11.7	Dry		1000	200		
LAR_04_TUJ	13/Dec/2015	Composite	EPA 350.1	AMMONIA AS N	mg/L	0.91	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 350.1	AMMONIA AS N	mg/L	0.62	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 350.1	AMMONIA AS N	mg/L	0.52	Wet					
LAR_04_TUJ	29/Feb/2016	Grab	EPA 350.1	AMMONIA AS N	mg/L	0.33	Dry					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 350.1	AMMONIA AS N	mg/L	0.08DNQ	Dry					
LAR_04_TUJ	20/Nov/2016	Composite	EPA 350.1	AMMONIA AS N	mg/L	0.7	Wet					
LAR_04_TUJ	15/Dec/2016	Composite	EPA 350.1	AMMONIA AS N	mg/L	0.38	Wet					
LAR_04_TUJ	19/Jan/2017	Composite	EPA 350.1	AMMONIA AS N	mg/L	0.27	Wet					
LAR_04_TUJ	02/Mar/2017	Grab	EPA 350.1	AMMONIA AS N	mg/L	0.09DNQ	Dry					
LAR_04_TUJ	7-Aug-2017	Grab	EPA 350.1	AMMONIA AS N	mg/L	0.35	Dry					
LAR_04_TUJ	08/Jan/2018	Composite	EPA 350.1	AMMONIA AS N	mg/L	0.56	Wet					
LAR_04_TUJ	02/Mar/2018	Composite	EPA 350.1	AMMONIA AS N	mg/L	0.39	Wet					
LAR_04_TUJ	10/Mar/2018	Composite	EPA 350.1	AMMONIA AS N	mg/L	0.31	Wet					
LAR_04_TUJ	09/Apr/2018	Grab	EPA 350.1	AMMONIA AS N	mg/L	0.14	Dry					
LAR_04_TUJ	20/Aug/2018	Grab	EPA 350.1	AMMONIA AS N	mg/L	0.38	Dry					
LAR_04_TUJ	22/Nov/2018	Composite	EPA 350.1	AMMONIA AS N	mg/L	1.39	Wet					
LAR_04_TUJ	05/Dec/2018	Composite	EPA 350.1	AMMONIA AS N	mg/L	0.2	Wet					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	ANTHRACENE	ug/L	<3.4	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 8270C (SIM)	ANTHRACENE	ug/L	<0.050	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 8270C (SIM)	ANTHRACENE	ug/L	<0.050	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8270C (SIM)	ANTHRACENE	ug/L	<0.050	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	ANTIMONY	ug/L	3.43	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	ANTIMONY	ug/L	1.05	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	ANTIMONY (DISSOLVED)	ug/L	1.76	Wet		6			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	ANTIMONY (DISSOLVED)	ug/L	1.10	Dry		6			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	ANTIMONY (DISSOLVED)	ug/L	1.1	Dry		6			
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	ARSENIC	ug/L	3.46	Wet					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	ARSENIC	ug/L	3.46	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	ARSENIC	ug/L	3.59	Dry					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	ARSENIC	ug/L	3.59	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	ARSENIC (DISSOLVED)	ug/L	1.86	Wet		10			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	ARSENIC (DISSOLVED)	ug/L	3.48	Dry		10			
LAR_04_TUJ	31/Jan/2016	Composite	EPA 525.2	ATRAZINE	ug/L	<0.048	Wet		1			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 525.2	ATRAZINE	ug/L	<0.034	Dry		1			
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	AZOBENZENE	ug/L	<0.32	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	AZOBENZENE	ug/L	<0.32	Wet					
LAR_04_TUJ	13/Dec/2015	Composite	8081A	B-BHC	ng/L	10	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8081A	B-BHC	ng/L	<0.64	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	BENZ(A)ANTHRACENE	ug/L	<1.9	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 8270C (SIM)	BENZ(A)ANTHRACENE	ug/L	<0.030	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 8270C (SIM)	BENZ(A)ANTHRACENE	ug/L	<0.030	Wet					

Water Quality Sampling for LAR_04_TUJ

Station	Sample Date	Collection Method	Method	Analyte	Units	Result	Weather Condition	Applicable WQBELs, receiving water limitations, action levels, or aquatic toxicity thresholds for all test results	Drinking Water MCL	Drinking Water SMCL	Drinking Water NL or PHG	SFBE Groundwater BPO
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8270C (SIM)	BENZ(A)ANTHRACENE	ug/L	<0.030	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	BENZIDINE	ug/L	<37	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	BENZIDINE	ug/L	<0.300	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	BENZIDINE	ug/L	<0.300	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	BENZIDINE	ug/L	<0.900	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	BENZO(A)PYRENE	ug/L	<1.3	Wet			0.2		
LAR_04_TUJ	31/Jan/2016	Composite	EPA 8270C (SIM)	BENZO(A)PYRENE	ug/L	<0.050	Wet			0.2		
LAR_04_TUJ	17/Feb/2016	Composite	EPA 8270C (SIM)	BENZO(A)PYRENE	ug/L	<0.050	Wet			0.2		
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8270C (SIM)	BENZO(A)PYRENE	ug/L	<0.050	Dry			0.2		
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	BENZO(B)FLUORANTHENE	ug/L	<1.4	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 8270C (SIM)	BENZO(B)FLUORANTHENE	ug/L	<0.060	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 8270C (SIM)	BENZO(B)FLUORANTHENE	ug/L	<0.060	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8270C (SIM)	BENZO(B)FLUORANTHENE	ug/L	<0.060	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	BENZO(GHI)PERYLENE	ug/L	<1	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 8270C (SIM)	BENZO(GHI)PERYLENE	ug/L	<0.070	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 8270C (SIM)	BENZO(GHI)PERYLENE	ug/L	<0.070	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8270C (SIM)	BENZO(GHI)PERYLENE	ug/L	<0.070	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	BENZO(K)FLUORANTHENE	ug/L	<2.2	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 8270C (SIM)	BENZO(K)FLUORANTHENE	ug/L	<0.070	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 8270C (SIM)	BENZO(K)FLUORANTHENE	ug/L	<0.070	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8270C (SIM)	BENZO(K)FLUORANTHENE	ug/L	<0.070	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	BERYLLIUM	ug/L	0.20DNQ	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	BERYLLIUM	ug/L	0.07DNQ	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	BERYLLIUM (DISSOLVED)	ug/L	0.03DNQ	Wet		4			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	BERYLLIUM (DISSOLVED)	ug/L	0.07DNQ	Dry		4			
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	BIS(2-CHLOROETHOXY)METHANE	ug/L	<2.5	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	BIS(2-CHLOROETHOXY)METHANE	ug/L	<0.21	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	BIS(2-CHLOROETHOXY)METHANE	ug/L	<0.21	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	BIS(2-CHLOROETHOXY)METHANE	ug/L	<0.47	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	BIS(2-CHLOROETHYL) ETHER	ug/L	<2.7	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	BIS(2-CHLOROETHYL) ETHER	ug/L	<0.18	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	BIS(2-CHLOROETHYL) ETHER	ug/L	<0.18	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	BIS(2-CHLOROETHYL) ETHER	ug/L	<0.33	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	BIS(2-CHLOROISOPROPYL) ETHER	ug/L	<3.8	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	BIS(2-CHLOROISOPROPYL) ETHER	ug/L	<0.20	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	BIS(2-CHLOROISOPROPYL) ETHER	ug/L	<0.20	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	BIS(2-CHLOROISOPROPYL) ETHER	ug/L	<0.53	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	BIS(2-ETHYLHEXYL) PHTHALATE	ug/L	<23	Wet		4			
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	BIS(2-ETHYLHEXYL) PHTHALATE	ug/L	0.37DNQ	Wet		4			
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	BIS(2-ETHYLHEXYL) PHTHALATE	ug/L	0.83DNQ	Wet		4			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	BIS(2-ETHYLHEXYL) PHTHALATE	ug/L	<0.59	Dry		4			
LAR_04_TUJ	13/Dec/2015	Composite	SM 5210B	BOD	mg/L	30.2	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	SM 5210B	BOD	mg/L	<4.0	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	BUTYL BENZYL PHTHALATE	ug/L	<1.8	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	BUTYL BENZYL PHTHALATE	ug/L	<0.21	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	BUTYL BENZYL PHTHALATE	ug/L	<0.21	Wet					

Water Quality Sampling for LAR_04_TUJ

Station	Sample Date	Collection Method	Method	Analyte	Units	Result	Weather Condition	Applicable WQBELs, receiving water limitations, action levels, or aquatic toxicity thresholds for all test results	Drinking Water MCL	Drinking Water SMCL	Drinking Water NL or PHG	SFBE Groundwater BPO
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	BUTYL BENZYL PHTHALATE	ug/L	<0.56	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	CADMIUM	ug/L	0.74	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	CADMIUM	ug/L	0.23	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	CADMIUM (DISSOLVED)	ug/L	0.04DNQ	Wet			5		
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	CADMIUM (DISSOLVED)	ug/L	0.20	Dry			5		
LAR_04_TUJ	30/Aug/2016	Grab	EPA 300.0	CHLORIDE	mg/L	146	Dry					100
LAR_04_TUJ	31/Jan/2016	Composite	EPA 525.2	CHLORPYRIFOS	ug/L	<0.019	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 525.2	CHLORPYRIFOS	ng/L	<6.9	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	CHROMIUM	ug/L	10.5	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	CHROMIUM	ug/L	1.27	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	CHROMIUM (DISSOLVED)	ug/L	1.00	Wet		50			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	CHROMIUM (DISSOLVED)	ug/L	0.59	Dry		50			
LAR_04_TUJ	13/Dec/2015	Grab	EPA 218.6	CHROMIUM VI	ug/L	<0.5	Wet					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	CHRYSENE	ug/L	<1.9	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 8270C (SIM)	CHRYSENE	ug/L	<0.040	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 8270C (SIM)	CHRYSENE	ug/L	<0.040	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8270C (SIM)	CHRYSENE	ug/L	<0.040	Dry					
LAR_04_TUJ	20/Nov/2016	Composite	EPA 8081A	CIS-NONACHLOR	ng/L	<0.65	Wet					
LAR_04_TUJ	15/Dec/2016	Composite	EPA 8081A	CIS-NONACHLOR	ng/L	<0.64	Wet					
LAR_04_TUJ	19/Jan/2017	Composite	EPA 8081A	CIS-NONACHLOR	ng/L	<0.64	Wet					
LAR_04_TUJ	08/Jan/2018	Composite	EPA 8081A	CIS-NONACHLOR	ng/L	<0.11	Wet					
LAR_04_TUJ	02/Mar/2018	Composite	EPA 8081A	CIS-NONACHLOR	ng/L	<0.11	Wet					
LAR_04_TUJ	10/Mar/2018	Composite	EPA 8081A	CIS-NONACHLOR	ng/L	<0.10	Wet					
LAR_04_TUJ	22/Nov/2018	Composite	EPA 8081A	CIS-NONACHLOR	ng/L	<0.51	Wet					
LAR_04_TUJ	05/Dec/2018	Composite	EPA 8081A	CIS-NONACHLOR	ng/L	<0.49	Wet					
LAR_04_TUJ	13/Dec/2015	Composite	SM 5220D	COD	mg/L	130	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	SM 5220D	COD	mg/L	35	Dry					
LAR_04_TUJ	17/Nov/2015	Grab	EPA 200.8	COPPER	ug/L	9.59	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	COPPER	ug/L	53.9	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 200.8	COPPER	ug/L	44.8	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 200.8	COPPER	ug/L	25.2	Wet					
LAR_04_TUJ	29/Feb/2016	Grab	EPA 200.8	COPPER	ug/L	9.26	Dry					
LAR_04_TUJ	23/May/2016	Grab	EPA 200.8	COPPER	ug/L	11.1	Dry					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	COPPER	ug/L	13.0	Dry					
LAR_04_TUJ	20/Nov/2016	Composite	EPA 200.8	COPPER	ug/L	78.7	Wet					
LAR_04_TUJ	07/Dec/2016	Grab	EPA 200.8	COPPER	ug/L	8.83	Dry					
LAR_04_TUJ	15/Dec/2016	Composite	EPA 200.8	COPPER	ug/L	25.2	Wet					
LAR_04_TUJ	19/Jan/2017	Composite	EPA 200.8	COPPER	ug/L	22	Wet					
LAR_04_TUJ	02/Mar/2017	Grab	EPA 200.8	COPPER	ug/L	10.9	Dry					
LAR_04_TUJ	30/Mar/2017	Grab	EPA 200.8	COPPER	ug/L	9.86	Dry					
LAR_04_TUJ	07/Aug/2017	Grab	EPA 200.8	COPPER	ug/L	9.25	Dry					
LAR_04_TUJ	30-Oct-2017	Grab	EPA 200.8	COPPER	ug/L	7.34	Dry					
LAR_04_TUJ	08/Jan/2018	Composite	EPA 200.8	COPPER	ug/L	48.5	Wet					
LAR_04_TUJ	02/Mar/2018	Composite	EPA 200.8	COPPER	ug/L	22.4	Wet					
LAR_04_TUJ	10/Mar/2018	Composite	EPA 200.8	COPPER	ug/L	34	Wet					
LAR_04_TUJ	09/Apr/2018	Grab	EPA 200.8	COPPER	ug/L	8.41	Dry					

Water Quality Sampling for LAR_04_TUJ

Station	Sample Date	Collection Method	Method	Analyte	Units	Result	Weather Condition	Applicable WQBELs, receiving water limitations, action levels, or aquatic toxicity thresholds for all test results	Drinking Water MCL	Drinking Water SMCL	Drinking Water NL or PHG	SFBE Groundwater BPO
LAR_04_TUJ	14/May/2018	Grab	EPA 200.8	COPPER	ug/L	7.42	Dry					
LAR_04_TUJ	20/Aug/2018	Grab	EPA 200.8	COPPER	ug/L	15.7	Dry					
LAR_04_TUJ	13/Nov/2018	Grab	EPA 200.8	COPPER	ug/L	11.8	Dry					
LAR_04_TUJ	22/Nov/2018	Composite	EPA 200.8	COPPER	ug/L	130	Wet					
LAR_04_TUJ	05/Dec/2018	Composite	EPA 200.8	COPPER	ug/L	32.8	Wet					
LAR_04_TUJ	17/Nov/2015	Grab	EPA 200.8	COPPER (DISSOLVED)	ug/L	8.49	Dry		1300	1000		
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	COPPER (DISSOLVED)	ug/L	7.82	Wet		1300	1000		
LAR_04_TUJ	31/Jan/2016	Composite	EPA 200.8	COPPER (DISSOLVED)	ug/L	6.58	Wet		1300	1000		
LAR_04_TUJ	17/Feb/2016	Composite	EPA 200.8	COPPER (DISSOLVED)	ug/L	7.91	Wet		1300	1000		
LAR_04_TUJ	29/Feb/2016	Grab	EPA 200.8	COPPER (DISSOLVED)	ug/L	7.96	Dry		1300	1000		
LAR_04_TUJ	23/May/2016	Grab	EPA 200.8	COPPER (DISSOLVED)	ug/L	10.3	Dry		1300	1000		
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	COPPER (DISSOLVED)	ug/L	10.9	Dry		1300	1000		
LAR_04_TUJ	20/Nov/2016	Composite	EPA 200.8	COPPER (DISSOLVED)	ug/L	8.7	Wet		1300	1000		
LAR_04_TUJ	07/Dec/2016	Grab	EPA 200.8	COPPER (DISSOLVED)	ug/L	7.68	Dry		1300	1000		
LAR_04_TUJ	15/Dec/2016	Composite	EPA 200.8	COPPER (DISSOLVED)	ug/L	6.1	Wet		1300	1000		
LAR_04_TUJ	19/Jan/2017	Composite	EPA 200.8	COPPER (DISSOLVED)	ug/L	4.02	Wet		1300	1000		
LAR_04_TUJ	02/Mar/2017	Grab	EPA 200.8	COPPER (DISSOLVED)	ug/L	9.48	Dry		1300	1000		
LAR_04_TUJ	30/Mar/2017	Grab	EPA 200.8	COPPER (DISSOLVED)	ug/L	8.6	Dry		1300	1000		
LAR_04_TUJ	07/Aug/2017	Grab	EPA 200.8	COPPER (DISSOLVED)	ug/L	7.47	Dry		1300	1000		
LAR_04_TUJ	30-Oct-2017	Grab	EPA 200.8	COPPER (DISSOLVED)	ug/L	6.18	Dry		1300	1000		
LAR_04_TUJ	08/Jan/2018	Composite	EPA 200.8	COPPER (DISSOLVED)	ug/L	5.31	Wet		1300	1000		
LAR_04_TUJ	02/Mar/2018	Composite	EPA 200.8	COPPER (DISSOLVED)	ug/L	6.84	Wet		1300	1000		
LAR_04_TUJ	10/Mar/2018	Composite	EPA 200.8	COPPER (DISSOLVED)	ug/L	5.65	Wet		1300	1000		
LAR_04_TUJ	09/Apr/2018	Grab	EPA 200.8	COPPER (DISSOLVED)	ug/L	8.17	Dry		1300	1000		
LAR_04_TUJ	14/May/2018	Grab	EPA 200.8	COPPER (DISSOLVED)	ug/L	5.68	Dry		1300	1000		
LAR_04_TUJ	20/Aug/2018	Grab	EPA 200.8	COPPER (DISSOLVED)	ug/L	12.7	Dry		1300	1000		
LAR_04_TUJ	13/Nov/2018	Grab	EPA 200.8	COPPER (DISSOLVED)	ug/L	9.97	Dry		1300	1000		
LAR_04_TUJ	22/Nov/2018	Composite	EPA 200.8	COPPER (DISSOLVED)	ug/L	9.32	Wet		1300	1000		
LAR_04_TUJ	05/Dec/2018	Composite	EPA 200.8	COPPER (DISSOLVED)	ug/L	3.55	Wet		1300	1000		
LAR_04_TUJ	13/Dec/2015	Composite	EPA 525.2	CYANAZINE	ug/L	<0.04	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 525.2	CYANAZINE	ug/L	<0.024	Dry					
LAR_04_TUJ	13/Dec/2015	Grab	EPA 335.4	CYANIDE (TOTAL)	mg/L	<0.004	Wet		0.15			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 335.4	CYANIDE (TOTAL)	mg/L	<0.004	Dry		0.15			
LAR_04_TUJ	13/Dec/2015	Composite	8081A	D-BHC	ng/L	0.59DNQ	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8081A	D-BHC	ng/L	<0.45	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 525.2	DIAZINON	ng/L	<5.2	Wet				1200	
LAR_04_TUJ	29/Feb/2016	Grab	EPA 525.2	DIAZINON	ng/L	<5.2	Dry				1200	
LAR_04_TUJ	30/Aug/2016	Grab	EPA 525.2	DIAZINON	ng/L	<5.2	Dry				1200	
LAR_04_TUJ	02/Mar/2017	Grab	EPA 525.2	DIAZINON	ng/L	<5.2	Dry				1200	
LAR_04_TUJ	07/Aug/2017	Grab	EPA 525.2	DIAZINON	ng/L	<5.2	Dry				1200	
LAR_04_TUJ	09/Apr/2018	Grab	EPA 525.2	DIAZINON	ng/L	<5.2	Dry				1200	
LAR_04_TUJ	20/Aug/2018	Grab	EPA 525.2	DIAZINON	ng/L	<5.2	Dry				1200	
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	DIBENZO(A,H)ANTHRACENE	ug/L	<0.8	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 8270C (SIM)	DIBENZO(A,H)ANTHRACENE	ug/L	<0.060	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 8270C (SIM)	DIBENZO(A,H)ANTHRACENE	ug/L	<0.060	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8270C (SIM)	DIBENZO(A,H)ANTHRACENE	ug/L	<0.060	Dry					

Water Quality Sampling for LAR_04_TUJ

Station	Sample Date	Collection Method	Method	Analyte	Units	Result	Weather Condition	Applicable WQBELs, receiving water limitations, action levels, or aquatic toxicity thresholds for all test results	Drinking Water MCL	Drinking Water SMCL	Drinking Water NL or PHG	SFBE Groundwater BPO
LAR_04_TUJ	13/Dec/2015	Composite	8081A	DIELDRIN	ng/L	<0.85	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8081A	DIELDRIN	ng/L	<0.72	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	DIETHYL PHTHALATE	ug/L	<1.5	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	DIETHYL PHTHALATE	ug/L	<0.25	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	DIETHYL PHTHALATE	ug/L	<0.25	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	DIETHYL PHTHALATE	ug/L	<0.54	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	DIMETHYL PHTHALATE	ug/L	<1.8	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	DIMETHYL PHTHALATE	ug/L	<0.13	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	DIMETHYL PHTHALATE	ug/L	<0.13	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	DIMETHYL PHTHALATE	ug/L	<0.31	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	DI-N-BUTYL PHTHALATE	ug/L	<2.4	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	DI-N-BUTYL PHTHALATE	ug/L	<0.33	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	DI-N-BUTYL PHTHALATE	ug/L	<0.33	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	DI-N-BUTYL PHTHALATE	ug/L	<0.65	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	DI-N-OCTYL PHTHALATE	ug/L	<1.9	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	DI-N-OCTYL PHTHALATE	ug/L	<0.23	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	DI-N-OCTYL PHTHALATE	ug/L	<0.23	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	DI-N-OCTYL PHTHALATE	ug/L	<0.51	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	DIPHENYLHYDRAZINE, 1,2-	ug/L	<2.5	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	DIPHENYLHYDRAZINE, 1,2-	ug/L	<0.43	Dry					
LAR_04_TUJ	30/Aug/2016	Grab	SM 4500-P E	DISSOLVED PHOSPHORUS	mg/L	0.06	Dry					
LAR_04_TUJ	17/Nov/2015	Grab	SM9223B	E. COLI	MPN/100 mL	1800	Dry	235				
LAR_04_TUJ	13/Dec/2015	Grab	SM9223B	E. COLI	MPN/100 mL	2200	Wet	235				
LAR_04_TUJ	28/Dec/2015	Grab	SM9223B	E. COLI	MPN/100 mL	200	Dry	235				
LAR_04_TUJ	11/Jan/2016	Grab	SM9223B	E. COLI	MPN/100 mL	380	Dry	235				
LAR_04_TUJ	31/Jan/2016	Grab	SM9223B	E. COLI	MPN/100 mL	8700	Wet	235				
LAR_04_TUJ	18/Feb/2016	Grab	SM9223B	E. COLI	MPN/100 mL	5900	Wet	235				
LAR_04_TUJ	29/Feb/2016	Grab	SM9223B	E. COLI	MPN/100 mL	240	Dry	235				
LAR_04_TUJ	21/Mar/2016	Grab	SM9223B	E. COLI	MPN/100 mL	1200	Dry	235				
LAR_04_TUJ	25/Apr/2016	Grab	SM9223B	E. COLI	MPN/100 mL	31	Dry	235				
LAR_04_TUJ	23/May/2016	Grab	SM9223B	E. COLI	MPN/100 mL	450	Dry	235				
LAR_04_TUJ	20/Jun/2016	Grab	SM9223B	E. COLI	MPN/100 mL	140	Dry	235				
LAR_04_TUJ	18/Jul/2016	Grab	SM 9223 B	E. COLI	MPN/100 mL	620	Dry	235				
LAR_04_TUJ	30/Aug/2016	Grab	SM 9223 B	E. COLI	MPN/100 mL	710	Dry	235				
LAR_04_TUJ	19/Sep/2016	Grab	SM 9223 B	E. COLI	MPN/100 mL	310	Dry	235				
LAR_04_TUJ	07/Nov/2016	Grab	SM 9223 B	E. COLI	MPN/100 mL	600	Dry	235				
LAR_04_TUJ	21/Nov/2016	Grab	SM 9223 B	E. COLI	MPN/100 mL	1700	Wet	235				
LAR_04_TUJ	07/Dec/2016	Grab	SM 9223 B	E. COLI	MPN/100 mL	680	Dry	235				
LAR_04_TUJ	16/Dec/2016	Grab	SM 9223 B	E. COLI	MPN/100 mL	2100	Wet	235				
LAR_04_TUJ	21/Dec/2016	Grab	SM 9223 B	E. COLI	MPN/100 mL	680	Dry	235				
LAR_04_TUJ	19/Jan/2017	Grab	SM 9223 B	E. COLI	MPN/100 mL	5800	Wet	235				
LAR_04_TUJ	30/Jan/2017	Grab	SM 9223 B	E. COLI	MPN/100 mL	180	Dry	235				
LAR_04_TUJ	02/Mar/2017	Grab	SM 9223 B	E. COLI	MPN/100 mL	200	Dry	235				
LAR_04_TUJ	30/Mar/2017	Grab	SM 9223 B	E. COLI	MPN/100 mL	570	Dry	235				
LAR_04_TUJ	10/Apr/2017	Grab	SM 9223 B	E. COLI	MPN/100 mL	1900	Dry	235				
LAR_04_TUJ	15/May/2017	Grab	SM 9223 B	E. COLI	MPN/100 mL	1300	Dry	235				

Water Quality Sampling for LAR_04_TUJ

Station	Sample Date	Collection Method	Method	Analyte	Units	Result	Weather Condition	Applicable WQBELs, receiving water limitations, action levels, or aquatic toxicity thresholds for all test results	Drinking Water MCL	Drinking Water SMCL	Drinking Water NL or PHG	SFBE Groundwater BPO
LAR_04_TUJ	19/Jun/2017	Grab	SM 9223 B	E. COLI	MPN/100 mL	630	Dry	235				
LAR_04_TUJ	20/Jul/2017	Grab	SM 9223B	E. COLI	MPN/100 mL	590	Dry	235				
LAR_04_TUJ	07/Aug/2017	Grab	SM 9223B	E. COLI	MPN/100 mL	2300	Dry	235				
LAR_04_TUJ	18/Sep/2017	Grab	SM 9223B	E. COLI	MPN/100 mL	360	Dry	235				
LAR_04_TUJ	30/Oct/2017	Grab	SM 9223B	E. COLI	MPN/100 mL	1500	Dry	235				
LAR_04_TUJ	29/Nov/2017	Grab	SM 9223B	E. COLI	MPN/100 mL	400	Dry	235				
LAR_04_TUJ	11/Dec/2017	Grab	SM 9223B	E. COLI	MPN/100 mL	680	Dry	235				
LAR_04_TUJ	09/Jan/2018	Grab	SM 9223B	E. COLI	MPN/100 mL	1400	Wet	235				
LAR_04_TUJ	22/Jan/2018	Grab	SM 9223B	E. COLI	MPN/100 mL	200	Dry	235				
LAR_04_TUJ	02/Mar/2018	Grab	SM 9223B	E. COLI	MPN/100 mL	5300	Wet	235				
LAR_04_TUJ	10/Mar/2018	Grab	SM 9223B	E. COLI	MPN/100 mL	15000	Wet	235				
LAR_04_TUJ	29/Mar/2018	Grab	SM 9223B	E. COLI	MPN/100 mL	<10	Dry	235				
LAR_04_TUJ	09/Apr/2018	Grab	SM 9223B	E. COLI	MPN/100 mL	170	Dry	235				
LAR_04_TUJ	23/Apr/2018	Grab	SM 9223B	E. COLI	MPN/100 mL	150	Dry	235				
LAR_04_TUJ	14/May/2018	Grab	SM 9223B	E. COLI	MPN/100 mL	860	Dry	235				
LAR_04_TUJ	11/Jun/2018	Grab	SM 9223B	E. COLI	MPN/100 mL	760	Dry	235				
LAR_04_TUJ	23/Jul/2018	Grab	SM9223B	E. COLI	MPN/100 mL	200	Dry	235				
LAR_04_TUJ	20/Aug/2018	Grab	SM9223B	E. COLI	MPN/100 mL	570	Dry	235				
LAR_04_TUJ	17/Sep/2018	Grab	SM9223B	E. COLI	MPN/100 mL	480	Dry	235				
LAR_04_TUJ	16/Oct/2018	Grab	SM9223B	E. COLI	MPN/100 mL	2800	Dry	235				
LAR_04_TUJ	13/Nov/2018	Grab	SM9223B	E. COLI	MPN/100 mL	320	Dry	235				
LAR_04_TUJ	22/Nov/2018	Grab	SM9223B	E. COLI	MPN/100 mL	21000	Wet	235				
LAR_04_TUJ	06/Dec/2018	Grab	SM9223B	E. COLI	MPN/100 mL	5200	Wet	235				
LAR_04_TUJ	10/Dec/2018	Grab	SM9223B	E. COLI	MPN/100 mL	1000	Dry	235				
LAR_04_TUJ	13/Dec/2015	Composite	8081A	ENDOSULFAN I	ng/L	1.4	Wet					
LAR_04_TUJ	13/Dec/2015	Composite	8081A	ENDOSULFAN I	ng/L	1.4	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8081A	ENDOSULFAN I	ng/L	<0.52	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	8081A	ENDOSULFAN II	ng/L	<1.0	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8081A	ENDOSULFAN II	ng/L	<0.86	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	8081A	ENDOSULFAN SULFATE	ng/L	0.91DNQ	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8081A	ENDOSULFAN SULFATE	ng/L	<0.52	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	8081A	ENDRIN	ng/L	<0.99	Wet		2000			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8081A	ENDRIN	ng/L	<0.66	Dry		2000			
LAR_04_TUJ	13/Dec/2015	Composite	8081A	ENDRIN ALDEHYDE	ng/L	1.2DNQ	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8081A	ENDRIN ALDEHYDE	ng/L	1.7	Dry					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8081A	ENDRIN ALDEHYDE	ng/L	1.7	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	FLUORANTHENE	ug/L	<2.2	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 8270C (SIM)	FLUORANTHENE	ug/L	<0.040	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 8270C (SIM)	FLUORANTHENE	ug/L	0.080	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8270C (SIM)	FLUORANTHENE	ug/L	<0.040	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	FLUORENE	ug/L	<3.5	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 8270C (SIM)	FLUORENE	ug/L	<0.070	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 8270C (SIM)	FLUORENE	ug/L	<0.070	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8270C (SIM)	FLUORENE	ug/L	<0.070	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 300.0	FLUORIDE	mg/L	0.66	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 300.0	FLUORIDE	mg/L	0.88	Dry					

Station	Sample Date	Collection Method	Method	Analyte	Units	Result	Weather Condition	Applicable WQBELs, receiving water limitations, action levels, or aquatic toxicity thresholds for all test results	Drinking Water MCL	Drinking Water SMCL	Drinking Water NL or PHG	SFBE Groundwater BPO
LAR_04_TUJ	30/Aug/2016	Grab	EPA 300.0	FLUORIDE	mg/L	0.88	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	8081A	G-BHC	ng/L	4.2	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8081A	G-BHC	ng/L	<0.41	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	8081A	G-CHLORDANE	ng/L	<0.99	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	8081A	G-CHLORDANE	ng/L	<4.6	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	8081A	G-CHLORDANE	ng/L	2.7	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8081A	G-CHLORDANE	ng/L	<0.51	Dry					
LAR_04_TUJ	20/Nov/2016	Composite	EPA 8081A	G-CHLORDANE	ng/L	<0.52	Wet					
LAR_04_TUJ	15/Dec/2016	Composite	EPA 8081A	G-CHLORDANE	ng/L	<0.51	Wet					
LAR_04_TUJ	19/Jan/2017	Composite	EPA 8081A	G-CHLORDANE	ng/L	<0.51	Wet					
LAR_04_TUJ	08/Jan/2018	Composite	EPA 8081A	G-CHLORDANE	ng/L	<0.13	Wet					
LAR_04_TUJ	02/Mar/2018	Composite	EPA 8081A	G-CHLORDANE	ng/L	1.6	Wet					
LAR_04_TUJ	10/Mar/2018	Composite	EPA 8081A	G-CHLORDANE	ng/L	2.6	Wet					
LAR_04_TUJ	22/Nov/2018	Composite	EPA 8081A	G-CHLORDANE	ng/L	4.3	Wet					
LAR_04_TUJ	05/Dec/2018	Composite	EPA 8081A	G-CHLORDANE	ng/L	<0.39	Wet					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 547	GLYPHOSATE	ug/L	11	Wet		700			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 547	GLYPHOSATE	ug/L	<1.8	Dry		700			
LAR_04_TUJ	17/Nov/2015	Grab	SM 2340B	HARDNESS	mg/L	183	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	SM 2340B	HARDNESS	mg/L	122	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	SM 2340B	HARDNESS	mg/L	60.2	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	SM 2340B	HARDNESS	mg/L	70.1	Wet					
LAR_04_TUJ	29/Feb/2016	Grab	SM 2340B	HARDNESS	mg/L	191	Dry					
LAR_04_TUJ	23/May/2016	Grab	SM 2340B	HARDNESS	mg/L	158	Dry					
LAR_04_TUJ	30/Aug/2016	Grab	SM 2340B	HARDNESS	mg/L	140	Dry					
LAR_04_TUJ	20/Nov/2016	Composite	SM 2340B	HARDNESS	mg/L	56.4	Wet					
LAR_04_TUJ	07/Dec/2016	Grab	SM 2340B	HARDNESS	mg/L	176	Dry					
LAR_04_TUJ	07/Dec/2016	Grab	SM 2340B	HARDNESS	mg/L	176	Dry					
LAR_04_TUJ	15/Dec/2016	Composite	SM 2340B	HARDNESS	mg/L	55.1	Wet					
LAR_04_TUJ	19/Jan/2017	Composite	SM 2340B	HARDNESS	mg/L	62.3	Wet					
LAR_04_TUJ	02/Mar/2017	Grab	SM 2340B	HARDNESS	mg/L	322	Dry					
LAR_04_TUJ	30/Mar/2017	Grab	SM 2340B	HARDNESS	mg/L	234	Dry					
LAR_04_TUJ	07/Aug/2017	Grab	SM 2340B	HARDNESS	mg/L	152	Dry					
LAR_04_TUJ	30-Oct-2017	Grab	SM 2340B	HARDNESS	mg/L	158	Dry					
LAR_04_TUJ	30/Oct/2017	Grab	SM 2340B	HARDNESS	mg/L	158	Dry					
LAR_04_TUJ	08/Jan/2018	Composite	SM 2340B	HARDNESS	mg/L	68.1	Wet					
LAR_04_TUJ	02/Mar/2018	Composite	SM 2340B	HARDNESS	mg/L	72.8	Wet					
LAR_04_TUJ	10/Mar/2018	Composite	SM 2340B	HARDNESS	mg/L	61.9	Wet					
LAR_04_TUJ	09/Apr/2018	Grab	SM 2340B	HARDNESS	mg/L	182	Dry					
LAR_04_TUJ	14/May/2018	Grab	SM 2340B	HARDNESS	mg/L	215	Dry					
LAR_04_TUJ	20/Aug/2018	Grab	SM 2340B	HARDNESS	mg/L	146	Dry					
LAR_04_TUJ	13/Nov/2018	Grab	SM 2340B	HARDNESS	mg/L	150	Dry					
LAR_04_TUJ	22/Nov/2018	Composite	SM 2340B	HARDNESS	mg/L	82.3	Wet					
LAR_04_TUJ	05/Dec/2018	Composite	SM 2340B	HARDNESS	mg/L	40.4	Wet					
LAR_04_TUJ	13/Dec/2015	Composite	8081A	HEPTACHLOR	ng/L	2.8	Wet	0.21	10			
LAR_04_TUJ	31/Jan/2016	Composite	8081A	HEPTACHLOR	ng/L	<4.7	Wet	0.21	10			
LAR_04_TUJ	17/Feb/2016	Composite	8081A	HEPTACHLOR	ng/L	1.2DNQ	Wet	0.21	10			

Water Quality Sampling for LAR_04_TUJ

Station	Sample Date	Collection Method	Method	Analyte	Units	Result	Weather Condition	Applicable WQBELs, receiving water limitations, action levels, or aquatic toxicity thresholds for all test results	Drinking Water MCL	Drinking Water SMCL	Drinking Water NL or PHG	SFBE Groundwater BPO
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8081A	HEPTACHLOR	ng/L	<0.43	Dry	0.21	10			
LAR_04_TUJ	20/Nov/2016	Composite	EPA 8081A	HEPTACHLOR	ng/L	<0.43	Wet	0.21	10			
LAR_04_TUJ	15/Dec/2016	Composite	EPA 8081A	HEPTACHLOR	ng/L	<0.43	Wet	0.21	10			
LAR_04_TUJ	19/Jan/2017	Composite	EPA 8081A	HEPTACHLOR	ng/L	0.44DNQ	Wet	0.21	10			
LAR_04_TUJ	02/Mar/2018	Composite	EPA 8081A	HEPTACHLOR	ng/L	<0.45	Wet	0.21	10			
LAR_04_TUJ	10/Mar/2018	Composite	EPA 8081A	HEPTACHLOR	ng/L	<0.43	Wet	0.21	10			
LAR_04_TUJ	22/Nov/2018	Composite	EPA 8081A	HEPTACHLOR	ng/L	<0.45	Wet	0.21	10			
LAR_04_TUJ	05/Dec/2018	Composite	EPA 8081A	HEPTACHLOR	ng/L	<0.43	Wet	0.21	10			
LAR_04_TUJ	13/Dec/2015	Composite	8081A	HEPTACHLOR EPOXIDE	ng/L	<1.0	Wet		10			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8081A	HEPTACHLOR EPOXIDE	ng/L	<0.48	Dry		10			
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	HEXACHLOROBENZENE	ug/L	<4.9	Wet		1			
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	HEXACHLOROBENZENE	ug/L	<0.17	Wet		1			
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	HEXACHLOROBENZENE	ug/L	<0.17	Wet		1			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	HEXACHLOROBENZENE	ug/L	<0.54	Dry		1			
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	HEXACHLOROBUTADIENE	ug/L	<4.7	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	HEXACHLOROBUTADIENE	ug/L	<0.14	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	HEXACHLOROBUTADIENE	ug/L	<0.14	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	HEXACHLOROBUTADIENE	ug/L	<0.28	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	HEXACHLOROCYCLOPENTADIENE	ug/L	<15	Wet		50			
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	HEXACHLOROCYCLOPENTADIENE	ug/L	<0.0500	Wet		50			
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	HEXACHLOROCYCLOPENTADIENE	ug/L	<0.0500	Wet		50			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	HEXACHLOROCYCLOPENTADIENE	ug/L	<0.160	Dry		50			
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	HEXACHLOROETHANE	ug/L	<5.2	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	HEXACHLOROETHANE	ug/L	<0.14	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	HEXACHLOROETHANE	ug/L	<0.14	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	HEXACHLOROETHANE	ug/L	<0.23	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	INDENO(1,2,3-CD) PYRENE	ug/L	<1.2	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 8270C (SIM)	INDENO(1,2,3-CD) PYRENE	ug/L	<0.040	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 8270C (SIM)	INDENO(1,2,3-CD) PYRENE	ug/L	<0.040	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8270C (SIM)	INDENO(1,2,3-CD) PYRENE	ug/L	<0.040	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.7	IRON	mg/L	7.31	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.7	IRON	mg/L	0.542	Dry					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.7	IRON	mg/L	0.542	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.7	IRON (DISSOLVED)	mg/L	0.0852	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.7	IRON (DISSOLVED)	mg/L	0.0328DNQ	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	ISOPHORONE	ug/L	<2.1	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	ISOPHORONE	ug/L	<0.22	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	ISOPHORONE	ug/L	<0.22	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	ISOPHORONE	ug/L	<0.47	Dry					
LAR_04_TUJ	17/Nov/2015	Grab	EPA 200.8	LEAD	ug/L	0.52	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	LEAD	ug/L	16.0	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 200.8	LEAD	ug/L	18.0	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 200.8	LEAD	ug/L	8.10	Wet					
LAR_04_TUJ	29/Feb/2016	Grab	EPA 200.8	LEAD	ug/L	1.29	Dry					
LAR_04_TUJ	23/May/2016	Grab	EPA 200.8	LEAD	ug/L	0.63	Dry					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	LEAD	ug/L	1.00	Dry					

Water Quality Sampling for LAR_04_TUJ

Station	Sample Date	Collection Method	Method	Analyte	Units	Result	Weather Condition	Applicable WQBELs, receiving water limitations, action levels, or aquatic toxicity thresholds for all test results	Drinking Water MCL	Drinking Water SMCL	Drinking Water NL or PHG	SFBE Groundwater BPO
LAR_04_TUJ	20/Nov/2016	Composite	EPA 200.8	LEAD	ug/L	25.1	Wet					
LAR_04_TUJ	07/Dec/2016	Grab	EPA 200.8	LEAD	ug/L	0.67	Dry					
LAR_04_TUJ	15/Dec/2016	Composite	EPA 200.8	LEAD	ug/L	7.82	Wet					
LAR_04_TUJ	19/Jan/2017	Composite	EPA 200.8	LEAD	ug/L	9.53	Wet					
LAR_04_TUJ	02/Mar/2017	Grab	EPA 200.8	LEAD	ug/L	0.58	Dry					
LAR_04_TUJ	30/Mar/2017	Grab	EPA 200.8	LEAD	ug/L	0.44DNQ	Dry					
LAR_04_TUJ	07/Aug/2017	Grab	EPA 200.8	LEAD	ug/L	0.59	Dry					
LAR_04_TUJ	30/Oct/2017	Grab	EPA 200.8	LEAD	ug/L	0.67	Dry					
LAR_04_TUJ	08/Jan/2018	Composite	EPA 200.8	LEAD	ug/L	24.1	Wet					
LAR_04_TUJ	02/Mar/2018	Composite	EPA 200.8	LEAD	ug/L	7.28	Wet					
LAR_04_TUJ	10/Mar/2018	Composite	EPA 200.8	LEAD	ug/L	15.2	Wet					
LAR_04_TUJ	09/Apr/2018	Grab	EPA 200.8	LEAD	ug/L	0.38DNQ	Dry					
LAR_04_TUJ	14/May/2018	Grab	EPA 200.8	LEAD	ug/L	0.7	Dry					
LAR_04_TUJ	20/Aug/2018	Grab	EPA 200.8	LEAD	ug/L	1.04	Dry					
LAR_04_TUJ	13/Nov/2018	Grab	EPA 200.8	LEAD	ug/L	0.8	Dry					
LAR_04_TUJ	22/Nov/2018	Composite	EPA 200.8	LEAD	ug/L	35.3	Wet					
LAR_04_TUJ	05/Dec/2018	Composite	EPA 200.8	LEAD	ug/L	17.5	Wet					
LAR_04_TUJ	17/Nov/2015	Grab	EPA 200.8	LEAD (DISSOLVED)	ug/L	0.25DNQ	Dry		15			
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	LEAD (DISSOLVED)	ug/L	0.40DNQ	Wet		15			
LAR_04_TUJ	31/Jan/2016	Composite	EPA 200.8	LEAD (DISSOLVED)	ug/L	0.20DNQ	Wet		15			
LAR_04_TUJ	17/Feb/2016	Composite	EPA 200.8	LEAD (DISSOLVED)	ug/L	0.18DNQ	Wet		15			
LAR_04_TUJ	29/Feb/2016	Grab	EPA 200.8	LEAD (DISSOLVED)	ug/L	0.43DNQ	Dry		15			
LAR_04_TUJ	23/May/2016	Grab	EPA 200.8	LEAD (DISSOLVED)	ug/L	0.23DNQ	Dry		15			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	LEAD (DISSOLVED)	ug/L	0.35DNQ	Dry		15			
LAR_04_TUJ	20/Nov/2016	Composite	EPA 200.8	LEAD (DISSOLVED)	ug/L	1.9	Wet		15			
LAR_04_TUJ	07/Dec/2016	Grab	EPA 200.8	LEAD (DISSOLVED)	ug/L	0.31DNQ	Dry		15			
LAR_04_TUJ	15/Dec/2016	Composite	EPA 200.8	LEAD (DISSOLVED)	ug/L	0.69	Wet		15			
LAR_04_TUJ	19/Jan/2017	Composite	EPA 200.8	LEAD (DISSOLVED)	ug/L	0.07DNQ	Wet		15			
LAR_04_TUJ	02/Mar/2017	Grab	EPA 200.8	LEAD (DISSOLVED)	ug/L	0.30DNQ	Dry		15			
LAR_04_TUJ	30/Mar/2017	Grab	EPA 200.8	LEAD (DISSOLVED)	ug/L	0.22DNQ	Dry		15			
LAR_04_TUJ	07/Aug/2017	Grab	EPA 200.8	LEAD (DISSOLVED)	ug/L	0.18DNQ	Dry		15			
LAR_04_TUJ	30/Oct/2017	Grab	EPA 200.8	LEAD (DISSOLVED)	ug/L	0.33DNQ	Dry		15			
LAR_04_TUJ	08/Jan/2018	Composite	EPA 200.8	LEAD (DISSOLVED)	ug/L	0.62	Wet		15			
LAR_04_TUJ	02/Mar/2018	Composite	EPA 200.8	LEAD (DISSOLVED)	ug/L	2.04	Wet		15			
LAR_04_TUJ	10/Mar/2018	Composite	EPA 200.8	LEAD (DISSOLVED)	ug/L	6.61	Wet		15			
LAR_04_TUJ	09/Apr/2018	Grab	EPA 200.8	LEAD (DISSOLVED)	ug/L	0.26DNQ	Dry		15			
LAR_04_TUJ	14/May/2018	Grab	EPA 200.8	LEAD (DISSOLVED)	ug/L	0.10DNQ	Dry		15			
LAR_04_TUJ	20/Aug/2018	Grab	EPA 200.8	LEAD (DISSOLVED)	ug/L	0.25DNQ	Dry		15			
LAR_04_TUJ	13/Nov/2018	Grab	EPA 200.8	LEAD (DISSOLVED)	ug/L	0.34DNQ	Dry		15			
LAR_04_TUJ	22/Nov/2018	Composite	EPA 200.8	LEAD (DISSOLVED)	ug/L	3.79	Wet		15			
LAR_04_TUJ	05/Dec/2018	Composite	EPA 200.8	LEAD (DISSOLVED)	ug/L	3.66	Wet		15			
LAR_04_TUJ	31/Jan/2016	Composite	EPA 525.2	MALATHION	ug/L	<0.025	Wet				160	
LAR_04_TUJ	30/Aug/2016	Grab	EPA 525.2	MALATHION	ng/L	<7.6	Dry				160	
LAR_04_TUJ	13/Dec/2015	Composite	SM 5540C	MBAS	mg/L	0.24	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	SM 5540C	MBAS	mg/L	0.06	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 7470A	MERCURY	ug/L	0.007DNQ	Wet					

Station	Sample Date	Collection Method	Method	Analyte	Units	Result	Weather Condition	Applicable WQBELs, receiving water limitations, action levels, or aquatic toxicity thresholds for all test results	Drinking Water MCL	Drinking Water SMCL	Drinking Water NL or PHG	SFBE Groundwater BPO
LAR_04_TUJ	31/Jan/2016	Composite	EPA 7470A	MERCURY	ug/L	0.006DNQ	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 7470A	MERCURY	ug/L	<0.002	Wet					
LAR_04_TUJ	29/Feb/2016	Grab	EPA 7470A	MERCURY	ug/L	<0.002	Dry					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 7470A	MERCURY	ug/L	0.005DNQ	Dry					
LAR_04_TUJ	20/Nov/2016	Composite	EPA 7470A	MERCURY	ug/L	0.005DNQ	Wet					
LAR_04_TUJ	15/Dec/2016	Composite	EPA 7470A	MERCURY	ug/L	0.005DNQ	Wet					
LAR_04_TUJ	19/Jan/2017	Composite	EPA 7470A	MERCURY	ug/L	0.008DNQ	Wet					
LAR_04_TUJ	02/Mar/2017	Grab	EPA 7470A	MERCURY	ug/L	<0.002	Dry					
LAR_04_TUJ	07/Aug/2017	Grab	EPA 7470A	MERCURY	ug/L	<0.004	Dry					
LAR_04_TUJ	08/Jan/2018	Composite	EPA 7470A	MERCURY	ug/L	0.004DNQ	Wet					
LAR_04_TUJ	02/Mar/2018	Composite	EPA 7470A	MERCURY	ug/L	0.004DNQ	Wet					
LAR_04_TUJ	10/Mar/2018	Composite	EPA 7470A	MERCURY	ug/L	0.004DNQ	Wet					
LAR_04_TUJ	09/Apr/2018	Grab	EPA 7470A	MERCURY	ug/L	<0.004	Dry					
LAR_04_TUJ	20/Aug/2018	Grab	EPA 7470A	MERCURY	ug/L	<0.004	Dry					
LAR_04_TUJ	22/Nov/2018	Composite	EPA 7470A	MERCURY	ug/L	<0.004	Wet					
LAR_04_TUJ	05/Dec/2018	Composite	EPA 7470A	MERCURY	ug/L	0.007DNQ	Wet					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 7470A	MERCURY (DISSOLVED)	ug/L	<0.004	Wet		2			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 7470A	MERCURY (DISSOLVED)	ug/L	0.006DNQ	Dry		2			
LAR_04_TUJ	13/Dec/2015	Grab	EPA 624	METHYL TERT-BUTYL ETHER (MTBE)	ug/L	<0.25	Wet		13			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 624	METHYL TERT-BUTYL ETHER (MTBE)	ug/L	<0.25	Dry		13			
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	NAPHTHALENE	ug/L	<4.9	Wet				17	
LAR_04_TUJ	31/Jan/2016	Composite	EPA 8270C (SIM)	NAPHTHALENE	ug/L	<0.040	Wet				17	
LAR_04_TUJ	17/Feb/2016	Composite	EPA 8270C (SIM)	NAPHTHALENE	ug/L	<0.040	Wet				17	
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8270C (SIM)	NAPHTHALENE	ug/L	0.10DNQ	Dry				17	
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	NICKEL	ug/L	11.6	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	NICKEL	ug/L	4.07	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	NICKEL (DISSOLVED)	ug/L	5.45	Wet		100			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	NICKEL (DISSOLVED)	ug/L	3.83	Dry		100			
LAR_04_TUJ	13/Dec/2015	Composite	Calculated	NITRATE + NITRITE AS N	mg/L	3.87	Wet		10			10
LAR_04_TUJ	31/Jan/2016	Composite	Calculated	NITRATE + NITRITE AS N	mg/L	0.99	Wet		10			10
LAR_04_TUJ	17/Feb/2016	Composite	Calculated	NITRATE + NITRITE AS N	mg/L	1.34	Wet		10			10
LAR_04_TUJ	29/Feb/2016	Grab	Calculated	NITRATE + NITRITE AS N	mg/L	5.35	Dry		10			10
LAR_04_TUJ	30/Aug/2016	Grab	Calculated	NITRATE + NITRITE AS N	mg/L	5.82	Dry		10			10
LAR_04_TUJ	20/Nov/2016	Composite	Calculated	NITRATE + NITRITE AS N	mg/L	1.12	Wet		10			10
LAR_04_TUJ	15/Dec/2016	Composite	Calculated	NITRATE + NITRITE AS N	mg/L	0.87	Wet		10			10
LAR_04_TUJ	19/Jan/2017	Composite	Calculated	NITRATE + NITRITE AS N	mg/L	0.64	Wet		10			10
LAR_04_TUJ	02/Mar/2017	Grab	Calculated	NITRATE + NITRITE AS N	mg/L	4.93	Dry		10			10
LAR_04_TUJ	07/Aug/2017	Grab	Calculated	NITRATE + NITRITE AS N	mg/L	3.86	Dry		10			10
LAR_04_TUJ	08/Jan/2018	Composite	Calculated	NITRATE + NITRITE AS N	mg/L	1.06	Wet		10			10
LAR_04_TUJ	02/Mar/2018	Composite	Calculated	NITRATE + NITRITE AS N	mg/L	1.04	Wet		10			10
LAR_04_TUJ	10/Mar/2018	Composite	Calculated	NITRATE + NITRITE AS N	mg/L	0.99	Wet		10			10
LAR_04_TUJ	09/Apr/2018	Grab	Calculated	NITRATE + NITRITE AS N	mg/L	5.06	Dry		10			10
LAR_04_TUJ	20/Aug/2018	Grab	Calculated	NITRATE + NITRITE AS N	mg/L	4.57	Dry		10			10
LAR_04_TUJ	22/Nov/2018	Composite	Calculated	NITRATE + NITRITE AS N	mg/L	1.97	Wet		10			10
LAR_04_TUJ	05/Dec/2018	Composite	Calculated	NITRATE + NITRITE AS N	mg/L	0.57	Wet		10			10
LAR_04_TUJ	13/Dec/2015	Composite	EPA 300.0	NITRATE AS N	mg/L	3.87	Wet		10			10

Water Quality Sampling for LAR_04_TUJ

Station	Sample Date	Collection Method	Method	Analyte	Units	Result	Weather Condition	Applicable WQBELs, receiving water limitations, action levels, or aquatic toxicity thresholds for all test results	Drinking Water MCL	Drinking Water SMCL	Drinking Water NL or PHG	SFBE Groundwater BPO
LAR_04_TUJ	31/Jan/2016	Composite	EPA 300.0	NITRATE AS N	mg/L	0.93	Wet		10			10
LAR_04_TUJ	17/Feb/2016	Composite	EPA 300.0	NITRATE AS N	mg/L	1.28	Wet		10			10
LAR_04_TUJ	29/Feb/2016	Grab	EPA 300.0	NITRATE AS N	mg/L	4.68	Dry		10			10
LAR_04_TUJ	30/Aug/2016	Grab	EPA 300.0	NITRATE AS N	mg/L	5.67	Dry		10			10
LAR_04_TUJ	20/Nov/2016	Composite	EPA 300.0	NITRATE AS N	mg/L	1.06	Wet		10			10
LAR_04_TUJ	15/Dec/2016	Composite	EPA 300.0	NITRATE AS N	mg/L	0.87	Wet		10			10
LAR_04_TUJ	15/Dec/2016	Composite	EPA 300.0	NITRATE AS N	mg/L	0.87	Wet		10			10
LAR_04_TUJ	19/Jan/2017	Composite	EPA 300.0	NITRATE AS N	mg/L	0.64	Wet		10			10
LAR_04_TUJ	02/Mar/2017	Grab	EPA 300.0	NITRATE AS N	mg/L	4.93	Dry		10			10
LAR_04_TUJ	07/Aug/2017	Grab	EPA 300.0	NITRATE AS N	mg/L	3.86	Dry		10			10
LAR_04_TUJ	08/Jan/2018	Composite	EPA 300.0	NITRATE AS N	mg/L	1.06	Wet		10			10
LAR_04_TUJ	02/Mar/2018	Composite	EPA 300.0	NITRATE AS N	mg/L	1.04	Wet		10			10
LAR_04_TUJ	10/Mar/2018	Composite	EPA 300.0	NITRATE AS N	mg/L	0.99	Wet		10			10
LAR_04_TUJ	09/Apr/2018	Grab	EPA 300.0	NITRATE AS N	mg/L	5.06	Dry		10			10
LAR_04_TUJ	20/Aug/2018	Grab	EPA 300.0	NITRATE AS N	mg/L	4.57	Dry		10			10
LAR_04_TUJ	22/Nov/2018	Composite	EPA 300.0	NITRATE AS N	mg/L	1.97	Wet		10			10
LAR_04_TUJ	05/Dec/2018	Composite	EPA 300.0	NITRATE AS N	mg/L	0.57	Wet		10			10
LAR_04_TUJ	13/Dec/2015	Composite	EPA 300.0	NITRITE AS N	mg/L	<0.06	Wet		10			10
LAR_04_TUJ	31/Jan/2016	Composite	EPA 300.0	NITRITE AS N	mg/L	0.06DNQ	Wet		10			10
LAR_04_TUJ	17/Feb/2016	Composite	EPA 300.0	NITRITE AS N	mg/L	0.06DNQ	Wet		10			10
LAR_04_TUJ	29/Feb/2016	Grab	EPA 300.0	NITRITE AS N	mg/L	0.67	Dry		10			10
LAR_04_TUJ	30/Aug/2016	Grab	EPA 300.0	NITRITE AS N	mg/L	0.15DNQ	Dry		10			10
LAR_04_TUJ	20/Nov/2016	Composite	EPA 300.0	NITRITE AS N	mg/L	0.06DNQ	Wet		10			10
LAR_04_TUJ	15/Dec/2016	Composite	EPA 300.0	NITRITE AS N	mg/L	<0.02	Wet		10			10
LAR_04_TUJ	19/Jan/2017	Composite	EPA 300.0	NITRITE AS N	mg/L	<0.02	Wet		10			10
LAR_04_TUJ	02/Mar/2017	Grab	EPA 300.0	NITRITE AS N	mg/L	<0.1	Dry		10			10
LAR_04_TUJ	07/Aug/2017	Grab	EPA 300.0	NITRITE AS N	mg/L	0.09DNQ	Dry		10			10
LAR_04_TUJ	08/Jan/2018	Composite	EPA 300.0	NITRITE AS N	mg/L	0.04DNQ	Wet		10			10
LAR_04_TUJ	02/Mar/2018	Composite	EPA 300.0	NITRITE AS N	mg/L	0.07DNQ	Wet		10			10
LAR_04_TUJ	10/Mar/2018	Composite	EPA 300.0	NITRITE AS N	mg/L	0.05DNQ	Wet		10			10
LAR_04_TUJ	09/Apr/2018	Grab	EPA 300.0	NITRITE AS N	mg/L	0.13DNQ	Dry		10			10
LAR_04_TUJ	20/Aug/2018	Grab	EPA 300.0	NITRITE AS N	mg/L	0.19DNQ	Dry		10			10
LAR_04_TUJ	22/Nov/2018	Composite	EPA 300.0	NITRITE AS N	mg/L	0.08DNQ	Wet		10			10
LAR_04_TUJ	05/Dec/2018	Composite	EPA 300.0	NITRITE AS N	mg/L	<0.02	Wet		10			10
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	NITROBENZENE	ug/L	<3.6	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	NITROBENZENE	ug/L	<0.18	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	NITROBENZENE	ug/L	<0.18	Wet					
LAR_04_TUJ	13/Dec/2015	Composite	Calculated	NITROGEN, KJELDAHL	mg/L	5.95	Wet					
LAR_04_TUJ	13/Dec/2015	Composite	Calculated	NITROGEN, KJELDAHL	mg/L	5.95	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 351.2	NITROGEN, KJELDAHL	mg/L	1.67	Dry					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 351.2	NITROGEN, KJELDAHL	mg/L	1.67	Dry					
LAR_04_TUJ	02/Mar/2017	Grab	EPA 351.2	NITROGEN, KJELDAHL	mg/L	2.08	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 351.2	NITROGEN, ORGANIC	mg/L	5.04	Wet					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 351.2	NITROGEN, ORGANIC	mg/L	5.04	Wet					
LAR_04_TUJ	02/Mar/2017	Grab	EPA 351.2	NITROGEN, ORGANIC	mg/L	1.99	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	N-NITROSODIMETHYLAMINE	ug/L	<1.4	Wet				0.01	

Water Quality Sampling for LAR_04_TUJ

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LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	N-NITROSODIMETHYLAMINE	ug/L	<0.56	Wet				0.01	
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	N-NITROSODIMETHYLAMINE	ug/L	<0.56	Wet				0.01	
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	N-NITROSODIMETHYLAMINE	ug/L	<0.13	Dry				0.01	
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	N-NITROSO-DI-N-PROPYLAMINE	ug/L	<2.6	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	N-NITROSO-DI-N-PROPYLAMINE	ug/L	<0.21	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	N-NITROSO-DI-N-PROPYLAMINE	ug/L	<0.21	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	N-NITROSO-DI-N-PROPYLAMINE	ug/L	<0.53	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	N-NITROSODIPHENYLAMINE	ug/L	<1.9	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	N-NITROSODIPHENYLAMINE	ug/L	<0.13	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	N-NITROSODIPHENYLAMINE	ug/L	<0.13	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	N-NITROSODIPHENYLAMINE	ug/L	<0.44	Dry					
LAR_04_TUJ	13/Dec/2015	Grab	EPA/821/R-02-013 (2002)	NOEC	%	<100	Wet					
LAR_04_TUJ	31/Jan/2016	Grab	EPA/821/R-02-013 (2002)	NOEC	%	100	Wet					
LAR_04_TUJ	13/Dec/2015	Grab	EPA 1664B LLE	OIL & GREASE (TOTAL)	mg/L	4.9DNQ	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 1664B	OIL & GREASE (TOTAL)	mg/L	<3.0	Dry					
LAR_04_TUJ	20/Nov/2016	Composite	EPA 8081A	OXY-CHLORDANE	ng/L	1.8DNQ	Wet					
LAR_04_TUJ	15/Dec/2016	Composite	EPA 8081A	OXY-CHLORDANE	ng/L	<0.34	Wet					
LAR_04_TUJ	19/Jan/2017	Composite	EPA 8081A	OXY-CHLORDANE	ng/L	<0.34	Wet					
LAR_04_TUJ	08/Jan/2018	Composite	EPA 8081A	OXY-CHLORDANE	ng/L	<0.21	Wet					
LAR_04_TUJ	02/Mar/2018	Composite	EPA 8081A	OXY-CHLORDANE	ng/L	<0.21	Wet					
LAR_04_TUJ	10/Mar/2018	Composite	EPA 8081A	OXY-CHLORDANE	ng/L	<0.20	Wet					
LAR_04_TUJ	22/Nov/2018	Composite	EPA 8081A	OXY-CHLORDANE	ng/L	<0.21	Wet					
LAR_04_TUJ	05/Dec/2018	Composite	EPA 8081A	OXY-CHLORDANE	ng/L	<0.2	Wet					
LAR_04_TUJ	13/Dec/2015	Composite	8082	PCB (AROCLORS)	ug/L	0	Wet		0.0005			
LAR_04_TUJ	13/Dec/2015	Composite	8082	PCB AROCLOR 1016	ug/L	<0.0038	Wet		0.031			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8082	PCB AROCLOR 1016	ug/L	<0.0035	Dry		0.031			
LAR_04_TUJ	13/Dec/2015	Composite	8082	PCB AROCLOR 1221	ug/L	<0.0060	Wet		0.058			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8082	PCB AROCLOR 1221	ug/L	<0.0093	Dry		0.058			
LAR_04_TUJ	13/Dec/2015	Composite	8082	PCB AROCLOR 1232	ug/L	<0.0062	Wet		0.0295			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8082	PCB AROCLOR 1232	ug/L	<0.0034	Dry		0.0295			
LAR_04_TUJ	13/Dec/2015	Composite	8082	PCB AROCLOR 1242	ug/L	<0.0035	Wet		0.023			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8082	PCB AROCLOR 1242	ug/L	<0.0095	Dry		0.023			
LAR_04_TUJ	13/Dec/2015	Composite	8082	PCB AROCLOR 1248	ug/L	<0.0033	Wet		0.0155			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8082	PCB AROCLOR 1248	ug/L	<0.007	Dry		0.0155			
LAR_04_TUJ	13/Dec/2015	Composite	8082	PCB AROCLOR 1254	ug/L	<0.0046	Wet		0.015			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8082	PCB AROCLOR 1254	ug/L	<0.0051	Dry		0.015			
LAR_04_TUJ	13/Dec/2015	Composite	8082	PCB AROCLOR 1260	ug/L	<0.0030	Wet		0.031			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8082	PCB AROCLOR 1260	ug/L	<0.0058	Dry		0.031			
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	PENTACHLOROPHENOL	ug/L	<1.9	Wet		1			
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	PENTACHLOROPHENOL	ug/L	<0.37	Wet		1			
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	PENTACHLOROPHENOL	ug/L	<0.37	Wet		1			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	PENTACHLOROPHENOL	ug/L	<1.49	Dry		1			
LAR_04_TUJ	13/Dec/2015	Grab	EPA 314.0	PERCHLORATE	ug/L	2.1DNQ	Wet		6			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 314	PERCHLORATE	ug/L	<0.95	Dry		6			
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	PHENANTHRENE	ug/L	<3.2	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 8270C (SIM)	PHENANTHRENE	ug/L	<0.050	Wet					

Water Quality Sampling for LAR_04_TUJ

Station	Sample Date	Collection Method	Method	Analyte	Units	Result	Weather Condition	Applicable WQBELs, receiving water limitations, action levels, or aquatic toxicity thresholds for all test results	Drinking Water MCL	Drinking Water SMCL	Drinking Water NL or PHG	SFBE Groundwater BPO
LAR_04_TUJ	17/Feb/2016	Composite	EPA 8270C (SIM)	PHENANTHRENE	ug/L	<0.050	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8270C (SIM)	PHENANTHRENE	ug/L	<0.050	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	PHENOL	ug/L	<1.6	Wet				4200	
LAR_04_TUJ	31/Jan/2016	Composite	EPA 625	PHENOL	ug/L	<0.54	Wet				4200	
LAR_04_TUJ	17/Feb/2016	Composite	EPA 625	PHENOL	ug/L	<0.54	Wet				4200	
LAR_04_TUJ	30/Aug/2016	Grab	EPA 625	PHENOL	ug/L	<0.95	Dry				4200	
LAR_04_TUJ	13/Dec/2015	Composite	SM 4500-P E	PHOSPHATE, ORTHO	mg/L	0.175	Wet					
LAR_04_TUJ	13/Dec/2015	Composite	SM 4500-P E	PHOSPHATE, TOTAL	mg/L	0.900	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 525.2	PROMETRYN	ug/L	<0.035	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 525.2	PROMETRYN	ug/L	<0.036	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 625	PYRENE	ug/L	<2.5	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 8270C (SIM)	PYRENE	ug/L	<0.040	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 8270C (SIM)	PYRENE	ug/L	0.080	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8270C (SIM)	PYRENE	ug/L	<0.040	Dry					
LAR_04_TUJ	13/Dec/2015	Grab	EPA/821/R-02-013 (2002)	REPRODUCTION	%	18.7% Effect	Wet					
LAR_04_TUJ	31/Jan/2016	Grab	EPA/821/R-02-013 (2002)	REPRODUCTION	%	-13.7% Effect	Wet					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	SELENIUM	ug/L	0.78DNQ	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	SELENIUM	ug/L	0.59DNQ	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	SELENIUM (DISSOLVED)	ug/L	<0.43	Wet		50			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	SELENIUM (DISSOLVED)	ug/L	0.63DNQ	Dry		50			
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	SILVER	ug/L	0.183DNQ	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	SILVER	ug/L	0.045DNQ	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	SILVER (DISSOLVED)	ug/L	<0.004	Wet			100		
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	SILVER (DISSOLVED)	ug/L	0.048DNQ	Dry			100		
LAR_04_TUJ	31/Jan/2016	Composite	EPA 525.2	SIMAZINE	ug/L	<0.028	Wet		4			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 525.2	SIMAZINE	ug/L	<0.015	Dry		4			
LAR_04_TUJ	29/Feb/2016	Grab	EPA 300.0	SULFATE	mg/L	172	Dry		250			300
LAR_04_TUJ	30/Aug/2016	Grab	EPA 300.0	SULFATE	mg/L	120	Dry		250			300
LAR_04_TUJ	02/Mar/2017	Grab	EPA 300.0	SULFATE	mg/L	280	Dry		250			300
LAR_04_TUJ	07/Aug/2017	Grab	EPA 300.0	SULFATE	mg/L	115	Dry		250			300
LAR_04_TUJ	09/Apr/2018	Grab	EPA 300.0	SULFATE	mg/L	130	Dry		250			300
LAR_04_TUJ	20/Aug/2018	Grab	EPA 300.0	SULFATE	mg/L	96.5	Dry		250			300
LAR_04_TUJ	13/Dec/2015	Grab	EPA/821/R-02-013 (2002)	SURVIVAL (7-DAY)	%	10% Effect	Wet					
LAR_04_TUJ	31/Jan/2016	Grab	EPA/821/R-02-013 (2002)	SURVIVAL (7-DAY)	%	-11.1% Effect	Wet					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	THALLIUM	ug/L	0.08DNQ	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	THALLIUM	ug/L	<0.01	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	THALLIUM (DISSOLVED)	ug/L	0.02DNQ	Wet		2			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	THALLIUM (DISSOLVED)	ug/L	<0.01	Dry		2			
LAR_04_TUJ	13/Dec/2015	Composite	SM 5310C	TOC	mg/L	25.1	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	SM 5310C	TOC	mg/L	8.00	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	2540C	TOTAL DISSOLVED SOLIDS	mg/L	360	Wet			500		700
LAR_04_TUJ	30/Aug/2016	Grab	SM 2540C	TOTAL DISSOLVED SOLIDS	mg/L	560	Dry			500		700
LAR_04_TUJ	13/Dec/2015	Composite	Calculated	TOTAL PCBS (AROCLORS)	ug/L	0	Wet		0.5			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 1664B	TOTAL PETROLEUM HYDROCARBON	mg/L	<3.0	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 420.1	TOTAL PHENOLS	mg/L	0.004	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 420.1	TOTAL PHENOLS	mg/L	<0.002	Dry					

Water Quality Sampling for LAR_04_TUJ

Station	Sample Date	Collection Method	Method	Analyte	Units	Result	Weather Condition	Applicable WQBELs, receiving water limitations, action levels, or aquatic toxicity thresholds for all test results	Drinking Water MCL	Drinking Water SMCL	Drinking Water NL or PHG	SFBE Groundwater BPO
LAR_04_TUJ	30/Aug/2016	Grab	SM 4500-P E	TOTAL PHOSPHORUS	mg/L	0.20	Dry					
LAR_04_TUJ	17/Nov/2015	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	7	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	176	Wet					
LAR_04_TUJ	28/Dec/2015	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	8	Dry					
LAR_04_TUJ	28/Dec/2015	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	8	Dry					
LAR_04_TUJ	11/Jan/2016	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	14	Dry					
LAR_04_TUJ	31/Jan/2016	Composite	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	312	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	108	Wet					
LAR_04_TUJ	29/Feb/2016	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	12	Dry					
LAR_04_TUJ	21/Mar/2016	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	12	Dry					
LAR_04_TUJ	25/Apr/2016	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	5	Dry					
LAR_04_TUJ	23/May/2016	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	18.4	Dry					
LAR_04_TUJ	20/Jun/2016	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	15.0	Dry					
LAR_04_TUJ	18/Jul/2016	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	28.0	Dry					
LAR_04_TUJ	30/Aug/2016	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	16.5	Dry					
LAR_04_TUJ	19/Sep/2016	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	26.0	Dry					
LAR_04_TUJ	07/Nov/2016	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	8.8	Dry					
LAR_04_TUJ	20/Nov/2016	Composite	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	416	Wet					
LAR_04_TUJ	07/Dec/2016	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	9	Dry					
LAR_04_TUJ	15/Dec/2016	Composite	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	267	Wet					
LAR_04_TUJ	15/Dec/2016	Composite	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	267	Wet					
LAR_04_TUJ	21/Dec/2016	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	10	Dry					
LAR_04_TUJ	19/Jan/2017	Composite	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	386	Wet					
LAR_04_TUJ	30/Jan/2017	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	15.2	Dry					
LAR_04_TUJ	02/Mar/2017	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	15.7	Dry					
LAR_04_TUJ	30/Mar/2017	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	8.2	Dry					
LAR_04_TUJ	10/Apr/2017	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	9.8	Dry					
LAR_04_TUJ	15/May/2017	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	12.6	Dry					
LAR_04_TUJ	19/Jun/2017	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	11.5	Dry					
LAR_04_TUJ	20/Jul/2017	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	47	Dry					
LAR_04_TUJ	07/Aug/2017	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	11.4	Dry					
LAR_04_TUJ	18/Sep/2017	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	13	Dry					
LAR_04_TUJ	30/Oct/2017	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	16	Dry					
LAR_04_TUJ	29/Nov/2017	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	8	Dry					
LAR_04_TUJ	11/Dec/2017	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	13.6	Dry					
LAR_04_TUJ	08/Jan/2018	Composite	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	622	Wet					
LAR_04_TUJ	22/Jan/2018	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	15.4	Dry					
LAR_04_TUJ	02/Mar/2018	Composite	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	162	Wet					
LAR_04_TUJ	10/Mar/2018	Composite	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	200	Wet					
LAR_04_TUJ	29/Mar/2018	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	8	Dry					
LAR_04_TUJ	09/Apr/2018	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	11.5	Dry					
LAR_04_TUJ	23/Apr/2018	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	2.8	Dry					
LAR_04_TUJ	14/May/2018	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	16	Dry					
LAR_04_TUJ	11/Jun/2018	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	16.5	Dry					
LAR_04_TUJ	23/Jul/2018	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	22	Dry					
LAR_04_TUJ	20/Aug/2018	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	29.3	Dry					

Water Quality Sampling for LAR_04_TUJ

Station	Sample Date	Collection Method	Method	Analyte	Units	Result	Weather Condition	Applicable WQBELs, receiving water limitations, action levels, or aquatic toxicity thresholds for all test results	Drinking Water MCL	Drinking Water SMCL	Drinking Water NL or PHG	SFBE Groundwater BPO
LAR_04_TUJ	17/Sep/2018	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	23	Dry					
LAR_04_TUJ	16/Oct/2018	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	9.6	Dry					
LAR_04_TUJ	13/Nov/2018	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	14	Dry					
LAR_04_TUJ	22/Nov/2018	Composite	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	558	Wet					
LAR_04_TUJ	05/Dec/2018	Composite	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	363	Wet					
LAR_04_TUJ	10/Dec/2018	Grab	SM 2540D	TOTAL SUSPENDED SOLIDS	mg/L	13.6	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	Calculated	TOTAL-CHLORDANE	ng/L	3.8	Wet	0.59	100			
LAR_04_TUJ	31/Jan/2016	Composite	Calculated	TOTAL-CHLORDANE	ng/L	0	Wet	0.59	100			
LAR_04_TUJ	17/Feb/2016	Composite	Calculated	TOTAL-CHLORDANE	ng/L	4.9	Wet	0.59	100			
LAR_04_TUJ	20/Nov/2016	Composite	Calculated	TOTAL CHLORDANE	ng/L	2.9	Wet	0.59	100			
LAR_04_TUJ	08/Jan/2018	Composite	Calculated	TOTAL-CHLORDANE	ng/L	0	Wet	0.59	100			
LAR_04_TUJ	02/Mar/2018	Composite	Calculated	TOTAL-CHLORDANE	ng/L	1.6	Wet	0.59	100			
LAR_04_TUJ	10/Mar/2018	Composite	Calculated	TOTAL-CHLORDANE	ng/L	2.6	Wet	0.59	100			
LAR_04_TUJ	22/Nov/2018	Composite	Calculated	TOTAL-CHLORDANE	ng/L	4.3	Wet	0.59	100			
LAR_04_TUJ	05/Dec/2018	Composite	Calculated	TOTAL-CHLORDANE	ng/L	0	Wet	0.59	100			
LAR_04_TUJ	13/Dec/2015	Composite	8081A	TOXAPHENE	ng/L	<19	Wet		3000			
LAR_04_TUJ	30/Aug/2016	Grab	EPA 8081A	TOXAPHENE	ng/L	<44	Dry		3000			
LAR_04_TUJ	20/Nov/2016	Composite	EPA 8081A	TRANS-NONACHLOR	ng/L	<0.42	Wet					
LAR_04_TUJ	15/Dec/2016	Composite	EPA 8081A	TRANS-NONACHLOR	ng/L	<0.42	Wet					
LAR_04_TUJ	19/Jan/2017	Composite	EPA 8081A	TRANS-NONACHLOR	ng/L	<0.42	Wet					
LAR_04_TUJ	08/Jan/2018	Composite	EPA 8081A	TRANS-NONACHLOR	ng/L	<0.19	Wet					
LAR_04_TUJ	02/Mar/2018	Composite	EPA 8081A	TRANS-NONACHLOR	ng/L	<0.19	Wet					
LAR_04_TUJ	10/Mar/2018	Composite	EPA 8081A	TRANS-NONACHLOR	ng/L	<0.18	Wet					
LAR_04_TUJ	22/Nov/2018	Composite	EPA 8081A	TRANS-NONACHLOR	ng/L	<0.19	Wet					
LAR_04_TUJ	05/Dec/2018	Composite	EPA 8081A	TRANS-NONACHLOR	ng/L	<0.18	Wet					
LAR_04_TUJ	13/Dec/2015	Grab	EPA/821/R-02-013 (2002)	TUC	none	>1	Wet					
LAR_04_TUJ	31/Jan/2016	Grab	EPA/821/R-02-013 (2002)	TUC	none	1	Wet					
LAR_04_TUJ	13/Dec/2015	Composite	SM 2130B	TURBIDITY	NTU	60.0	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	SM 2130B	TURBIDITY	NTU	140	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	SM 2130B	TURBIDITY	NTU	30.0	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	SM 2130B	TURBIDITY	NTU	7.0	Dry					
LAR_04_TUJ	30/Aug/2016	Grab	SM 2130B	TURBIDITY	NTU	7	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 160.4	VOLATILE SUSPENDED SOLIDS	mg/L	60	Wet					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 160.4	VOLATILE SUSPENDED SOLIDS	mg/L	6	Dry					
LAR_04_TUJ	17/Nov/2015	Grab	EPA 200.8	ZINC	ug/L	47.3	Dry					
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	ZINC	ug/L	270	Wet					
LAR_04_TUJ	31/Jan/2016	Composite	EPA 200.8	ZINC	ug/L	220	Wet					
LAR_04_TUJ	17/Feb/2016	Composite	EPA 200.8	ZINC	ug/L	144	Wet					
LAR_04_TUJ	29/Feb/2016	Grab	EPA 200.8	ZINC	ug/L	53.1	Dry					
LAR_04_TUJ	23/May/2016	Grab	EPA 200.8	ZINC	ug/L	50.5	Dry					
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	ZINC	ug/L	54.3	Dry					
LAR_04_TUJ	20/Nov/2016	Composite	EPA 200.8	ZINC	ug/L	318	Wet					
LAR_04_TUJ	07/Dec/2016	Grab	EPA 200.8	ZINC	ug/L	52.6	Dry					
LAR_04_TUJ	15/Dec/2016	Composite	EPA 200.8	ZINC	ug/L	88	Wet					
LAR_04_TUJ	19/Jan/2017	Composite	EPA 200.8	ZINC	ug/L	107	Wet					
LAR_04_TUJ	02/Mar/2017	Grab	EPA 200.8	ZINC	ug/L	34.3	Dry					

Water Quality Sampling for LAR_04_TUJ

Station	Sample Date	Collection Method	Method	Analyte	Units	Result	Weather Condition	Applicable WQBELs, receiving water limitations, action levels, or aquatic toxicity thresholds for all test results	Drinking Water MCL	Drinking Water SMCL	Drinking Water NL or PHG	SFBE Groundwater BPO
LAR_04_TUJ	30/Mar/2017	Grab	EPA 200.8	ZINC	ug/L	37.9	Dry					
LAR_04_TUJ	07/Aug/2017	Grab	EPA 200.8	ZINC	ug/L	41.3	Dry					
LAR_04_TUJ	30/Oct/2017	Grab	EPA 200.8	ZINC	ug/L	42.6	Dry					
LAR_04_TUJ	08/Jan/2018	Composite	EPA 200.8	ZINC	ug/L	186	Wet					
LAR_04_TUJ	02/Mar/2018	Composite	EPA 200.8	ZINC	ug/L	77.8	Wet					
LAR_04_TUJ	10/Mar/2018	Composite	EPA 200.8	ZINC	ug/L	126	Wet					
LAR_04_TUJ	09/Apr/2018	Grab	EPA 200.8	ZINC	ug/L	65.2	Dry					
LAR_04_TUJ	14/May/2018	Grab	EPA 200.8	ZINC	ug/L	51.9	Dry					
LAR_04_TUJ	20/Aug/2018	Grab	EPA 200.8	ZINC	ug/L	50	Dry					
LAR_04_TUJ	13/Nov/2018	Grab	EPA 200.8	ZINC	ug/L	60.5	Dry					
LAR_04_TUJ	22/Nov/2018	Composite	EPA 200.8	ZINC	ug/L	495	Wet					
LAR_04_TUJ	05/Dec/2018	Composite	EPA 200.8	ZINC	ug/L	167	Wet					
LAR_04_TUJ	17/Nov/2015	Grab	EPA 200.8	ZINC (DISSOLVED)	ug/L	45.4	Dry			5000		
LAR_04_TUJ	13/Dec/2015	Composite	EPA 200.8	ZINC (DISSOLVED)	ug/L	62.3	Wet			5000		
LAR_04_TUJ	31/Jan/2016	Composite	EPA 200.8	ZINC (DISSOLVED)	ug/L	17.8	Wet			5000		
LAR_04_TUJ	17/Feb/2016	Composite	EPA 200.8	ZINC (DISSOLVED)	ug/L	25.7	Wet			5000		
LAR_04_TUJ	29/Feb/2016	Grab	EPA 200.8	ZINC (DISSOLVED)	ug/L	46.8	Dry			5000		
LAR_04_TUJ	23/May/2016	Grab	EPA 200.8	ZINC (DISSOLVED)	ug/L	46.2	Dry			5000		
LAR_04_TUJ	30/Aug/2016	Grab	EPA 200.8	ZINC (DISSOLVED)	ug/L	47.5	Dry			5000		
LAR_04_TUJ	20/Nov/2016	Composite	EPA 200.8	ZINC (DISSOLVED)	ug/L	32.5	Wet			5000		
LAR_04_TUJ	07/Dec/2016	Grab	EPA 200.8	ZINC (DISSOLVED)	ug/L	48.3	Dry			5000		
LAR_04_TUJ	15/Dec/2016	Composite	EPA 200.8	ZINC (DISSOLVED)	ug/L	4.48	Wet			5000		
LAR_04_TUJ	15/Dec/2016	Composite	EPA 200.8	ZINC (DISSOLVED)	ug/L	4.48	Wet			5000		
LAR_04_TUJ	19/Jan/2017	Composite	EPA 200.8	ZINC (DISSOLVED)	ug/L	8.15	Wet			5000		
LAR_04_TUJ	02/Mar/2017	Grab	EPA 200.8	ZINC (DISSOLVED)	ug/L	29.6	Dry			5000		
LAR_04_TUJ	30/Mar/2017	Grab	EPA 200.8	ZINC (DISSOLVED)	ug/L	37.8	Dry			5000		
LAR_04_TUJ	07/Aug/2017	Grab	EPA 200.8	ZINC (DISSOLVED)	ug/L	34.8	Dry			5000		
LAR_04_TUJ	30/Oct/2017	Grab	EPA 200.8	ZINC (DISSOLVED)	ug/L	40.1	Dry			5000		
LAR_04_TUJ	08/Jan/2018	Composite	EPA 200.8	ZINC (DISSOLVED)	ug/L	20.3	Wet			5000		
LAR_04_TUJ	02/Mar/2018	Composite	EPA 200.8	ZINC (DISSOLVED)	ug/L	22.5	Wet			5000		
LAR_04_TUJ	10/Mar/2018	Composite	EPA 200.8	ZINC (DISSOLVED)	ug/L	17.6	Wet			5000		
LAR_04_TUJ	09/Apr/2018	Grab	EPA 200.8	ZINC (DISSOLVED)	ug/L	64.2	Dry			5000		
LAR_04_TUJ	14/May/2018	Grab	EPA 200.8	ZINC (DISSOLVED)	ug/L	40.4	Dry			5000		
LAR_04_TUJ	20/Aug/2018	Grab	EPA 200.8	ZINC (DISSOLVED)	ug/L	43.6	Dry			5000		
LAR_04_TUJ	13/Nov/2018	Grab	EPA 200.8	ZINC (DISSOLVED)	ug/L	54.5	Dry			5000		
LAR_04_TUJ	22/Nov/2018	Composite	EPA 200.8	ZINC (DISSOLVED)	ug/L	42	Wet			5000		
LAR_04_TUJ	05/Dec/2018	Composite	EPA 200.8	ZINC (DISSOLVED)	ug/L	11.5	Wet			5000		

mg/L - milligrams per liter
µg/L - micrograms per liter
pCi/L - picocuries per liter
MPN/100 mL – most probable number per 100 milliliters
MFL – million fibers per liter
µm - micrometers
NTU - nephelometric turbidity unit
umho/cm - micromhos per centimeter

MCL - maximum contaminant level
SMCL - secondary maximum contaminant levl
NL - notification level
PHG - public health goal
BPO - basin plan objective
WQBEL - water quality based effluent limitation

Water Quality Sampling for LAR_04_TUJ

Station	Sample Date	Collection Method	Method	Analyte	Units	Result	Weather Condition	Applicable WQBELs, receiving water limitations, action levels, or aquatic toxicity thresholds for all test results	Drinking Water MCL	Drinking Water SMCL	Drinking Water NL or PHG	SFBE Groundwater BPO

TON - threshold odor number
RL - reporting limit
DL - detection limit
ng/L - nanograms per liter
CU - color unit
ACU - apparent color unit
DQN - detection, not quantifiable

detection above applicable WQBELs, receiving water limitations, action levels, or aquatic toxicity thresholds for all test results detection above drinking water standard

Appendix B

Surface Water Sampling Laboratory Report

FINAL

American Environmental Testing Laboratory Inc.
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ANALYTICAL RESULTS

Ordered By

Richard C. Slade & Associates LLC
14051 Burbank Blvd.
Suite 300
Sherman Oaks, CA 91401

Site

Big Tujunga Dam
Site 5

Telephone: (818)506-0418
Attn: Anthony Hicke
Page: 2
Project ID: ULARA SNMP 500-LAS12

AETL Job Number	Submitted	Client
81834	05/18/2016	R.C.S.

Method: GEN.-MINERALS, General Minerals
QC Batch No: 0523162C6

Our Lab I.D.			Method Blank	81834.01			
Client Sample I.D.				1			
Date Sampled				05/18/2016			
Date Prepared			05/23/2016	05/23/2016			
Preparation Method			Various	Various			
Date Analyzed			05/24/2016	05/24/2016			
Matrix			Aqueous	Aqueous			
Units			mg/L	mg/L			
Dilution Factor			1	1			
Analytes	**MDL**	**PQL**	**Results**	**Results**			
Bicarbonate (as CaCO3)	1.0	2.0	ND	236			
Carbonate (as CaCO3)	1.0	2.0	ND	ND			
Hydroxide (as CaCO3)	1.0	2.0	ND	ND			
Total Alkalinity	1.0	2.0	ND	236			
Anions Total (meq/L)	0.01	0.01	ND	5.27			
Cations Total (meq/L)	0.01	0.01	ND	5.69			
Ion Balance (percent difference)	0.01	0.01	ND	3.80			
Chloride (Cl), Total	0.10	1.00	ND	6.42			
Conductivity (umhos/cm @77F)	2.5	10.0	ND	448			
Fluoride, Total	0.10	0.20	ND	0.662			
Hardness (Ca,Mg) as CaCO3	1.0	2.0	ND	180			
Nitrate as Nitrogen	0.01	0.10	ND	0.105			
Nitrite as Nitrogen	0.01	0.02	ND	ND			
Sulfate	1.0	10.0	ND	16.1			
Surfactants (MBAS)	0.03	0.05	ND	ND			
Total dissolved solids	5.0	10.0	ND	302			
Aluminum	0.05	0.10	ND	0.0908J			
Calcium	0.05	0.10	ND	55.0			
Copper	0.01	0.02	ND	ND			
Iron	0.01	0.02	ND	0.142			
Magnesium	0.02	0.10	ND	17.1			
Manganese	0.01	0.01	ND	0.184			
Potassium	0.10	0.20	ND	5.06			
Sodium	0.01	0.02	ND	32.1			
Zinc	0.01	0.02	ND	ND			

FINAL

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QUALITY CONTROL RESULTS

Ordered By

Richard C. Slade & Associates LLC
14051 Burbank Blvd.
Suite 300
Sherman Oaks, CA 91401

Telephone: (818)506-0418
Attn: Anthony Hicke
Page: 3
Project ID: ULARA SNMP 500-LAS12

Site

Big Tujunga Dam
Site 5

AETL Job Number	Submitted	Client
81834	05/18/2016	R.C.S.

Method: GEN.-MINERALS, General Minerals

QC Batch No: 0523162C6; Dup or Spiked Sample: 81834.01; LCS: Clean Water; QC Prepared: 05/23/2016; QC Analyzed: 05/24/2016; Units: mg/L

Analytes	Sample Result	MS Concen	MS Recov	MS % REC	MS DUP Concen	MS DUP Recov	MS DUP % REC	RPD %	MS/MSD % Limit	MS RPD % Limit
Bicarbonate (as CaCO3)	390	20.0	410	100	20.0	410	100	<1	80-120	<15
Total Alkalinity	390	20.0	410	100	20.0	410	100	<1	80-120	<15
Chloride (Cl), Total	29.2	20.0	48.6	96.8	20.0	48.6	96.8	<1	80-120	<15
Fluoride, Total	0.386	2.00	2.83	122	2.00	2.89	125	2.4	80-120	<15
Hardness (Ca,Mg) as CaCO3	180	20.0	200	100	20.0	200	100	<1	80-120	<15
Nitrate as Nitrogen	9.38	2.00	11.5	105	2.00	11.5	105	<1	80-120	<15
Nitrite as Nitrogen	0.00	2.00	2.12	106	2.00	2.08	104	1.9	80-120	<15
Sulfate	46.4	20.0	65.7	96.6	20.0	65.7	96.6	<1	80-120	<15
Surfactants (MBAS)	0.00	0.500	0.446	89.2	0.500	0.470	94.0	5.2	80-120	<15
Aluminum	0.0900	50.0	55.6	111	50.0	55.6	111	<1	80-120	<15
Calcium	55.0	50.0	111	112	50.0	110	110	1.80	80-120	<15
Copper	0.00	1.00	0.976	97.6	1.00	0.995	99.5	1.93	80-120	<15
Iron	0.142	50.0	56.1	112	50.0	56.1	112	<1	80-120	<15
Magnesium	17.1	50.0	72.1	110	50.0	72.1	110	<1	80-120	<15
Manganese	0.184	1.00	1.11	92.6	1.00	1.12	93.6	1.07	80-120	<15
Potassium	5.06	50.0	60.6	111	50.0	60.6	111	<1	80-120	<15
Sodium	32.1	50.0	86.4	109	50.0	87.7	111	1.82	80-120	<15
Zinc	0.00	1.00	0.990	98.9	1.00	1.01	101	2.10	80-120	<15

QC Batch No: 0523162C6; Dup or Spiked Sample: 81834.01; LCS: Clean Water; QC Prepared: 05/23/2016; QC Analyzed: 05/24/2016; Units: mg/L

Analytes	LCS Concen	LCS Recov	LCS % REC	LCS/LCSD % Limit
Bicarbonate (as CaCO3)	20.0	20.0	100	80-120
Total Alkalinity	20.0	20.0	100	80-120
Chloride (Cl), Total	20.0	19.9	99.5	80-120
Conductivity (umhos/cm @77F)	1,000	927	92.7	80-120
Fluoride, Total	2.00	2.32	116	80-120
Hardness (Ca,Mg) as CaCO3	20.0	20.0	100	80-120
Nitrate as Nitrogen	2.00	2.06	103	80-120

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QUALITY CONTROL RESULTS

Project ID: ULARA SNMP 500-LAS12

AETL Job Number	Submitted	Client
81834	05/18/2016	R.C.S.

Method: GEN.-MINERALS, General Minerals

QC Batch No: 0523162C6; Dup or Spiked Sample: 81834.01; LCS: Clean Water; QC Prepared: 05/23/2016; QC Analyzed: 05/24/2016; Units: mg/L

Analytes	LCS Concen	LCS Recov	LCS % REC	LCS/LCSD % Limit
Nitrite as Nitrogen	2.00	2.08	104	80-120
Sulfate	20.0	19.5	97.5	80-120
Surfactants (MBAS)	0.500	0.458	91.6	80-120
Total dissolved solids	100	97.0	97.0	80-120
Aluminum	50.0	54.1	108	80-120
Calcium	50.0	54.5	109	80-120
Copper	1.00	1.01	101	80-120
Iron	50.0	55.6	111	80-120
Magnesium	50.0	54.8	110	80-120
Manganese	1.00	0.950	94.6	80-120
Potassium	50.0	55.7	111	80-120
Sodium	50.0	56.2	112	80-120
Zinc	1.00	1.01	101	80-120


Sample location
by RCS
Big-T Water Sampling Locations
Driving Route
Walking Route
LOS ANGELES COUNTY FLOOD CONTROL DISTRICT
WATER RESOURCES DIVISION
BIG TUJUNGA DAM
WATER SAMPLING LOCATIONS

Appendix F

Noise Data

Appendix F-1

Construction Equipment Noise

Project: LADWP Stormwater Capture Park Projects

Construction Noise Impact on Sensitive Receptors

Parameters

Construction Hours:	8	Daytime hours (7 am to 7 pm)
	0	Evening hours (7 pm to 10 pm)
	0	Nighttime hours (10 pm to 7 am)
Leq to L10 factor	3	

				R1				
Construction Phase **Equipment Type**	**No. of Equip.**	**Reference Noise Level at 50ft, Lmax**	**Acoustical Usage Factor**	**Distance (ft)**	**Lmax**	**Leq**	**L10**	**Estimated Noise Shielding, dBA**
Site Clearing/Preparation					**93**	***89***		
Dozer	3	82	40%	25	93	89	92	0
Bore/Drill Rig Truck	3	79	20%	125	76	69	72	0
Concrete Saw	3	90	20%	225	82	75	78	0
Grading/Excavation					**89**	***86***		
Tractor/Loader/Backhoe	2	80	25%	25	89	83	86	0
Tractor/Loader/Backhoe	2	80	25%	125	75	69	72	0
Tractor/Loader/Backhoe	2	80	25%	225	70	64	67	0
Dump/Haul Trucks	2	76	40%	25	85	81	84	0
Dump/Haul Trucks	9	76	40%	125	78	74	77	0
Dump/Haul Trucks	9	76	40%	225	72	68	71	0
Stormwater Capture					**89**	***86***		
Other Equipment	3	85	50%	125	82	79	82	0
Air Compressor	3	78	40%	25	89	85	88	0
Tractor/Loader/Backhoe	3	80	25%	125	77	71	74	0
Compactor (ground)	3	83	20%	125	80	73	76	0
Cranes	3	81	16%	225	73	65	68	0
Auger Drill Rig	1	84	20%	125	76	69	72	0
Auger Drill Rig	1	84	20%	225	71	64	67	0
Auger Drill Rig	1	84	20%	225	71	64	67	0
Cranes	1	81	16%	125	73	65	68	0
Tractor/Loader/Backhoe	1	80	25%	125	72	66	69	0
Pumps	3	81	50%	225	73	70	73	0
Soil Filling/Recompaction					**86**	***85***		
Dump/Haul Trucks	2	76	40%	25	85	81	84	0
Dump/Haul Trucks	5	76	40%	125	75	71	74	0
Dump/Haul Trucks	5	76	40%	225	70	66	69	0
Tractor/Loader/Backhoe	1	80	25%	25	86	80	83	0
Tractor/Loader/Backhoe	2	80	25%	125	75	69	72	0
Tractor/Loader/Backhoe	3	80	25%	225	72	66	69	0
Roller	1	80	20%	25	86	79	82	0
Roller	2	80	20%	125	75	68	71	0
Roller	3	80	20%	225	72	65	68	0
Pump Station Improvement/Infrastructure					**81**	***77***		
Forklift	1	75	10%	25	81	71	74	0
Other Equipment	1	85	50%	125	77	74	77	0
Compactor (ground)	1	83	20%	225	70	63	66	0
Tractor/Loader/Backhoe	2	80	25%	225	70	64	67	0
Auger Drill Rig	1	84	20%	225	71	64	67	0
Cranes	1	81	16%	225	68	60	63	0
Building Construction					**87**	***83***		
Excavator	1	81	40%	25	87	83	86	0
Forklift	1	75	10%	125	67	57	60	0
Cranes	1	81	16%	225	68	60	63	0
Auger Drill Rig	1	84	20%	228	71	64	67	0
Maximum Noise Level (Overlapping Phases)						***91***		

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

Project: LADWP Stormwater Capture Park Projects

Mitigated Construction Noise Impact on Sensitive Receptors

Parameters

Construction Hours:	8	Daytime hours (7 am to 7 pm)
	0	Evening hours (7 pm to 10 pm)
	0	Nighttime hours (10 pm to 7 am)
Leq to L10 factor	3	

				R1				
Construction Phase **Equipment Type**	**No. of Equip.**	**Reference Noise Level at 50ft, Lmax**	**Acoustical Usage Factor**	**Distance (ft)**	**Lmax**	**Leq**	**L10**	**Estimated Noise Shielding, dBA**
Site Clearing/Preparation					**73**	***69***		
Dozer	3	82	40%	25	73	69	72	20
Bore/Drill Rig Truck	3	79	20%	125	56	49	52	20
Concrete Saw	3	90	20%	225	62	55	58	20
Grading/Excavation					**69**	***66***		
Tractor/Loader/Backhoe	2	80	25%	25	69	63	66	20
Tractor/Loader/Backhoe	2	80	25%	125	55	49	52	20
Tractor/Loader/Backhoe	2	80	25%	225	50	44	47	20
Dump/Haul Trucks	2	76	40%	25	65	61	64	20
Dump/Haul Trucks	9	76	40%	125	58	54	57	20
Dump/Haul Trucks	9	76	40%	225	52	48	51	20
Stormwater Capture					**68**	***66***		
Other Equipment	3	85	50%	128	62	59	62	20
Air Compressor	3	78	40%	28	68	64	67	20
Tractor/Loader/Backhoe	3	80	25%	128	57	51	54	20
Compactor (ground)	3	83	20%	128	60	53	56	20
Cranes	3	81	16%	228	53	45	48	20
Auger Drill Rig	1	84	20%	125	56	49	52	20
Auger Drill Rig	1	84	20%	225	51	44	47	20
Auger Drill Rig	1	84	20%	225	51	44	47	20
Cranes	1	81	16%	125	53	45	48	20
Tractor/Loader/Backhoe	1	80	25%	125	52	46	49	20
Pumps	3	81	50%	228	53	50	53	20
Soil Filling/Recompaction					**66**	***65***		
Dump/Haul Trucks	2	76	40%	25	65	61	64	20
Dump/Haul Trucks	5	76	40%	125	55	51	54	20
Dump/Haul Trucks	5	76	40%	225	50	46	49	20
Tractor/Loader/Backhoe	1	80	25%	25	66	60	63	20
Tractor/Loader/Backhoe	2	80	25%	125	55	49	52	20
Tractor/Loader/Backhoe	3	80	25%	225	52	46	49	20
Roller	1	80	20%	25	66	59	62	20
Roller	2	80	20%	125	55	48	51	20
Roller	3	80	20%	225	52	45	48	20
Pump Station Improvement/Infrastructure					**61**	***57***		
Forklift	1	75	10%	25	61	51	54	20
Other Equipment	1	85	50%	125	57	54	57	20
Compactor (ground)	1	83	20%	225	50	43	46	20
Tractor/Loader/Backhoe	2	80	25%	225	50	44	47	20
Auger Drill Rig	1	84	20%	225	51	44	47	20
Cranes	1	81	16%	225	48	40	43	20
Building Construction					**67**	***63***		
Excavator	1	81	40%	25	67	63	66	20
Forklift	1	75	10%	125	47	37	40	20
Cranes	1	81	16%	225	48	40	43	20
Auger Drill Rig	1	84	20%	325	48	41	44	20
Maximum Noise Level (Overlapping Phases)						***71***		

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

Appendix F-2
Construction Traffic Noise

TRAFFIC NOISE ANALYSIS TOOL

Project Name: LADWP Stormwater Capture Parks Project
Analysis Scenario: Construction
Source of Traffic Volumes: Client Data

Roadway Segment	Ground Type	Distance from Roadway to Receiver (feet)	Speed (mph)			Peak Hour Volume			Peak Hour Noise Level (Leq(h) dBA)
			Auto	MT	HT	Auto	MT	HT	
Worst Case Construction Traffic	Hard	35	35	35	35	20	0	59	65.5

Model Notes:
The calculation is based on the methodology described in FHWA Traffic Noise Model Technical Manual (1998).
The peak hour noise level at 50 feet was validated with the results from FHWA Traffic Noise Model Version 2.5.
Accuracy of the calculation is within ±0.1 dB when comparing to TNM results.
Noise propagation greater than 50 feet is based on the following assumptions:
For hard ground, the propagation rate is 3 dB per doubling the distance.
For soft ground, the propagation rate is 4.5 dB per doubling the distance.
Vehicles are assumed to be on a long straight roadway with cruise speed.
Roadway grade is less than 1.5%.
CNEL levels were obtained based on Figure 2-19, on page 2-58 Caltran's TeNS 2013.

Appendix F-3

Construction Ground-borne Vibration

LADWP Stormwater Capture Park Projects

Table I. Off-Site Structural Vibration Impacts

Receptor	Type of Building	Equipment	Reference Distance	Reference Level[a]	Distance to Receptor (ft)[b]	Impact Level	Threshold	Exceeds Threshold?
				PPV (in/sec)		PPV (in/sec)	PPV (in/sec)	
Residences to the North	Category III	Bulldozer or Bore/Dr	25	0.089	25	0.089	0.20	**No**
		Loaded Trucks	25	0.076	25	0.076	0.20	**No**
		Jackhammer	25	0.035	25	0.035	0.20	**No**
		Small Bulldozer	25	0.003	25	0.003	0.20	**No**

Notes:

a. Vibration reference levels and impact criteria taken from FTA Noise and Vibration Impact Assessment (2006), Tables 8-1, 12-2, and 12-3

b. Distances represent the closest measurement from project building footprint to closest building footprint in each direction

LADWP Stormwater Capture Park Projects

Vibration Level Calculations

Based on Federal Transit Administration, Office of Planning and Environment

N =	1.5

Construction Equipment	Project Equipment	Equipment Peak Particle Velocity @ 25 Feet* (inches/second)	Distance to Receptor for < 0.5 PPV (Feet)	Estimated Velocity Decibels @ Distance** (VdB)	Estimated Peak Particle Velocity @ Distance*** (inches/second)
Unmitigated Vibration Levels					
R1					
Large Bulldozer or Bore/Drill Rig	Yes	0.089	25	86.9	0.089
Loaded Trucks	Yes	0.076	25	85.6	0.076
Jackhammer	Yes	0.035	25	78.8	0.035
Small Bulldozer	Yes	0.003	25	57.5	0.003

Source:

Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual,* 2018.

Notes:

* Values taken from Table 7-4.

** Based on the formula VdB = 20 x LOG10 (v/v_{ref}), where v_{ref} is equal to 1×10^{-6} in/sec (see page 111).

The approximate rms vibration velocity level (v) is calculated from PPV using a crest factor of 4 (see page 184).

*** Based on the formula PPV(D) = PPV(25 ft) x $(25/D)^N$, where D is equal to the distance (see page 185).

N = soil type classification factor (typically ranges from 1 to 1.5)

LADWP Stormwater Capture Park Projects

Table I. Mitigated Off-Site Structural Vibration Impacts

Receptor	Type of Building	Equipment	Reference Distance	Reference Level[a]	Distance to Receptor (ft)[b]	Impact Level	Threshold	Exceeds Threshold?
				PPV (in/sec)		PPV (in/sec)	PPV (in/sec)	
Residences to the North	Category III	Bulldozer or Bore/Dr	25	0.089	45	0.037	0.20	**No**
		Loaded Trucks	25	0.076	45	0.031	0.20	**No**
		Jackhammer	25	0.035	45	0.014	0.20	**No**
		Small Bulldozer	25	0.003	45	0.001	0.20	**No**

Notes:

a. Vibration reference levels and impact criteria taken from FTA Noise and Vibration Impact Assessment (2006), Tables 8-1, 12-2, and 12-3

b. Distances represent the closest measurement from project building footprint to closest building footprint in each direction

LADWP Stormwater Capture Park Projects

Mitigated Vibration Level Calculations

Based on Federal Transit Administration, Office of Planning and Environment

N =	1.5

Construction Equipment	Project Equipment	Equipment Peak Particle Velocity @ 25 Feet* (inches/second)	Distance to Receptor for < 0.5 PPV (Feet)	Estimated Velocity Decibels @ Distance** (VdB)	Estimated Peak Particle Velocity @ Distance*** (inches/second)
Unmitigated Vibration Levels					
R1					
Large Bulldozer or Bore/Drill Rig	Yes	0.089	45	79.3	0.037
Loaded Trucks	Yes	0.076	45	77.9	0.031
Jackhammer	Yes	0.035	45	71.2	0.014
Small Bulldozer	Yes	0.003	45	49.8	0.001

Source:

Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual,* 2018.

Notes:

* Values taken from Table 7-4.

** Based on the formula VdB = 20 x LOG10 (v/v_{ref}), where v_{ref} is equal to 1×10^{-6} in/sec (see page 111).

The approximate rms vibration velocity level (v) is calculated from PPV using a crest factor of 4 (see page 184).

*** Based on the formula PPV(D) = PPV(25 ft) x $(25/D)^N$, where D is equal to the distance (see page 185).

N = soil type classification factor (typically ranges from 1 to 1.5)

Appendix G

Traffic Impact Study

LADWP Stormwater Capture Parks Program Transportation Assessment - Draft

Prepared for:
ESA

November 2020

Project Number: LA20-3209

FEHR PEERS

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APPENDICES

1. INTRODUCTION

This report documents the assumptions, methodologies, and findings of a study conducted by Fehr & Peers to evaluate the potential traffic impacts of the proposed Los Angeles Department of Water and Power (LADWP) Stormwater Capture Parks Program. It is a multi-site infrastructure project that would construct and maintain stormwater management facilities in the San Fernando Valley. This study was conducted as part of an environmental document being prepared for the proposed project.

PROJECT DESCRIPTION

The proposed project involves the construction and maintenance of stormwater capture facilities at nine City-owned parks to help capture surface flow and divert stormwater runoff from the Tujunga Wash Central Branch storm drain to recharge the groundwater basin.

At each park project site, an underground infiltration gallery would be constructed. These would be approximately 12 feet high with 11 feet of storage. Coverage areas for each park project are detailed below. A hydrodynamic separator (HDS) unit would be installed at each park facility. HDS units would be placed upstream to help separate and trap trash, debris, sediment, oils, and grease from stormwater runoff. The HDS units would provide easy access for maintenance and would alleviate clogging within the infiltration gallery. Manholes would be installed where appropriate for inspection and maintenance. Flow-measuring devices at the inlets would be installed to determine groundwater recharge benefits. At four of the parks diversion pipes and structures would be constructed up to a block away, to increase the amount of water captured.

Above the infiltration galleries, each park would be graded and revegetated with grass or other park improvements would be made to maintain recreational use. Educational signage would be installed at each park project site. Park enhancements and improvements may be made but are not undetermined at this time and may be subject to additional study by the Los Angeles Department of Recreation and Parks (RAP). This study assumes that the existing park facilities will be replaced and that the new facilities would not change the existing pattern and intensity of traffic at the sites.

The nine parks are spread over a distance of approximately eight miles from Pacoima to Valley Village. **Figure 1** illustrates the location of the project sites in the context of the surrounding streets and freeways. The nine project sites and the type and location of proposed stormwater management facilities are described below and depicted in **Figures 2 through 10**.

Source: ESA, 2020.

Figure 1

Project Location

Source: ESA, 2020.

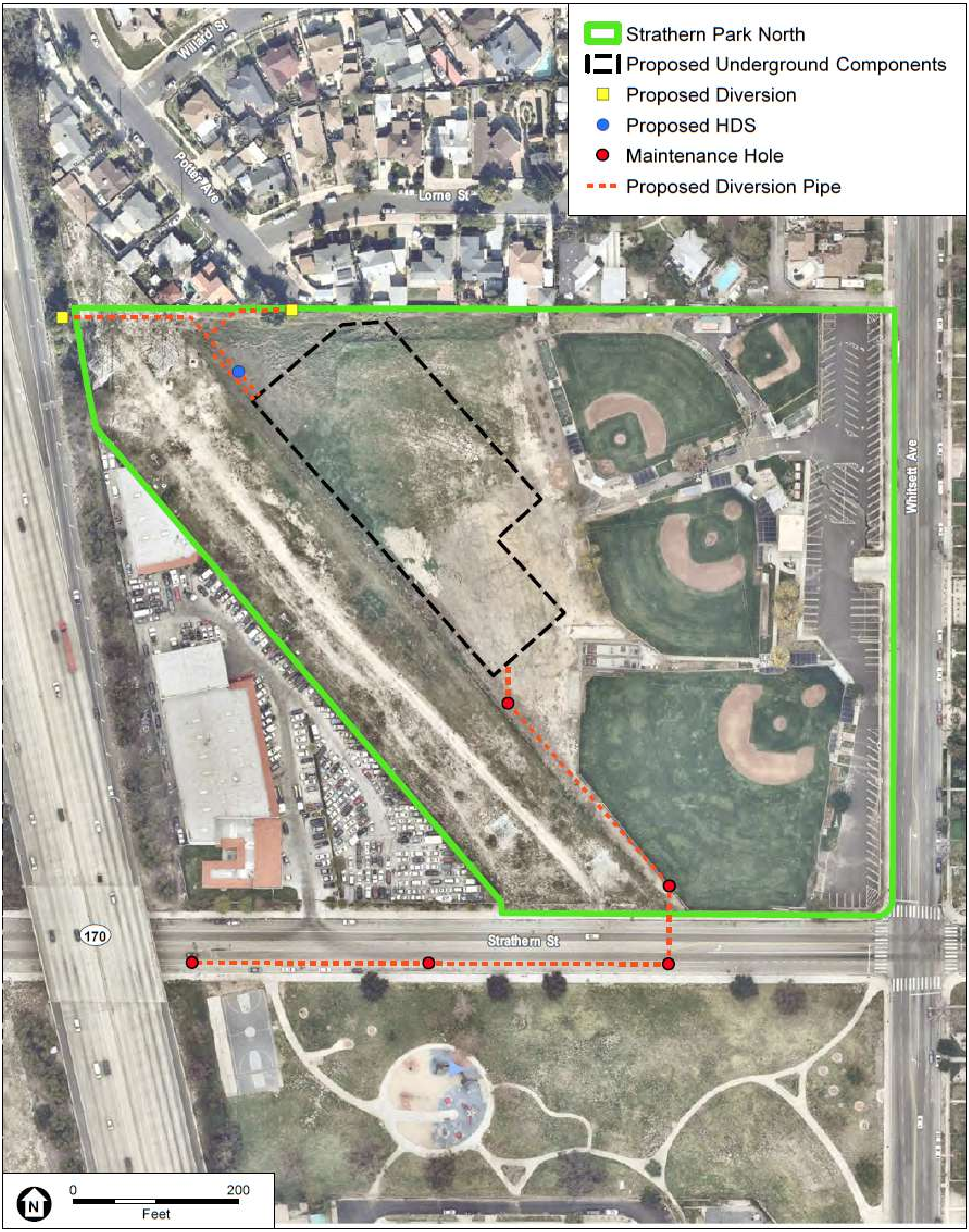
Figure 2

David M. Gonzales Recreation Center

Source: ESA, 2020.

Figure 3

Fernangeles Park



Source: ESA, 2020.

Figure 4

Strathern Park North

Source: ESA, 2020.

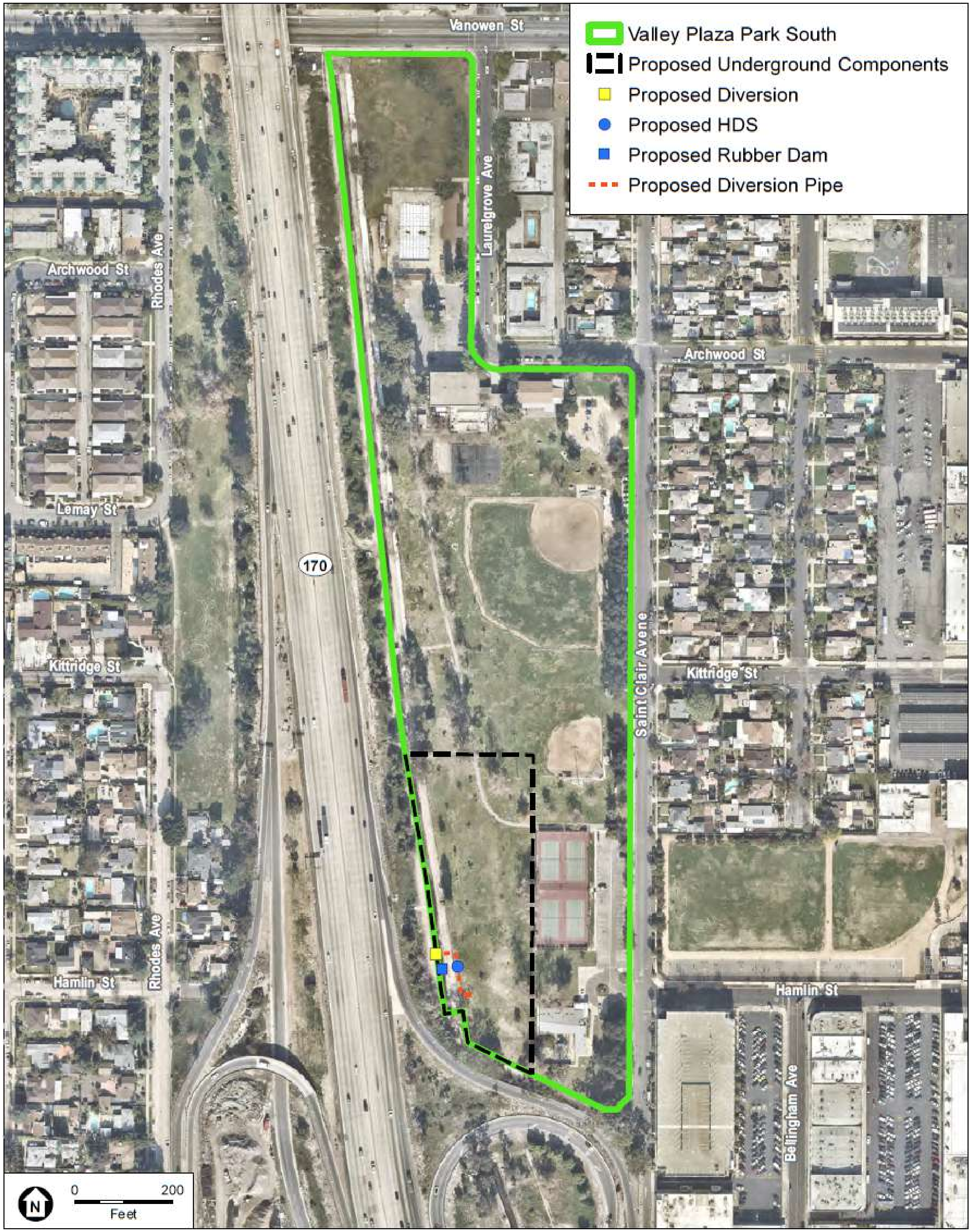
Figure 5

Whitsett Fields Park North

Source: ESA, 2020.

Figure 6

Valley Plaza Park North



Source: ESA, 2020.

Figure 7

Valley Plaza Park South

Source: ESA, 2020.

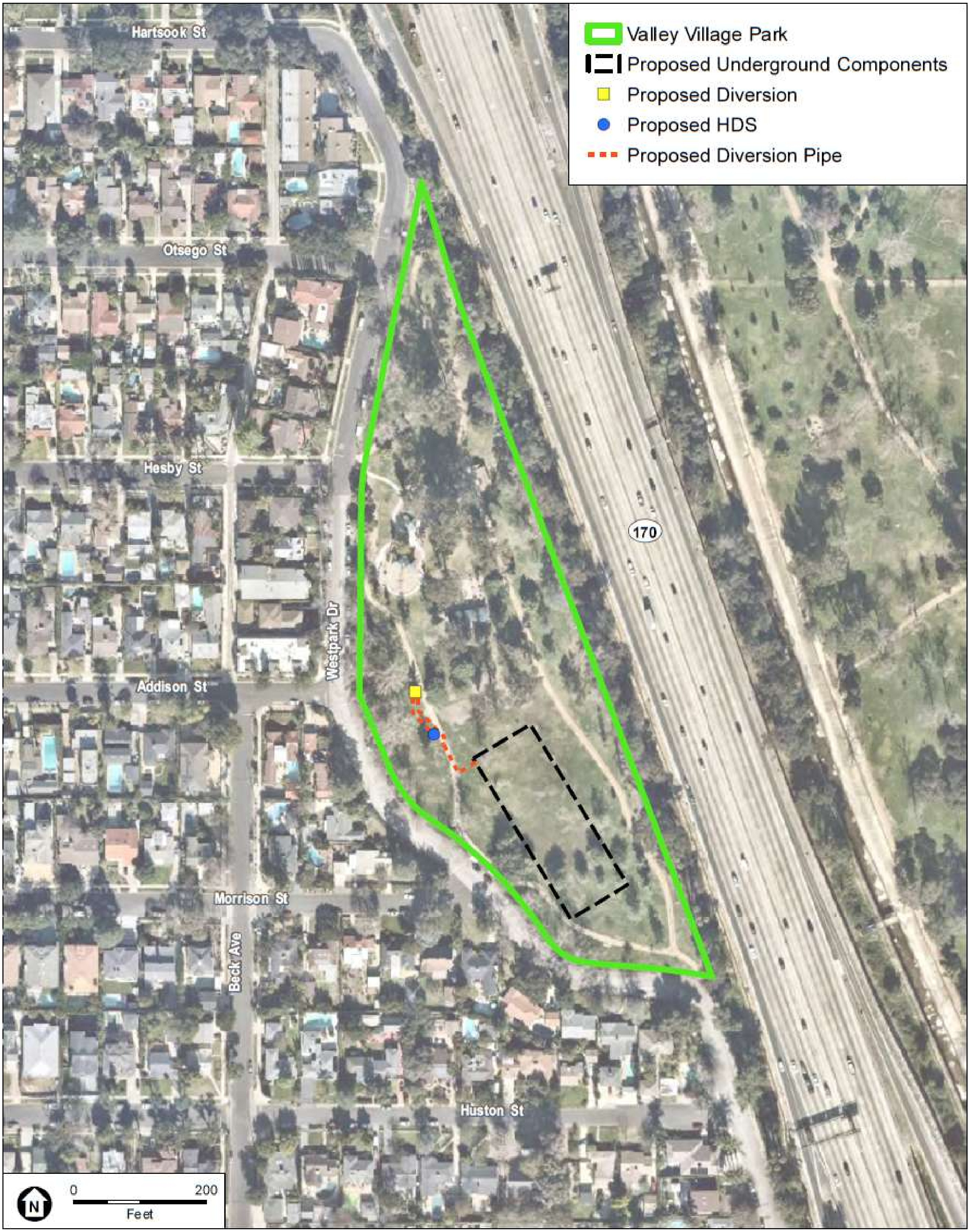
Figure 8

Alexandria Park

Source: ESA, 2020.

Figure 9

North Hollywood Park



Source: ESA, 2020.

Figure 10

Valley Village Park

David M. Gonzales Recreation Center (Site 1) in Pacoima is located northwest of Pierce Street between Herrick Avenue and Norris Avenue. A 2.9-acre underground infiltration gallery would be constructed in the center of the park, with excavation to a depth of 29 feet below ground surface. In addition, one storm drain diversion would be located on the southeast side of Pierce Street and another diversion structure would be located near the intersection of Norris Avenue & Van Nuys Boulevard. Both would be connected to the infiltration gallery by diversion pipes beneath Pierce Street and Norris Avenue. A carport with solar panels with up to four electric vehicle charging stations will be added to a portion of the existing parking lot on Herrick Avenue.

Fernangeles Park (Site 2) in Sun Valley is located south of the Golden State Freeway (I-5) and occupies an entire block bounded by Allegheny Street, Laurel Canyon Boulevard, Wicks Street, and Remick Avenue. A 1.6-acre underground infiltration gallery would be constructed in the center of the park, with excavation to a depth of 16 feet below ground surface. In addition, storm drain diversions and connecting pipes would be located on the northeast side of Wicks Street, on the northeast side of Allegheny Street and on the east side of Laurel Canyon Boulevard. The project also includes the redesign of Morehart Avenue immediately north of Fernangeles Park with Green Street elements, including a diversion structure at the southeast corner of Morehart Avenue & Sheldon Street and pipes connecting it to the infiltration gallery. One new driveway leading to a maintenance parking lot would be located on Remick Avenue.

Strathern Park North (Site 3) in Sun Valley is bordered by Whitsett Avenue on the east, Strathern Street on the south, SR-170 to the west, and a residential neighborhood on the north. A 1.4-acre underground infiltration gallery would be constructed in the eastern undeveloped portion of the park with excavation to a depth of 17 feet below ground surface. In addition, storm drain diversions and connecting pipes would be located at the terminus of Potter Avenue, in the embankment beside the Hollywood Freeway, and in Strathern Street.

Whitsett Fields Park North (Site 4) in Valley Glen is bounded by Sherman Way on the north, Whitsett Avenue on the west, SR-170 on the east and Vanowen Street on the south. A 0.9-acre underground infiltration gallery would be constructed in the central portion of the park with excavation to a depth of 16 feet below ground surface. In addition, a storm drain diversion, connecting pipe and pump station would be constructed along Whitsett Avenue and Raymer Avenue.

Valley Plaza Park North (Site 5) in North Hollywood is bordered by SR-170 on the west, open space on the north, Laurelgrove Avenue on the east, and Vanowen Street on the south. Three underground infiltration galleries totaling 3.7-acres would be constructed in the northern, central and southern portions of the park with excavation to a depth of 16 feet below ground surface. In addition, two storm drain diversions, connecting pipes and two pump stations would be constructed within the park.

Valley Plaza Park South (Site 6) in North Hollywood is bordered by SR-170 to the west, Vanowen Street to the north, Laurelgrove Avenue to the east, and Victory Boulevard to the south. A 1.1-acre underground infiltration gallery would be constructed in the southern portion of the park with excavation to a depth of 16 feet below ground surface. In addition, a storm drain diversion and connecting pipe would be located beside the open channel on the western edge of the park.

Alexandria Park (Site 7) in North Hollywood is bordered by SR-170 to the west and south, Laurel Canyon Boulevard to the east, and commercial buildings and parking lots to the north. A 1.1-acre underground infiltration gallery would be constructed in the southwestern portion of the park with excavation to a depth of 16 feet below ground surface. In addition, a storm drain diversion, a connecting pipe and a pump station would be located beside the open channel on the southwestern edge of the park.

North Hollywood Park (Site 8) in North Hollywood is bordered by Tujunga Avenue to the east, Chandler Boulevard to the north, and SR-170 to the west and south. Seven underground infiltration galleries totaling 12.0 acres would be constructed in the northern, central and southern portions of the park with excavation to a depth of 25 feet below ground surface. In addition, storm drain diversions, connecting pipes and pump stations would be constructed within the park.

Valley Village Park (Site 9) in Valley Village is bordered by Westpark Drive to the west and SR-170 to the east. A 0.6-acre underground infiltration gallery would be constructed in the southern portion of the park with excavation to a depth of 30 feet below ground surface. In addition, a diversion structure and connecting pipe would be constructed within the park.

Construction at each of the nine parks would include the following phases:

- Site clearing and preparation,
- Grading and excavation,
- Installation of the stormwater capture system, and
- Soil filling and revegetation and park improvements.

In addition, construction at four parks (Sites 1, 2, 3, and 4) would include construction of diversion structures and pipes within adjacent streets. In-street construction would involve trenching using a conventional cut and cover technique and jacking and boring where necessary. Excavated soil would be exported or stored on site for use in backfilling and covering the infiltration galleries.

Construction activities are planned to occur over a period of approximately four years, from June 2022 to November 2026. Work at each project site could overlap by phase. Up to seven park projects could be constructed at the same time and be in varying phases of construction. Construction is planned to occur between 7:00 A.M. to 4:00 P.M. Monday through Friday. Weekend and nighttime construction would be avoided when feasible. At each site the contractor would be responsible for identifying the construction staging areas that would be used for laydown, equipment storage, soil stockpiling and worker parking.

STUDY SCOPE AND ORGANIZATION OF REPORT

The scope of work for this study was determined in consultation with the Los Angeles Department of Transportation (LADOT) and is in accordance with the City's CEQA transportation thresholds of significance and LADOT's Transportation Assessment Guidelines (TAG, July 2020). The proposed project and the required analysis were discussed with LADOT as part of the study approach and agreed to in August 2020. The TAG establishes an updated set of guidelines, methods, and impact criteria for CEQA considerations that focus on vehicle miles traveled (VMT), geometric hazards, and policy conflicts. The TAG also establishes a framework for various non-CEQA analyses. Each area of analysis is described in the TAG with a discussion of screening criteria, the methodology for analysis, impact criteria, and potential mitigation options. This report evaluates the following TAG CEQA issue areas:

- Conflicts with Plans, Programs, Ordinances, and Policies
- Causing Substantial Additional Vehicle Miles Traveled
- Geometric Design Features

The screening analysis for each issue is presented in relevant sections of this report.

This report is divided into four chapters, including this introduction. Chapter 2 describes the existing transportation setting in the vicinity of each park (study area), including an inventory of the streets, highways, transit service and bicycle & pedestrian networks. The required CEQA analyses are presented in Chapter 3, and includes a review of the City's plans, programs, ordinances, and policies, a VMT screening analysis, and a geometric hazards evaluation. Chapter 4 contains the study summary and conclusions.

2. EXISTING SETTING

A comprehensive data collection effort was undertaken to develop a detailed description of existing setting in the project area. The conditions relevant to this study include a description of the study area, an inventory of the street and highway system in the vicinity of the project site, the existing transit service, and pedestrian and bicycle facilities. A detailed description of these elements is presented in this chapter for each of the nine project sites.

STUDY AREA (1) DAVID M. GONZALES RECREATION CENTER

The project site is within the Arleta-Pacoima Community Plan area of the City of Los Angeles. The study area selected for analysis extends to include San Fernando Road to the west, Glenoaks Boulevard to the east, Paxton Street to the north, and Osborne Street to the south. All the streets in the study area are under the jurisdiction of the City of Los Angeles.

EXISTING STREET AND HIGHWAY SYSTEM

Streets adjacent to the project site include Herrick Avenue and Norris Avenue in the southeast-northwest direction, and Pierce Street in the northeast-southwest direction. Major arterials serving the study area include Osborne Street, Paxton Street, and Van Nuys Boulevard in the northeast-southwest direction and Glenoaks Boulevard and San Fernando Road in the southeast-northwest direction. Regional access to the study area is provided by the Ronald Reagan Freeway (SR-118) with interchanges located approximately 0.7 mile to the northwest of the project site (Paxton Street) and the Foothill Freeway with interchanges located approximately 1.3 miles to the northeast of the project site (Paxton Street).

The characteristics of analyzed streets serving the study area are listed below. The street descriptions include the designation of the roadway under the *Mobility Plan 2035*.

Streets Adjacent to the Project Site

- **Herrick Avenue** is designated as a Collector and is located immediately northeast of the project site with one lane in each direction. Parking is permitted on both sides of the street except from 12PM to 2PM on Wednesday (street sweeping). Herrick Avenue is part of the Neighborhood Enhanced Network.
- **Norris Avenue** is designated as a Local Street and is located immediately southwest of the project site with one lane in each direction. Parking is permitted on both sides of the street except from 12 PM to 2 PM on Wednesday (street sweeping).

- **Pierce Street** is designated as a Collector and is located immediately southeast of the project site with one travel lane in each direction. Parking is permitted on both sides of the street. Pierce Street is part of the Neighborhood Enhanced Network.

Northeast-Southwest Arterials

- **Osborne Street** is designated as an Avenue I and is located to the southeast of the project site with two travel lanes in each direction. Left-turn pockets are present at major intersections. Osborne Street is part of the Bicycle Lane Network.
- **Paxton Street** is designated as an Avenue II and is located to the northwest of the project site with two travel lanes in each direction and a center turn lane within the study area. Left-turn pockets are present at major intersections. Paxton Street is part of the Bicycle Lane Network.
- **Van Nuys Boulevard** is designated as a Boulevard II and is located to the northwest of the project site with two travel lanes, one parking lane and one bicycle lane in each direction and a center turn lane within the study area. Left-turn pockets are present at major intersections. Van Nuys Boulevard is part of the Transit Enhanced Network, Pedestrian Enhanced Districts, and Bicycle Enhanced Network.

Southeast-Northwest Arterials

- **Glenoaks Boulevard** is designated as a Boulevard II and is located northeast of the project site with two travel lanes, one parking lane and one bicycle lane in each direction and a center turn lane between Louvre Street and Gain Street. Left-turn pockets are present at major intersections. Glenoaks Boulevard is part of the Bicycle Lane Network, Pedestrian Enhanced Districts (between Filmore Street and Gain Street), and Transit Enhanced Network (northwest of Van Nuys Boulevard).
- **San Fernando Road** is designated as an Avenue I and is located southwest of the project site with two travel lanes in each direction. Left-turn pockets are present at major intersections. San Fernando Road is part of the Transit Enhanced Network and Pedestrian Enhanced Districts.

Freeways

- **Foothill Freeway (I-210)** runs in the southeast-northwest direction, northeast of the project site. In the vicinity of the study area, the Foothill Freeway provides four lanes in the southeast direction and five lanes in the northwest direction. Access to the study area is provided by Paxton Street.
- **Ronald Reagan Freeway (SR-118)** runs in the northeast-southwest direction, northwest of the project site. In the vicinity of the study area, the Ronald Reagan Freeway provides four lanes in each direction plus auxiliary lanes. Access to the study area is provided by interchanges at Paxton Street and at Glenoaks Boulevard.

EXISTING PUBLIC TRANSIT SERVICE

There are six bus lines within a half-mile area of the perimeter of this project site. These transit lines are described below:

Metro Line 92 – Line 92 is a north/south local line that runs from Downtown Los Angeles to the Sylmar neighborhood in Los Angeles. The line has average headways of 25 minutes during the weekday AM and PM peak periods. The line runs northeast of the project site on Glenoaks Boulevard.

Metro Line 94 – Line 94 is a north/south local line that runs from Downtown Los Angeles to the Sylmar neighborhood in Los Angeles. The line has average headways of 20-25 minutes during AM and PM peak periods. The line runs southwest of the project site on San Fernando Road.

Metro Line 233 – Line 233 is a north/south local line that runs from Lake View Terrace to the Sherman Oaks neighborhood in Los Angeles. The line has average headways of 12-15 minutes during the weekday AM and PM peak periods. The line runs on northwest of the project site on Van Nuys Boulevard and provides the closest access to the project site via two stops in each direction at Van Nuys Boulevard & Herrick Avenue and Van Nuys Boulevard & Norris Avenue, respectively.

Metro Line 224 – Line 224 is north/south local line that runs from Studio City to the Sylmar neighborhood in Los Angeles. The line has average headways of 15 minutes during AM peak periods and 15-25 minutes during PM peak periods. The line runs southwest of the project site on San Fernando Road.

Metro Rapid Line 744 – Line 744 is a rapid bus line that runs from Northridge to the Pacoima neighborhood in Los Angeles. The line has average headways of 30 minutes during the weekday AM and PM peak periods. The line runs northwest of the project site on Van Nuys Boulevard.

Metro Rapid Line 794 – Line 794 is a rapid bus line that share the same routes as Metro line 94. It has average headways of 30 minutes during AM and PM peak periods.

EXISTING BICYCLE AND PEDESTRIAN FACILITIES

There is currently a Class I[1] bicycle path on San Fernando Road and Class II[2] bicycle lanes in each direction on Van Nuys Boulevard and Glenoaks Boulevard within study area. The study area has a mature network of pedestrian facilities including sidewalks, crosswalks and pedestrian safety features. Sidewalks are present on both sides of the streets on the perimeter of this project site. A mid-block crosswalk and three speed bumps are provided on Norris Avenue. Three speed bumps are present on Herrick Avenue.

STUDY AREA (2) FERNANGELES PARK

The project site is within the Sun Valley-La Tuna Canyon Community Plan area of the City of Los Angeles. The study area selected for analysis extends to include Arleta Avenue to the west, Laurel Canyon Boulevard to the east, Sheldon Street to the north, and Roscoe Boulevard to the south. All the streets in the study area are under the jurisdiction of the City of Los Angeles.

EXISTING STREET AND HIGYWAY SYSTEM

Streets adjacent to the project site include Allegheny Street and Wicks Street in the northeast-southwest direction, and Laurel Canyon Boulevard and Remick Avenue in the southeast-northwest direction. Major arterials serving the study area include Sheldon Street in the northeast-southwest direction, Arleta Avenue in the southeast-northwest direction, and Roscoe Boulevard in the east-west direction. Regional access to the project site is provided by the Golden State Freeway (I-5) with interchanges located immediately northeast of the project site (Laurel Canyon Boulevard). The Hollywood Freeway (SR-170) provides regional access to the study area, with interchanges approximately 0.5 miles to the west (Sheldon Street and Arleta Ave).

The characteristics of analyzed streets serving the study area are listed below. The street descriptions include the designation of the roadway under the *Mobility Plan 2035*.

[1] The *Mobility Plan 2035* describe a Class I Bicycle Path as a paved pathway separated from motorized vehicular traffic by an open space or barrier and either within the highway rights-of-way or within an independent alignment.
[2] The *Mobility Plan* 2035 describes a Class II Bicycle Lane as a striped lane for one-way bike travel on a street or highway.

Streets Adjacent to the Project Site

- **Allegheny Street** is designated as a Local Street and is located immediately northwest of the project site with one travel lane in each direction. Parking is permitted on the southeast side of the street except during 2AM and 6AM. On the northwest side of the street, parking is permitted except during 2AM and 6AM between Laurel Canyon Boulevard and Morehart Ave, while prohibited between Morehart Avenue and Remick Avenue.
- **Laurel Canyon Boulevard** is designated as an Avenue I and is located immediately northeast of the project site with two travel lanes in each direction and a center turn lane adjacent to the project site. Left-turn pockets are present at major intersections. Parking is permitted on both sides of the street, except during 2AM and 6AM. Laurel Canyon Boulevard is part of the Bicycle Lane Network.
- **Remick Avenue** is designated as a Local Street and is located immediately southwest of the project site with one travel lane in each direction. Parking is permitted on both sides, except during 2AM and 6AM on the northeast side of the street.
- **Wicks Street** is designated as a Collector and is located immediately southeast of the project site with one travel lane in each direction. Parking is permitted on both sides of the street, except during 2AM and 6AM.
- **Morehart Avenue** is a local street that runs for one block between Fernangeles Park and Sheldon Street. It provides one travel lane in each direction but is not fully improved with curbs and gutters or sidewalks. Portions of the existing 60-foot right-of-way appear to be fenced and in private use. Parking is permitted on both sides.

Northeast-Southwest Arterials

- **Sheldon Street** is designated as an Avenue II and is located to the northwest of the project site with two travel lanes in each direction. Left-turn pockets are present at major intersections.

Southeast-Northwest Arterials

- **Arleta Avenue** is designated as an Avenue II and is located southwest of the project site with two travel lanes in each direction and a center turn lane. Left-turn pockets are present at major intersections.

East-West Arterials

- **Roscoe Boulevard** is designated as a Boulevard II and is located south of the project site with two travel lanes, one bicycle lane, and one parking lane in each direction plus a center turn lane. Left-turn pockets are present at major intersections. Roscoe Boulevard is part of the Transit Enhanced Network, Bicycle Enhanced Network, and Pedestrian Enhanced Districts (between Peoria Street and Laurel Canyon Boulevard).

Freeways

- **Golden State Freeway (I-5)** runs in the southeast-northwest direction, northeast of the project site. In the vicinity of the study area, the Golden State Freeway provides five lanes in each direction plus auxiliary lanes. Access to the study area is provided by interchanges at Laurel Canyon Boulevard.
- **Hollywood Freeway (SR-170)** runs in the north-south direction, west of the project site. In the vicinity of the study area, the Hollywood Freeway provides five lanes in each direction plus auxiliary lanes. Access to the study area is provided by Sheldon Street and Arleta Avenue.

EXISTING PUBLIC TRANSIT SERVICE

There is one bus line within a half-mile area of the perimeter of this project site. The transit line is described below:

Metro Line 230 – Line 230 is a north/south local line that runs from Studio City to the Sylmar neighborhood in Los Angeles. The line has average headways of 35 minutes during the AM and PM peak periods. The line runs northeast of the project site on Laurel Canyon Boulevard and provides the closest access to the project site via one stop in each direction at the intersection of Laurel Canyon Boulevard & Wicks Street.

EXISTING BICYCLE AND PEDESTRIAN FACILITIES

There is currently a Class II bicycle lane in each direction on Laurel Canyon Boulevard south of Peoria Street, and Roscoe Boulevard east of Arleta Avenue in the study area.

Pedestrian facilities within the study area is insufficient. There is no sidewalk on the adjoining side of the street on perimeter of this project site, except a segment of sidewalk approximately 260 feet on Laurel Canyon Boulevard. There is no sidewalk on the northwest side of Allegheny Street.

STUDY AREA (3) STRATHERN PARK NORTH

The project site is within the Sun Valley-La Tuna Canyon Community Plan area of the City of Los Angeles. The study area selected for analysis extends to include Coldwater Canyon Avenue to the west, Whitsett Avenue to the east, Roscoe Boulevard to the north, and Strathern Street to the south. All the streets in the study area are under the jurisdiction of the City of Los Angeles.

EXISTING STREET AND HIGYWAY SYSTEM

Streets adjacent to the project site include Strathern Street in the east-west direction and Whitsett Avenue in the north-south direction. Major arterials serving the study area include Roscoe Boulevard in the east-west direction and Coldwater Canyon Avenue in the north-south direction. The Hollywood Freeway (SR-170) provides regional access to the study area, with a full interchange approximately 0.3 mile to the northwest at Roscoe Boulevard.

The characteristics of analyzed streets serving the study area are listed below. The street descriptions include the designation of the roadway under the *Mobility Plan 2035*.

Streets Adjacent to the Project Site

- **Strathern Street** is designated as an Avenue II and is located immediately south of the project site with one travel lane, one bicycle lane and one parking lane in each direction plus a center turn lane. Left-turn pockets are present at major intersections. Parking is permitted by both sides of the street except during 10PM and 5AM. Strathern Street is part of the Neighborhood Enhanced Network and Bicycle Lane Network in the study area.
- **Whitsett Avenue** is designated as an Avenue II and is located immediately east of the project site with two travel lanes in each direction and a center turn lane. Left-turn pockets are present at major intersections. Parking is permitted on both sides of the street except from 10AM to 12PM on Thursday (street sweeping).
- **Potter Avenue** is a short local street which runs between the northern edge of Strathern Park North and Cantara Street. It is fully improved and provides one travel lane in each direction with curbs and gutters and sidewalks. Parking is permitted on both sides.

East-West Arterials

- **Roscoe Boulevard** is designated as an Avenue II and is located to the north of the project site with two travel lanes in each direction. A center turn lane presents east of Babcock Avenue while it becomes a median strip between Babcock Avenue and Teesdale Avenue within study area. Roscoe Boulevard is part of the Transit Enhanced Network, Bicycle Enhanced Network, and Pedestrian Enhanced Districts (west of Hollywood Freeway) within study area.
- **Cantara Street** is a local street which runs between Potter Avenue and Whitsett Avenue. It is fully improved and provides one travel lane in each direction with curbs and gutters and sidewalks. Parking is permitted on both sides.

North-South Arterials

- **Coldwater Canyon Avenue** is designated as an Avenue II and is located to the west of the project site with two travel lanes in each direction and a center turn lane. Left-turn pockets are present at major intersections. Coldwater Canyon Avenue is part of the Pedestrian Enhanced Districts.

Freeways

- **Hollywood Freeway (SR-170)** runs in the north-south direction, west of the project site. In the vicinity of the study area, the Hollywood Freeway provides five lanes in each direction plus auxiliary lanes. Access to the study area is provided by Roscoe Boulevard.

EXISTING PUBLIC TRANSIT SERVICE

There are two bus lines within a half-mile area of the perimeter of this project site. These transit lines are described below:

Metro Line 152 – Line 152 is an east/west local line that runs from North Hollywood to the Woodland Hills neighborhood in Los Angeles. The line has average headways of 15-25 minutes during the weekday AM and PM peak periods. The line runs north of the project site on Roscoe Boulevard and provides the closest access to the project site via one stop in each direction at the intersection of Roscoe Boulevard & Whitsett Avenue.

Metro Line 167 – Line 167 is a local line that runs from Chatsworth to the Studio City neighborhood in Los Angeles. The line has average headways of 50-60 minutes during the weekday AM and PM peak periods. The line runs west of the project site on Coldwater Canyon Avenue.

EXISTING BICYCLE AND PEDESTRIAN FACILITIES

There is currently a Class II bicycle lane in each direction on Strathern Street within study area. Sidewalks are present on both sides of the two streets that directly adjoin this project site.

STUDY AREA (4) WHITSETT FIELDS PARK NORTH

The project site is within the North Hollywood-Valley Village Community Plan area of the City of Los Angeles. The study area selected for analysis is the same as the project site, which includes Whitsett Avenue to the west, Hollywood Freeway (SR-170) to the east, Sherman Way to the north, and Vanowen Street to the south. All of the streets in the study area are under the jurisdiction of the City of Los Angeles.

EXISTING STREET AND HIGYWAY SYSTEM

Streets adjacent to the project site include Sherman Way and Vanowen Street in the east-west direction and Whitsett Avenue in the north-south direction. The Hollywood Freeway (SR-170) provides regional access to the study area, with interchanges on Sherman Way adjacent to the project site.

The characteristics of analyzed streets serving the study area are listed below. The street descriptions include the designation of the roadway under the *Mobility Plan 2035*.

Streets Adjacent to the Project Site

- **Sherman Way** is designated as a Boulevard II and is located immediately north of the project site with four travel lanes in the westbound direction and three travel lanes in the eastbound direction. Parking is prohibited on both sides of the street. Sherman Way is part of the Bicycle Enhanced Network and Transit Enhanced Network.
- **Vanowen Street** is designated as an Avenue II and is located immediately south of the project site with two travel lanes in each direction and a center turn lane. Left-turn pockets are present at major intersections. Parking is permitted on both sides of the street except during 12PM and 2PM on Thursday (street sweeping period).
- **Whitsett Avenue** is designated as an Avenue II and is located immediately west of the project site with two travel lanes in each direction and a center turn lane. Left-turn pockets are present at major intersections. A parking lane presents in each direction on the north half segment of the street. Parking is permitted on both sides of the street except during 12PM and 2PM on Wednesday (street sweeping period). Whitsett Avenue north of the Gault Street is part of the Pedestrian Enhanced Districts.

Freeways

- **Hollywood Freeway (SR-170)** runs in the north-south direction, west of the project site. In the vicinity of the study area, the Hollywood Freeway provides five lanes in each direction plus auxiliary lanes. Access to the study area is provided by Sherman Way.

EXISTING PUBLIC TRANSIT SERVICE

There are six bus lines within a half-mile area of the perimeter of this project site. These transit lines are described below:

Metro Line 163 – Line 163 is an east/west local line that runs from Sun Valley to the West Hills neighborhood in Los Angeles. The line has average headways of 35-45 minutes during the weekday AM and PM peak periods. The line runs north of the project site on Sherman Way and provides the closest access to the project site via one stop in each direction at the intersection of Sherman Way & Whitsett Avenue.

Metro Line 165 – Line 165 is an east/west local line that runs from the West Hills neighborhood in Los Angeles to Burbank. The line has average headways of 15-20 minutes during the weekday AM and PM peak periods. The line runs south of the project site on Vanowen Street and provides the closest access to the project site via one stop in each direction at the intersection of Vanowen Street & Whitsett Avenue.

Metro Line 167 – Line 167 is a local line that runs from Chatsworth to the Studio City neighborhood in Los Angeles. The line has average headways of 50-60 minutes during the weekday AM and PM peak periods. The line runs west of the project site on Coldwater Canyon Avenue.

Metro Line 169 – Line 169 is an east/west local line that runs from the Canoga Park neighborhood in Los Angeles to Burbank. The line has average headways of 60 minutes during the weekday AM and PM peak periods. The line runs north of the project site on Saticoy Street–Whitsett Ave-Saticoy Street.

Metro Line 230 – Line 230 is a north/south local line that runs from West Hills to the Sylmar neighborhood in Los Angeles. The line has average headways of 35 minutes during the weekday AM and PM peak periods. The line runs east of the project site on Laurel Canyon Boulevard.

Metro Line 237 – Line 237 is a north/south local line that runs from Hollywood to the Mission Hills neighborhood in Los Angeles. The line has average headways of 45-50 minutes during the weekday AM and PM peak periods. The line runs north of the project site on Sherman Way and provides the closest access to the project site via one stop in each direction at the intersection of Sherman Way & Whitsett Avenue.

EXISTING BICYCLE AND PEDESTRIAN FACILITIES

There are no bicycle facilities within the study area. Sidewalks are present on both sides of the streets on the perimeter of this project site. There is a pedestrian bridge over the Hollywood Freeway, connecting the project site with the east of Hollywood Freeway.

STUDY AREA (5) VALLEY PLAZA PARK NORTH

The project site is within the North Hollywood-Valley Village Community Plan area of the City of Los Angeles. The study area selected for analysis extends to include Hollywood Freeway (SR-170) to the west, Laurel Canyon Boulevard to the east, Sherman Way to the north, and Vanowen Street to the south. All of the streets in the study area are under the jurisdiction of the City of Los Angeles.

EXISTING STREET AND HIGYWAY SYSTEM

Streets adjacent to the project site include Laurelgrove Avenue in the north-south direction and Vanowen Street in the east-west direction. Major arterials serving the study area include Sherman Way in the east-west direction and Laurel Canyon Boulevard in the north-south direction. The Hollywood Freeway (SR-170) provides regional access to the study area, with interchanges approximately 0.2 mile to the north of the project site (Sherman Way).

The characteristics of analyzed streets serving the study area are listed below. The street descriptions include the designation of the roadway under the *Mobility Plan 2035*.

Streets Adjacent to the Project Site

- **Laurelgrove Avenue** is designated as a Collector and is located immediately east of the project site with one travel lane in each direction. Parking is permitted on both sides of the street, except during 11PM and 5AM on the west side.
- **Hart Street** is designated as a Collector between Laurelgrove Avenue and Laurel Canyon Boulevard and provides one travel lane in each direction. Parking is permitted on both sides of the street. West of Laurelgrove Avenue, Hart Street continues through Valley Plaza Park North as a pedestrian pathway and grade-separated pedestrian overcrossing of the Hollywood Freeway, and provides linkage between the project site within this park and the other City parks west of the freeway.
- **Vanowen Street** is designated as an Avenue II and is located immediately south of the project site with two travel lanes in each direction and a center turn lane. Left-turn pockets are present at major intersections. Parking is permitted on both sides of the street except during 12PM and 2PM on Thursday (street sweeping period). Vanowen Street is part of the Pedestrian Enhanced Districts except a small segment adjacent to the project site.

East-West Arterials

- **Sherman Way** is designated as a Boulevard II and is located to the north of the project site with two travel lanes in the westbound direction and three travel lanes in the eastbound direction. Left-turn pockets are present at major intersections and entrances to parcels along the street. Sherman Way is part of the Transit Enhanced Network and Bicycle Enhanced Network.

North-South Arterials

- **Laurel Canyon Boulevard** is designated as an Avenue I and is located to the east of the project site with two travel lanes, one bicycle lane and one parking lane in each direction and a center turn lane. Left-turn pockets are present at major intersections. Laurel Canyon Boulevard is part of the Bicycle Lane Network and Pedestrian Enhanced Districts (south of Dehougne Street).

Freeways

- **Hollywood Freeway (SR-170)** runs in the north-south direction, west of the project site. In the vicinity of the study area, the Hollywood Freeway provides five lanes in each direction plus auxiliary lanes. Access to the study area is provided by Sherman Way.

EXISTING PUBLIC TRANSIT SERVICE

There are five bus lines within a half-mile area of the perimeter of this project site. These transit lines are described below:

Metro Line 163 – Line 163 is an east/west local line that runs from Sun Valley to the West Hills neighborhood in Los Angeles. The line has average headways of 35-45 minutes during the weekday AM and PM peak periods. The line runs north of the project site on Sherman Way.

Metro Line 165 – Line 165 is an east/west local line that runs from the West Hills neighborhood in Los Angeles to Burbank. The line has average headways of 15-20 minutes during the weekday AM and PM peak periods. The line runs south of the project site on Vanowen Street and provides the closest access to the project site via one stop in each direction at the intersection of Vanowen Street & Laurelgrove Avenue.

Metro Line 169 – Line 169 is an east/west local line that runs from the Canoga Park neighborhood in Los Angeles to Burbank. The line has average headways of 60 minutes during the weekday AM and PM peak periods. The line runs north of the project site on Saticoy Street–Whitsett Ave.

Metro Line 230 – Line 230 is a north/south local line that runs from West Hills to the Sylmar neighborhood in Los Angeles. The line has average headways of 35 minutes during the weekday AM and PM peak periods. The line runs east of the project site on Laurel Canyon Boulevard.

Metro Line 237 – Line 237 is a north/south local line that runs from Hollywood to the Mission Hills neighborhood in Los Angeles. The line has average headways of 45-50 minutes during the weekday AM and PM peak periods. The line runs north of the project site on Sherman Way.

EXISTING BICYCLE AND PEDESTRIAN FACILITIES

There is currently a Class II bicycle lane in each direction on Laurel Canyon Boulevard within study area. Sidewalks are present on both sides of the streets on the perimeter of this project site. There is a pedestrian bridge over the Hollywood Freeway, connecting the project site with the west of Hollywood Freeway.

STUDY AREA (6) VALLEY PLAZA PARK SOUTH

The project site is within the North Hollywood-Valley Village Community Plan area of the City of Los Angeles. The study area selected for analysis extends to include Hollywood Freeway (SR-170) to the west, Laurel Canyon Boulevard to the east, Vanowen Street to the north, and Victory Boulevard to the south. All of the streets in the study area are under the jurisdiction of the City of Los Angeles.

EXISTING STREET AND HIGYWAY SYSTEM

Streets adjacent to the project site include Archwood Street and Vanowen Street in the east-west direction and Laurelgrove Avenue and St Clair Avenue in the north-south direction. Major arterials serving the study area include Victory Boulevard in the east-west direction and Laurel Canyon Boulevard in the north-south direction. The Hollywood Freeway (SR-170) provides regional access to the study area, with a full interchange at Victory Boulevard less than half south of the project site.

The characteristics of analyzed streets serving the study area are listed below. The street descriptions include the designation of the roadway under the *Mobility Plan 2035*.

Streets Adjacent to the Project Site

- **Archwood Street** is designated as a Local Street and is located immediately north of the project site with one travel lane in each direction. Parking is permitted on both sides of the street except during street sweeping hours (12PM and 2PM on Wednesday on the north side and 12PM and 2PM on Thursday on the south side).
- **Laurelgrove Avenue** is designated as a Collector and is located immediately east of the project site with one travel lane in each direction. Parking is permitted on both sides of the street except during street sweeping hours (12PM and 2PM on Wednesday on the east side and 12PM and 2PM on Thursday on the west side).
- **St Clair Avenue** is designated as a Collector and is located immediately east of the project site with one travel lane in each direction. Parking policy differs on segments of the street. Parking is permitted on both sides between Archwood Street and Kittridge Street except during street sweeping hours (12PM and 2PM on Wednesday on the west side and 12PM and 2PM on Thursday on the east side). Parking is prohibited on both sides between Kittridge Street and Hamlin Street,

On the segment between Hamlin Street and Victory Boulevard, parking is prohibited on the east side and permitted on west side except during 6PM and 6AM.

- **Vanowen Street** is designated as an Avenue II and is located immediately north of the project site with two travel lanes in each direction and a center turn lane. Left-turn pockets are present at major intersections. Parking is permitted on both sides of the street except during 12PM and 2PM on Thursday (street sweeping period). Vanowen Street is part of the Pedestrian Enhanced Districts, except a small segment adjacent to the project site.

East-West Arterials

- **Victory Boulevard** is designated as a Boulevard II and is located to the south of the project site with three lanes in each direction and a center turn lane. Left-turn pockets are present at major intersections. Victory Boulevard is part of the Pedestrian Enhanced Districts.

North-South Arterials

- **Laurel Canyon Boulevard** is designated as an Avenue I and is located to the east of the project site. It has two travel lanes in each direction and a center turn lane. There is a bike lane and a parking lane in each direction between Vanowen Street and Kittridge Street, and a bike lane in the southbound direction between Kittridge Street and Hamlin Street. Left-turn pockets are present at all intersections in the study area. Laurel Canyon Boulevard is part of the Bicycle Lane Network and Pedestrian Enhanced Districts.

Freeways

- **Hollywood Freeway (SR-170)** runs in the north-south direction, west of the project site. In the vicinity of the study area, the Hollywood Freeway provides five lanes in each direction plus auxiliary lanes. Access to the study area is provided by Victory Boulevard.

EXISTING PUBLIC TRANSIT SERVICE

There are three bus lines within a half-mile area of the perimeter of this project site. These transit lines are described below:

Metro Line 164 – Line 164 is an east/west local line that runs from the West Hills neighborhood in Los Angeles to Burbank. The line has average headways of 15-20 minutes during the weekday AM and PM peak periods. The line runs south of the project site on Victory Boulevard.

Metro Line 165 – Line 165 is an east/west local line that runs from the West Hills neighborhood in Los Angeles to Burbank. The line has average headways of 15-20 minutes during the weekday AM and PM peak periods. The line runs north of the project site on Vanowen Street and provides the closest access to the project site via one stop in each direction at the intersection of Vanowen Street & Laurelgrove Avenue.

Metro Line 230 – Line 230 is a north/south local line that runs from West Hills to the Sylmar neighborhood in Los Angeles. The line has average headways of 35 minutes during the weekday AM and PM peak periods. The line runs east of the project site on Laurel Canyon Boulevard.

EXISTING BICYCLE AND PEDESTRIAN FACILITIES

There are currently bicycle facilities on Laurel Canyon Boulevard in the study area- a Class II bicycle lane in each direction between Vanowen Street and Kittridge Street, a bicycle lane on the southbound direction only between Kittridge Street and Hamlin Street, and a Class III[3] bicycle route in each direction south of the Hamlin Street. Sidewalks are present on both sides of the streets on the perimeter of this project site.

STUDY AREA (7) ALEXANDRIA PARK

The project site is within the North Hollywood-Valley Village Community Plan area of the City of Los Angeles. The study area selected for analysis extends to include Hollywood Freeway (SR-170)-Laurel Canyon Boulevard to the west, Laurel Canyon Boulevard-Hollywood Freeway to the east, Victory Boulevard to the north, and Oxnard Street to the south. All of the streets in the study area are under the jurisdiction of the City of Los Angeles.

EXISTING STREET AND HIGYWAY SYSTEM

Laurel Canyon Boulevard in north-south direction is the only street immediately adjacent to the project site. it can be accessed directly from the intersection of Laurel Canyon Boulevard & Erwin Street. It is also accessible through retail parking lots along Bellingham Avenue and Sylvan Street (both private streets within a retail center). Major arterials serving the study area include Oxnard Street and Victory Boulevard in the east-west direction. The Hollywood Freeway (SR-170) provides regional access to the study area, with interchanges approximately 0.3 mile to the northwest of the project site (Victory Boulevard) and approximately 0.3 mile to the southeast of the project site (Oxnard Street).

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[3] The *Mobility Plan 2035* describe a Class III bicycle route as a shared roadway specifically identified for use by bicyclists, providing a superior route based on traffic volumes and speeds, street width, directness, and/or cross-street priority, denoted by signs only.

The characteristics of analyzed streets serving the study area are listed below. The street descriptions include the designation of the roadway under the *Mobility Plan 2035*.

Streets Adjacent to the Project Site

- **Laurel Canyon Boulevard** is designated as an Avenue I and is located immediately east of the project site with two travel lanes in each direction and a center turn lane. Parking is permitted on the west side of the street segment adjacent to the project site. Laurel Canyon Boulevard is part of the Bicycle Lane Network and Pedestrian Enhanced Districts.

East-West Arterials

- **Oxnard Street** is designated as an Avenue II and is located to the south of the project site with three travel lanes in the eastbound direction and four travel lanes in the westbound direction in the study area. Oxnard Street if part of the Pedestrian Enhanced Districts.
- **Victory Boulevard** is designated as a Boulevard II and is located to the north of the project site with three lanes in each direction and a center turn lane. Left-turn pockets are present at major intersections. Victory Boulevard is part of the Pedestrian Enhanced Districts.

Freeways

- **Hollywood Freeway (SR-170)** runs in the north-south direction, west of the project site. In the vicinity of the study area, the Hollywood Freeway provides five lanes in each direction plus auxiliary lanes. Access to the study area is provided by Victory Boulevard and Oxnard Street.

EXISTING PUBLIC TRANSIT SERVICE

There are three bus lines within a half-mile area of the perimeter of this project site. These transit lines are described below:

Metro Line 154 – Line 154 is an east/west local line that runs from the Tarzana neighborhood in Los Angeles to Burbank. The line has average headways of 60 minutes during the weekday AM and PM peak periods. The line runs south of the project site on Oxnard Street.

Metro Line 164 – Line 164 is an east/west local line that runs from the West Hills neighborhood in Los Angeles to Burbank. The line has average headways of 15-20 minutes during the weekday AM and PM peak periods. The line runs north of the project site on Victory Boulevard.

Metro Line 230 – Line 230 is a north/south local line that runs from West Hills to the Sylmar neighborhood in Los Angeles. The line has average headways of 35 minutes during the weekday AM and PM peak periods.

The line runs east of the project site on Laurel Canyon Boulevard and provides the closest access to the project site via one stop in each direction at the intersection of Laurel Canyon Boulevard & Erwin Street.

EXISTING BICYCLE AND PEDESTRIAN FACILITIES

There is currently a Class III bicycle route in each direction on Laurel Canyon Boulevard within study area. Sidewalks are present on both sides of the streets on the perimeter of this project site.

STUDY AREA (8) NORTH HOLLYWOOD PARK

The project site is within the North Hollywood-Valley Village Community Plan area of the City of Los Angeles. The study area selected for analysis extends to include Colfax Avenue to the west, Tujunga Avenue to the east, Chandler Boulevard to the north, and Riverside Drive to the south. All of the streets in the study area are under the jurisdiction of the City of Los Angeles.

EXISTING STREET AND HIGYWAY SYSTEM

Streets adjacent to the project site include Chandler Boulevard and Magnolia Boulevard in the east-west direction and Tujunga Avenue in the north-south direction. Major arterials serving the study area include Riverside Drive in the east-west direction and Colfax Avenue in the north-south direction. The Hollywood Freeway (SR-170) provides regional access to the study area, with interchanges very close to the project site on Magnolia Boulevard, Tujunga Avenue, and Riverside Drive.

The characteristics of analyzed streets serving the study area are listed below. The street descriptions include the designation of the roadway under the *Mobility Plan 2035*.

Streets Adjacent to the Project Site

- **Chandler Boulevard** is designated as a Boulevard II and is located immediately north of the project site with two travel lanes, one bicycle lane, and one parking lane in each direction. Left-turn pockets are present at major intersections. The Metro Orange Line Busway is center-running along this segment of Chandler Boulevard, making access to the project site unavailable from the westbound lanes. On-street parking on the south side of the street is configured as angled parking adjacent to the project site and is permitted except during 11PM and 5AM. Chandler Boulevard is part of the Bicycle Lane Network and Pedestrian Enhanced Districts (in the westbound direction).
- **Magnolia Boulevard** is designated as an Avenue II and is located in the middle of the project site in east-west direction with two travel lanes in each direction and a center turn lane. Left-turn pockets are present at major intersections. Parking is permitted on both sides of the street except during 11PM and 5AM. Parking is prohibited on the north side during 4PM and 10PM on Thursday.

- **Tujunga Avenue** is designated as an Avenue II and is located immediately east of the project site. It has two travel lanes in the northbound direction and one travel lane in the southbound direction on the segments between Chandler Boulevard and Magnolia Boulevard. It has one travel lanes in each direction between Magnolia Boulevard and Huston Street, and it turns into two lanes in the southbound direction between Huston Street and Riverside Drive. Left-turn pockets are present at major intersections. A parking lane are present on the west side of the segment approximately 200 feet south of the Magnolia Boulevard, as well as on the east side of the segment between Otsego Street and Morrison Street. Parking is permitted on both side of the street except on the west side between Huston Street and Riverside Drive. There are meter parking spaces on the west side between Chandler Boulevard and McCormick Street. Tujunga Avenue is part of the Neighborhood Enhanced Network and Pedestrian Enhanced Districts (between Chandler Boulevard and Otsego Street).

East-West Arterials

- **Riverside Drive** is designated as an Avenue II and is located to the south of the project site with two travel lanes, one bicycle lane and one parking lane in each direction with a center turn lane. Left-turn pockets are present at major intersections. Riverside Drive is part of the Bicycle Lane Network.

North-South Arterials

- **Colfax Avenue** is designated as an Avenue II and is located to the west of the project site with one travel lane, bicycle land and parking lane in each direction with a center turn lane. Left-turn pockets are present at major intersections. Colfax Avenue is part of the Neighborhood Enhanced Network, Bicycle Network, and Pedestrian Enhanced Districts (between Margate Street and Chandler Boulevard).

Freeways

- **Hollywood Freeway (SR-170)** runs in the north-south direction, west of the project site. In the vicinity of the study area, the Hollywood Freeway provides five lanes in each direction plus auxiliary lanes. Access to the study area is provided by Magnolia Boulevard, Tujunga Avenue, and Riverside Drive.

EXISTING PUBLIC TRANSIT SERVICE

There one heavy rail line, one BRT line, and eight bus lines within a half-mile area of the perimeter of this project site. These transit lines are described below:

Metro Red Line – The Red Line is a subway that provides service between North Hollywood and Downtown Los Angeles. This line runs east of the Project site along Lankershim Boulevard. Red Line has average headways of 10 minutes during the weekday AM and PM peak periods. The Red Line North Hollywood station is less than ¼ mile from the project site.

Metro Orange Line – The Orange line is a bus rapid transit line that provides service between North Hollywood to the Chatsworth neighborhood in Los Angeles. This line runs north of the Project site along Chandler Boulevard. The Orange Line has headways of five minutes during the weekday AM and PM peak periods. The Orange Line North Hollywood station is less than ¼ mile from the project site.

Metro Rapid Line 501 – Line 501 is a rapid bus line that runs from the North Hollywood neighborhood in Los Angeles to Pasadena. The line has average headways of 15 minutes during the weekday AM and PM peak periods. The line runs east of the Project site on Lankershim Boulevard.

Metro Line 152 – Line 152 is an east/west local line that runs from North Hollywood to the Woodland Hills neighborhood in Los Angeles. The line has average headways of 15-25 minutes during the weekday AM and PM peak periods. The line runs east of the Project site on Lankershim Boulevard.

Metro Line 154 – Line 154 is an east/west local line that runs from the Tarzana neighborhood in Los Angeles to Burbank. The line has average headways of 60 minutes during the weekday AM and PM peak periods. The line runs east of the Project site on Lankershim Boulevard.

Metro Line 155 – Line 155 is an east/west local line that runs from the Sherman Oaks neighborhood in Los Angeles to Burbank. The line has average headways of 55-60 minutes during the weekday AM and PM peak periods. The line runs south of the Project site on Riverside Drive.

Metro Line 163 – Line 163 is an east/west local line that runs from Sun Valley to the West Hills neighborhood in Los Angeles. The line has average headways of 35-45 minutes during the weekday AM and PM peak periods. The line runs east of the Project site on Lankershim Boulevard.

Metro Line 183 - Line 183 is an east/west local line that runs from the Sherman Oaks neighborhood in Los Angeles to Glendale. The line has average headways of 55 minutes during the weekday AM and PM peak periods. The line runs crossing the project site on Magnolia Boulevard and provides the closest access to the project site via one stop in each direction at the intersection of Magnolia Boulevard and Tujunga Avenue.

Metro Line 237 – Line 237 is a north/south local line that runs from Hollywood to the Mission Hills neighborhood in Los Angeles. The line has average headways of 45-50 minutes during the weekday AM and PM peak periods. The line runs north of the project site on Chandler Boulevard and provides the closest access to the project site via two stops in each direction at the intersection of Chandler Boulevard & Tujunga Avenue and Chandler Boulevard & Beck Avenue, respectively.

Metro Line 224 – Line 224 is north/south local line that runs from Studio City to the Sylmar neighborhood in Los Angeles. The line has average headways of 15 minutes during AM peak periods and 15-25 minutes during PM peak periods. The line runs crossing the project site on Magnolia Boulevard.

EXISTING BICYCLE AND PEDESTRIAN FACILITIES

There is currently a Class II bicycle lane in each direction on Chandler Boulevard, Colfax Avenue, and Riverside Drive within study area. Sidewalks are present on both sides of the streets on the perimeter of this project site.

STUDY AREA (9) VALLEY VILLAGE PARK

The project site is within the North Hollywood-Valley Village Community Plan area of the City of Los Angeles. The study area selected for analysis extends to include Colfax Avenue to the west, Tujunga Avenue to the east, Magnolia Boulevard to the north, and Riverside Drive to the south. All of the streets in the study area are under the jurisdiction of the City of Los Angeles.

EXISTING STREET AND HIGYWAY SYSTEM

Westpark Dive is the only street adjacent to the project site. Major arterials serving the study area include Magnolia Boulevard and Riverside Drive in the east-west direction and Colfax Avenue and Tujunga Avenue in the north-south direction. Access between Westpark and the nearby arterials are provided by several non-arterial streets, including Addison Street and Hartsook Street in the east-west direction and Farmdale Avenue and Irvine Avenue in the north-south direction. The Hollywood Freeway (SR-170) provides regional access to the study area, with interchanges approximately 0.2 mile to the north of the project site (Magnolia Boulevard) and approximately 0.3 mile to the southeast of the project site (Tujunga Avenue and Riverside Drive).

The characteristics of analyzed streets serving the study area are listed below. The street descriptions include the designation of the roadway under the *Mobility Plan 2035*.

Streets Adjacent to the Project Site

- **Westpark Drive** is designated as a Local Street and is located immediately west and south of the project site with one travel lane in each direction. Parking is permitted except during 10:30PM and

5AM on eastside and during 6PM and 8AM on westside. Westpark Drive between Hesby Street and Addison Street is part of the Neighborhood Enhanced Network.

East-West Non-Arterials

- **Addison Street** is designated as a Collector and is located to the west of the project site with one travel lane in each direction. Addison Street is part of the Neighborhood Enhanced Network.
- **Hartsook Street** is designated as a Local Street and is located to the north of the project site with one travel lane in each direction.

North-South Non-Arterials

- **Irvine Avenue** is designated as a Local Street and is located to the west of the project site with one travel lane in each direction.
- **Farmdale Ave** is designated as a Local Street and is located to the south of the project site with one travel lane in each direction.

East-West Arterials

- **Magnolia Boulevard** is designated as an Avenue II and is located to the north of the project site with two travel lanes in each direction and a center turn lane. Left-turn pockets are present at major intersections.
- **Riverside Drive** is designated as an Avenue II and is located to the south of the project site with two travel lanes, one bicycle lane and one parking lane in each direction with a center turn lane. Left-turn pockets are present at major intersections. Riverside Drive is part of the Bicycle Lane Network.

North-South Arterials

- **Colfax Avenue** is designated as an Avenue II and is located to the west of the project site with one travel lane, bicycle land and parking lane in each direction with a center turn lane. Left-turn pockets are present at major intersections. Colfax Avenue is part of the Neighborhood Enhanced Network, Bicycle Network, and Pedestrian Enhanced Districts (between Margate Street and Chandler Boulevard).
- **Tujunga Avenue** is designated as an Avenue II and is located to the east of the project site. It has two travel lanes in the northbound direction and one travel lane in the southbound direction on the segments between Chandler Boulevard and Magnolia Boulevard. It has one travel lanes in each direction between Magnolia Boulevard and Huston Street, and it turns into two lanes in the southbound direction between Huston Street and Riverside Drive. Left-turn pockets are present at major intersections. Tujunga Avenue is part of the Neighborhood Enhanced Network and Pedestrian Enhanced Districts (between Chandler Boulevard and Otsego Street).

Freeways

- Hollywood Freeway (SR-170) runs in the north-south direction, west of the project site. In the vicinity of the study area, the Hollywood Freeway provides five lanes in each direction plus auxiliary lanes. Access to the study area is provided by Magnolia Boulevard, Tujunga Avenue, and Riverside Drive.

EXISTING PUBLIC TRANSIT SERVICE

There one heavy rail line, one BRT, and eight bus lines within a half-mile area of the perimeter of this project site. These transit lines are described below:

Metro Red Line – The Red Line is a subway that provides service between North Hollywood and Downtown Los Angeles. This line runs east of the Project site along Lankershim Boulevard. Red Line has average headways of 10 minutes during the weekday AM and PM peak periods. The Red Line North Hollywood station is within the half-mile area of the perimeter of the project site.

Metro Orange Line – The Orange line is a bus rapid transit line that provides service between North Hollywood to the Chatsworth neighborhood in Los Angeles. This line runs north of the Project site along Chandler Boulevard. The Orange Line has headways of five minutes during the weekday AM and PM peak periods. The Orange Line North Hollywood station is within the half-mile area of the perimeter of the project site.

Metro Rapid Line 501 – Line 501 is a rapid bus line that runs from the North Hollywood neighborhood in Los Angeles to Pasadena. The line has average headways of 15 minutes during the weekday AM and PM peak periods. The line runs east of the Project site on Lankershim Boulevard.

Metro Line 152 – Line 152 is an east/west local line that runs from North Hollywood to the Woodland Hills neighborhood in Los Angeles. The line has average headways of 15-25 minutes during the weekday AM and PM peak periods. The line runs east of the Project site on Lankershim Boulevard.

Metro Line 154 – Line 154 is an east/west local line that runs from the Tarzana neighborhood in Los Angeles to Burbank. The line has average headways of 60 minutes during the weekday AM and PM peak periods. The line runs east of the Project site on Lankershim Boulevard.

Metro Line 155 – Line 155 is an east/west local line that runs from the Sherman Oaks neighborhood in Los Angeles to Burbank. The line has average headways of 55-60 minutes during the weekday AM and PM peak periods. The line runs south of the Project site on Riverside Drive and provides the closest access to the project site via one stop in each direction at the intersection of Riverside Drive and Tujunga Avenue.

Metro Line 163 – Line 163 is an east/west local line that runs from Sun Valley to the West Hills neighborhood in Los Angeles. The line has average headways of 35-45 minutes during the weekday AM and PM peak periods. The line runs east of the Project site on Lankershim Boulevard.

Metro Line 183 - Line 183 is an east/west local line that runs from the Sherman Oaks neighborhood in Los Angeles to Glendale. The line has average headways of 55 minutes during the weekday AM and PM peak periods. The line runs north of the project site on Magnolia Boulevard and provides the closest access to the project site via one stop in each direction at the intersection of Magnolia Boulevard and Lemp Avenue.

Metro Line 237 – Line 237 is a north/south local line that runs from Hollywood to the Mission Hills neighborhood in Los Angeles. The line has average headways of 45-50 minutes during the weekday AM and PM peak periods. The line runs north of the project site on Chandler Boulevard.

Metro Line 224 – Line 224 is north/south local line that runs from Studio City to the Sylmar neighborhood in Los Angeles. The line has average headways of 15 minutes during AM peak periods and 15-25 minutes during PM peak periods. The line runs north of the project site on Magnolia Boulevard.

EXISTING BICYCLE AND PEDESTRIAN FACILITIES

There is currently a Class II bicycle lane in each direction on Chandler Boulevard, Colfax Avenue, and Riverside Drive within study area. Sidewalks are only present on the west side of the Westpark Drive on the perimeter of this project site. There is no sidewalk on the east side of the street within the park.

3. CEQA TRANSPORTATION ANALYSES

PLANS, PROGRAMS, ORDINANCES, OR POLICIES CONFLICT REVIEW

This analysis is required to assess whether the proposed project would negatively affect existing pedestrian, bicycle, or transit facilities because the project requires a discretionary action and the answer is yes to at least one of the following questions. Responses to the screening questions are provided below.

1. Would the project generate a net increase of 250 or more daily vehicle trips?

- No. Upon completion, the stormwater capture facilities at each park would be visually inspected on a bi-monthly basis and after every storm event. In addition, the infiltration galleries would be vacuumed during maintenance, as needed. It is expected that more than one site would be inspected on a single trip. In all, upon completion the proposed project is estimated to generate an average of less than one trip per day. During construction there would be a temporary increase in automobile trips made by workers and truck trips. Information on the temporary increase at each site is presented below. LADOT generally considers construction-related traffic to cause adverse but less than significant impacts because, while sometimes inconvenient, construction-related traffic effects are temporary. Analysis of construction-period impacts is provided for in a separate section of the TAG and is considered to be non-CEQA analysis.

2. Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?

- Yes. The block of Morehart Avenue between Allegheny Street and Sheldon Street would be redesigned with green street elements to capture storm runoff. A cross gutter along the north side of Allegheny Street in the vicinity of Morehart Avenue. At four of the parks diversion pipes and structures would be constructed up to a block away, to increase the amount of water captured. At multiple locations new catch basins would be constructed at the edge of streets beside or in the vicinity of the project sites.

3. Is the project on a lot that is 0.5-acre or more in total gross area, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the City's General Plan), 250 linear feet or more, or is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard by the City's General Plan?

- Yes. The proposed project site consists of nine separate City parks which, in aggregate, have more than 250 feet of linear frontage on streets classified as Avenues and Boulevards.

The City's TAG includes a review for conflicts with transportation-related plans, programs, ordinances, or policies. Based on applying the screening criteria, the threshold test is to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. A project would not result in an impact merely if it would not implement a particular program, policy, plan or ordinance. Rather, it is the intention of this threshold test to ensure that proposed development does not conflict with or preclude the City from implementing adopted programs, plans, and policies.[4] Furthermore, under CEQA, a project is considered consistent with an applicable plan if it is consistent with the overall intent of the plan and would not preclude the attainment of its primary goals. A project does not need to be in perfect conformity with each and every policy. Any inconsistency with an applicable policy, plan, or regulation is only a significant impact under CEQA if the policy, plan, or regulation was adopted for the purpose of avoiding or mitigating an environmental effect and if the inconsistency itself would result in a direct physical impact on the environment.

This evaluation was conducted by reviewing City documents such as the Los Angeles *Mobility Plan 2035*, the local community plans, land use element, Vision Zero plans, and Los Angeles Municipal Code (LAMC) sections, such as the following.

- *Mobility Plan 2035* is the City's document to guide the operations and design of streets and other public right-of-way. It lays out a vision for designing safer, more vibrant streets, that are accessible to people, no matter how they travel. The street standards were reviewed and compared to existing and future conditions resulting from the Project, and it was determined that the Project is compliant with Mobility Plan 2035. See **Appendix A** for a review of consistency with relevant policies in *Mobility Plan 2035*.
- Community Plans make up the land use element of the City's General Plan and guide the physical development of neighborhoods, providing neighborhood level detail for land uses, the transportation network, policies, and implementation strategies. See **Appendix A** for a review of consistency with relevant policies in the Arleta-Pacoima, Sun Valley-La Tuna Canyon and North Hollywood-Valley Village Community Plans.
- Vision Zero is a plan that strives to eliminate traffic-related deaths in Los Angeles by 2025 through strategies such as modifying streets to better serve vulnerable road users. Projects located on the HIN should make improvements or fund them. Portions of the project are located on any Vision Zero HIN priority corridors. See **Appendix A** for a review of consistency with relevant policies in Vision Zero.

[4] Los Angeles Department of Transportation, *Transportation Assessment Guidelines*, page 2-2 (July 2020).

The proposed project is the construction and maintenance of subsurface facilities that are designed to capture stormwater runoff and hold it for infiltration to the ground below. Nearly all of the project elements would be placed within nine city parks in the San Fernando Valley. Upon completion, the parks would be returned to their pre-construction condition. This project does not include the addition of new playing fields, tennis courts or other new recreational facilities within the parks. In addition, catch basins, diversion structures and diversion pipelines would be built within city streets adjacent to four parks and one block of a local street, Morehart Avenue, would be rebuilt with Green Street elements.

The project is not required to dedicate right-of-way. While no new recreational facilities with the parks are proposed, at six parks limited-purpose driveways would be constructed to provide access to the stormwater capture facilities. The design and placement of those would be subject to LADOT approval to ensure that they are in accordance with the City's driveway design guidelines. Vehicular access to the parks would be restricted temporarily at some project sites while construction is ongoing, but pedestrian access would be maintained with temporary sidewalks or with signed detours. Temporary lane closures may be necessary on streets the adjacent to some of the project sites. Temporary park driveway restrictions may be required. Where these measures are taken and where pedestrians are rerouted during construction of the project, these temporary changes would be made in compliance with the California Manual on Uniform Traffic Control Devices for Streets and Highway and the WATCH handbook to ensure that their safety. With these considerations, the impact T-1 is considered to be less than significant.

Table 1 and **Table 2** provide a summary of the plans, programs, ordinances, and policies conflict review analysis conducted per the City's TAG. **Appendix A** provides additional details of this analysis.

Table 1

Plans, Programs, Ordinances, or Policies Applicability (Sites 1 through 5)

Question	Guiding Questions	Project Site Evaluation				
		Site 1: David M. Gonzales	**Site 2: Fernangeles Park**	**Site 3: Strathern Park North**	**Site 4: Whitsett Fields**	**Site 5: Valley Plaza North**
A. Mobility Plan 2035 Public ROW Classification Standards for Dedications and Improvements						
A.1	Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone?	No	No	Yes, a diversion pipeline and maintenance holes would be constructed within Strathern Street east of SR-170	Yes, a diversion pipeline and related facilities would be constructed within Whitsett Avenue and Raymer Street	No
A.2	If A.1 is yes, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation?	N/A	N/A	No	No	N/A
A.3	If A.2 is yes, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?	N/A	N/A	N/A	N/A	N/A
A.4	If the answer to A.3. is NO, is the project applicant asking to waive from the dedication standards?	N/A	N/A	N/A	N/A	N/A
B. Mobility Plan 2035 Public ROW Policy Alignment with Project-Initiated Changes						
B.1	Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?	Yes, temporarily	Yes, temporarily	Yes, temporarily	Yes, temporarily	Yes, temporarily
B.2	Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines?	No. Site access would not be from an Avenue or Boulevard.	No. Site access would not be from an Avenue or Boulevard.	No. All driveways, including on those on an Avenue or a Boulevard, will be subject to review and approval by LADOT.	No. All driveways, including on those on an Avenue or a Boulevard, will be subject to review and approval by LADOT.	No. All driveways, including on those on an Avenue or a Boulevard, will be subject to review and approval by LADOT.
-	If the answer to either B.1 or B.2 are YES, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The streets that need special consideration are those that are included on certain networks identified in the Mobility Plan 2035, or the HIN.	Herrick Avenue (Collector) along the northeast side of the Project frontages and Pierce Street (Collector) along southeast side of the Project frontages are part of the Neighborhood Enhanced Network.	Laurel Canyon Boulevard (Avenue I) along the northeast side of the Project frontages is part of the Bicycle Lane Network and High Injury Network (HIN).	Strathern Street (Avenue II) along the south side of the Project frontages is part of the Neighborhood Enhanced Network and Bicycle Lane Network.	Sherman Way (Boulevard II) and Whitsett Avenue (Avenue II) are streets along the Project frontages. One or more of these streets are part of the Transit Enhanced Network, Bicycle Enhanced Network, Pedestrian Enhanced Districts, Neighborhood Enhanced Network, and High Injury Network (HIN).	Vanowen Street (Avenue II) and Laurelgrove Avenue (Collector) are not part of the Transit Enhanced Network, Bicycle Enhanced Network, Pedestrian Enhanced Districts or Neighborhood Enhanced Network. Vanowen Street is on the High Injury Network (HIN). Laurelgrove Avenue is not on the HIN.
B.2.1	Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?	Yes, temporarily. Worksite traffic control plans will be prepared to minimize disruption other users of the roadway.	Yes, temporarily. Worksite traffic control plans will be prepared to minimize disruption other users of the roadway.	Yes, temporarily. Worksite traffic control plans will be prepared to minimize disruption other users of the roadway.	Yes, temporarily. Worksite traffic control plans will be prepared to minimize disruption other users of the roadway.	Yes, temporarily. Worksite traffic control plans will be prepared to minimize disruption other users of the roadway.
B.2.2	Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?	No	No	No	No	No

Table 1 (continued)

Plans, Programs, Ordinances, or Policies Applicability (Sites 1 through 5)

Question	Guiding Questions	Project Site Evaluation				
		Site 1: David M. Gonzales	**Site 2: Fernangeles Park**	**Site 3: Strathern Park North**	**Site 4: Whitsett Fields**	**Site 5: Valley Plaza North**
C. Network Access						
C1.1	Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?	Yes, temporarily	Yes, temporarily	No	Yes, temporarily	Yes, temporarily
C.1.2	If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?	Yes	Yes	N/A	Yes	Yes
C.2.1	Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?	No	No	Yes	No	No
C.2.2	If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?	N/A	N/A	There are no developed pedestrian or bicycle facilities in the park that connect to the terminus of Potter Avenue. Informal use may occur. During construction, it is likely that public access will be restricted as part of the construction traffic management plan. There is no plan to provide new pedestrian or bicycle facilities at this location as part of the project.	N/A	N/A
D. Parking Supply and Transportation Demand Management						
D.1	Would the project propose a supply of onsite parking that exceeds the baseline amount as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?	No	No	No	No	No
D.2	If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?	N/A	N/A	N/A	N/A	N/A
D.3	Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?	N/A	N/A	N/A	N/A	N/A
D.4	Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?	No	No	No	No	No
D.5	If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?	N/A	N/A	N/A	N/A	N/A
E. Consistency with Regional Plans						
E.1	Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in Section 2.2.3 of the TAG?	No	No	No	No	No
E.2	E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?	N/A	N/A	N/A	N/A	N/A
E.3	If the Answer to E.1 is NO, does the Project result in a net increase in VMT?	No	No	No	No	No
E.4	If the Answer to E.2 or E.3 is YES, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS.	N/A	N/A	N/A	N/A	N/A

Table 2

Plans, Programs, Ordinances, or Policies Applicability (Sites 6 through 9)

Question	Guiding Questions	Project Site Evaluation Site 6: Valley Plaza South	Site 7: Alexandria Park	Site 8: North Hollywood Park	Site 9: Valley Village Park
A. Mobility Plan 2035 Public ROW Classification Standards for Dedications and Improvements					
A.1	Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone?	No	No	Yes, underground infiltration galleries are proposed in an areas of the park adjacent to Magnolia Boulevard and to Tujunga Avenue.	No
A.2	If A.1 is yes, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation?	N/A	N/A	N/A	N/A
A.3	If A.2 is yes, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?	N/A	N/A	N/A	N/A
A.4	If the answer to A.3. is NO, is the project applicant asking to waive from the dedication standards?	N/A	N/A	N/A	N/A
B. Mobility Plan 2035 Public ROW Policy Alignment with Project-Initiated Changes					
B.1	Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?	Yes, temporarily	Yes, temporarily	Yes, temporarily	Yes, temporarily
B.2	Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines?	No. Site access would not be from an Avenue or Boulevard.	No. Site access would not be from an Avenue or Boulevard.	No. All driveways, including on those on an Avenue or a Boulevard, will be subject to review and approval by LADOT.	No. Site access would not be from an Avenue or Boulevard.
-	If the answer to either B.1 or B.2 are YES, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The streets that need special consideration are those that are included on certain networks identified in the Mobility Plan 2035, or the HIN.	St. Clair Avenue is designated as a Collector in the City's Mobility Plan and not part of the Transit Enhanced Network, Bicycle Enhanced Network, Pedestrian Enhanced Districts, Neighborhood Enhanced Network, and High Injury Network (HIN).	Vantage Avenue is unidentified in the City's Mobility Plan and not part of the Transit Enhanced Network, Bicycle Enhanced Network, Pedestrian Enhanced Districts, Neighborhood Enhanced Network, and High Injury Network (HIN).	Chandler Boulevard (Boulevard II), Tujunga Avenue (Avenue II) and Magnolia Boulevard (Avenue II) One or more of these streets are part of the Bicycle Lane Network and Pedestrian Enhanced Districts, Neighborhood Enhanced Network, High Injury Network (HIN).	Westpark Drive is the only street adjacent to the Project site and it is designated as Local Street in the City's Mobility Plan. Westpark Drive between Hesby Street and Addison Street is part of the Neighborhood Enhanced Network.
B.2.1	Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?	Yes, temporarily. Worksite traffic control plans will be prepared to minimize disruption other users of the roadway.	Yes, temporarily. Worksite traffic control plans will be prepared to minimize disruption other users of the roadway.	Yes, temporarily. Worksite traffic control plans will be prepared to minimize disruption other users of the roadway.	Yes, temporarily. Worksite traffic control plans will be prepared to minimize disruption other users of the roadway.
B.2.2	Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?	No	No	No	No

Table 2 (continued)

Plans, Programs, Ordinances, or Policies Applicability (Sites 6 through 9)

Question	Guiding Questions	Project Site Evaluation			
		Site 6: Valley Plaza South	Site 7: Alexandria Park	Site 8: North Hollywood Park	Site 9: Valley Village Park
C. Network Access					
C1.1	Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?	Yes, temporarily	Yes, temporarily	Yes, temporarily	No
C.1.2	If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?	Yes	Yes	Yes	N/A
C.2.1	Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?	No	No	No	No
C.2.2	If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?	N/A	N/A	N/A	N/A
D. Parking Supply and Transportation Demand Management					
D.1	Would the project propose a supply of onsite parking that exceeds the baseline amount as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?	No	No	No	No
D.2	If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?	N/A	N/A	N/A	N/A
D.3	Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?	N/A	N/A	N/A	N/A
D.4	Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?	No	No	No	No
D.5	If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?	N/A	N/A	N/A	N/A
E. Consistency with Regional Plans					
E.1	Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in Section 2.2.3 of the TAG?	No	No	No	No
E.2	E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?	N/A	N/A	N/A	N/A
E.3	If the Answer to E.1 is NO, does the Project result in a net increase in VMT?	No	No	No	No
E.4	If the Answer to E.2 or E.3 is YES, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS.	N/A	N/A	N/A	N/A

VEHICLE MILES TRAVELED (VMT) ANALYSIS

In July 2019 the City of Los Angeles formally adopted a new transportation impact methodology and thresholds of significance to comply with the requirements of State law that led to revisions of the CEQA guidelines. LADOT's TAG provides clear guidance on whether and how to analyze impacts related to Land Use (Development) projects[5] and Transportation Projects. Analysis of Land Use projects that are not screened out is required to assess whether they may result in a substantial impact on vehicle miles traveled. Analysis of Transportation projects that are not screened out is required to assess whether they could induce new vehicle miles of travel. While the TAG does not directly provide a methodology for analyzing VMT related to Infrastructure projects, it does include a screening test that explicitly excludes "public utilities" which is relevant to this project.

"Public Services. Public services (e.g., police, fire stations, public utilities) do not generally generate substantial VMT. Instead, these land uses are often built in response to development from other land uses (e.g., office and residential). Therefore, these land uses can be presumed to have less-than-significant impacts on VMT." (page 2-7 of the TAG)

The lead agency is the City's Department of Water and Power (a public utility) and the proposed infrastructure is intended to capture stormwater to maintain and increase the groundwater supply serving its customers. These considerations alone lead to the conclusion that the proposed project would have a less than significant VMT impact. This conclusion is further supported by the fact that upon completion this project is estimated to generate approximately two trips every other month for routine inspection and maintenance, which would average less than one trip per day across the nine park sites.

During construction there would be a temporary increase in automobile trips made by workers and truck trips. Detailed information provided by LADWP on the planned duration of each phase of activity at each park site and the highest likely number of worker one-way trips and one-way truck trips is presented in **Appendix B**. Information on the maximum temporary increase at each site is presented here for informational purposes.

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[5] Page 2-5 provides this definition of Land Use projects "Land use projects include any discretionary action that changes development capacity (such as a zone change or re-designation of a general plan land use) or results in new construction, additions or change of use.

The highest number of one-way worker trips at a park per day in any one phase is estimated to be 112. Taking into account the overlapping phases at a site, the highest number of daily worker trips at any one park per day would be 152. As now planned, this could occur at Sites 1, 2 and 3 during several months of 2023. Because these estimates are based on the maximum estimated level of activity for each phase, this estimate of overlapping peaks should be considered conservative.

The highest number of one-way truck trips estimated to occur at a park per day in any one phase is estimated to be 180. Taking into account the overlapping phases at a site, the highest number of daily truck trips at any one park per day would be 352. As now planned, this could occur at Sites 1 and 2 during several months of 2023. Because these estimates are based on the maximum estimated level of activity for each phase, this estimate of overlapping peaks should be considered conservative.

LADOT generally considers construction-related traffic to cause adverse but less than significant impacts because, while sometimes inconvenient, construction-related traffic effects are temporary. Detailed Traffic Management Plans would be prepared for each site prior to initiating construction. Where in-street construction is planned, Worksite Traffic Control Plans would be prepared. These plans would be subject to review and approval by LADOT. Analysis of construction-period impacts is provided for in a separate section of the TAG and is considered as non-CEQA analysis.

GEOMETRIC DESIGN HAZARDS

This section discusses impacts regarding the potential for a project to substantially increase hazards due to a geometric design feature that generally relates to the geometric design of access points to and from the Project site and may include safety, operational, or capacity impacts.

The TAG includes two screening questions to determine the need for further analysis to assess whether the project would result in impacts due to geometric design hazards or incompatible uses. Because the answer is “yes” to both questions, further analysis is required.

- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?
    - Yes. The Project includes the construction of new permanent driveways for at six of the nine parks where stormwater capture facilities are proposed. These would be used by maintenance and inspection vehicles to gain access to the sites but would not be open to the general public. Design plans showing the driveway dimensions and their precise locations are not available at this time.
        - One new driveway on Westpark Drive at Valley Village Park

    - One new driveway on Vantage Avenue at Alexandria Park
    - One new driveway within Valley Plaza Park South connecting to the roundabout
    - Two new driveways will be required on Laurelgrove Avenue at Valley Plaza Park North
    - Three new driveways will be required at North Hollywood Park, one on Magnolia Avenue and two on Tujunga Avenue.
    - One new driveway leading to a maintenance parking lot would be located on Remick Avenue.
- Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.).
    - Yes. The proposed project includes construction of diversion pipelines and other stormwater capture infrastructure beneath segments of Norris Avenue, Morehart Avenue, Strathern Street, Whitsett Avenue and Raymer Street, and to reconstruct one block of Morehart Avenue with Green Street elements. The affected block is immediately north of Fernangeles Park and, per the City's NavigateLA website is approximately 700 feet long and has a 60-foot right-of-way.

The driveways would be designed to comply with LADOT standards regarding their width, geometry and placement along the adjacent streets. As development of the proposed project proceeds, coordination between LADWP and LADOT will include LADOT review of conceptual plans for the new limited-use driveways that would lead to maintenance roads within these parks. A review of the site plans for each park indicates that the driveways would not require the removal or relocation of existing passenger transit stops because none present on these frontages. It is noted that one location, Magnolia Avenue adjacent to North Hollywood Park, is part of the High Injury Network.

In reviewing project access plans to determine whether any deficiencies are apparent in the site access plans which would be considered significant, LADOT considers the factors listed below. These would also be considerations as the proposed redesign of Morehart Avenue proceeds.

- The relative amount of pedestrian activity at project access points.
- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
- The type of bicycle facilities the project driveway(s) crosses and the relative level of utilization.
- The physical conditions of the site and surrounding area, such as curves, slopes, walks, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle safety hazards.
- The project location, or project-related changes to the public right-of-way, relative to proximity to the High Injury Network or a Safe Routes to School program area.

- Any other conditions, including the approximate location of incompatible uses that would substantially increase a transportation hazard.

At the six parks where new driveways are proposed as part of the project, each would be limited to inspection and maintenance vehicles accessing the proposed stormwater capture facilities and, potentially, other City vehicles such as those used by the Department of Recreation and Parks. As such, they would not be available for use by general purpose traffic. While not yet known, each of these driveways may have a locked gate to prevent unauthorized use. Each of the driveways would provide access to a park, and thus would be located in areas with low to moderate levels of pedestrian activity. The topography at each location is generally flat, and it appears that these proposed driveways can be connected to the adjacent streets at right angles. Other than the two driveways proposed at North Hollywood Park, each driveway would connect to a low-speed street (a local street, an undefined street, a collector street and an internal park roadway). Because both Tujunga Avenue and Magnolia Boulevard are classified as Avenue II streets, with higher speed limits than the other streets where driveways are proposed, and this segment of Magnolia Boulevard is on the High Injury Network, a review of crash data on the Magnolia Boulevard frontage is recommended to determine if there are any common factors that would affect design of a new driveway. If these driveways lead to locked gates, LADOT's reservoir space requirements should be checked for adequacy to determine that the intended vehicles that would use can be accommodated without blocking the adjacent streets. Because the segments of Tujunga Avenue and Magnolia Boulevard adjacent to North Hollywood Park each have two-way left-turn lanes, LADOT may permit them to allow full access (that is, both left-turns and right-turns may be allowed).

The analysis related to this threshold is necessarily limited to the level of detail on these project elements that is available at this time. Plans for the redesigned Morehart Avenue have not yet been prepared but would only be completed in coordination with multiple other City departments. Similarly, the location and design of the new limited-access driveways at several parks and temporary vehicle access points to the sites has not yet been determined but would be identified and approved as part of the Traffic Management Plans. These plans would also identify restrictions on their use and the need for flagmen or other traffic control elements. Based on the information available now on these project elements, and the information and analysis presented above, it appears that they can be constructed without creating undue hazards due to design features. LADOT has the responsibility for reviewing and approving these elements of the project and maintains standards and follows a defined process for conducting these reviews before allowing construction of new driveways onto City streets or allowing Green Streets elements to be added to Morehart Avenue. As a result, the Project would not substantially increase hazards or conflicts.

4. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze the potential traffic impacts of the proposed LADWP Stormwater Capture Parks Program. The following summarizes the proposed project and results of this analysis:

- The proposed project involves the construction of underground concrete galleries within nine City parks in the San Fernando Valley to capture stormwater to recharge the groundwater supply. The Parks affected by the project are listed below. In addition, redesign of one block of Morehart Avenue, a local street adjacent to Fernangeles Park, is proposed to increase the ability to capture stormwater.
    - David M. Gonzales Recreation Center
    - Fernangeles Park
    - Strathern Park North
    - Whitsett Fields Park North
    - Valley Plaza Park North
    - Valley Plaza Park South
    - Alexandria Park
    - North Hollywood Park
    - Valley Village Park

- The project would generate a temporary increase in automobile and truck trips in the vicinity of each park while construction is underway. The overall project across nine parks is planned to occur over a period of approximately four years. LADOT generally considers construction-related traffic to cause adverse but less than significant impacts because, while inconvenient, these effects are of limited duration.

- An assessment of the project found that it would not conflict with applicable City plans, programs, ordinances, and policies that support alternative transportation and have been adopted to protect the environment. This assessment was made for the construction period as well as the operational period. Therefore, the Project would have a less than significant impact on the City's transportation-related plans, programs, ordinances, and policies.

- The project is an infrastructure project proposed by a public utility. Public utility projects are specifically screened out from a requirement to conduct VMT analysis per LADOT's Transportation Analysis Guidelines. The overall project would generate an average of less than one trip per day, upon completion. For these reasons, it was determined to have a less-than-significant VMT impact.

- The Project would not substantially increase hazards, conflicts, or preclude City action to fulfill or implement projects associated with surrounding transportation networks.

REFERENCES

Mobility Plan 2035, Los Angeles Department of Planning, January 2016.

Transportation Assessment Guidelines, Los Angeles Department of Transportation, 2020.

APPENDIX A:

PLANS, PROGRAMS, ORDINANCE OR POLICIES ASSESSMENT

Appendix A-1: STUDY AREA (1) DAVID M. GONZALES CENTER

Detailed Responses in Support of Determining Plans, Programs, Ordinances, or Policies Applicability

Adapted from Attachment D: Plan Consistency Workshop In Transportation Analysis Guidelines, LADOT, July 2020

I. Screening Criteria for Policy Analysis

If the answer is "yes" to any of the following questions, further analysis is required to demonstrate that the project does not conflict with a plan, policy, or program.

Screening Criteria	Answer
Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent and provisions of the General Plan?	No
Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?	No
Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?	Yes

II. Plan Consistency Analysis

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements			
A.1	Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone?	MP 2.1, 2.3, 3.2, and Mobility Plan 2035 Street Designations and Standard Roadway Dimensions	No. The Project frontages are not along any streets that are designated as Boulevard I, and II, and/or Avenue I, II, or III. The Project would install diversion facilities within Pierce Street, which is designated as Collector in *Mobility Plan 2035*. The land use designation is OS-1XL-CUGU (Clean Up - Green Up District).
A.2	If A.1 is yes, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation?		N/A
A.3	If A.2 is yes, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?		N/A
A.4	If the answer to A.3. is NO, is the project applicant asking to waive from the dedication standards?		N/A

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
		B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes	
B.1	Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?	MP 2.1, 2.3, 3.2, 2.10, and Street Designations and Standard Roadway Dimensions	No. During construction, the Project will install storm drain diversions on the southeast side of Pierce Street and near the intersection of Norris Avenue & Van Nuys Boulevard, as well as diversion pipes connecting them to the infiltration gallery in this park. The construction of the off-site diversion structures would require temporary lane closures. Thus, it may temporarily alter the sidewalk space on Pierce Street and Norris Avenue. In compliance with Objective 1.6 of the Mobility Plan 2035, detour facilities would be designed to provide safe passage for all modes of travel during times of construction. Any changes would be temporary and necessary detouring of pedestrians would be done in compliance with the California Manual on Uniform Traffic Control Devices for Streets and Highway, the impact would be less than significant. Upon completion, the Project would be supportive of and not preclude or conflict with *Mobility Plan 2035* policies: <u>2.1 Adaptive Reuse of Streets</u>: Urban streets serve multiple purposes that not only include travel but also play a role in providing other services such as landscaping and drainage. During construction, the Project would install a diversion pipe across the Pierce Street, which would require temporary lane closures. Upon completion, the Project will not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. <u>2.3 Pedestrian Infrastructure</u>: This policy recognizes walking as a component of every trip and ensures high quality pedestrian access is considered in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment. The Project site is not part of a Pedestrian Enhanced District. The project may temporarily close sections of the sidewalk on Pierce Street or Norris Avenue during construction. Upon completion, there will be no impact on pedestrian infrastructure. <u>3.2 People with Disabilities</u>: When designing developments, it is important to accommodate the needs of all people with varying levels of mobility. Upon completion, the Project would not permanently alter pedestrian space, thus would not change facilities provided for people with disabilities. <u>2.10 Loading Areas</u>: When designing developments, it is important to consider a loading area that minimally impacts other travelers such as people driving or walking. The proposed project would not construct permanent loading areas. During construction, traffic within and around the park would be

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
			managed in compliance with a Traffic Management Plan designed to minimize the temporary impact of loading activities. Upon completion, there will be no effect on loading areas.
B.2	Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT’s Driveway Design Guidelines?	MP 2.10, PL.1, CDG 2, MPP 321	No. The Project will not add new driveways along a street designated as an Avenue or a Boulevard.
-	If the answer to either B.1 or B.2 are YES, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN: ● Transit Enhanced Network ● Bicycle Enhanced Network ● Bicycle Lane Network ● Pedestrian Enhanced District	Mobility Plan 2035: Transit Enhanced Network, Bicycle Enhanced Network, Bicycle Lane Network, Pedestrian Enhanced District, Neighborhood Enhanced Network, High Injury Network, TOC Guidelines	Herrick Avenue along the northeast side of the Project is designated as a Collector in the City’s Mobility Plan and is part of the Neighborhood Enhanced Network. Pierce Street along the southeast side of the Project is also designated as a Collector and is part of the Neighborhood Enhanced Network. The Project frontages are not along streets part of the Transit Enhanced Network, Bicycle Enhanced Network, Bicycle Lane Network, and Pedestrian Enhanced District. ● Transit Enhanced Network: Mobility Plan 2035 identifies specific streets as part of the Transit Enhanced Network (TEN) to receive improvements that enhance the performance and reliability of existing and future bus service. The Project frontages are not along streets part of TEN. ● Bicycle Enhanced Network: The Bicycle Enhanced Network (BEN) is a network of streets that will receive treatments that prioritize bicyclists. This network is a subset of the 2010 Bicycle Plan and will supplement the system. The Project frontages are not along streets part of BEN. ● Bicycle Lane Network: The Bicycle Lane Network consists of: Tier 2 and Tier 3 Bicycle Lanes – Bicycle facilities on arterial roadways with striped separation. The Project frontages are not along streets part of BLN.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
	● Neighborhood Enhanced Network ● High Injury Network		● Pedestrian Enhanced District: Mobility Plan 2035 identifies Pedestrian Enhanced District (PED) where initial analysis suggests arterials can be improved and further analysis and prioritization will occur as funding and projects become available. The Project frontages are not along streets part of the PED. ● Neighborhood Enhanced Network: The Neighborhood Enhanced Network (NEN) is a selection of local streets to provide comfortable and safe routes for localized travel of slower-moving modes, such as walking or biking. Both of Herrick Avenue and Pierce Street are part of the NEN. ● High Injury Network: The High Injury Network (HIN) represents 6% of city streets (over 450 miles) that account for 70% of deaths and severe injuries for people walking[1]. The Project frontages are not along streets that are on the HIN. Information above are retrieved from LADOT Transportation Assessment Support Map https://arcg.is/fubbD
B.2.1	Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?		Yes, temporarily. The construction of the off-site diversion facilities within Pierce Street and Norris Street would require temporary lane closures. Construction within the park may require temporary closure of segments of the sidewalks on its perimeter. Thus, it may temporarily have a negative impact on all roadway users during the construction period. Because any changes would be temporary and necessary traffic control and detouring of pedestrians would be done in compliance with the California Manual on Uniform Traffic Control Devices for Streets and Highway, the impact is considered to be less than significant. Upon completion, the Project would have no impact on existing bicycle, transit, and pedestrian infrastructure.

[1] https://ladotlivablestreets.org/programs/vision-zero/maps

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
B.2.2	Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?		No. the Project would not add any new driveways during the construction phases and upon completion.
		C. Network Access	
C1.1	Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?	MP 3.9	Yes, temporarily. The construction of the off-site diversion pipes on Pierce Street and on Norris Street would require temporary lane closures. Thus, access to those streets will be restricted at times. Traffic will be managed during the construction period on streets adjacent to the Project Site. Upon completion, the project would not restrict public access to these streets.
C.1.2	If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?		Yes. Access to sidewalks will be available to pedestrians within the constraints of the construction management plan.
C.2.1	Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?	MP 3.10	No. The Project is not located adjacent to an existing cul-de-sac, and it would not create a cul-de-sec.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
C.2.2	If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?		N/A
		D. Parking Supply and Transportation Demand Management	
D.1	Would the project propose a supply of onsite parking that exceeds the baseline amount as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?	MP 3.8, 4.8, 4.13	No, because the proposed Project is an infrastructure project rather than a land use project the parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code are not applicable to this Project.
D.2	If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?		N/A
D.3	Would the project provide the minimum on and off-site bicycle parking spaces as required by		N/A. There is no bicycle parking requirement for an infrastructure project.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
	Section 12.21 A.16 of the LAMC?		
D.4	Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?		No, the project is not constructing new non-residential gross floor area.
D.5	If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?		N/A.
E. Consistency with Regional Plans			
E.1	Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in Section 2.2.3 of the TAG?		No. According to Section 2.2.4 of the TAG public services (e.g., police, fire stations, public utilities) do not generally generate substantial VMT. Instead, these land uses are often built in response to development from other land uses (e.g., office and residential). Therefore, these land uses can be presumed to have less-than-significant impacts on VMT. The Project is a utility project which would construct facilities to capture stormwater. Thus, it is public utilities and can be presumed to have less-than-significant impacts on VMT. VMT generated during project construction is considered by the City to be less than significant.
E.2	E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?		N/A
E.3	If the Answer to E.1 is NO, does the Project result in a net increase in VMT?		No, upon completion the Project would result in an average of less than one trip per day for maintenance.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
E.4	4 If the Answer to E.2 or E.3 is YES, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS		N/A

Appendix A-2: STUDY AREA (2) FERNANGELES PARK

Detailed Responses in Support of Determining Plans, Programs, Ordinances, or Policies Applicability

Adapted from Attachment D: Plan Consistency Workshop In Transportation Analysis Guidelines, LADOT, July 2020

I. Screening Criteria for Policy Analysis

If the answer is "yes" to any of the following questions, further analysis is required to demonstrate that the project does not conflict with a plan, policy, or program.

Screening Criteria	Answer
Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent and provisions of the General Plan?	No
Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?	No
Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?	Yes

II. Plan Consistency Analysis

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements			
A.1	Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone?	MP 2.1, 2.3, 3.2, and Mobility Plan 2035 Street Designations and Standard Roadway Dimensions	No. Laurel Canyon Boulevard is designated as Avenue I in the Mobility Plan 2035 and is located immediately northeast of the Project Site but all of the proposed improvements are located on the western portion of the park at least 200 feet from Laurel Canyon Boulevard. The land use designation is OS-1XL.
A.2	If A.1 is yes, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation?		N/A
A.3	If A.2 is yes, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?		N/A
A.4	If the answer to A.3. is NO, is the project applicant asking to waive from the dedication standards?		N/A

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes			
B.1	Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?	MP 2.1, 2.3, 3.2, 2.10, and Street Designations and Standard Roadway Dimensions	Yes. This Project proposes to redesign one block of Morehart Avenue to include Green Street elements including a diversion structure at the southeast corner of Morehart Avenue & Sheldon Street and pipes connecting it to the infiltration gallery. An additional diversion structure would be located on the north side of Wicks Street. In compliance with Objective 1.6 of the Mobility Plan 2035, detour facilities would be designed to provide safe passage for all modes of travel during times of construction. Any changes would be temporary and necessary detouring of pedestrians would be done in compliance with the California Manual on Uniform Traffic Control Devices for Streets and Highway, the impact would be less than significant. Upon completion, the Project would be supportive of and not preclude or conflict with *Mobility Plan 2035* policies: <u>2.1 Adaptive Reuse of Streets</u>: Urban streets serve multiple purposes that not only include travel but also play a role in providing other roles such as landscaping, drainage and stormwater capture. During construction, the Project would improve Morehart Avenue to include Green Street elements. The design is of this street not yet final and would be coordinated with multiple City departments and in compliance with relevant standards. <u>2.3 Pedestrian Infrastructure</u>: This policy recognizes walking as a component of every trip and ensures high quality pedestrian access is considered in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment. The Project site is not part of a Pedestrian Enhanced District. The specific improvements that will be made on Morehart Avenue are not yet final but may include sidewalks. <u>3.2 People with Disabilities</u>: When designing developments, it is important to accommodate the needs of all people with varying levels of mobility. Upon completion, the Project would not change facilities provided for people with disabilities. <u>2.10 Loading Areas</u>: When designing developments, it is important to consider a loading area that minimally impacts other travelers such as people driving or walking. The proposed project would not construct permanent loading areas. During construction, traffic within and around the park and on Morehart Avenue would be managed in compliance with a Traffic Management Plan

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
			designed to minimize the temporary impact of loading activities. Upon completion, there will be no effect on loading areas.
B.2	Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines?	MP 2.10, PL.1, CDG 2, MPP 321	No. The Project will not add new driveways along a street designated as an Avenue or a Boulevard.
-	If the answer to either B.1 or B.2 are YES, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN: ● Transit Enhanced Network ● Bicycle Enhanced Network ● Bicycle Lane Network ● Pedestrian Enhanced District ● Neighborhood Enhanced Network ● High Injury Network	Mobility Plan 2035: Transit Enhanced Network, Bicycle Enhanced Network, Bicycle Lane Network, Pedestrian Enhanced District, Neighborhood Enhanced Network, High Injury Network, TOC Guidelines	Laurel Canyon Boulevard along the northeast side of the Project is designated as an Avenue I in the City's Mobility Plan and is part of the Bicycle Lane Network and High Injury Network (HIN). The Project frontages are not along streets part of the Transit Enhanced Network, Bicycle Enhanced Network, Pedestrian Enhanced Districts, Neighborhood Enhanced Network. ● Transit Enhanced Network: Mobility Plan 2035 identifies specific streets as part of the Transit Enhanced Network (TEN) to receive improvements that enhance the performance and reliability of existing and future bus service. The Project frontages are not along streets part of TEN. ● Bicycle Enhanced Network: The Bicycle Enhanced Network (BEN) is a network of streets that will receive treatments that prioritize bicyclists. This network is a subset of the 2010 Bicycle Plan and will supplement the system. The Project frontages are not along streets part of BEN. ● Bicycle Lane Network: The Bicycle Lane Network consists of: Tier 2 and Tier 3 Bicycle Lanes – Bicycle facilities on arterial roadways with striped separation. Laurel Canyon Boulevard along the northeast side of the Project is part of the Bicycle Lane Network. ● Pedestrian Enhanced District: Mobility Plan 2035 identifies Pedestrian Enhanced Districts (PED) where initial analysis suggests arterials can be improved and further analysis and prioritization will occur as funding and projects become available. The Project frontages are not along streets part of the PED.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
			● Neighborhood Enhanced Network: The Neighborhood Enhanced Network (NEN) is a selection of local streets to provide comfortable and safe routes for localized travel of slower-moving modes, such as walking or biking. The Project frontages are not along streets part of the NEN. ● High Injury Network: The High Injury Network (HIN) represents 6% of city streets (over 450 miles) that account for 70% of deaths and severe injuries for people walking[1]. Laurel Canyon Boulevard along the northeast side of the Project is part of the High Injury Network. Information above are retrieved from LADOT Transportation Assessment Support Map https://arcg.is/fubbD
B.2.1	Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?		Yes, temporarily. The physical changes on Morehart Avenue and the installation of diversion pipes and catch basin inlets on Laurel Canyon Boulevard, Allegheny Street, and Wicks Street would have a temporary impact on existing sidewalks and all roadway users including cyclists. Traffic Management Plans would be prepared in compliance with the California Manual on Uniform Traffic Control Devices for Streets and Highway to maintain access for all users during construction wherever possible and to identify detour routes where necessary. Upon completion, the Project would have no impact on existing bicycle, transit, and pedestrian infrastructure on the streets. Upon completion, Morehart Avenue would be improved and would have a beneficial impact on vulnerable roadway users.
B.2.2	Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?		No. The project would construct one new driveway on Remick Avenue to provide access to a small maintenance parking lot.

[1] https://ladotlivablestreets.org/programs/vision-zero/maps

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
			C. Network Access
C1.1	Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?	MP 3.9	Yes, temporarily. The construction of the off-site diversion facilities within Allegheny Street and Wicks Street would require temporary lane closures. Thus, access to these streets will be restricted during the construction period. Traffic will be managed during the construction on streets adjacent to the Project Site and on Morehart Avenue. Upon completion, the project would not restrict public access to these streets.
C.1.2	If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?		Yes. Access to sidewalks will be available to pedestrians within the constraints of the construction management plan.
C.2.1	Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?	MP 3.10	No. The Project is not located adjacent to an existing cul-de-sac, and it would not create a cul-de-sec.
C.2.2	If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?		N/A
			D. Parking Supply and Transportation Demand Management
D.1	Would the project propose a supply of onsite parking that exceeds the baseline amount as required in the Los Angeles	MP 3.8, 4.8, 4.13	No, because the proposed Project is an infrastructure project rather than a land use project the parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code are not applicable to this Project.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
	Municipal Code or a Specific plan, whichever requirement prevails?		
D.2	If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?		N/A
D.3	Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?		N/A. There is no bicycle parking requirement for an infrastructure project.
D.4	Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?		No, the project is not constructing new non-residential gross floor area.
D.5	If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?		N/A.
E. Consistency with Regional Plans			
E.1	Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per		No. According to Section 2.2.4 of the TAG, public services (e.g., police, fire stations, public utilities) do not generally generate substantial VMT. Instead, these land uses are often built in response to development from other land uses (e.g., office and residential). Therefore, these land uses can be presumed to have less-than-significant impacts on VMT. The Project is building underground

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
	service population) as discussed in Section 2.2.3 of the TAG?		infiltration gallery to capture and infiltrate stormwater. Thus, it is public utilities and are presumed to have less-than-significant impacts on VMT.
E.2	E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?		N/A.
E.3	If the Answer to E.1 is NO, does the Project result in a net increase in VMT?		No, upon completion the Project would result in an average of less than one trip per day for maintenance.
E.4	4 If the Answer to E.2 or E.3 is YES, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS		N/A

Appendix A-3: STUDY AREA (3) STRATHERN PARK NORTH

Detailed Responses in Support of Determining Plans, Programs, Ordinances, or Policies Applicability

Adapted from Attachment D: Plan Consistency Workshop In Transportation Analysis Guidelines, LADOT, July 2020

I. Screening Criteria for Policy Analysis

If the answer is "yes" to any of the following questions, further analysis is required to demonstrate that the project does not conflict with a plan, policy, or program.

Screening Criteria	**Answer**
Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent and provisions of the General Plan?	No
Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?	No
Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?	Yes

II. Plan Consistency Analysis

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements			
A.1	Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone?	MP 2.1, 2.3, 3.2, and Mobility Plan 2035 Street Designations and Standard Roadway Dimensions	Yes. Strathern Street and Whitsett Avenue, which adjoin the project site, are both designated as Avenue II in the *Mobility Plan 2035*. The Project would construct a diversion pipe and maintenance holes on the south side of Strathern Street. The land use designation includes PF-1XL and OS-1XL.
A.2	If A.1 is yes, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation?		N/A
A.3	If A.2 is yes, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?		N/A
A.4	If the answer to A.3. is NO, is the project applicant asking to waive from the dedication standards?		N/A

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes			
B.1	Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?	MP 2.1, 2.3, 3.2, 2.10, and Street Designations and Standard Roadway Dimensions	Yes. The Project would construct a diversion facility at the terminus of Potter Avenue. There is no existing curb at the end of this street, but one would be added as part of the new facilities to capture stormwater. The Project would not preclude or conflict with *Mobility Plan 2035* policies: 2.1 Adaptive Reuse of Streets: Urban streets serve multiple purposes that not only include travel but also play a role in providing other roles such as landscaping and drainage. The Project will not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. 2.3 Pedestrian Infrastructure: This policy recognizes walking as a component of every trip and ensures high quality pedestrian access is considered in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment. The Project site is not part of a Pedestrian Enhanced District. The Project may temporarily fence the construction area, parts of the park may remain open during construction. Upon completion, there will be no impact on pedestrian infrastructure. 3.2 People with Disabilities: When designing developments, it is important to accommodate the needs of all people with varying levels of mobility. Upon completion, the Project would not alter pedestrian space, thus would not change facilities provided for people with disabilities. 2.10 Loading Areas: When designing developments, it is important to consider a loading area that minimally impacts other travelers such as people driving or walking. The proposed project would not construct permanent loading areas. During construction, traffic within and around the park would be managed in compliance with a Traffic Management Plan designed to minimize the temporary impact of loading activities. Upon completion, there will be no effect on loading areas.
B.2	Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines?	MP 2.10, PL.1, CDG 2, MPP 321	No. The Project will not add new driveways along a street designated as an Avenue or a Boulevard.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
-	If the answer to either B.1 or B.2 are YES, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN: ● Transit Enhanced Network ● Bicycle Enhanced Network ● Bicycle Lane Network ● Pedestrian Enhanced District ● Neighborhood Enhanced Network ● High Injury Network	Mobility Plan 2035: Transit Enhanced Network, Bicycle Enhanced Network, Bicycle Lane Network, Pedestrian Enhanced District, Neighborhood Enhanced Network, High Injury Network, TOC Guidelines	Strathern Street along the south side of the Project is designated as Avenue II in the City's Mobility Plan and is part of the Neighborhood Enhanced Network and Bicycle Lane Network. The Project frontages are not along streets part of the Transit Enhanced Network, Bicycle Enhanced Network, Pedestrian Enhanced Districts or High Injury Network. ● Transit Enhanced Network: Mobility Plan 2035 identifies specific streets as part of the Transit Enhanced Network (TEN) to receive improvements that enhance the performance and reliability of existing and future bus service. The Project frontages are not along streets part of TEN. ● Bicycle Enhanced Network: The Bicycle Enhanced Network (BEN) is a network of streets that will receive treatments that prioritize bicyclists. This network is a subset of the 2010 Bicycle Plan and will supplement the system. The Project frontages are not along streets part of BEN. ● Bicycle Lane Network: The Bicycle Lane Network (BLN) consists of: Tier 2 and Tier 3 Bicycle Lanes – Bicycle facilities on arterial roadways with striped separation. Strathern Street is part of the BLN. ● Pedestrian Enhanced District: Mobility Plan 2035 identifies Pedestrian Enhanced District (PED) where initial analysis suggests arterials can be improved and further analysis and prioritization will occur as funding and projects become available. The Project frontages are not along streets part of the PED. ● Neighborhood Enhanced Network: The Neighborhood Enhanced Network (NEN) is a selection of local streets to provide comfortable and safe routes for localized travel of slower-moving modes, such as walking or biking. Strathern Street is part of the NEN. ● High Injury Network: The High Injury Network (HIN) represents 6% of city streets (over 450 miles) that account for 70% of deaths and severe injuries for people walking[1]. The Project frontages are not along streets part of the HIN. Information above are retrieved from LADOT Transportation Assessment Support Map https://arcg.is/fubbD

[1] https://ladotlivablestreets.org/programs/vision-zero/maps

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
B.2.1	Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?		No. The Project would not remove or temporarily close existing sidewalks or bikeways, nor require relocation of transit stops. Construction traffic would likely use an existing maintenance driveway on Strathern Street and/or create a temporary vehicular access at the terminus of Potter Avenue. Upon completion, the Project would have no effect on existing bicycle, transit, and pedestrian infrastructure.
B.2.2	Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?		No. the Project would not add any new driveways during the construction phase or upon completion.
C. Network Access			
C1.1	Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?	MP 3.9	No. The Project would not restrict public access to a street, alley or public stairway either during construction or upon completion.
C.1.2	If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?		N/A
C.2.1	Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?	MP 3.10	Yes. The Project is located at the terminus of Potter Avenue.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
C.2.2	If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?		There are no developed pedestrian or bicycle facilities in the park that connect to the terminus of Potter Avenue. Informal use may occur. During construction, it is likely that public access will be restricted as part of the construction traffic management plan. There is no plan to provide new pedestrian or bicycle facilities at this location as part of the project.
D. Parking Supply and Transportation Demand Management			
D.1	Would the project propose a supply of onsite parking that exceeds the baseline amount as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?	MP 3.8, 4.8, 4.13	No, because the proposed Project is an infrastructure project rather than a land use project the parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code are not applicable to this Project.
D.2	If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?		N/A
D.3	Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?		N/A. There is no bicycle parking requirement for an infrastructure project.
D.4	Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?		No, the project is not constructing new non-residential gross floor area.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
D.5	If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?		N/A.
			E. Consistency with Regional Plans
E.1	Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in Section 2.2.3 of the TAG?		No. According to Section 2.2.4 of the TAG public services (e.g., police, fire stations, public utilities) do not generally generate substantial VMT. Instead, these land uses are often built in response to development from other land uses (e.g., office and residential). Therefore, these land uses can be presumed to have less-than-significant impacts on VMT. The Project is a utility project which would construct facilities to capture stormwater. Thus, it is public utilities and can be presumed to have less-than-significant impacts on VMT. VMT generated during project construction is considered by the City to be less than significant.
E.2	E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?		N/A
E.3	If the Answer to E.1 is NO, does the Project result in a net increase in VMT?		No, upon completion the Project would result in an average of less than one trip per day for maintenance.
E.4	4 If the Answer to E.2 or E.3 is YES, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS		N/A

Appendix A-4: STUDY AREA (4) WHITSETT FIELDS PARK NORTH

Detailed Responses in Support of Determining Plans, Programs, Ordinances, or Policies Applicability

Adapted from Attachment D: Plan Consistency Workshop In Transportation Analysis Guidelines, LADOT, July 2020

I. Screening Criteria for Policy Analysis

If the answer is "yes" to any of the following questions, further analysis is required to demonstrate that the project does not conflict with a plan, policy, or program.

Screening Criteria	Answer
Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent and provisions of the General Plan?	No
Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?	No
Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?	Yes

II. Plan Consistency Analysis

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements			
A.1	Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone?	MP 2.1, 2.3, 3.2, and Mobility Plan 2035 Street Designations and Standard Roadway Dimensions	Yes. Whitsett Avenue is designated as Avenue II in Mobility Plan 2035 and is located immediately west of the Project Site. Sherman Way is designated as a Boulevard II and is located immediately north of the Project Site. The Project proposes to install a diversion structure and approximately 0.2 miles of pipe within Whitsett Avenue and Raymer Avenue. The precise location within the roadway is not known at this time. Upon completion, Whitsett Avenue and Raymer Avenue will be restored to their pre-construction conditions. The land use designation is OS-1XL.
A.2	If A.1 is yes, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation?		No.
A.3	If A.2 is yes, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?		N/A.
A.4	If the answer to A.3. is NO, is the project applicant asking to waive from the dedication standards?		N/A.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes			
B.1	Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?	MP 2.1, 2.3, 3.2, 2.10, and Street Designations and Standard Roadway Dimensions	Yes, temporarily. The construction of this Project may temporarily restrict access to the portions of the park, sidewalks, and driveways on Whitsett Avenue. Upon completion, the Project would restore the street, sidewalks and park to the existing condition. Thus, the project would not preclude or conflict with *Mobility Plan 2035* policies: 2.1 Adaptive Reuse of Streets: Urban streets serve multiple purposes that not only include travel but also play a role in providing other roles such as landscaping and drainage. During construction, the Project would install a diversion pipe under Whitsett Avenue, which would require temporary partial lane closures. Upon completion, the Project will not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. 2.3 Pedestrian Infrastructure: This policy recognizes walking as a component of every trip and ensures high quality pedestrian access is considered in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment. Sherman Way and Whitsett Avenue are part of the Pedestrian Enhanced District in the study area. The project may temporarily close sections of the sidewalk on Whitsett Avenue during construction. Upon completion, existing facilities would be restored there would be no impact on pedestrian infrastructure. 3.2 People with Disabilities: When designing developments, it is important to accommodate the needs of all people with varying levels of mobility. Upon completion, the Project would not change facilities provided for people with disabilities. 2.10 Loading Areas: When designing developments, it is important to consider a loading area that minimally impacts other travelers such as people driving or walking. The proposed project would not construct permanent loading areas. During construction, traffic within and around the park would be managed in compliance with a Traffic Management Plan designed to minimize the temporary impact of loading activities. Upon completion, there will be no effect on loading areas.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
B.2	Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines?	MP 2.10, PL.1, CDG 2, MPP 321	No. The Project will not add new driveways along a street designated as an Avenue or a Boulevard.
-	If the answer to either B.1 or B.2 are YES, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN: ● Transit Enhanced Network ● Bicycle Enhanced Network ● Bicycle Lane Network ● Pedestrian Enhanced District ● Neighborhood Enhanced Network ● High Injury Network	Mobility Plan 2035: Transit Enhanced Network, Bicycle Enhanced Network, Bicycle Lane Network, Pedestrian Enhanced District, Neighborhood Enhanced Network, High Injury Network, TOC Guidelines	Sherman Way (Boulevard II) and Whitsett Avenue (Avenue II) are streets along the Project frontages. One or more of these streets are part of the Transit Enhanced Network, Bicycle Enhanced Network, Pedestrian Enhanced Districts, Neighborhood Enhanced Network, add High Injury Network (HIN) as listed below: ● Transit Enhanced Network: Mobility Plan 2035 identifies specific streets as part of the Transit Enhanced Network (TEN) to receive improvements that enhance the performance and reliability of existing and future bus service. Sherman Way fronting the project site is part of the TEN. ● Bicycle Enhanced Network: The Bicycle Enhanced Network (BEN) is a network of streets that will receive treatments that prioritize bicyclists. This network is a subset of the 2010 Bicycle Plan and will supplement the system. Sherman Way fronting the project site is part of the BEN. ● Bicycle Lane Network: The Bicycle Lane Network (BLN) consists of: Tier 2 and Tier 3 Bicycle Lanes – Bicycle facilities on arterial roadways with striped separation. The Project frontages are not along streets part of the BLN. ● Pedestrian Enhanced District: Mobility Plan 2035 identifies Pedestrian Enhanced Districts (PED) where initial analysis suggests arterials can be improved and further analysis and prioritization will occur as funding and projects become available. Sherman Way and Whitsett Avenue part of the PED. ● Neighborhood Enhanced Network: The Neighborhood Enhanced Network (NEN) is a selection of local streets to provide comfortable and safe routes for localized travel of slower-moving modes, such as walking or biking. The Project frontages are not along streets part of the NEN.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
			● High Injury Network: The High Injury Network (HIN) represents 6% of city streets (over 450 miles) that account for 70% of deaths and severe injuries for people walking[1]. Sherman Way (Boulevard II) and Whitsett Avenue (Avenue II) along the Project frontages part of the HIN. Information above are retrieved from LADOT Transportation Assessment Support Map https://arcg.is/fubbD
B.2.1	Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?		No. If the installation of diversion facilities on Whitsett Avenue would temporarily restrict access to existing sidewalks during construction, the traffic management plan prepared for construction period would provide alternative facilities or well-marked detours for pedestrians. Because any changes would be temporary and necessary traffic control and detouring of pedestrians would be done in compliance with the California Manual on Uniform Traffic Control Devices for Streets and Highway, the impact is considered to be less than significant. Upon completion, the Project would have no impact on existing bicycle, transit, and pedestrian infrastructure as the Project site and adjacent street would be returned to their pre-construction conditions.
B.2.2	Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?		No. the Project would not add any new driveways during the construction phases and upon completion.
		C. Network Access	
C1.1	Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?	MP 3.9	Yes, temporarily. The construction of the in-street diversion facilities on Whitsett Avenue and Raymer Avenue would require temporary lane closures. Thus, access to those streets will be temporarily restricted during the construction. At least one lane of traffic in each direction on Whitsett Avenue would be maintained. Use of flagmen or detours may be necessary on Raymer Avenue. Upon completion, the project would not restrict public access to streets adjacent to the project site.

[1] https://ladotlivablestreets.org/programs/vision-zero/maps

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
C.1.2	If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?		Yes, if sidewalk closures are necessary, the traffic management plan prepared for construction period would provide alternative facilities or well-marked detours for pedestrians. Because any changes would be temporary and necessary traffic control and detouring of pedestrians would be done in compliance with the California Manual on Uniform Traffic Control Devices for Streets and Highway, the impact is considered to be less than significant.
C.2.1	Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?	MP 3.10	No. The Project is not located adjacent to an existing cul-de-sac, and it would not create a cul-de-sac.
C.2.2	If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?		N/A
D. Parking Supply and Transportation Demand Management			
D.1	Would the project propose a supply of onsite parking that exceeds the baseline amount as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?	MP 3.8, 4.8, 4.13	No, because the proposed Project is an infrastructure project rather than a land use project the parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code are not applicable to this Project.
D.2	If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?		N/A.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
D.3	Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?		N/A. There is no bicycle parking requirement for an infrastructure project.
D.4	Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?		No, the project is not constructing new non-residential gross floor area.
D.5	If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?		N/A.
E. Consistency with Regional Plans			
E.1	Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in Section 2.2.3 of the TAG?		No. According to Section 2.2.4 of the TAG public services (e.g., police, fire stations, public utilities) do not generally generate substantial VMT. Instead, these land uses are often built in response to development from other land uses (e.g., office and residential). Therefore, these land uses can be presumed to have less-than-significant impacts on VMT. The Project is a utility project which would construct facilities to capture stormwater. Thus, it is public utilities and can be presumed to have less-than-significant impacts on VMT. VMT generated during project construction is considered by the City to be less than significant.
E.2	E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?		N/A
E.3	If the Answer to E.1 is NO, does the Project result in a net increase in VMT?		No, upon completion the Project would result in an average of less than one trip per day for maintenance.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
E.4	4 If the Answer to E.2 or E.3 is YES, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS		N/A

Appendix A-5: STUDY AREA (5) VALLEY PLAZA PARK NORTH

Detailed Responses in Support of Determining Plans, Programs, Ordinances, or Policies Applicability

Adapted from Attachment D: Plan Consistency Workshop In Transportation Analysis Guidelines, LADOT, July 2020

I. Screening Criteria for Policy Analysis

If the answer is "yes" to any of the following questions, further analysis is required to demonstrate that the project does not conflict with a plan, policy, or program.

Screening Criteria	Answer
Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent and provisions of the General Plan?	No
Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?	No
Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?	Yes

II. Plan Consistency Analysis

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements			
A.1	Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone?	MP 2.1, 2.3, 3.2, and Mobility Plan 2035 Street Designations and Standard Roadway Dimensions	No. The Project proposes to add two new permanent driveways on Laurelgrove Avenue but it is designated as a Collector in *Mobility Plan 2035*. The land use designation is OS-1XL.
A.2	If A.1 is yes, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation?		N/A.
A.3	If A.2 is yes, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?		N/A.
A.4	If the answer to A.3. is NO, is the project applicant asking to waive from the dedication standards?		N/A.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes			
B.1	Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?	MP 2.1, 2.3, 3.2, 2.10, and Street Designations and Standard Roadway Dimensions	Yes, temporarily. The construction of this Project may temporarily restrict access to portions of the park, sidewalks, and driveways on Laurelgrove Avenue. The Project will also add two new driveways on Laurelgrove Avenue for maintenance access to the stormwater facilities. The construction area at the Project site would be fenced and closures delineated. Parts of the parks may remain open during construction. Upon completion, the Project would be supportive of and not preclude or conflict with *Mobility Plan 2035* policies: 2.1 Adaptive Reuse of Streets: Urban streets serve multiple purposes that not only include travel but also play a role in providing other roles such as landscaping and drainage. The Project will not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. 2.3 Pedestrian Infrastructure: This policy recognizes walking as a component of every trip and ensures high quality pedestrian access is considered in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment. The Project site is not part of a Pedestrian Enhanced District. The Project will add two new driveways on Laurelgrove Avenue for maintenance access to the stormwater facilities. The project may temporarily close sections of the sidewalk on Whitsett Avenue during construction. The new maintenance driveways would be subject to review and approval by LADOT to ensure compliance with applicable standards and would not have a negative impact on pedestrian infrastructure. 3.2 People with Disabilities: When designing developments, it is important to accommodate the needs of all people with varying levels of mobility. The Project would not have a negative impact on facilities provided for people with disabilities. 2.10 Loading Areas: When designing developments, it is important to consider a loading area that minimally impacts other travelers such as people driving or walking. The proposed project would not construct permanent loading areas. During construction, traffic within and around the park would be managed in compliance with a Traffic Management Plan designed to minimize the temporary impact of loading activities. Upon completion, there will be no effect on loading areas.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
B.2	Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines?	MP 2.10, PL.1, CDG 2, MPP 321	No. The project would not add new driveways on an Avenue or Boulevard. Laurelgrove Avenue is a Collector street.
-	If the answer to either B.1 or B.2 are YES, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN: ● Transit Enhanced Network ● Bicycle Enhanced Network ● Bicycle Lane Network ● Pedestrian Enhanced District ● Neighborhood Enhanced Network ● High Injury Network	Mobility Plan 2035: Transit Enhanced Network, Bicycle Enhanced Network, Bicycle Lane Network, Pedestrian Enhanced District, Neighborhood Enhanced Network, High Injury Network, TOC Guidelines	Vanowen Street is designated as an Avenue II. Laurelgrove Avenue is designated as a Collector street. The segment of Vanowen Street adjacent to the park is part of the and High Injury Network (HIN). The segment of Laurelgrove Avenue adjacent to the park is not part of the HIN. Neither street is part of the Transit Enhanced Network, Bicycle Enhanced Network, Pedestrian Enhanced Districts, or Neighborhood Enhanced Network.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
B.2.1	Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?		No. If temporary access restrictions were placed on sidewalks during construction, the traffic management plan prepared for construction period would provide alternative facilities or well-marked detours for pedestrians. Because any changes would be temporary and necessary traffic control and detouring of pedestrians would be done in compliance with the California Manual on Uniform Traffic Control Devices for Streets and Highway, the impact is considered to be less than significant. The new maintenance driveways would be subject to review and approval by LADOT to ensure compliance with applicable standards. Upon completion, the driveways would open for maintenance access only and would not be available for public access. Thus, it would not negatively impact existing bicycle, transit, and/or pedestrian infrastructure.
B.2.2	Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?		No. The two new maintenance driveways would be subject to review and approval by LADOT to ensure compliance with applicable standards and would not have a negative impact on pedestrian infrastructure.
C. Network Access			
C1.1	Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?	MP 3.9	Yes, temporarily. The Project would not permanently restrict public access to a street, alley or public stairway. At times during construction, it is likely that access to the sidewalk on the west side of Laurelgrove Avenue will be restricted as part of the construction traffic management plan.
C.1.2	If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?		Yes, access will be available to pedestrians via temporary sidewalks or on signed alternative routes as defined by a construction traffic management plan.
C.2.1	Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?	MP 3.10	No. The Project is not located adjacent to an existing cul-de-sac, and it would not create a cul-de-sac.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
C.2.2	If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?		N/A
D. Parking Supply and Transportation Demand Management			
D.1	Would the project propose a supply of onsite parking that exceeds the baseline amount as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?	MP 3.8, 4.8, 4.13	No, because the proposed Project is an infrastructure project rather than a land use project the parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code are not applicable to this Project.
D.2	If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?		N/A.
D.3	Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?		N/A. There is no bicycle parking requirement for an infrastructure project.
D.4	Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?		No, the Project is not constructing new non-residential gross floor area.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
D.5	If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?		N/A.
		E. Consistency with Regional Plans	
E.1	Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in Section 2.2.3 of the TAG?		No. According to Section 2.2.4 of the TAG public services (e.g., police, fire stations, public utilities) do not generally generate substantial VMT. Instead, these land uses are often built in response to development from other land uses (e.g., office and residential). Therefore, these land uses can be presumed to have less-than-significant impacts on VMT. The Project is a utility project which would construct facilities to capture stormwater. Thus, it is public utilities and can be presumed to have less-than-significant impacts on VMT. VMT generated during project construction is considered by the City to be less than significant.
E.2	E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?		N/A
E.3	If the Answer to E.1 is NO, does the Project result in a net increase in VMT?		No, upon completion the Project would result in an average of less than one trip per day for maintenance.
E.4	4 If the Answer to E.2 or E.3 is YES, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS		N/A

Appendix A-6: STUDY AREA (6) VALLEY PLAZA PARK SOUTH

Detailed Responses in Support of Determining Plans, Programs, Ordinances, or Policies Applicability

Adapted from Attachment D: Plan Consistency Workshop In Transportation Analysis Guidelines, LADOT, July 2020

I. Screening Criteria for Policy Analysis

If the answer is "yes" to any of the following questions, further analysis is required to demonstrate that the project does not conflict with a plan, policy, or program.

Screening Criteria	Answer
Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent and provisions of the General Plan?	No
Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?	No
Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?	Yes

II. Plan Consistency Analysis

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements			
A.1	Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone?	MP 2.1, 2.3, 3.2, and Mobility Plan 2035 Street Designations and Standard Roadway Dimensions	No. The Project proposes to add one new permanent driveway on St. Clair Avenue but it is designated as a Collector in *Mobility Plan 2035*. The land use designation is OS-1XL.
A.2	If A.1 is yes, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation?		N/A.
A.3	If A.2 is yes, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?		N/A.
A.4	If the answer to A.3. is NO, is the project applicant asking to waive from the dedication standards?		N/A.
B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes			

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
B.1	Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?	MP 2.1, 2.3, 3.2, 2.10, and Street Designations and Standard Roadway Dimensions	Yes, temporarily. The construction of this Project may temporarily restrict access to the park, sidewalks, and driveways on St. Clair Avenue. The Project will also add a new driveway on St. Clair Avenue for maintenance access to the stormwater facilities. The construction area at the Project site would be fenced and closures delineated. Parts of the parks may remain open during construction. Upon completion, the Project would be supportive of and not preclude or conflict with *Mobility Plan 2035* policies: <u>2.1 Adaptive Reuse of Streets</u>: Urban streets serve multiple purposes that not only include travel but also play a role in providing other roles such as landscaping and drainage. The Project will not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. <u>2.3 Pedestrian Infrastructure</u>: This policy recognizes walking as a component of every trip and ensures high quality pedestrian access is considered in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment. The Project site is not part of a Pedestrian Enhanced District. The Project will add a new driveway on St. Clair Avenue for maintenance access to the stormwater facilities. The new driveway would not have a negative impact on pedestrian infrastructure. <u>3.2 People with Disabilities</u>: When designing developments, it is important to accommodate the needs of all people with varying levels of mobility. The Project would not have a negative impact on facilities provided for people with disabilities. <u>2.10 Loading Areas</u>: When designing developments, it is important to consider a loading area that minimally impacts other travelers such as people driving or walking. The proposed project would not construct permanent loading areas. During construction, traffic within and around the park would be managed in compliance with a Traffic Management Plan designed to minimize the temporary impact of loading activities. Upon completion, there will be no effect on loading areas.
B.2	Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines?	MP 2.10, PL.1, CDG 2, MPP 321	No. The project would not add new driveways on an Avenue or Boulevard. St. Clair Avenue is a Collector street.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
-	If the answer to either B.1 or B.2 are YES, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN: ● Transit Enhanced Network ● Bicycle Enhanced Network ● Bicycle Lane Network ● Pedestrian Enhanced District ● Neighborhood Enhanced Network ● High Injury Network	Mobility Plan 2035: Transit Enhanced Network, Bicycle Enhanced Network, Bicycle Lane Network, Pedestrian Enhanced District, Neighborhood Enhanced Network, High Injury Network, TOC Guidelines	St. Clair Avenue is designated as a Collector in the City's Mobility Plan and not part of the Transit Enhanced Network, Bicycle Enhanced Network, Pedestrian Enhanced Districts, Neighborhood Enhanced Network, and High Injury Network (HIN).
B.2.1	Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?		No. If temporarily access restrictions were placed on sidewalks during construction, the traffic management plan prepared for construction period would provide alternative facilities or well-marked detours for pedestrians. There are no existing bicycle facilities along these streets, so the Project would not degrade the experience of bicyclists. Because any changes would be temporary and necessary traffic control and detouring of pedestrians would be done in compliance with the California Manual on Uniform Traffic Control Devices for Streets and Highway, the impact is considered to be less than significant. Upon completion, the new permanent driveway on St. Clair Avenue would open for maintenance access only and would not be available for public access. Thus, it would not negatively impact existing bicycle, transit, and/or pedestrian infrastructure.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
B.2.2	Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?		No. The new maintenance driveway would be subject to review and approval by LADOT to ensure compliance with applicable standards and would not have a negative impact on pedestrian infrastructure.
			C. Network Access
C1.1	Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?	MP 3.9	Yes, temporarily. The proposed driveway on St. Clair Avenue may temporarily restrict access to the street. Traffic will be managed during the construction on streets adjacent to the Project Site. Upon completion, the project would not restrict public access to streets adjacent to the project site.
C.1.2	If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?		Yes, access will be available to pedestrians via temporary sidewalks with signs indicating alternative routes and closures as defined by a construction traffic management plan.
C.2.1	Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?	MP 3.10	No. The Project is not located adjacent to an existing cul-de-sac, and it would not create a cul-de-sac.
C.2.2	If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?		N/A

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
D. Parking Supply and Transportation Demand Management			
D.1	Would the project propose a supply of onsite parking that exceeds the baseline amount as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?	MP 3.8, 4.8, 4.13	No, because the proposed Project is an infrastructure project rather than a land use project the parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code are not applicable to this Project.
D.2	If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?		N/A.
D.3	Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?		N/A. There is no bicycle parking requirement for an infrastructure project.
D.4	Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?		No, the Project is not constructing new non-residential gross floor area.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
D.5	If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?		N/A.
			E. Consistency with Regional Plans
E.1	Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in Section 2.2.3 of the TAG?		No. According to Section 2.2.4 of the TAG public services (e.g., police, fire stations, public utilities) do not generally generate substantial VMT. Instead, these land uses are often built in response to development from other land uses (e.g., office and residential). Therefore, these land uses can be presumed to have less-than-significant impacts on VMT. The Project is a utility project which would construct facilities to capture stormwater. Thus, it is public utilities and can be presumed to have less-than-significant impacts on VMT. VMT generated during project construction is considered by the City to be less than significant.
E.2	E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?		N/A
E.3	If the Answer to E.1 is NO, does the Project result in a net increase in VMT?		No, upon completion the Project would result in an average of less than one trip per day for maintenance.
E.4	4 If the Answer to E.2 or E.3 is YES, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS		N/A

Appendix A-7: STUDY AREA (7) ALEXANDRIA PARK

Detailed Responses in Support of Determining Plans, Programs, Ordinances, or Policies Applicability

Adapted from Attachment D: Plan Consistency Workshop In Transportation Analysis Guidelines, LADOT, July 2020

I. Screening Criteria for Policy Analysis

If the answer is "yes" to any of the following questions, further analysis is required to demonstrate that the project does not conflict with a plan, policy, or program.

Screening Criteria	Answer
Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent and provisions of the General Plan?	No
Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?	No
Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?	Yes

II. Plan Consistency Analysis

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements			
A.1	Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone?	MP 2.1, 2.3, 3.2, and Mobility Plan 2035 Street Designations and Standard Roadway Dimensions	No. The Project proposes to add one new permanent maintenance on driveway Vantage Avenue but it is undesignated in *Mobility Plan 2035*. The land use designation is OS-1XL.
A.2	If A.1 is yes, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation?		N/A.
A.3	If A.2 is yes, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?		N/A.
A.4	If the answer to A.3. is NO, is the project applicant asking to waive from the dedication standards?		N/A.

<table>
<tr><th>Question</th><th>Guiding Questions</th><th>Relevant Plans, Policies, and Programs</th><th>Evaluation</th></tr>
<tr><td colspan="4">B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes</td></tr>
<tr><td>B.1</td><td>Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?</td><td>MP 2.1, 2.3, 3.2, 2.10, and Street Designations and Standard Roadway Dimensions</td><td>Yes, temporarily. The construction of this Project may temporarily restrict access to the park and driveway at Vantage Avenue. The Project will also add a new driveway on Vantage Avenue for maintenance access to the stormwater facilities. The construction area at the Project site would be fenced and closures delineated. Parts of the parks may remain open during construction. Upon completion, the Project would be supportive of and not preclude or conflict with Mobility Plan 2035 policies:

<u>2.1 Adaptive Reuse of Streets</u>: Urban streets serve multiple purposes that not only include travel but also play a role in providing other roles such as landscaping and drainage. The Project will not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments.

<u>2.3 Pedestrian Infrastructure</u>: This policy recognizes walking as a component of every trip and ensures high quality pedestrian access is considered in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment. The Project site is not part of a Pedestrian Enhanced District. The Project will add a new driveway on Vantage Avenue for maintenance access to the stormwater facilities. The new maintenance driveways would be subject to review and approval by LADOT to ensure compliance with applicable standards and would not have a negative impact on pedestrian infrastructure.

<u>3.2 People with Disabilities</u>: When designing developments, it is important to accommodate the needs of all people with varying levels of mobility. The Project would not have a negative impact on facilities provided for people with disabilities.

<u>2.10 Loading Areas</u>: When designing developments, it is important to consider a loading area that minimally impacts other travelers such as people driving or walking. The proposed project would not construct permanent loading areas. During construction, traffic within and around the park would be managed in compliance with a Traffic Management Plan designed to minimize the temporary impact of loading activities. Upon completion, there will be no effect on loading areas.</td></tr>
</table>

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
B.2	Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines?	MP 2.10, PL.1, CDG 2, MPP 321	No. The project would not add new driveways on an Avenue or Boulevard. The proposed driveway on Vantage Avenue would be for maintenance access only and not available for public access. Vantage Avenue is unidentified in the City of Los Angeles's Mobility Plan 2035.
-	If the answer to either B.1 or B.2 are YES, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN: ● Transit Enhanced Network ● Bicycle Enhanced Network ● Bicycle Lane Network ● Pedestrian Enhanced District ● Neighborhood Enhanced Network ● High Injury Network	Mobility Plan 2035: Transit Enhanced Network, Bicycle Enhanced Network, Bicycle Lane Network, Pedestrian Enhanced District, Neighborhood Enhanced Network, High Injury Network, TOC Guidelines	Vantage Avenue is unidentified in the City's Mobility Plan and not part of the Transit Enhanced Network, Bicycle Enhanced Network, Pedestrian Enhanced Districts, Neighborhood Enhanced Network, and High Injury Network (HIN).

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
B.2.1	Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?		No. If temporarily access restrictions were placed on the sidewalk on Laurel Canyon Boulevard during construction, the traffic management plan prepared for construction period would provide alternative facilities or well-marked detours for pedestrians. Because any changes would be temporary and necessary traffic control and detouring of pedestrians would be done in compliance with the California Manual on Uniform Traffic Control Devices for Streets and Highway, the impact is considered to be less than significant. Upon completion, the driveways would open for maintenance access only and would not be available for public access. Thus, it would not negatively impact existing bicycle, transit, and/or pedestrian infrastructure.
B.2.2	Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?		No. The two new maintenance driveways would be subject to review and approval by LADOT to ensure compliance with applicable standards and would not have a negative impact on pedestrian infrastructure.
C. Network Access			
C1.1	Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?	MP 3.9	Yes, temporarily. The Project would not permanently restrict public access to a street, alley or public stairway. At times during construction, it is possible that access to the sidewalk on the west side of Laurel Canyon Boulevard will be restricted as part of the construction traffic management plan.
C.1.2	If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?		Yes, access will be available to pedestrians via temporary sidewalks or on signed alternative routes as defined by a construction traffic management plan.
C.2.1	Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?	MP 3.10	No. The Project is not located adjacent to an existing cul-de-sac, and it would not create a cul-de-sac.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
C.2.2	If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?		N/A
D. Parking Supply and Transportation Demand Management			
D.1	Would the project propose a supply of onsite parking that exceeds the baseline amount as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?	MP 3.8, 4.8, 4.13	No, because the proposed Project is an infrastructure project rather than a land use project the parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code are not applicable to this Project.
D.2	If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?		N/A.
D.3	Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?		N/A. There is no bicycle parking requirement for an infrastructure project.
D.4	Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?		No, the Project is not constructing new non-residential gross floor area.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
D.5	If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?		N/A.
		E. Consistency with Regional Plans	
E.1	Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in Section 2.2.3 of the TAG?		No. According to Section 2.2.4 of the TAG public services (e.g., police, fire stations, public utilities) do not generally generate substantial VMT. Instead, these land uses are often built in response to development from other land uses (e.g., office and residential). Therefore, these land uses can be presumed to have less-than-significant impacts on VMT. The Project is a utility project which would construct facilities to capture stormwater. Thus, it is public utilities and can be presumed to have less-than-significant impacts on VMT. VMT generated during project construction is considered by the City to be less than significant.
E.2	E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?		N/A
E.3	If the Answer to E.1 is NO, does the Project result in a net increase in VMT?		No, upon completion the Project would result in an average of less than one trip per day for maintenance.
E.4	4 If the Answer to E.2 or E.3 is YES, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS		N/A

Appendix A-8: STUDY AREA (8) NORTH HOLLYWOOD PARK

Detailed Responses in Support of Determining Plans, Programs, Ordinances, or Policies Applicability

Adapted from Attachment D: Plan Consistency Workshop In Transportation Analysis Guidelines, LADOT, July 2020

I. Screening Criteria for Policy Analysis

If the answer is "yes" to any of the following questions, further analysis is required to demonstrate that the project does not conflict with a plan, policy, or program.

Screening Criteria	**Answer**
Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent and provisions of the General Plan?	No
Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?	No
Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?	Yes

II. Plan Consistency Analysis

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements			
A.1	Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone?	MP 2.1, 2.3, 3.2, and Mobility Plan 2035 Street Designations and Standard Roadway Dimensions	Yes. Tujunga Avenue and Magnolia Boulevard are designated as Avenues II in the Mobility Plan 2035 and are located immediately beside areas of the Project Site where infiltration galleries would be constructed. The land use designation is OS-1XL.
A.2	If A.1 is yes, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation?		N/A.
A.3	If A.2 is yes, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?		N/A.
A.4	If the answer to A.3. is NO, is the project applicant asking to waive from the dedication standards?		N/A.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes			
B.1	Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?	MP 2.1, 2.3, 3.2, 2.10, and Street Designations and Standard Roadway Dimensions	Yes. The Project will add two new permanent driveways, one at Magnolia Avenue and one at Tujunga Avenue, for maintenance access to the storm water facilities. The precise placement has not yet been determined. The construction areas in North Hollywood Park would be fenced and closures delineated. Parts of the park may remain open during construction. Upon completion, there will be no impact on the parkway space. The construction of this Project may temporarily restrict access to the portions of the park and sidewalks on Chandler Boulevard, Magnolia Boulevard and Tujunga Avenue. Upon completion, the Project would restore the street, sidewalks and park to the existing condition. The Project would not preclude or conflict with *Mobility Plan 2035* policies: <u>2.1 Adaptive Reuse of Streets</u>: Urban streets serve multiple purposes that not only include travel but also play a role in providing other roles such as landscaping and drainage. The Project will not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. <u>2.3 Pedestrian Infrastructure</u>: This policy recognizes walking as a component of every trip and ensures high quality pedestrian access is considered in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment. Chandler Boulevard and Tujunga Avenue are part of the Pedestrian Enhanced District. The Project may temporarily fence the construction area on Tujunga Avenue during construction of the driveway there or the infiltration facilities adjacent to the street. Upon completion, existing facilities would be restored there would be no impact on pedestrian infrastructure. <u>3.2 People with Disabilities</u>: When designing developments, it is important to accommodate the needs of all people with varying levels of mobility. Upon completion, the Project would not change facilities provided for people with disabilities. <u>2.10 Loading Areas</u>: When designing developments, it is important to consider a loading area that minimally impacts other travelers such as people driving or walking. The proposed project would not construct permanent loading areas. During construction, traffic within and around the park would be managed in compliance with a Traffic Management Plan designed to minimize the temporary impact of loading activities. Upon completion, there will be no effect on loading areas.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
B.2	Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines?	MP 2.10, PL.1, CDG 2, MPP 321	Yes, the project would add new driveways, one at Magnolia Avenue and one at Tujunga Avenue, for maintenance access to the storm water facilities. Both streets are designated as Avenue II in the City's Mobility Plan 2035.Their design and placement would be subject to review and approval by LADOT to ensure compliance with applicable standards and would not have a negative impact on pedestrian infrastructure. Because there are only three streets adjacent to this park site (Chandler Boulevard is a Boulevard II, Magnolia Avenue is an Avenue II, and Tujunga Avenue is an Avenue II), no non-arterial frontage or alley access available to locate this driveway.
-	If the answer to either B.1 or B.2 are YES, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN: ● Transit Enhanced Network ● Bicycle Enhanced Network ● Bicycle Lane Network ● Pedestrian Enhanced District ● Neighborhood Enhanced Network ● High Injury Network	Mobility Plan 2035: Transit Enhanced Network, Bicycle Enhanced Network, Bicycle Lane Network, Pedestrian Enhanced District, Neighborhood Enhanced Network, High Injury Network, TOC Guidelines	Chandler Boulevard along the north side of the Project is designated as Boulevard II in the City's Mobility Plan and is part of the Bicycle Lane Network and Pedestrian Enhanced Districts (in the westbound direction). Tujunga Avenue along the east side of the Project is designated as Avenue II and is part of the Neighborhood Enhanced Network and Pedestrian Enhanced District (between Chandler Boulevard and Otsego Street). Magnolia Boulevard in the middle of the Project is designated as Avenue II and is part of the High Injury Network. The Project frontages on Magnolia Boulevard are not along streets part of the Transit Enhanced Network or Bicycle Enhanced Network. ● Transit Enhanced Network: Mobility Plan 2035 identifies specific streets as part of the Transit Enhanced Network (TEN) to receive improvements that enhance the performance and reliability of existing and future bus service. The Project frontages are not along streets part of TEN. ● Bicycle Enhanced Network: The Bicycle Enhanced Network (BEN) is a network of streets that will receive treatments that prioritize bicyclists. This network is a subset of the 2010 Bicycle Plan and will supplement the system. Chandler Boulevard is part of the BEN. ● Bicycle Lane Network: The Bicycle Lane Network (BLN) consists of: Tier 2 and Tier 3 Bicycle Lanes – Bicycle facilities on arterial roadways with striped separation. Chandler Boulevard is part of the BLN. ● Pedestrian Enhanced District: Mobility Plan 2035 identifies Pedestrian Enhanced Districts (PED) where initial analysis suggests arterials can be improved and further analysis and prioritization will occur as funding and projects become available. Chandler Boulevard and Tujunga Avenue are along streets part of the PED.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
			● Neighborhood Enhanced Network: The Neighborhood Enhanced Network (NEN) is a selection of local streets to provide comfortable and safe routes for localized travel of slower-moving modes, such as walking or biking. Tujunga Avenue is part of the NEN. ● High Injury Network: The High Injury Network (HIN) represents 6% of city streets (over 450 miles) that account for 70% of deaths and severe injuries for people walking[1]. Magnolia Boulevard is part of the HIN. ● Transit Oriented Community: The Transit-Oriented Community (TOC) guidelines define parameters of housing incentives based on considerations such as proximity to high-quality transit, type of housing, and the land uses being replaced. The majority area of the Project site qualifies as Tier 4 per ZIMAS. Network information above are retrieved from LADOT Transportation Assessment Support Map https://arcg.is/fubbD
B.2.1	Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?		No. If temporary access restrictions were placed on sidewalks during construction, the traffic management plan prepared for construction period would provide alternative facilities or well-marked detours for pedestrians. Because any changes would be temporary and necessary traffic control and detouring of pedestrians would be done in compliance with the California Manual on Uniform Traffic Control Devices for Streets and Highway, the impact is considered to be less than significant. The new maintenance driveways would be subject to review and approval by LADOT to ensure compliance with applicable standards. Upon completion, the driveways would open for maintenance access only and would not be available for public access. Thus, it would not negatively impact existing bicycle, transit, and/or pedestrian infrastructure.

[1] https://ladotlivablestreets.org/programs/vision-zero/maps

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
B.2.2	Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?		No. The two new maintenance driveways would be subject to review and approval by LADOT to ensure compliance with applicable standards and would not have a negative impact on pedestrian infrastructure.
			C. Network Access
C1.1	Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?	MP 3.9	Yes, temporarily. The Project proposes to construct two maintenance driveways, one on Magnolia Avenue and one on Tujunga Avenue. Thus, access to the streets around the construction area will be temporarily restricted during the construction. Traffic will be managed during the construction on these streets. Upon completion, the Project would not restrict public access to these streets.
C.1.2	If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?		Yes. The Project would not permanently restrict public access to a street, alley or public stairway. At times during construction, it is likely that access to the sidewalk on the perimeter streets will be restricted as part of the construction traffic management plan.
C.2.1	Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?	MP 3.10	No. The Project is not located adjacent to an existing cul-de-sac, and it would not create a cul-de-sec.
C.2.2	If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?		N/A.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
D. Parking Supply and Transportation Demand Management			
D.1	Would the project propose a supply of onsite parking that exceeds the baseline amount as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?	MP 3.8, 4.8, 4.13	No, because the proposed Project is an infrastructure improvement without permanent need for parking. The parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code is not applicable to this Project because there is no requirement for parking on storm capture facilities under construction phases.
D.2	If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?		N/A.
D.3	Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?		N/A. There is no bicycle parking requirement for an infrastructure project.
D.4	Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?		No, the project is not constructing new non-residential gross floor area.
D.5	If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?		N/A.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
E. Consistency with Regional Plans			
E.1	Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in Section 2.2.3 of the TAG?		No. According to Section 2.2.4 of the TAG public services (e.g., police, fire stations, public utilities) do not generally generate substantial VMT. Instead, these land uses are often built in response to development from other land uses (e.g., office and residential). Therefore, these land uses can be presumed to have less-than-significant impacts on VMT. The Project is a utility project which would construct facilities to capture stormwater. Thus, it is public utilities and can be presumed to have less-than-significant impacts on VMT. VMT generated during project construction is considered by the City to be less than significant.
E.2	E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?		N/A.
E.3	If the Answer to E.1 is NO, does the Project result in a net increase in VMT?		No, upon completion the Project would result in an average of less than one trip per day for maintenance.
E.4	If the Answer to E.2 or E.3 is YES, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS		N/A

Appendix A-9: STUDY AREA (9) VALLEY VILLAGE PARK

Detailed Responses in Support of Determining Plans, Programs, Ordinances, or Policies Applicability

Adapted from Attachment D: Plan Consistency Workshop In Transportation Analysis Guidelines, LADOT, July 2020

I. Screening Criteria for Policy Analysis

If the answer is "yes" to any of the following questions, further analysis is required to demonstrate that the project does not conflict with a plan, policy, or program.

Screening Criteria	**Answer**
Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent and provisions of the General Plan?	No
Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?	No
Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?	Yes

II. Plan Consistency Analysis

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements			
A.1	Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone?	MP 2.1, 2.3, 3.2, and Mobility Plan 2035 Street Designations and Standard Roadway Dimensions	No. The Project frontages are not along any streets that are designated as Boulevard I, and II, and/or Avenue I, II, or III. The Project proposes to add a new permanent driveway on Westpark Drive for maintenance access to the storm water facilities, but Westpark Drive is designated as Local Street in *Mobility Plan 2035.* The land use designation is OS-1XL.
A.2	If A.1 is yes, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation?		N/A
A.3	If A.2 is yes, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?		N/A
A.4	If the answer to A.3. is NO, is the project applicant asking to waive from the dedication standards?		N/A

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes			
B.1	Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?	MP 2.1, 2.3, 3.2, 2.10, and Street Designations and Standard Roadway Dimensions	Yes. The Project will add a new permanent driveway on Westpark Drive for maintenance access to the storm water facilities. The precise placement has not yet been determined. The construction areas in the Valley Village Park would be fenced and closures delineated. Parts of the park would remain open during construction. Upon completion, there will be no impact on the parkway space. The construction of this Project may temporarily restrict pedestrian access on the east side of Westpark Drive close to where the proposed stormwater capture facilities would be placed. Upon completion, the Project would restore the pedestrian pathways within the park and the park itself would be restored to the existing condition. The Project would not preclude or conflict with *Mobility Plan 2035* policies: 2.1 Adaptive Reuse of Streets: Urban streets serve multiple purposes that not only include travel but also play a role in providing other roles such as landscaping and drainage. The Project will not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. 2.3 Pedestrian Infrastructure: This policy recognizes walking as a component of every trip and ensures high quality pedestrian access is considered in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment. The Project site is not part of a Pedestrian Enhanced District. The Project will add a new maintenance driveway on Westpark Drive. Since existing sidewalks are only present on the west side of Westpark Drive, and there is no sidewalk on the adjoining side of perimeter of the Project site, the new driveway would not have a negative impact on pedestrian infrastructure. 3.2 People with Disabilities: When designing developments, it is important to accommodate the needs of all people with varying levels of mobility. The Project would not have a negative impact on facilities provided for people with disabilities. 2.10 Loading Areas: When designing developments, it is important to consider a loading area that minimally impacts other travelers such as people driving or walking. The proposed project would not construct permanent loading areas. During construction, traffic within and around the park would be managed in compliance with a Traffic Management Plan designed to minimize the temporary impact of loading activities. Upon completion, there will be no effect on loading areas.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
B.2	Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines?	MP 2.10, PL.1, CDG 2, MPP 321	No. The Project proposes to add a new permanent driveway on Westpark Drive, which is designated as Local Street in Mobility Plan 2035.
-	If the answer to either B.1 or B.2 are YES, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN: ● Transit Enhanced Network ● Bicycle Enhanced Network ● Bicycle Lane Network ● Pedestrian Enhanced District ● Neighborhood Enhanced Network ● High Injury Network	Mobility Plan 2035: Transit Enhanced Network, Bicycle Enhanced Network, Bicycle Lane Network, Pedestrian Enhanced District, Neighborhood Enhanced Network, High Injury Network, TOC Guidelines	Westpark Drive is the only street adjacent to the Project site and it is designated as Local Street in the City's Mobility Plan. Westpark Drive between Hesby Street and Addison Street is part of the Neighborhood Enhanced Network. The Project frontages are not along streets part of the Transit Enhanced Network, Bicycle Enhanced Network, Bicycle Lane Network, Pedestrian Enhanced Districts or High Injury Network. ● Transit Enhanced Network: Mobility Plan 2035 identifies specific streets as part of the Transit Enhanced Network (TEN) to receive improvements that enhance the performance and reliability of existing and future bus service. The Project frontages are not along streets part of TEN. ● Bicycle Enhanced Network: The Bicycle Enhanced Network (BEN) is a network of streets that will receive treatments that prioritize bicyclists. This network is a subset of the 2010 Bicycle Plan and will supplement the system. The Project frontages are not along streets part of BEN. ● Bicycle Lane Network: The Bicycle Lane Network (BLN) consists of: Tier 2 and Tier 3 Bicycle Lanes – Bicycle facilities on arterial roadways with striped separation. The Project frontages are not along streets part of BLN. ● Pedestrian Enhanced District: Mobility Plan 2035 identifies Pedestrian Enhanced Districts (PED) where initial analysis suggests arterials can be improved and further analysis and prioritization will occur as funding and projects become available. The Project frontages are not along streets part of the PED. ● Neighborhood Enhanced Network: The Neighborhood Enhanced Network (NEN) is a selection of local streets to provide comfortable and safe routes for localized travel of slower-moving modes, such as walking or biking. Westpark Drive between Hesby Street and Addison Street is part of the NEN.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
			● High Injury Network: The High Injury Network (HIN) represents 6% of city streets (over 450 miles) that account for 70% of deaths and severe injuries for people walking[1]. The Project frontages are not along streets part of the HIN. ● Transit Oriented Community: The Transit-Oriented Community (TOC) guidelines define parameters of housing incentives based on considerations such as proximity to high-quality transit, type of housing, and the land uses being replaced. A small portion of the Project site qualifies as Tier 4 per ZIMAS. Network information above are retrieved from LADOT Transportation Assessment Support Map https://arcg.is/fubbD
B.2.1	Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?		No. If temporary access restrictions were placed on sidewalks during construction, the traffic management plan prepared for construction period would provide alternative facilities or well-marked detours for pedestrians. Because any changes would be temporary and necessary traffic control and detouring of pedestrians would be done in compliance with the California Manual on Uniform Traffic Control Devices for Streets and Highway, the impact is considered to be less than significant. The new maintenance driveway on Westpark Drive would be subject to review and approval by LADOT to ensure compliance with applicable standards. Upon completion, the driveway would open for maintenance access only and would not be available for public access. Thus, it would not negatively impact existing bicycle, transit, and/or pedestrian infrastructure.
B.2.2	Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?		No. The Project would add a new driveway on Westpark Drive for maintenance access to the storm water facilities. The Project does not propose more driveways than allowed by the City's maximum standard and would not preclude the City from advancing the safety of vulnerable roadway users.

[1] https://ladotlivablestreets.org/programs/vision-zero/maps

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
			C. Network Access
C1.1	Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?	MP 3.9	No. The Project would not restrict public access to a street, alley or public stairway either during construction or upon completion.
C.1.2	If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?		N/A
C.2.1	Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?	MP 3.10	No. The Project is not located adjacent to an existing cul-de-sac, and it would not create a cul-de-sac.
C.2.2	If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?		N/A
			D. Parking Supply and Transportation Demand Management
D.1	Would the project propose a supply of onsite parking that exceeds the baseline amount as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?	MP 3.8, 4.8, 4.13	No, because the proposed Project is an infrastructure project rather than a land use project the parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code are not applicable to this Project.

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
D.2	If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?		N/A
D.3	Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?		N/A. There is no bicycle parking requirement for an infrastructure project.
D.4	Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?		No, the project is not constructing new non-residential gross floor area.
D.5	If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?		N/A.

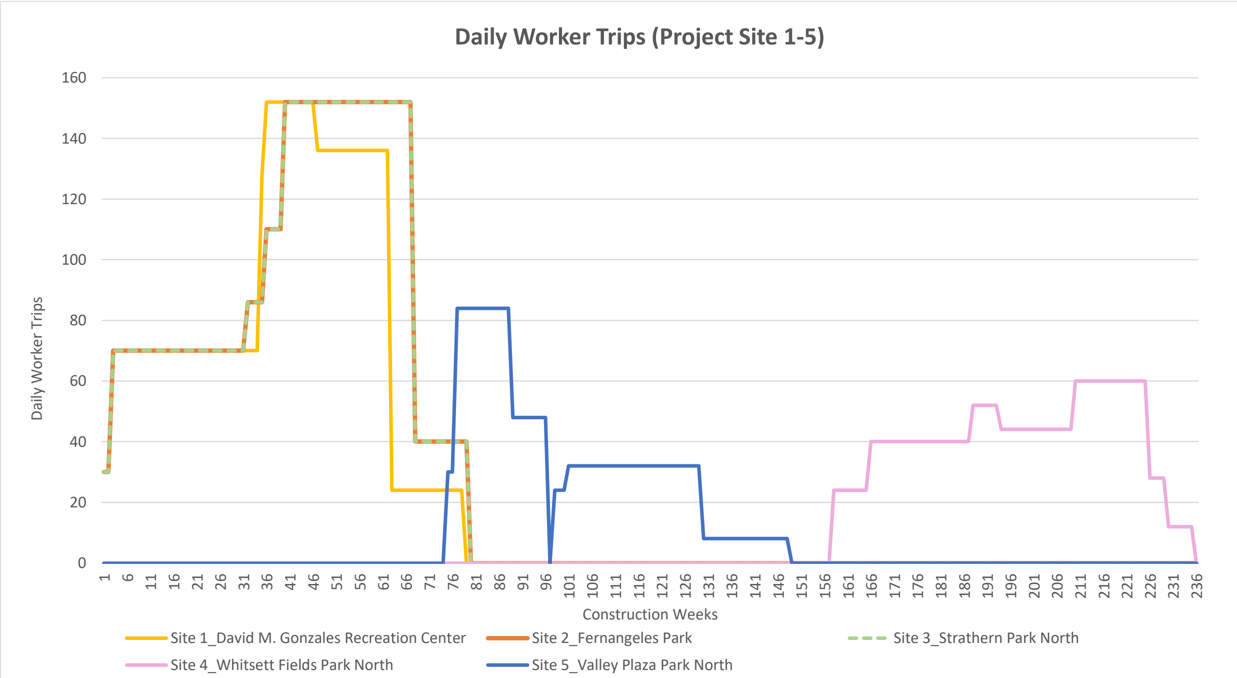
Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
			E. Consistency with Regional Plans
E.1	Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in Section 2.2.3 of the TAG?		No. According to Section 2.2.4 of the TAG public services (e.g., police, fire stations, public utilities) do not generally generate substantial VMT. Instead, these land uses are often built in response to development from other land uses (e.g., office and residential). Therefore, these land uses can be presumed to have less-than-significant impacts on VMT. The Project is a utility project which would construct facilities to capture stormwater. Thus, it is public utilities and can be presumed to have less-than-significant impacts on VMT. VMT generated during project construction is considered by the City to be less than significant.
E.2	E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?		N/A.
E.3	If the Answer to E.1 is NO, does the Project result in a net increase in VMT?		No, upon completion the Project would result in an average of less than one trip per day for maintenance.
E.4	4 If the Answer to E.2 or E.3 is YES, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS		N/A

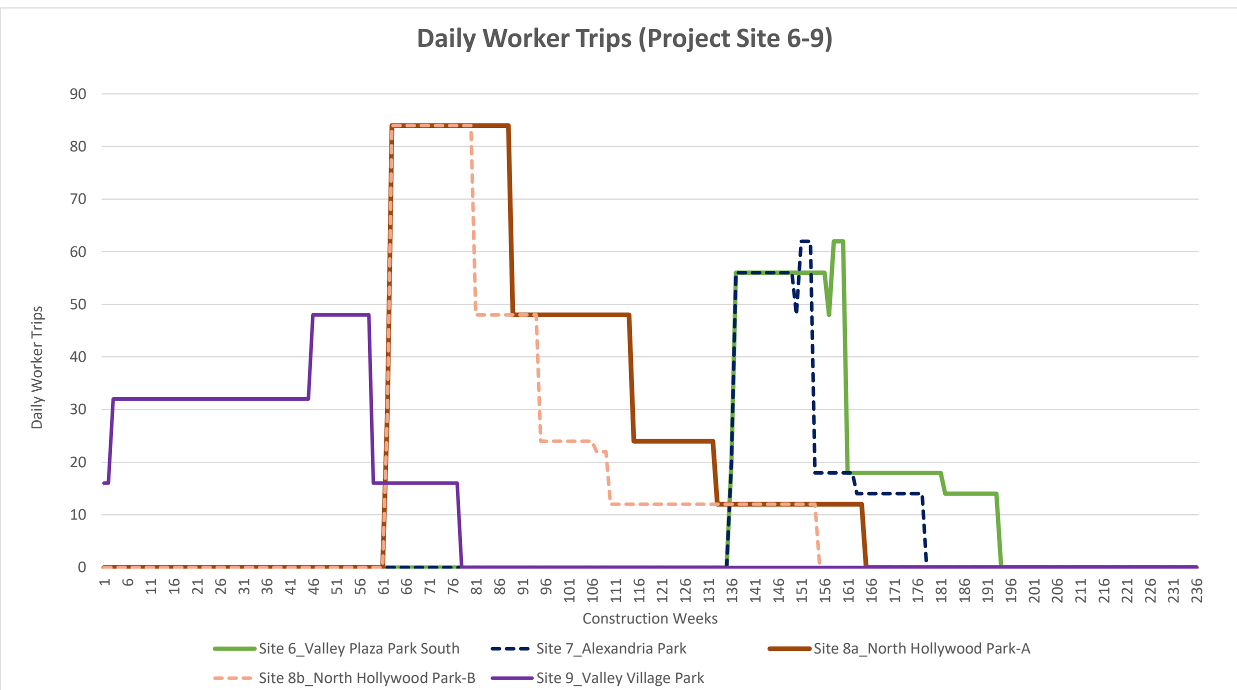
APPENDIX B:

MAXIMUM EXPECTED CONSTRUCTION-PERIOD TRIP GENERATION ESTIMATES BY PHASE AND BY VEHICLE TYPE

Estimates of Automobile (Worker) Trips per Day by Park and by Phase

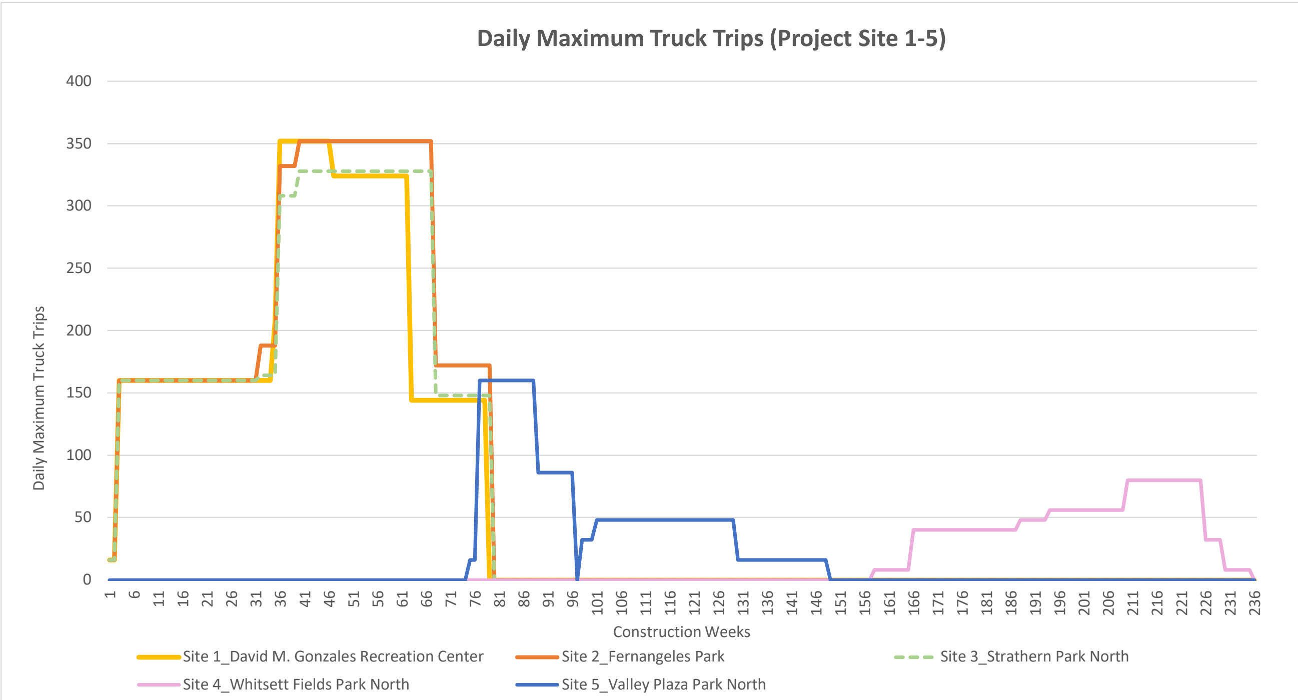
Park	Phase of Construction	Start date	End date	Number of Days	Worker Daily Automobile Trips (One-way)
1 David M. Gonzales		***Jun-22***	***Nov-23***		
	Site Clearing/Preparation - A	6/1/2022	6/14/2022	10	30
	Excavation - A	6/15/2022	1/20/2023	158	70
	Stormwater Capture installation -A	1/21/2023	8/4/2023	140	112
	Soil Filling, Recompaction, etc. -A	1/29/2023	11/28/2023	220	24
	Street Improvement	1/21/2023	4/14/2023	60	16
2 Fernangeles		***Jun-22***	***Nov-23***		
	Site Clearing/Preparation - A	6/1/2022	6/14/2022	10	30
	Excavation - A	6/15/2022	2/28/2023	185	70
	Stormwater Capture installation -A	3/1/2023	9/12/2023	140	112
	Soil Filling, Recompaction, etc. -A	1/27/2023	11/30/2023	220	24
	Morehart Avenue Improvements	12/30/2022	11/30/2023	240	16
3 Strathern Park North		***Jun-22***	***Nov-23***		
	Site Clearing/Preparation - A	6/1/2022	6/14/2022	10	30
	Excavation - A	6/15/2022	2/28/2023	185	70
	Stormwater Capture installation -A	3/1/2023	9/12/2023	140	112
	Soil Filling, Recompaction, etc. -A	1/27/2023	11/30/2023	220	24
	Pump Station Electrical Improvements -A	12/30/2022	11/30/2023	240	16
4 Whitsett		***Jun-25***	***Nov-26***		
	Site Clearing/Preparation - B	6/1/2025	7/25/2025	40	24
	Excavation -B	7/26/2025	2/6/2026	140	40
	Stormwater Capture installation - B	2/7/2026	9/18/2026	160	32
	Soil Filling, Recompaction, etc. - B	5/30/2026	10/16/2026	100	16
	Street Improvement -B	12/30/2025	11/30/2026	240	12
5 Valley Plaza North		***Nov-23***	***Mar-25***		
	Site Clearing/Preparation - A	11/1/2023	11/14/2023	10	30
	Excavation - A	11/15/2023	2/6/2024	60	84
	Stormwater Capture installation -A	2/7/2024	4/2/2024	40	48
	Soil Filling, Recompaction, etc. -A	4/5/2024	11/14/2024	160	24
	Pump Station Electrical Improvements -A	4/30/2024	3/31/2025	240	8
6 Valley Plaza Park South		***Jan-25***	***Feb-26***		
	Site Clearing/Preparation - A	1/1/2025	1/6/2025	4	20
	Excavation - A	1/7/2025	5/22/2025	98	56
	Stormwater Capture installation -A	5/23/2025	6/19/2025	20	48
	Soil Filling, Recompaction, etc. -A	6/20/2025	2/4/2026	164	14
	Pump Station Electrical Improvements -A	5/29/2025	11/12/2025	120	4
	0	5/29/2025	6/18/2025	15	10
7 Alexandria Park		***Jan-25***	***Oct-25***		
	Site Clearing/Preparation - A	1/1/2025	1/6/2025	4	20
	Excavation - A	1/7/2025	4/4/2025	64	56
	Stormwater Capture installation -A	4/5/2025	5/2/2025	20	48
	Soil Filling, Recompaction, etc. -A	5/3/2025	10/17/2025	120	14
	Pump Station Electrical Improvements -A	4/16/2025	7/8/2025	60	4
	0	4/16/2025	5/6/2025	15	10
8 North Hollywood Park		***Aug-23***	***Jul-25***		
	Site Clearing/Preparation - A	8/1/2023	8/8/2023	6	30
	Excavation - A	8/9/2023	2/6/2024	130	84
	Stormwater Capture installation -A	2/7/2024	8/6/2024	130	48
	Soil Filling, Recompaction, etc. -A	8/7/2024	12/10/2024	90	24
	Pump Station Electrical Improvements -A	12/11/2024	7/22/2025	160	12
8b ***North Hollywood Park -B***		8/1/2023	5/1/2025		
	Site Clearing/ Preparation - A	8/1/2023	8/4/2023	4	30
	Excavation - A	8/5/2023	12/6/2023	88	84
	Stormwater Capture installation -A	12/7/2023	3/13/2024	70	48
	Soil Filling, Recompaction, etc. -A	3/14/2024	6/5/2024	60	24
	Pump Station Electrical Improvements -A	6/6/2024	5/7/2025	240	12
	Building Construction	6/6/2024	6/26/2024	15	10
9 Valley Village Park		***Jun-22***	***Nov-23***		
	Site Clearing/Preparation - B	6/1/2022	6/14/2022	10	16
	Excavation -B	6/15/2022	12/27/2022	60	32
	Stormwater Capture installation - B	12/28/2022	7/11/2023	140	32
	Soil Filling, Recompaction, etc. - B	4/12/2023	11/21/2023	160	16

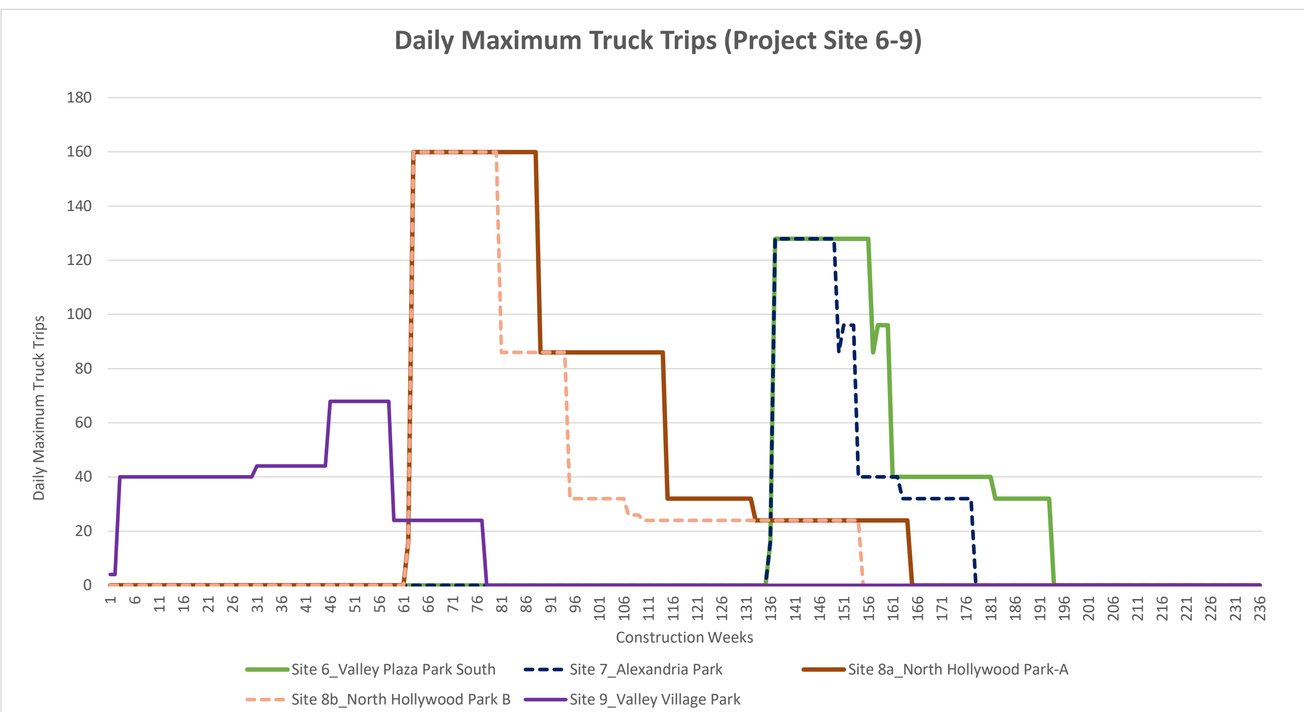

Daily Worker Trips (Project Site 1-5)
Daily Worker Trips
Construction Weeks
Site 1_David M. Gonzales Recreation Center
Site 2_Fernangeles Park
Site 3_Strathern Park North
Site 4_Whitsett Fields Park North
Site 5_Valley Plaza Park North


Daily Worker Trips (Project Site 6-9)
Daily Worker Trips
Construction Weeks
Site 6_Valley Plaza Park South
Site 7_Alexandria Park
Site 8a_North Hollywood Park-A
Site 8b_North Hollywood Park-B
Site 9_Valley Village Park

Estimates of Truck Trips per Day by Park and by Phase

Park	Phase of Construction	Start date	End date	Number of Days	Daily Maximum Truck Trips (Soil and Concrete)
1 *David M. Gonzales*		*Jun-22*	*Nov-23*		
	Site Clearing/Preparation - A	6/1/2022	6/14/2022	10	16
	Excavation - A	6/15/2022	1/20/2023	158	160
	Stormwater Capture installation -A	1/21/2023	8/4/2023	140	180
	Soil Filling, Recompaction, etc. -A	1/29/2023	11/28/2023	220	144
	Street Improvement	1/21/2023	4/14/2023	60	28
2 *Fernangeles*		*Jun-22*	*Nov-23*		
	Site Clearing/Preparation - A	6/1/2022	6/14/2022	10	16
	Excavation - A	6/15/2022	2/28/2023	185	160
	Stormwater Capture installation -A	3/1/2023	9/12/2023	140	180
	Soil Filling, Recompaction, etc. -A	1/27/2023	11/30/2023	220	144
	Morehart Avenue Improvements	12/30/2022	11/30/2023	240	28
3 *Strathern Park North*		*Jun-22*	*Nov-23*		
	Site Clearing/Preparation - A	6/1/2022	6/14/2022	10	16
	Excavation - A	6/15/2022	2/28/2023	185	160
	Stormwater Capture installation -A	3/1/2023	9/12/2023	140	180
	Soil Filling, Recompaction, etc. -A	1/27/2023	11/30/2023	220	144
	Pump Station Electrical Improvements -A	12/30/2022	11/30/2023	240	4
4 *Whitsett*		*Jun-25*	*Nov-26*		
	Site Clearing/Preparation - B	6/1/2025	7/25/2025	40	8
	Excavation -B	7/26/2025	2/6/2026	140	40
	Stormwater Capture installation - B	2/7/2026	9/18/2026	160	48
	Soil Filling, Recompaction, etc. - B	5/30/2026	10/16/2026	100	24
	Street Improvement -B	12/30/2025	11/30/2026	240	8
5 *Valley Plaza North*		*Nov-23*	*Mar-25*		
	Site Clearing/Preparation - A	11/1/2023	11/14/2023	10	16
	Excavation - A	11/15/2023	2/6/2024	60	160
	Stormwater Capture installation -A	2/7/2024	4/2/2024	40	86
	Soil Filling, Recompaction, etc. -A	4/5/2024	11/14/2024	160	32
	Pump Station Electrical Improvements -A	4/30/2024	3/31/2025	240	16
6 *Valley Plaza Park South*		*Jan-25*	*Feb-26*		
	Site Clearing/Preparation - A	1/1/2025	1/6/2025	4	16
	Excavation - A	1/7/2025	5/22/2025	98	128
	Stormwater Capture installation -A	5/23/2025	6/19/2025	20	86
	Soil Filling, Recompaction, etc. -A	6/20/2025	2/4/2026	164	32
	Pump Station Electrical Improvements -A	5/29/2025	11/12/2025	120	8
	Building Construction	5/29/2025	6/18/2025	15	2
7 *Alexandria Park*		*Jan-25*	*Oct-25*		
	Site Clearing/Preparation - A	1/1/2025	1/6/2025	4	16
	Excavation - A	1/7/2025	4/4/2025	64	128
	Stormwater Capture installation -A	4/5/2025	5/2/2025	20	86
	Soil Filling, Recompaction, etc. -A	5/3/2025	10/17/2025	120	32
	Pump Station Electrical Improvements -A	4/16/2025	7/8/2025	60	8
	Building Construction	4/16/2025	5/6/2025	15	2
8a *North Hollywood Park*		*Aug-23*	*Jul-25*		
	Site Clearing/Preparation - A	8/1/2023	8/8/2023	6	16
	Excavation - A	8/9/2023	2/6/2024	130	160
	Stormwater Capture installation -A	2/7/2024	8/6/2024	130	86
	Soil Filling, Recompaction, etc. -A	8/7/2024	12/10/2024	90	32
	Pump Station Electrical Improvements -A	12/11/2024	7/22/2025	160	24
8b *North Hollywood Park*		*Aug-23*	*May-25*		
	Site Clearing/Preparation - A	8/1/2023	8/4/2023	4	16
	Excavation - A	8/5/2023	12/6/2023	88	160
	Stormwater Capture installation -A	12/7/2023	3/13/2024	70	86
	Soil Filling, Recompaction, etc. -A	3/14/2024	6/5/2024	60	32
	Pump Station Electrical Improvements -A	6/6/2024	5/7/2025	240	24
	Building Construction	6/6/2024	6/26/2024	15	2
9 *Valley Village Park*		*Jun-22*	*Nov-23*		
	Site Clearing/Preparation - B	6/1/2022	6/14/2022	10	4
	Excavation -B	6/15/2022	12/27/2022	60	40
	Stormwater Capture installation - B	12/28/2022	7/11/2023	140	44
	Soil Filling, Recompaction, etc. - B	4/12/2023	11/21/2023	160	24


Daily Maximum Truck Trips (Project Site 1-5)
Daily Maximum Truck Trips
400
350
300
250
200
150
100
50
0
Construction Weeks
Site 1_David M. Gonzales Recreation Center
Site 2_Fernangeles Park
Site 3_Strathern Park North
Site 4_Whitsett Fields Park North
Site 5_Valley Plaza Park North


Daily Maximum Truck Trips (Project Site 6-9)
Daily Maximum Truck Trips
180
160
140
120
100
80
60
40
20
0
Construction Weeks
Site 6_Valley Plaza Park South
Site 7_Alexandria Park
Site 8a_North Hollywood Park-A
Site 8b_North Hollywood Park B
Site 9_Valley Village Park