M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 7, 2013

Reference No.: 2.2c. (14)
Action

From: ANDRE BOUTROS
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE LOS ANGELES COUNTY BICYCLE MASTER PLAN INCLUDING THE NORTH COUNTY BIKEWAY PROJECT (RESOLUTION E-13-33)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Final Program Environmental Impact Report (FPEIR) and Findings of Fact for the Los Angeles County Bicycle Master Plan including the North County Bikeway Project (project) in Los Angeles County and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the FPEIR, Findings of Fact and approve the project for future consideration of funding.

BACKGROUND:

The County of Los Angeles (County) is the CEQA lead agency for the project. The project is located in the unincorporated area of Santa Clarita in Los Angeles County. The project will construct approximately 3.88 miles of Class II bike lanes at the following locations: The Old Road from Calgrove Boulevard to Weldon Canyon Road, The Old Road from Stallion Place to Victoria Road, and Sierra Highway from 0.28 miles south of Ryan Lane to 400 feet south of Fitch Avenue. The project will construct approximately 3.18 miles of Class III bike lanes at the following locations: Sierra Highway from 400 feet south of Fitch Avenue to Vasquez Canyon Road, Bouquet Canyon Road from Shadow Valley Lane to Vasquez Canyon Road, and The Old Road from Sagecrest Circle to Calgrove Boulevard. The project also includes shoulder reconstruction and pavement widening as well as installation of bikeway striping and signage. The project is one component of the Los Angeles County Bicycle Master Plan. On February 28, 2012 the County Board of Supervisors approved and certified a FPEIR for the Los Angeles County Bicycle Master Plan including the North County Bikeway Project.

The FPEIR for the Los Angeles County Bicycle Master Plan determined that the program of projects will not have a significant effect on the environment after mitigation. Impacts that require mitigation measures to be reduced to a less than significant level relate to aesthetics/visual resources, biological resources, hydrology/water quality, cultural resources, hazards/hazardous materials, traffic/transportation, air quality, and mineral resources. Mitigation measures include, but are not limited to: measures to avoid obstruction to scenic resources; avoidance measures to prevent impacts to nesting birds and raptors, installation of fencing and other natural barriers to prevent operational impacts to sensitive areas, relocation or replanting of native trees; design measures to minimize erosion and hydrologic impacts; design methods for proper waste management; measures to address the proper handling of inadvertent discovery of cultural resources and/or human remains if discovered, design measures to minimize disturbance to historical resources; development of a traffic control plan, implementation of traffic and parking study measures; measure to control equipment emissions during construction; and measures to minimize impacts to mineral resources including oil and gas extraction in the project vicinity.

Upon further analysis by the County it was determined that the North County Bikeway Project has no environmental effects beyond those analyzed in the approved FPEIR for the Los Angeles County Bicycle Master Plan. Therefore, no further project level CEQA compliance is required. On March 11, 2013 the County provided written confirmation that the preferred alternative set forth in the final environmental document is consistent with the project programmed by the Commission.

The project is fully funded through construction and is estimated to cost $1,824,987. The project is funded with STIP-TE ($1,273,590) and Local ($551,397) funds. Construction is estimated to begin in fiscal year 2014/15.

Attachment
- Resolution E-13-33
- Findings of Fact
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
07 – Los Angeles County
Resolution E-13-33

1.1 **WHEREAS,** the County of Los Angeles (County) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- Los Angeles County Bicycle Master Plan and North County Bikeway Project

1.2 **WHEREAS,** the County has certified that the Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS,** the Los Angeles County Bicycle Master Plan provides a vision for the regional bicycle system, support facilities, and programs for Los Angeles County. The North County Bikeway Project will construct approximately 3.88 miles of Class II bike lanes at the following locations: The Old Road from Calgrove Boulevard to Weldon Canyon Road, The Old Road from Stallion Place to Victoria Road, and Sierra Highway from 0.28 miles south of Ryan Lane to 400 feet south of Fitch Avenue. The project will construct approximately 3.18 miles of Class III bike lanes at the following locations: Sierra Highway from 400 feet south of Fitch Avenue to Vasquez Canyon Road, Bouquet Canyon Road from Shadow Valley Lane to Vasquez Canyon Road, and The Old Road from Sagecrest Circle to Calgrove Boulevard. The project also includes shoulder reconstruction and pavement widening as well as installation of bikeway striping and signage. The project is one component of the Los Angeles County Bicycle Master Plan; and

1.4 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report; and

1.5 **WHEREAS,** Findings of Fact made pursuant to CEQA guidelines indicate that all significant impacts can be reduced by mitigation measures to a less that significant level; and

1.6 **WHEREAS,** the County adopted the Final Environmental Impact Report for the project; and

1.7 **WHEREAS,** the County adopted a Mitigation Monitoring Program for the project; and

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Environmental Impact Report and Findings of Fact and approve the above referenced project to allow for future consideration of funding.

FINAL

FINDINGS OF FACT REGARDING THE FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (STATE CLEARINGHOUSE NO. 2011041004) FOR COUNTY OF LOS ANGELES BICYCLE MASTER PLAN

PREPARED FOR:

County of Los Angeles
Department of Public Works
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PREPARED BY:

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January 2012

ICF International. 20102. Findings of Fact Regarding the Final Program Environmental Impact Report (State Clearinghouse No. 2011041004) for County of Los Angeles Bicycle Master Plan. Final. January. (ICF 00044.11.) Irvine, CA. Prepared for County of Los Angeles, Department of Public Works, Alhambra, CA.

Findings of Fact Regarding the Final Program Environmental Impact Report (State Clearinghouse No. 2011041004) for County of Los Angeles Bicycle Master Plan

The Board of Supervisors (Board) of the County of Los Angeles (County) hereby certifies the County of Los Angeles Bicycle Master Plan Final Program Environmental Impact Report, State Clearinghouse Number 2011041004, which consists of the Draft Program Environmental Impact Report (Draft PEIR), dated August 2011, and the Final Program Environmental Impact Report, including responses to comments, dated January 2012 (collectively referred to as the Final PEIR), and finds that the Final PEIR has been completed in compliance with the California Environmental Quality Act (Public Resources Code Section 21000, *et seq.*) (CEQA). The Board further certifies that it has received, reviewed, and considered the information contained in the Final PEIR, the *County of Los Angeles Bicycle Master Plan* (the Project), all hearings, and submissions of testimony from officials and departments of the County, the public, and other municipalities and agencies, and all other pertinent information in the record of proceedings. Concurrently with the adoption of these findings, the Board adopts the Mitigation Monitoring and Reporting Program attached as Exhibit A to these findings.

Having received, reviewed, and considered the foregoing information, as well as any and all other information in the record, the Board hereby makes findings pursuant to and in accordance with Section 21081 of the Public Resources Code as follows:

> Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment.

Background

The Los Angeles County Department of Public Works (LACDPW) proposes to replace the existing *Plan of Bikeways* for the County of Los Angeles, adopted in 1975 and amended in 1976, with the *County of Los Angeles Bicycle Master Plan* (also referred to as the "Bicycle Master Plan," the "Plan," or "the Project"). The Plan was prepared by Alta Planning + Design for the LACDPW. The Bicycle Master Plan proposes a vision for a diverse regional bicycle system of interconnected bicycle corridors, support facilities, and programs to make bicycling more practical and desirable to a broader range of people in the County. It is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs throughout the County's unincorporated communities for the next 20 years.

The LACDPW completed an Initial Study on the Project on April 4, 2011 and determined that a PEIR was required. Potentially significant environment impacts addressed in the Draft PEIR, prepared by ICF International, included aesthetics/visual resources, biological resources, hydrology/water quality, cultural resources, hazards/hazardous materials, traffic and transportation,

air quality/greenhouse gas emissions, and mineral resources. The Draft PEIR analyzed the impacts of the Bicycle Master Plan at the program level and identified a variety of mitigation measures to minimize, reduce, avoid, or compensate for the potential adverse effects of the Project. The Draft PEIR also analyzed potential alternatives to the Project, including the No Project Alternative, Alternative 1: No Class I Bike Paths Plan, and Alternative 2: Reduced Class II Bike Lanes Plan. Potential environmental impacts of each of these alternatives were discussed at the CEQA-prescribed level of detail, and comparisons were made to the Project.

After conducting its own independent review of the document, the LACDPW made the Draft PEIR available for public comment and input for a period in excess of that set forth by state law. Specifically, the public review period began on August 9, 2011, when a Notice of Completion was sent to the State Clearinghouse, and ended on November 10, 2011. A Publication Notice of the Draft PEIR was published in the *Los Angeles Times* and *La Opinion* newspapers. The Draft PEIR was published on the LACDPW's website, and notices of its availability were sent to all County libraries, 46 cities within the County that would be potentially affected by the projects in the Bicycle Master Plan (potential responsible agencies), and other known interested individuals and organizations. Copies of the Draft PEIR were also made available at the LACDPW offices in Alhambra.

A public hearing was held to solicit comments on the Draft PEIR on September 15, 2011 at the County Hall of Records.

Responses to all comments received during the public review period on the Draft PEIR were prepared by ICF International and revised to reflect the County's independent judgment on the issues raised. The responses to comments are included in the Final PEIR.

On January 11, 2012, the Planning Commission made the following environmental findings and certified the Final PEIR and approved the Bicycle Master Plan.

The Final PEIR has been prepared by the LACDPW in accordance with CEQA, as amended, and state and County guidelines for implementation of CEQA. This Findings of Fact document contains the following sections:

- **Section 1** discusses the potential environmental effects of the Project that are not significant or that have been mitigated to a less-than-significant level.
- **Section 2** discusses the significant environmental effects of the Project that cannot be feasibly mitigated to a less-than-significant level. (In this case, there are none.)
- **Section 3** discusses the growth-inducing impacts of the Project.
- **Section 4** discusses the alternatives to the Project discussed in the Draft PEIR.
- **Section 5** discusses the Project's Mitigation Monitoring and Reporting Program.
- **Section 6** contains the Statement of Overriding Considerations. (In this case, there are no significant impacts requiring a Statement of Overriding Considerations.)
- **Section 7** contains findings pursuant to CEQA Guidelines Sections 15091 and 15092.
- **Section 8** contains the findings pursuant to Public Resources Code Section 21082.1(c)(3).

- **Section 9** contains findings that no recirculation is required.
- **Section 10** identifies the custodian of record upon which these findings are based. The findings set forth in each section are supported by substantial evidence in the Project's administrative record.
- **Section 11** describes the relationship of the findings to the PEIR.

Section 1: Potential Environmental Effects That Are Not Significant or That Have Been Mitigated to a Less-Than-Significant Level

All Final PEIR mitigation measures (as set forth in the Mitigation Monitoring and Reporting Program attached as Exhibit A to these findings) have been incorporated by reference into the conditions of approval for the Bicycle Master Plan.

The Board has determined, based on the Final PEIR, that the Project design, mitigation measures, and conditions of approval will reduce impacts concerning aesthetics/visual resources, biological resources, hydrology/water quality, cultural resources, hazards/hazardous materials, traffic and transportation, air quality/greenhouse gas emissions, and mineral resources to less-than-significant levels. The Board has further determined, based on the Final PEIR, that there are no significant cumulative impacts, or that the Project design, mitigation measures, and conditions of approval will reduce the Project's contribution to less-than-cumulatively-considerable levels for aesthetics/visual resources, biological resources, hydrology/water quality, cultural resources, hazards/hazardous materials, traffic and transportation, air quality/greenhouse gas emissions, and mineral resources.

Project Impacts

Aesthetics/Visual Resources

Potential Effect

Construction of some off-road and on-road bikeways would require site preparation, bridge installation, signage installation, temporary facilities, minor road widening, and installation of pavement markings. Some of these activities and the equipment required would be visible from various scenic highways and scenic viewsheds.

Finding

Construction would be temporary and would not represent a significant portion of the overall viewshed for each project. As such, construction of bikeways in the Bicycle Master Plan would result in less-than-significant impacts to scenic highways and scenic viewsheds.

Facts

Construction-related impacts to scenic highways and scenic viewsheds are discussed on pages 3.1-12 to 3.1-13 of the Draft PEIR.

Potential Effect

After construction of off-road and on-road bikeways, some bikeways may be visible from existing scenic highways. Specifically, several miles of Class III bike routes are along Mulholland Highway and Malibu Canyon-Las Virgenes Highway, both County-designated scenic highways. Visible elements of the bicycle routes would be limited to signage, pavement markings, and traffic control measures.

Finding

Visible elements of the bicycle routes along existing County-designated scenic highways would be visually compatible with the existing highways. Otherwise, operation of the Plan would not involve any changes to aboveground structures that would be substantially visible or obstruct the view along these designated scenic highways. As such, facilities associated with the proposed bicycle network would not be substantially visible from or obstruct views along a scenic highway or be located within a scenic corridor. Impacts would be less than significant.

Facts

Operation-related impacts to existing scenic highways are discussed on pages 3.1-13 to 3.1-14 of the Draft PEIR.

Potential Effect

There is a potential that eligible scenic highways may become officially designated in the future. Numerous eligible scenic highways are located within the County and Plan area. If any off-road bikeways are established within the viewing area of eligible scenic highways that become adopted/officially designated, they could be substantially visible from or obstruct views along a scenic highway.

Finding

If eligible scenic highways become adopted/officially designated, off-road bikeways in the viewing area of these highways would potentially be substantially visible from or obstruct views from a designated scenic highway, resulting in a significant impact to scenic highways. Additional project-level analysis is required before implementation of individual Bicycle Master Plan projects. Implementation of mitigation measures incorporated into the Project would lessen these visual impacts to less-than-significant levels. Therefore, no unavoidable significant project impacts would occur.

Facts

Operation-related impacts to eligible scenic highways are discussed on page 3.1-14 of the Draft PEIR.

Project-Level Analysis

Detailed analysis of impacts related to scenic highways will be required at the project level prior to implementation of individual Bicycle Master Plan projects if the project will be visible from an officially designated or eligible scenic highway.

Mitigation Measure

For projects visible from officially designated or eligible scenic highways and where detailed analysis at the project level identifies significant visual impacts, appropriate mitigation measures—such as vegetative screening, replanting, or context-sensitive design—will be developed and implemented to ensure that scenic views are not obstructed or significantly altered or that the project will be visually compatible with the scenic resource.

Potential Effect

There is a potential that off-road (Class I) bike paths would be located in scenic viewsheds.

Finding

For Class I bikes paths located in scenic viewsheds, the bike paths may result in adverse impacts to views. Additional project-level analysis is required before implementation of individual Bicycle Master Plan projects. Implementation of mitigation measures incorporated into the Project would lessen these visual impacts to less-than-significant levels. Therefore, no unavoidable significant project impacts would occur.

Facts

Operation-related impacts to eligible scenic highways are discussed on page 3.1-14 of the Draft PEIR.

Project-Level Analysis

Detailed analysis of impacts related to scenic highways will be required at the project level prior to implementation of individual Bicycle Master Plan projects if the project will be visible from or within any scenic viewshed, including those designated in applicable general plans or community plans.

Mitigation Measure

For projects visible from or within scenic viewsheds identified in general plans or community plans and where detailed analysis at the project level identifies significant visual impacts, appropriate measures—such as vegetative screening, replanting, or context-sensitive design—will be developed and implemented in order to avoid significant visual impacts to

scenic viewsheds or to ensure that the project will be visually compatible with the scenic resource.

Potential Effect

Construction of some off-road and on-road bikeways would require site preparation, bridge installation, signage installation, temporary facilities, minor road widening, and installation of pavement markings. Some of these activities and the equipment required would be visible from regional riding or hiking trails.

Finding

Construction would be temporary and would not represent a significant portion of the overall viewshed for each project. As such, construction of bikeways in the Bicycle Master Plan would result in less-than-significant visual impacts to regional riding or hiking trails.

Facts

Construction-related impacts to regional riding or hiking trails are discussed on pages 3.1-15 to 3.1-16 of the Draft PEIR.

Potential Effect

There is a potential that off-road (Class I) bike paths would be located in areas visible from regional riding and hiking trails.

Finding

Class I bike paths located in areas visible from regional riding and hiking trails may result in adverse impacts to views. Additional project-level analysis is required before implementation of individual Bicycle Master Plan projects. Implementation of mitigation measures incorporated into the Project would lessen these visual impacts to less-than-significant levels. Therefore, no unavoidable significant project impacts would occur.

Facts

Operation-related impacts to regional riding and hiking trails are discussed on pages 3.1-16 to 3.1-17 of the Draft PEIR.

Project-Level Analysis

Detailed analysis of impacts related to existing riding and hiking trails will be required prior to implementation of individual Bicycle Master Plan projects that would be visible from the existing trails.

Mitigation Measure

For projects visible from existing regional riding or hiking trails and where detailed analysis at the project level identifies significant visual impacts, appropriate measures—such as vegetative screening, replanting, or context-sensitive design—will be developed and

implemented in order to avoid visual impacts to scenic viewsheds or to ensure that the project will be visually compatible with the scenic resource.

Potential Effect

The changes in the visual environment resulting from the project in the Bicycle Master Plan would be visible from areas where other projects would also result in changes in the visual environment. These changes—combined with those associated with past, present, and reasonably foreseeable future projects—would result in cumulatively considerable visual impacts.

Finding

The Bicycle Master Plan, with implementation of mitigation measures, would result in less-than-significant impacts on views along scenic highways, scenic corridors, and viewsheds, as well as on views from a regional riding or hiking trail. Because of the Project's limited potential to increase development footprints outside areas that are already developed and the limited scale of the features included in the Project, the Bicycle Master Plan's incremental contribution to cumulative aesthetic impacts from past, present, and reasonably foreseeable future project would be less than cumulatively considerable.

Facts

Cumulative impacts to aesthetics and visual resources are discussed on pages 3.1-17 to 3.1-18 of the Draft PEIR.

Biological Resources

Potential Effect

Construction of Class I bike paths and on-road bikeways that would require widening within or adjacent to sites that contain sensitive environmental resources such as Significant Ecological Areas (SEAs), SEA buffers, coastal Environmentally Sensitive Habitat Areas (ESHAs), or other relatively undisturbed and natural areas may result in the removal or disturbance of vegetation; alteration of surface drainage patterns through grading and installation of hard surfaces that affects vegetation and wildlife; noise and light disturbance and dust deposition; increased human and pet presence; or increased potential of exotic species invasion due to soil disturbance.

Finding

During construction of Bicycle Master Plan projects, significant impacts to SEAs, SEA buffers, coastal ESHAs, or other relatively undisturbed and natural areas would potentially occur. Implementation of mitigation measures incorporated into the Project would lessen these impacts to less-than-significant levels. Therefore, no unavoidable significant project impacts would occur.

Facts

Construction-related impacts to SEAs, SEA buffers, coastal ESHAs, or other relatively undisturbed and natural areas are discussed on pages 3.2-25 to 3.2-27 of the Draft PEIR.

Project-Level Analysis

Detailed analysis will be required prior to implementation of individual Bicycle Master Plan projects located within or adjacent to SEAs, SEA buffers, coastal ESHAs, or other relatively undisturbed or natural areas. This analysis will include a literature search conducted by a biologist with knowledge of the local biological conditions. Where appropriate in the opinion of the qualified biologist, the literature search will be supplemented with a site visit. Resources and information that will be investigated for each site should include, but not be limited to, the following:

- California Natural Diversity Database (CNDDB)
- California Native Plant Society (CNPS) Rare Plant Inventory
- National Wetlands Inventory
- U.S. Fish and Wildlife Service (USFWS) Critical Habitat Portal
- Los Angeles County Department of Regional Planning for information on SEAs

If it is determined by the qualified biologist that potentially significant impacts on sensitive biological resources could occur as a result of construction and/or operation of a specific project proposed under the Bicycle Master Plan, a comprehensive site-specific biological assessment will be conducted and a Biological Resources Technical Report will be prepared to identify potentially significant impacts and appropriate mitigation. The biological assessment will determine whether other site-specific focused surveys are required, such as a wetland delineation, focused rare plant surveys, or focused surveys for sensitive wildlife species. If determined to be necessary, such surveys will be conducted by a qualified biologist in accordance with established protocols or methodologies and during the appropriate time of year.

Mitigation Measures

- If a project will impact resources under the jurisdiction of the USFWS, CDFG, SWRCB/RWQCB, USACE, and/or the CCC, the project will obtain the necessary permits/approvals from these agencies prior to construction and implement the associated conditions, if any.[1]
- If a project is within or adjacent to sensitive habitat areas (including SEAs, SEA buffers, habitat for sensitive species, etc.), the project will be designed to protect such areas from harmful exposure to light by shielding light sources, redirecting light sources, or using low intensity lighting.

[1] USFWS = U.S. Fish and Wildlife Service; CDFG = California Department of Fish and Game; SWRCB = State Water Resources Control Board; RWQCB = Regional Water Quality Control Board; USACE = U.S. Army Corps of Engineers; CCC = California Coastal Commission

- If a project is constructed during the nesting season (February 15 – September 15) and tree/vegetation removal is necessary, one of the following will be conducted:
  - All tree/vegetation removal will be prohibited during the nesting season to avoid potential impacts on nesting birds/raptors.
  - A qualified biologist will be retained to conduct pre-construction nesting bird surveys. If active nests are found, a "no work" buffer around the nest will be delineated by the qualified biologist and tree/vegetation removal will be delayed until the young have fledged or the nest has been abandoned for other reasons.
- If a project is within or adjacent to sensitive habitat areas (including SEAs, SEA Buffers, habitat for sensitive species, etc.), a biological monitor will be on site during construction activities within 100 feet of sensitive habitat areas to ensure protection measures (i.e., flagging, fencing, etc. as noted in the mitigation measure below) are in place.
- Sensitive habitat areas to be avoided, including appropriate buffers (determined by a qualified biologist), will be flagged by a qualified biologist prior to the onset of construction activities. Where indicated by the biologist, these areas will be fenced or otherwise protected from direct or indirect impacts. All such areas to be avoided will be clearly marked on construction plans and designated as "no construction" zones.

Potential Effect

Operation of Class I bike paths and on-road bikeways within or adjacent to sites that contain sensitive environmental resources such as SEAs, SEA buffers, coastal ESHAs, or other relatively undisturbed and natural areas may result in the disturbance to the adjacent habitat from the use of bikeways.

Finding

During operation of Bicycle Master Plan projects, significant impacts to SEAs, SEA buffers, coastal ESHAs, or other relatively undisturbed and natural areas would potentially occur. Implementation of mitigation measures incorporated into the Project would lessen these impacts to less-than-significant levels. Therefore, no unavoidable significant project impacts would occur.

Facts

Operations-related impacts to SEAs, SEA buffers, coastal ESHAs, or other relatively undisturbed and natural areas are discussed on pages 3.2-25 to 3.2-27 of the Draft PEIR.

Project-Level Analysis

Detailed analysis will be required prior to implementation of individual Bicycle Master Plan projects located within or adjacent to SEAs, SEA buffers, coastal ESHAs, or other relatively undisturbed or natural areas. This analysis will include a literature search conducted by a biologist with knowledge of the local biological conditions. Where appropriate in the opinion of the qualified biologist, the literature search will be supplemented with a site visit.

Resources and information that will be investigated for each site should include, but not be limited to, the following:

- CNDDB
- CNPS Rare Plant Inventory
- National Wetlands Inventory
- USFWS Critical Habitat Portal
- Los Angeles County Department of Regional Planning for information on SEAs

If it is determined by the qualified biologist that potentially significant impacts on sensitive biological resources could occur as a result of construction and/or operation of a specific project proposed under the Bicycle Master Plan, a comprehensive site-specific biological assessment will be conducted and a Biological Resources Technical Report will be prepared to identify potentially significant impacts and appropriate mitigation. The biological assessment will determine whether other site-specific focused surveys are required, such as a wetland delineation, focused rare plant surveys, or focused surveys for sensitive wildlife species. If determined to be necessary, such surveys will be conducted by a qualified biologist in accordance with established protocols or methodologies and during the appropriate time of year.

Mitigation Measures

- If a project will impact resources under the jurisdiction of the USFWS, CDFG, SWRCB/RWQCB, USACE, and/or the CCC, the project will obtain the necessary permits/approvals from these agencies prior to construction and implement the associated conditions, if any.
- If a project is within or adjacent to sensitive habitat areas (including SEAs, SEA buffers, habitat for sensitive species, etc.), the project will be designed to protect such areas from harmful exposure to light by shielding light sources, redirecting light sources, or using low intensity lighting.
- Fencing, vegetation, or other natural barriers will be constructed to prevent impacts on sensitive habitat areas adjacent to the bicycle network during operation. Signs will be erected in appropriate locations to inform bicycle network users of the need to stay within designated bike paths, lanes, routes, and boulevards.

Potential Effect

Construction of Class I bike paths and on-road bikeways along rivers, creeks, channels, and flood control facilities would result in direct impacts to these resources if construction of the bicycle network resulted in the removal, filling, hydrological interruption, or other disturbance to these resources.

Finding

During construction of the Bicycle Master Plan projects, significant impacts to rivers, creeks, channels, and flood control facilities would potentially occur. Implementation of mitigation measures incorporated into the Project would lessen these impacts to less-than-significant levels. Therefore, no unavoidable significant project impacts would occur.

Facts

Construction-related impacts to rivers, creeks, channels, and flood control facilities are discussed on pages 3.2-27 to 3.2-28 of the Draft PEIR.

Project-Level Analysis

Detailed analysis will be required prior to implementation of individual Bicycle Master Plan projects located within or adjacent to drainage courses. This analysis will include a literature search conducted by a biologist with knowledge of the local biological conditions. Where appropriate in the opinion of the qualified biologist, the literature search will be supplemented with a site visit. Resources and information that will be investigated for each site should include, but not be limited to, the following:

- CNDDB
- CNPS Rare Plant Inventory
- National Wetlands Inventory
- USFWS Critical Habitat Portal
- Los Angeles County Department of Regional Planning for information on SEAs

If it is determined by the qualified biologist that potentially significant impacts on sensitive biological resources could occur as a result of construction and/or operation of a specific project proposed under the Bicycle Master Plan, a comprehensive site-specific biological assessment will be conducted and a Biological Resources Technical Report will be prepared to identify potentially significant impacts and appropriate mitigation. The biological assessment will determine whether other site-specific focused surveys are required, such as a wetland delineation, focused rare plant surveys, or focused surveys for sensitive wildlife species. If determined to be necessary, such surveys will be conducted by a qualified biologist in accordance with established protocols or methodologies and during the appropriate time of year.

Mitigation Measures

- If a project will impact resources under the jurisdiction of the USFWS, CDFG, SWRCB/RWQCB, USACE, and/or the CCC, the project will obtain the necessary permits/approvals from these agencies prior to construction and implement the associated conditions, if any.
- If a project is within or adjacent to sensitive habitat areas (including SEAs, SEA Buffers, habitat for sensitive species, etc.), a biological monitor will be on site during construction

activities within 100 feet of sensitive habitat areas to ensure protection measures (i.e., flagging, fencing, etc. as noted in the mitigation measure below) are in place.

- Sensitive habitat areas to be avoided, including appropriate buffers (determined by a qualified biologist), will be flagged by a qualified biologist prior to the onset of construction activities. Where indicated by the biologist, these areas will be fenced or otherwise protected from direct or indirect impacts. All such areas to be avoided will be clearly marked on construction plans and designated as "no construction" zones.

Potential Effect

Operation of Class I bike paths and on-road bikeways along rivers, creeks, channels, and flood control facilities, if present adjacent to the footprint of a specific project proposed under the Bicycle Master Plan, would result in increased human and pet presence and potential degradation of the functions and values of the drainage course resulting from accumulation of trash and debris.

Finding

During operation of the Bicycle Master Plan projects, significant impacts to rivers, creeks, channels, and flood control facilities would potentially occur. Implementation of mitigation measures incorporated into the Project would lessen these impacts to less-than-significant levels. Therefore, no unavoidable significant project impacts would occur.

Facts

Operations-related impacts to rivers, creeks, channels, and flood control facilities are discussed on pages 3.2-27 to 3.2-28 of the Draft PEIR.

Project-Level Analysis

Detailed analysis will be required prior to implementation of individual Bicycle Master Plan projects located within or adjacent to drainage courses. This analysis will include a literature search conducted by a biologist with knowledge of the local biological conditions. Where appropriate in the opinion of the qualified biologist, the literature search will be supplemented with a site visit. Resources and information that will be investigated for each site should include, but not be limited to, the following:

- CNDDB
- CNPS Rare Plant Inventory
- National Wetlands Inventory
- USFWS Critical Habitat Portal
- Los Angeles County Department of Regional Planning for information on SEAs

If it is determined by the qualified biologist that potentially significant impacts on sensitive biological resources could occur as a result of construction and/or operation of a specific project proposed under the Bicycle Master Plan, a comprehensive site-specific biological assessment will be conducted and a Biological Resources Technical Report will be prepared

to identify potentially significant impacts and appropriate mitigation. The biological assessment will determine whether other site-specific focused surveys are required, such as a wetland delineation, focused rare plant surveys, or focused surveys for sensitive wildlife species. If determined to be necessary, such surveys will be conducted by a qualified biologist in accordance with established protocols or methodologies and during the appropriate time of year.

Mitigation Measures

- If a project will impact resources under the jurisdiction of the USFWS, CDFG, SWRCB/RWQCB, USACE, and/or the CCC, the project will obtain the necessary permits/approvals from these agencies prior to construction and implement the associated conditions, if any.
- If a project is within or adjacent to sensitive habitat areas (including SEAs, SEA buffers, habitat for sensitive species, etc.), the project will be designed to protect such areas from harmful exposure to light by shielding light sources, redirecting light sources, or using low intensity lighting.
- Fencing, vegetation, or other natural barriers will be constructed to prevent impacts on sensitive habitat areas adjacent to the bicycle network during operation. Signs will be erected in appropriate locations to inform bicycle network users of the need to stay within designated bike paths, lanes, routes, and boulevards.

Potential Effect

Construction of Class I bike paths and on-road bikeways within or adjacent to riparian or other sensitive habitats could result in direct impacts to these resources due to direct removal, potential invasion of exotic species due to soil disturbance, deposition of dust during construction, and increased human and pet presence.

Finding

During construction of the Bicycle Master Plan projects, significant impacts to riparian or other sensitive habitats would potentially occur. Implementation of mitigation measures incorporated into the Project would lessen these impacts to less-than-significant levels. Therefore, no unavoidable significant project impacts would occur.

Facts

Construction-related impacts to riparian or other sensitive habitats are discussed on pages 3.2-28 to 3.2-29 of the Draft PEIR.

Project-Level Analysis

Detailed analysis will be required prior to implementation of individual Bicycle Master Plan projects located within or adjacent to riparian or other sensitive habitats. This analysis will include a literature search conducted by a biologist with knowledge of the local biological

conditions. Where appropriate in the opinion of the qualified biologist, the literature search will be supplemented with a site visit.

Resources and information that will be investigated for each site should include, but not be limited to, the following:

- CNDDB
- CNPS Rare Plant Inventory
- National Wetlands Inventory
- USFWS Critical Habitat Portal
- Los Angeles County Department of Regional Planning for information on SEAs

If it is determined by the qualified biologist that potentially significant impacts on sensitive biological resources could occur as a result of construction and/or operation of a specific project proposed under the Bicycle Master Plan, a comprehensive site-specific biological assessment will be conducted and a Biological Resources Technical Report will be prepared to identify potentially significant impacts and appropriate mitigation. The biological assessment will determine whether other site-specific focused surveys are required, such as a wetland delineation, focused rare plant surveys, or focused surveys for sensitive wildlife species. If determined to be necessary, such surveys will be conducted by a qualified biologist in accordance with established protocols or methodologies and during the appropriate time of year.

Mitigation Measures

- If a project will impact resources under the jurisdiction of the USFWS, CDFG, SWRCB/RWQCB, USACE, and/or the CCC, the project will obtain the necessary permits/approvals from these agencies prior to construction and implement the associated conditions, if any.
- If a project is within or adjacent to sensitive habitat areas (including SEAs, SEA buffers, habitat for sensitive species, etc.), the project will be designed to protect such areas from harmful exposure to light by shielding light sources, redirecting light sources, or using low intensity lighting.
- If a project is constructed during the nesting season (February 15 – September 15) and tree/vegetation removal is necessary, one of the following will be conducted:
    - All tree/vegetation removal will be prohibited during the nesting season to avoid potential impacts on nesting birds/raptors.
    - A qualified biologist will be retained to conduct pre-construction nesting bird surveys. If active nests are found, a "no work" buffer around the nest will be delineated by the qualified biologist and tree/vegetation removal will be delayed until the young have fledged or the nest has been abandoned for other reasons.

- If a project is within or adjacent to sensitive habitat areas (including SEAs, SEA Buffers, habitat for sensitive species, etc.), a biological monitor will be on site during construction activities within 100 feet of sensitive habitat areas to ensure protection measures (i.e., flagging, fencing, etc. as noted in the mitigation measure below) are in place.
- Sensitive habitat areas to be avoided, including appropriate buffers (determined by a qualified biologist), will be flagged by a qualified biologist prior to the onset of construction activities. Where indicated by the biologist, these areas will be fenced or otherwise protected from direct or indirect impacts. All such areas to be avoided will be clearly marked on construction plans and designated as "no construction" zones.

Potential Effect

Operation of Class I bike paths and on-road bikeways within or adjacent to riparian or other sensitive habitats could result in direct impacts to these resources due to increased human and pet presence and degradation of habitat resulting from accumulation of trash and debris.

Finding

During operation of the Bicycle Master Plan projects, significant impacts to riparian or other sensitive habitats would potentially occur. Implementation of mitigation measures incorporated into the Project would lessen these impacts to less-than-significant levels. Therefore, no unavoidable significant project impacts would occur.

Facts

Operations-related impacts to riparian or other sensitive habitats are discussed on pages 3.2-28 to 3.2-29 of the Draft PEIR.

Project-Level Analysis

Detailed analysis will be required prior to implementation of individual Bicycle Master Plan projects located within or adjacent to riparian or other sensitive habitats. This analysis will include a literature search conducted by a biologist with knowledge of the local biological conditions. Where appropriate in the opinion of the qualified biologist, the literature search will be supplemented with a site visit. Resources and information that will be investigated for each site should include, but not be limited to, the following:

- CNDDB
- CNPS Rare Plant Inventory
- National Wetlands Inventory
- USFWS Critical Habitat Portal
- Los Angeles County Department of Regional Planning for information on SEAs

If it is determined by the qualified biologist that potentially significant impacts on sensitive biological resources could occur as a result of construction and/or operation of a specific project proposed under the Bicycle Master Plan, a comprehensive site-specific biological

assessment will be conducted and a Biological Resources Technical Report will be prepared to identify potentially significant impacts and appropriate mitigation. The biological assessment will determine whether other site-specific focused surveys are required, such as a wetland delineation, focused rare plant surveys, or focused surveys for sensitive wildlife species. If determined to be necessary, such surveys will be conducted by a qualified biologist in accordance with established protocols or methodologies and during the appropriate time of year.

Mitigation Measures

- If a project will impact resources under the jurisdiction of the USFWS, CDFG, SWRCB/RWQCB, USACE, and/or the CCC, the project will obtain the necessary permits/approvals from these agencies prior to construction and implement the associated conditions, if any.
- If a project is within or adjacent to sensitive habitat areas (including SEAs, SEA buffers, habitat for sensitive species, etc.), the project will be designed to protect such areas from harmful exposure to light by shielding light sources, redirecting light sources, or using low intensity lighting.
- Fencing, vegetation, or other natural barriers will be constructed to prevent impacts on sensitive habitat areas adjacent to the bicycle network during operation. Signs will be erected in appropriate locations to inform bicycle network users of the need to stay within designated bike paths, lanes, routes, and boulevards.

Potential Effect

Construction of Class I bike paths and on-road bikeways in areas with unique native trees, including oak trees, western sycamore, California walnut, and Joshua trees, could result in direct impacts to these resources due to direct removal of these resources.

Finding

During construction of the Bicycle Master Plan projects, significant impacts to unique native trees, including oak trees, western sycamore, California walnut, and Joshua trees, would potentially occur. Implementation of mitigation measures incorporated into the Project would lessen these impacts to less-than-significant levels. Therefore, no unavoidable significant project impacts would occur.

Facts

Construction-related impacts to unique native trees, including oak trees, western sycamore, California walnut, and Joshua trees, are discussed in page 3.2-29 of the Draft PEIR.

Project-Level Analysis

Detailed analysis will be required prior to implementation of individual Bicycle Master Plan projects located in areas with unique native trees, including oak trees, western sycamore, California walnut, and Joshua trees. This analysis will include a literature search conducted

by a biologist with knowledge of the local biological conditions. Where appropriate in the opinion of the qualified biologist, the literature search will be supplemented with a site visit.

Resources and information that will be investigated for each site should include, but not be limited to, the following:

- CNDDB
- CNPS Rare Plant Inventory
- National Wetlands Inventory
- USFWS Critical Habitat Portal
- Los Angeles County Department of Regional Planning for information on SEAs

If it is determined by the qualified biologist that potentially significant impacts on sensitive biological resources could occur as a result of construction and/or operation of a specific project proposed under the Bicycle Master Plan, a comprehensive site-specific biological assessment will be conducted and a Biological Resources Technical Report will be prepared to identify potentially significant impacts and appropriate mitigation. The biological assessment will determine whether other site-specific focused surveys are required, such as a wetland delineation, focused rare plant surveys, or focused surveys for sensitive wildlife species. If determined to be necessary, such surveys will be conducted by a qualified biologist in accordance with established protocols or methodologies and during the appropriate time of year.

Mitigation Measures

- If a project will impact resources under the jurisdiction of the USFWS, CDFG, SWRCB/RWQCB, USACE, and/or the CCC, the project will obtain the necessary permits/approvals from these agencies prior to construction and implement the associated conditions, if any.
- If a project is within or adjacent to sensitive habitat areas (including SEAs, SEA buffers, habitat for sensitive species, etc.), the project will be designed to protect such areas from harmful exposure to light by shielding light sources, redirecting light sources, or using low intensity lighting.
- If a project is constructed during the nesting season (February 15 – September 15) and tree/vegetation removal is necessary, one of the following will be conducted:
    - All tree/vegetation removal will be prohibited during the nesting season to avoid potential impacts on nesting birds/raptors.
    - A qualified biologist will be retained to conduct pre-construction nesting bird surveys. If active nests are found, a "no work" buffer around the nest will be delineated by the qualified biologist and tree/vegetation removal will be delayed until the young have fledged or the nest has been abandoned for other reasons.

- If a project is within or adjacent to sensitive habitat areas (including SEAs, SEA Buffers, habitat for sensitive species, etc.), a biological monitor will be on site during construction activities within 100 feet of sensitive habitat areas to ensure protection measures (i.e., flagging, fencing, etc. as noted in the mitigation measure below) are in place.
- Sensitive habitat areas to be avoided, including appropriate buffers (determined by a qualified biologist), will be flagged by a qualified biologist prior to the onset of construction activities. Where indicated by the biologist, these areas will be fenced or otherwise protected from direct or indirect impacts. All such areas to be avoided will be clearly marked on construction plans and designated as "no construction" zones.

Potential Effect

Operation of Class I bike paths and on-road bikeways could occur in areas with unique native trees, including oak trees, western sycamore, California walnut, and Joshua trees.

Finding

During operation of the Bicycle Master Plan projects, significant direct or indirect impacts to unique native trees, including oak trees, western sycamore, California walnut, and Joshua trees, would not be expected to occur.

Facts

Operation-related impacts to unique native trees, including oak trees, western sycamore, California walnut, and Joshua trees, are discussed on page 3.2-29 of the Draft PEIR.

Potential Effect

Construction of Class I bike paths and on-road bikeways in areas with known sensitive species or their habitat could result in impacts to these resources through direct removal of suitable/occupied habitat; degradation of suitable/occupied habitat as a result of increased human and pet presence, dust during construction, and potential invasion of exotic species due to soil disturbance; increased noise during construction; and increased light disturbance.

Finding

During construction of the Bicycle Master Plan projects, significant impacts to sensitive species or their habitat would potentially occur. Implementation of mitigation measures incorporated into the Project would lessen these impacts to less-than-significant levels. Therefore, no unavoidable significant project impacts would occur.

Facts

Construction-related impacts to sensitive species or their habitat are discussed on pages 3.2-29 to 3.2-30 of the Draft PEIR.

Project-Level Analysis

Detailed analysis will be required prior to implementation of individual Bicycle Master Plan projects located in areas with sensitive species or their habitat. This analysis will include a literature search conducted by a biologist with knowledge of the local biological conditions. Where appropriate in the opinion of the qualified biologist, the literature search will be supplemented with a site visit. Resources and information that will be investigated for each site should include, but not be limited to, the following:

- CNDDB
- CNPS Rare Plant Inventory
- National Wetlands Inventory
- USFWS Critical Habitat Portal
- Los Angeles County Department of Regional Planning for information on SEAs

If it is determined by the qualified biologist that potentially significant impacts on sensitive biological resources could occur as a result of construction and/or operation of a specific project proposed under the Bicycle Master Plan, a comprehensive site-specific biological assessment will be conducted and a Biological Resources Technical Report will be prepared to identify potentially significant impacts and appropriate mitigation. The biological assessment will determine whether other site-specific focused surveys are required, such as a wetland delineation, focused rare plant surveys, or focused surveys for sensitive wildlife species. If determined to be necessary, such surveys will be conducted by a qualified biologist in accordance with established protocols or methodologies and during the appropriate time of year.

Mitigation Measures

- If a project will impact resources under the jurisdiction of the USFWS, CDFG, SWRCB/RWQCB, USACE, and/or the CCC, the project will obtain the necessary permits/approvals from these agencies prior to construction and implement the associated conditions, if any.
- If a project is within or adjacent to sensitive habitat areas (including SEAs, SEA buffers, habitat for sensitive species, etc.), the project will be designed to protect such areas from harmful exposure to light by shielding light sources, redirecting light sources, or using low intensity lighting.
- If a project is constructed during the nesting season (February 15 – September 15) and tree/vegetation removal is necessary, one of the following will be conducted:
    - All tree/vegetation removal will be prohibited during the nesting season to avoid potential impacts on nesting birds/raptors.
    - A qualified biologist will be retained to conduct pre-construction nesting bird surveys. If active nests are found, a "no work" buffer around the nest will be

delineated by the qualified biologist and tree/vegetation removal will be delayed until the young have fledged or the nest has been abandoned for other reasons.

- If a project is within or adjacent to sensitive habitat areas (including SEAs, SEA Buffers, habitat for sensitive species, etc.), a biological monitor will be on site during construction activities within 100 feet of sensitive habitat areas to ensure protection measures (i.e., flagging, fencing, etc. as noted in the mitigation measure below) are in place.
- Sensitive habitat areas to be avoided, including appropriate buffers (determined by a qualified biologist), will be flagged by a qualified biologist prior to the onset of construction activities. Where indicated by the biologist, these areas will be fenced or otherwise protected from direct or indirect impacts. All such areas to be avoided will be clearly marked on construction plans and designated as "no construction" zones.

Potential Effect

Operation of Class I bike paths and on-road bikeways in areas with sensitive species or their habitat could result in direct and impacts to these resources due to changes in noise levels and level of activity on the bicycle network.

Finding

During operation of the Bicycle Master Plan projects, significant impacts to sensitive species or their habitat would potentially occur. Implementation of mitigation measures incorporated into the Project would lessen these impacts to less-than-significant levels. Therefore, no unavoidable significant project impacts would occur.

Facts

Operation-related impacts to sensitive species or their habitat are discussed on pages 3.2-29 to 3.2-30 of the Draft PEIR.

Project-Level Analysis

Detailed analysis will be required prior to implementation of individual Bicycle Master Plan projects located in areas with sensitive species or their habitat. This analysis will include a literature search conducted by a biologist with knowledge of the local biological conditions. Where appropriate in the opinion of the qualified biologist, the literature search will be supplemented with a site visit. Resources and information that will be investigated for each site should include, but not be limited to, the following:

- CNDDB
- CNPS Rare Plant Inventory
- National Wetlands Inventory
- USFWS Critical Habitat Portal
- Los Angeles County Department of Regional Planning for information on SEAs

If it is determined by the qualified biologist that potentially significant impacts on sensitive biological resources could occur as a result of construction and/or operation of a specific project proposed under the Bicycle Master Plan, a comprehensive site-specific biological assessment will be conducted and a Biological Resources Technical Report will be prepared to identify potentially significant impacts and appropriate mitigation. The biological assessment will determine whether other site-specific focused surveys are required, such as a wetland delineation, focused rare plant surveys, or focused surveys for sensitive wildlife species. If determined to be necessary, such surveys will be conducted by a qualified biologist in accordance with established protocols or methodologies and during the appropriate time of year.

Mitigation Measures

- If a project will impact resources under the jurisdiction of the USFWS, CDFG, SWRCB/RWQCB, USACE, and/or the CCC, the project will obtain the necessary permits/approvals from these agencies prior to construction and implement the associated conditions, if any.
- If a project is within or adjacent to sensitive habitat areas (including SEAs, SEA buffers, habitat for sensitive species, etc.), the project will be designed to protect such areas from harmful exposure to light by shielding light sources, redirecting light sources, or using low intensity lighting.
- Fencing, vegetation, or other natural barriers will be constructed to prevent impacts on sensitive habitat areas adjacent to the bicycle network during operation. Signs will be erected in appropriate locations to inform bicycle network users of the need to stay within designated bike paths, lanes, routes, and boulevards.

Potential Effect

Past and present development projects have changed the overall natural setting of the County to moderate-to-high density, primarily automobile-oriented communities with blocks of natural areas preserved or currently undeveloped. Impacts from past, present, and reasonably foreseeable future projects within the cumulative study area have been cumulatively considerable. Although past projects have shaped the existing development conditions within portions of the County, there are still sensitive biological resources within the County limits.

Finding

The Bicycle Master Plan, with implementation of mitigation measures, would result in less-than-significant impacts to biological resources. With implementation of these measures and in consideration of the small scale of the proposed development associated with an expanded bicycle network within the County, the Bicycle Master Plan's contribution to further reducing sensitive biological resources in the cumulative study area would be less than cumulatively considerable. Therefore, the Bicycle Master Plan's incremental contribution to cumulative biological resources impacts from past, present, and reasonably foreseeable future projects would be less than cumulatively considerable.

Facts

Cumulative impacts to biological resources are discussed on pages 3.2-30 to 3.2-31 of the Draft PEIR.

Hydrology/Water Quality

Potential Effect

Construction of bikeways, including staging areas, could occur along major drainage courses or drainage channels and may require in-water construction, sheet-pile coffer dams, or river or creek diversion. It is assumed that the Master Bicycle Plan projects would obtain National Pollutant Discharge Elimination System (NPDES) Construction General Permits, NPDES Low-threat Discharge and Dewatering Permits, Clean Water Act (CWA) Section 404 permits/authorizations, CWA Section 401 Water Quality Certifications, and California Streambed/Lake Alteration Agreements, where applicable, and that construction contractors would comply with all permit conditions.

Finding

Assuming that all necessary permits are obtained and all conditions of those permits are met, impacts to major drainage courses and drainage channels during construction would be less than significant.

Facts

Construction-related impacts to major drainage courses and drainage channels are discussed on page 3.3-49 of the Draft PEIR.

Potential Effect

Bridges may be necessary for some bikeways in the Bicycle Master Plan to span drainage courses, requiring structures within drainage courses to result in impacts to the drainage course.

Finding

If structures related to bikeways are placed in drainage courses, significant impacts would occur. Implementation of mitigation measures incorporated into the Project would lessen these impacts to less-than-significant levels. Therefore, no unavoidable significant project impacts would occur.

Facts

Operations-related impacts to major drainage courses and drainage channels are discussed on pages 3.3-49 to 3.3-50 of the Draft PEIR.

Project-Level Analysis

Detailed analysis of impacts related to drainages will be required prior to implementation of individual Bicycle Master Plan projects that would include any construction within drainage courses.

Mitigation Measure

If impacts to drainage courses are identified in site-specific drainage studies, the projects will be designed to incorporate appropriate measures to ensure that impacts are less than significant. These measures will be incorporated into the applicable permits and will be approved by the RWQCB.

Potential Effect

Construction of the bicycle network would likely involve construction within a 100-year floodplain zone as defined by the Federal Emergency Management Agency (FEMA). However, it is assumed that construction would occur during the dry season, or that construction equipment would not impede or redirect flows within the floodplain.

Finding

Because construction within 100-year floodplains would occur during the dry season or construction equipment would not impede or redirect flows within the floodplain, impacts on 100-year floodplains during construction would be less than significant.

Facts

Construction-related impacts to 100-year floodplains are discussed on page 3.3-50 of the Draft PEIR.

Potential Effect

Operation of the bicycle network would slightly increase the amount of impervious surface, resulting in minimal amounts of additional runoff. However, this increase would not substantially increase the size of the floodplain. Additional facilities such as restrooms would also slightly increase the amount of runoff. In some cases, facilities may be located in areas that would impede or redirect flood flows.

Finding

If any of these facilities were located in areas that would impede or redirect flood flows, a significant impact could occur. Implementation of mitigation measures incorporated into the Project would lessen these impacts to less-than-significant levels. Therefore, no unavoidable significant project impacts would occur.

Facts

Operations-related impacts to floodways, floodplain, or designated flood hazards zones are discussed on page 3.3-50 of the Draft PEIR.

Project-Level Analysis

Detailed analysis of impacts related to floodways, floodplains, or designated flood hazard zones will be required prior to implementation of individual Bicycle Master Plan projects that include any construction within such areas. This analysis will include drainage studies that will calculate the additional flows per County hydrology manual standards.

Mitigation Measure

For projects in the Bicycle Master Plan that are located within floodways, floodplains, or designated flood hazard zones or would involve construction within these areas, and for which site-specific drainage studies have determined that significant impacts would occur, appropriate redesign will be required to ensure that impacts will be avoided or reduced to a less-than-significant level.

Potential Effect

The Project would be constructed on relatively flat terrain but may vary as topography allows. Any dewatering from excavation for construction will need to be pumped to onsite portable settling basins in order to avoid sediment runoff from having an impact on local rivers or creeks and may require an NPDES Permit from the RWQCB. Under the Project, construction of the bicycle network and possibly bridges would disturb relatively small areas of soil. However, some of the paths would follow river/creek corridors, and water quality impacts could occur. Construction activities in water channels or close to water channels are more likely to affect erosion, sedimentation, and water quality as described above. Also, dewatering of construction areas near the bridge supports or of shallow-water areas may be required if excavations fill with soil seepage or surface drainage. Construction of individual projects in the Bicycle Master Plan would include standard best management practices (BMPs) and erosion controls used for all County-approved construction. These standard erosion control measures are expected to reduce the potential for soil erosion and sedimentation of drainage channels. In accordance with standard County-approved construction requirements, the general contractors and subcontractors conducting the work would be responsible for constructing or implementing, regularly inspecting, and maintaining the erosion control measures in good working order. The construction contractors and subcontractors would also be required to implement appropriate hazardous material management practices to reduce the potential for chemical spills or releases of contaminants, including any non-stormwater discharge to drainage channels. Standard hazardous material management and spill control and response measures would be implemented to minimize the potential for surface and groundwater contamination.

Finding

Because individual projects in the Bicycle Master Plan would be required to comply with NPDES permit conditions, use standard BMPs and erosion controls required for all County-approved projects, and implement appropriate hazardous material management practices, impacts related to stormwater runoff quality would be less than significant.

Facts

Construction-related impacts to stormwater runoff quality are discussed on pages 3.3-51 to 3.3-52 of the Draft PEIR.

Potential Effect

The proposed bicycle network is expected to result in additional impervious surface over Los Angeles County. This increase in impervious material would generate a small increase in concentrated runoff that would be dispersed along the network alignment. Increases in the total runoff volume would accelerate soil erosion and increase the transport of pollutants to waterways. The use of a bicycle network is not expected to generate substantial amounts of pollutants. In addition, this increase in impervious surface is relatively small and spread out over a large distance. The proposed network would not substantially alter the existing drainage patterns. Because the increase in impervious surface is small, the loss of groundwater recharge is considered to be very low, and groundwater levels are not expected to be affected by the Project. Use of the bikeways can also cause trash deposition along such a network.

Finding

Acceleration of soil erosion and increases in the transport of pollutants to sensitive waterways would be potentially significant. Trash deposition along such a network would potentially result in significant impacts on water quality.

Facts

Operations-related impacts to stormwater runoff and receiving bodies are discussed on pages 3.3-53 to 3.2-54 of the Draft PEIR.

Project-Level Analysis

Detailed analysis of impacts related to surface water quality will be required prior to implementation of individual Bicycle Master Plan projects that would include any construction near existing surface waters.

Mitigation Measures

- Where bikeways are located adjacent to surface water features, such as creeks, rivers, and channels, measures will be designed into the project to capture, divert, and/or absorb direct runoff. Such methods may include small swales running parallel to each side of the path, permeable pavement, French drains, or similar measures. Drainage facilities will be constructed as part of the individual projects so that runoff will not disturb sediment and cause rills, and in such a way that they will not create hazards for bicyclists.
- Where bikeways are located adjacent to surface water features, such as creeks, rivers, and channels, the individual bicycle projects will be designed so that the drainage does not flow into any river or creek, but rather into vegetated swales or similar catchment areas. These bikeways will be designed such that they would provide safe areas for collecting

runoff, sediments, and trash, while not creating a hazard for bicyclists and other bikeway uses.

- To control trash along the bikeways, appropriate methods will be included in the individual project designs. For projects that are located adjacent or within existing street rights-of-way, existing trash control methods will be adequate (trash cans, street sweeping, etc.). In areas where there are no existing controls, such as for new Class I bike paths, other measures will be necessary to control trash. These measures may include:
  - "No Littering" signs, curb-painting, etc., directing users to appropriate trash disposal.
  - Joint use of trash containers in adjacent public-use areas, such as parks and recreational facilities.
  - New trash containers, placed at locations accessible for trash removal.
  - Special trash collection materials, such as recyclables receptacles, dog waste bags, etc.
  - Adopt-a-path programs for providing regular cleanups.
  - Other methods that would result in similar prevention of impacts from trash accumulation.

Potential Effect

Combined cumulative construction and operation impacts on hydrology and water quality from the proposed bicycle network depend on individual contractors' ability to adhere to the required permitting and BMPs on a case-by-case basis during a tiered project construction and operational approach. However, point sourcing potential construction and operational impacts from this Project compared to other regional projects would prove to be difficult. On a regional scale, provided the proposed bicycle network is sufficiently used, the net decrease in vehicle use compared to the net increase in bicycle use would result in a beneficial water quality impact over time as bicycles do not release as much oil and brake dust as vehicles.

Finding

The Bicycle Master Plan, with implementation of mitigation measures would result in less-than-significant impacts to hydrology and water quality. With implementation of these measures and in consideration of net decrease in vehicle use, impacts would be less than cumulatively considerable. Therefore, the Bicycle Master Plan's incremental contribution to cumulative hydrology and water quality impacts from past, present, and reasonably foreseeable future projects would be less than cumulatively considerable.

Facts

Cumulative impacts to hydrology and water quality are discussed on page 3.3-54 of the Draft PEIR.

Cultural Resources

Potential Effect

Earthmoving associated with construction of the bikeways identified in the Bicycle Master Plan could result in destruction of archaeological resources.

Finding

If significant archaeological resources were disturbed during construction, impacts on these resources would be significant. Implementation of mitigation measures incorporated into the Project would lessen these impacts to less-than-significant levels. Therefore, no unavoidable significant project impacts would occur.

Facts

Impacts to archaeological resources are discussed on page 3.4-64 of the Draft PEIR.

Project-Level Analysis

Detailed analysis of impacts related to archaeological resources will be required prior to implementation of individual Bicycle Master Plan projects that would include earthmoving or other ground disturbance. These project-level analyses will require that a qualified archaeologist conduct a literature and record search and a field survey of the project area. If archaeological resources are discovered, they will be evaluated for significance, through testing excavations if necessary.

Mitigation Measure

For individual projects that would require earthmoving or other ground disturbance and for which significant impacts to archaeological resources are determined during site-specific analysis, the project will be redesigned to avoid impacts to the site and/or appropriate treatment measures will be completed. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation, detailed documentation, or monitoring.

Potential Effect

Proposed off-road and on-road bikeways have the potential to affect historic resources, including historic sidewalk features.

Finding

If significant historic architectural resources were disturbed during construction, impacts on these resources would be significant. Implementation of mitigation measures incorporated into the Project would lessen these impacts to less-than-significant levels. Therefore, no unavoidable significant project impacts would occur.

Facts

Impacts to archaeological resources are discussed on page 3.4-65 of the Draft PEIR.

Project-Level Analysis

Detailed analysis of impacts related to historical resources will be required prior to implementation of individual Bicycle Master Plan projects that would be located near historical resources and where these projects would alter these resources or their context (such as for Class I bike paths, street widening, or removal of manmade structures or landscape features). These project-level analyses will require that a qualified architectural historian conduct a literature and records search, analyze appropriate inventories, and conduct a field survey of the project area to determine if significant historic resources are present. Significance would be determined by applying Section 15064.5(a) of the CEQA Guidelines and the California Register criteria.

Mitigation Measure

For any individual project that would result in impacts to significant historic resources, the project will be redesigned to avoid disturbing, damaging, altering, or destroying the historical resource, based on site-specific surveys.

Potential Effect

Individual bikeway projects in the Bicycle Master Plan may cause an adverse change in the significance of a historical resource if the project involves the following activities: disturbance or property damage as a result of construction adjacent to an historical resource; disruption of the integrity of a property's setting, where new construction alters the historic setting and creates a visual impact; or long-term loss of access to a property, such as a bridge, as a result of new construction.

Finding

The level of significance of effects is dependent on the existing integrity and the nature of elements contributing to its historic or cultural significance, and the sensitivity of the current or historic use of the resource. The projects proposed as part of the Bicycle Master Plan have the potential to result in an adverse change to a historical or archaeological resource and result in significant impacts. Implementation of mitigation measures incorporated into the Project would lessen these impacts to less-than-significant levels. Therefore, no unavoidable significant project impacts would occur.

Facts

Impacts to significant historical and archaeological resources are discussed on pages 3.4-65 to 3.3-66 of the Draft PEIR.

Project-Level Analysis

Detailed analysis of impacts related to archaeological resources will be required prior to implementation of individual Bicycle Master Plan projects that would include earthmoving

or other ground disturbance. These project-level analyses will require that a qualified archaeologist conduct a literature and record search and a field survey of the project area. If archaeological resources are discovered, they will be evaluated for significance, through testing excavations if necessary.

Detailed analysis of impacts related to historical resources will be required prior to implementation of individual Bicycle Master Plan projects that would be located near historical resources and where these projects would alter these resources or their context (such as for Class I bike paths, street widening, or removal of manmade structures or landscape features). These project-level analyses will require that a qualified architectural historian conduct a literature and records search, analyze appropriate inventories, and conduct a field survey of the project area to determine if significant historic resources are present. Significance would be determined by applying Section 15064.5(a) of the CEQA Guidelines and the California Register criteria.

Mitigation Measures

- For individual projects that would require earthmoving or other ground disturbance and for which significant impacts to archaeological resources are determined during site-specific analysis, the project will be redesigned to avoid impacts to the site and/or appropriate treatment measures will be completed. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation, detailed documentation, or monitoring.
- For any individual project that would result in impacts to significant historic resources, the project will be redesigned to avoid disturbing, damaging, altering, or destroying the historical resource, based on site-specific surveys.

Potential Effect

Cumulative historical resource impacts could occur should the project's proposed construction of bikeways simultaneously affect a single historic site or a historic district. Individual projects that may occur within the area could result in substantial adverse physical impacts associated with the destruction or demolition of historical or archeological resources.

Finding

Any individual project that would result in a significant impact, either individually or through contribution to a cumulative impact, must be mitigated, including requiring relocation of the bicycle plan project in some cases, so as to avoid a significant impact as part of the project mitigation. With implementation of mitigation measures, the impacts would be less than significant and would not contribute to cumulative effects on historical resources.

Facts

Cumulative impacts to cultural resources are discussed on page 3.4-66 of the Draft PEIR.

Hazards/Hazardous Materials

Potential Effect

Residual soil toxicity may be encountered during construction activities in portions of the proposed project areas. Construction and grading activities in locations where residual soil toxicity may be encountered would potentially result in a release of hazardous materials. The construction methods that would be generally used would not be likely to encounter contaminated groundwater because this type of groundwater contamination is typically encountered at or below 50 feet below ground surface. Soil disturbance is expected to occur mostly during construction of off-road bikeways or on-road bikeways that would require widening or other types of ground disturbance, and it is expected that only surficial soils will be disturbed (during grading activities). Supports for bridges could potentially penetrate into areas with contaminated groundwater and could result in exposure of construction workers and the public to contaminated groundwater.

Finding

Construction and grading activities in some locations would potentially result in a release of hazardous materials. This would be a significant impact. There would be no significant hazard to the public, environment, or construction personnel as a result of being located within 2 miles downstream of a known groundwater contamination source. Impacts would generally be less than significant. If supports for bridges penetrate into areas with contaminated groundwater there would be a significant impact. Implementation of mitigation measures incorporated into the Project would lessen these impacts to less-than-significant levels. Therefore, no unavoidable significant project impacts would occur.

Facts

Impacts related to soil toxicity and groundwater contamination are discussed on pages 3.5-76 to 3.5-77 of the Draft PEIR.

Project-Level Analysis

Detailed analysis of impacts related to contaminated groundwater exposure or other hazards will be required prior to implementation of individual Bicycle Master Plan projects that would require excavation, soil removal, or dewatering. This analysis will include a Preliminary Environmental Site Screening (PESS) that characterizes the potential for environmental hazards to exist on the site. If found to be necessary in the PESS, follow-up studies may be required.

Mitigation Measure

Individual Bicycle Master Plan projects that require soil disturbance and are subject to further analysis at the project level will be required to comply with the recommendations of the Preliminary Environmental Site Screening, and follow-up studies if necessary, to avoid or facilitate remediation of significant impacts.

Potential Effect

Naturally occurring asbestos, mercury, and radon are not found at significant levels within the project area. Due to the amount of area to be covered by the Project, it is very likely that the construction of the proposed bicycle pathways would encounter numerous sites found in various environmental databases. Construction of the Project may encounter a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and exposure to hazards associated with these sites could occur. Construction of the project might encounter features that might contain lead-based paint or asbestos-containing building materials. Construction of project components that are near high traffic areas could encounter aerially deposited lead, but aerially deposited lead in soil generally does not present a health hazard during construction. Polychlorinated biphenyls (PCBs) could be encountered during construction and/or demolition of structures and infrastructure along the bike path. If older structures (pre-1979) are targeted for demolition, some could contain florescent light ballasts with PCBs. The potential presence of low concentrations of agricultural chemicals along the bikeway alignments is considered a nonhazardous condition.

Finding

Because naturally occurring asbestos, mercury, and radon are not found at significant levels within the project area, impacts during construction from these sources would be less than significant. Construction of the Project may encounter a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and exposure to hazards associated with these sites could result in significant impacts. If materials having lead-based paint and asbestos-containing building materials are disturbed and not properly controlled during construction, lead-based paint and asbestos-containing building materials could be released to the environment, exposing the public or the environment to lead-based paint or asbestos-containing building materials, which would be a significant impact. If PCBs are encountered or disturbed during construction, the risk to workers and the public would be a significant impact.

Facts

Impacts related to sites included on a list of hazardous materials sites and similar hazards are discussed on pages 3.5-77 to 3.5-80 of the Draft PEIR.

Project-Level Analysis

Detailed analysis of impacts related to listed hazardous materials sites, lead-based paints, asbestos, aerially deposited lead, and PCBs will be required prior to implementation of individual Bicycle Master Plan projects that would include soil disturbance or demolition. This analysis will include the PESS (and follow-up studies, if required). In addition, for any project that would require the demolition of structures, surveys for lead-based paint and asbestos-containing materials will be required to determine if soil lead or asbestos is present.

Federal and state regulations govern the renovation and demolition of structures where materials containing lead and asbestos are present or suspected. These requirements include:

SCAQMD rules and regulations pertaining to asbestos abatement (including Rule 1403), Construction Safety Orders 8 CCR 1529 (pertaining to asbestos) and 8 CCR 1532.1 (pertaining to lead), 40 CFR 61.M (pertaining to asbestos), and lead exposure guidelines provided by the U.S. Department of Housing and Urban Development. Lead and asbestos abatement must be performed and monitored by contractors with appropriate certifications from the California Department of Health Services. In addition, the California Division of Occupational Safety and Health (Cal/OSHA) has regulations concerning the use of hazardous materials, including requirements for safety training, availability of safety equipment, hazardous materials exposure warnings, and emergency action and fire prevention plan preparation. Cal/OSHA enforces the hazard communication program regulations, which include provisions for identifying and labeling hazardous materials, describing the hazards of chemicals, and documenting employee-training programs. A PCB survey will also be required for any project involving the demolition of structures or infrastructure at the project level. The survey will include sampling and identification of suspected PCBs.

Mitigation Measures

- All demolition that could result in the release of lead and/or asbestos will be conducted according to Cal/OSHA standards and in accordance with the recommendations of the site-specific lead-based paint and asbestos-containing materials surveys.
- Based on the site-specific PCB surveys, abatement of known or suspected PCBs will occur prior to demolition or construction activities that would disturb those materials. In the event that electrical equipment or other PCB-containing materials are identified prior to demolition activities, they will be removed and will be disposed of by a licensed transportation and disposal contractor at an appropriate hazardous waste facility.

Potential Effect

Hazards and hazardous materials impacts related to the Bicycle Master Plan are generally related to construction and are site-specific. They involve exposure of construction workers and the public to existing hazardous materials. Such impacts do not readily combine with impacts from other projects to result in cumulative impacts.

Finding

Because hazards and hazardous materials impacts related to the Bicycle Master Plan do not readily combine with impacts from other projects to result in cumulative impacts, the Bicycle Master Plan would not contribute to cumulative impacts related to hazards or hazardous materials

Facts

Impacts related to cumulative hazards and hazardous materials are discussed on page 3.5-80 of the Draft PEIR.

Traffic and Transportation

Potential Effect

The construction of the bicycle facility improvements identified in the Bicycle Master Plan could result in a temporary increase in traffic volumes due to construction-generated traffic. In some cases, construction would require temporary road or lane closure, especially for projects requiring roadway widening; removal of parking; restriping; etc., which in turn would result in a decrease in roadway capacity and an increase of traffic on nearby roads. Reduced roadway capacity and an increase in construction-related congestion could result in temporary localized increases in traffic congestion that exceed applicable LOS standards.

Finding

Because construction of individual bikeway project would in some cases result in temporary localized increases in traffic congestion that exceed applicable LOS standards, the construction impact on transportation operations is considered significant. Implementation of mitigation measures incorporated into the Project would lessen these impacts to less-than-significant levels. Therefore, no unavoidable significant project impacts would occur.

Facts

Construction impacts related to traffic operations are discussed on pages 3.6-90 to 3.6-94 of the Draft PEIR.

Project-Level Analysis

Detailed analysis of traffic impacts will be required prior to implementation of individual Bicycle Master Plan projects that would require closure of lanes, widening of existing roadways, or other changes to a roadway that would affect traffic. For individual projects, including road diets (removal of vehicular lanes to accommodate bicycle lanes), a detailed traffic study will be conducted during the project-level environmental review. This analysis will determine the exact nature and extent of anticipated traffic impacts based on existing and projected future traffic volumes, speeds, and amount of heavy vehicle traffic.

Mitigation Measure

For projects requiring significant construction within existing streets, lane closures, removal of parking, or similar traffic disruptions, temporary traffic control during construction will meet the requirements of the California Manual on Traffic Control Devices (CA-MUTCD). Daytime closures will be covered by the typical applications shown in Chapter 6 of the manual. Overnight closures, long-term closures, and detours will require a Traffic Control Plan that will be prepared as part of the project design package according to CA-MUTCD requirements. The Traffic Control Plan may include, but is not limited to, the following elements. Note that some of these elements may not be feasible or appropriate in all circumstances. The project-level environmental analysis will identify the appropriate measures for each project.

- Provide a roadway layout showing the location of construction activity and surrounding roadways to be used as detour routes, including special signage.
- Establish detour routes with local jurisdictions so as to minimize disturbance of local traffic conditions; review potential detour routes to make sure adequate capacity is available.
- Avoid creating additional delay at intersections currently operating at congested conditions, either by choosing routes that avoid these locations, or constructing during non-peak times of day.
- Maintain access to existing residences at all times.
- Work with each affected jurisdiction's police and fire departments to coordinate all construction-related plans and minimize disturbance to local emergency service providers; ensure that alternative evacuation and emergency routes are designed to maintain response times during construction.
- Provide adequate off-street parking areas at designated staging areas for construction-related vehicles.
- Work with local and regional transit providers to maintain access and circulation routes to existing stops and stations during construction phases, and to identify appropriate detours to provide traffic rerouting during construction while minimizing disturbance to bus services.
- Work with local and regional agencies to maintain continuity and operation of existing pedestrian and bicycle facilities during construction.

Potential Effect

Overall, the Bicycle Master Plan would encourage the use of bicycles instead of cars, therefore reducing the number of (automobile) vehicles trips and the total vehicle miles traveled (VMT) in the County. Therefore, in general, the implementation of the Plan would result in reduced vehicular traffic volumes on roadways and improved traffic performances. However, some of the proposed Class II bike lanes would require the removal of one or more travel lanes. These projects would involve vehicular travel lane reduction to add bike lanes and could potentially affect traffic operations and level of service at these locations.

Finding

Where projects would involve vehicular travel lane reduction to add bike lanes and potentially affect traffic operations and level of service, traffic operation impacts would be significant. Implementation of mitigation measures incorporated into the Project would lessen these impacts to less-than-significant levels. Therefore, no unavoidable significant project impacts would occur.

Facts

Long-term impacts related to traffic operations are discussed on pages 3.6-90 to 3.6-94 of the Draft PEIR.

Project-Level Analysis

Detailed analysis of traffic impacts will be required prior to implementation of individual Bicycle Master Plan projects that would require closure of lanes, widening of existing roadways, or other changes to a roadway that would affect traffic. For individual projects, including road diets (removal of vehicular lanes to accommodate bicycle lanes), a detailed traffic study will be conducted during the project-level environmental review. This analysis will determine the exact nature and extent of anticipated traffic impacts based on existing and projected future traffic volumes, speeds, and amount of heavy vehicle traffic.

Mitigation Measure

For individual Bicycle Master Plan projects that would remove travel lane(s), if the site-specific traffic study concludes that the removal of lane(s) would cause a roadway section or intersection to operate at an unacceptable LOS, one of the following will occur:

- The project will be redesigned to maintain an acceptable LOS.
- Appropriate mitigation measures will be implemented to maintain an acceptable LOS.
- The project will be dropped.

Potential Effect

The construction of the bicycle facility improvements could result in temporary sidewalk or roadway closures and could create gaps in pedestrian or bicycle routes and interfere with safe travel, but usually only when the bicycle facility improvements are part of a larger road rehabilitation or improvement project. Construction activities would also increase the mix of heavy construction vehicles with general purpose traffic and could result in an increase in safety hazards due to a higher proportion of heavy trucks.

Finding

The impact of construction-generated traffic on safety could be significant for projects that would require roadways restrictions, lane closures, and similar impacts. Implementation of mitigation measures incorporated into the Project would lessen these impacts to less-than-significant levels. Therefore, no unavoidable significant project impacts would occur.

Facts

Construction impacts related to traffic operations are discussed on pages 3.6-94 to 3.6-96 of the Draft PEIR.

Project-Level Analysis

Detailed analysis of traffic impacts will be required prior to implementation of individual Bicycle Master Plan projects that would require closure of lanes, widening of existing roadways, or other changes to a roadway that would affect traffic. For individual projects, including road diets (removal of vehicular lanes to accommodate bicycle lanes), a detailed traffic study will be conducted during the project-level environmental review. This analysis will determine the exact nature and extent of anticipated traffic impacts based on existing and projected future traffic volumes, speeds, and amount of heavy vehicle traffic.

Mitigation Measure

For projects requiring significant construction within existing streets, lane closures, removal of parking, or similar traffic disruptions, temporary traffic control during construction will meet the requirements of the California Manual on Traffic Control Devices (CA-MUTCD). Daytime closures will be covered by the typical applications shown in Chapter 6 of the manual. Overnight closures, long-term closures, and detours will require a Traffic Control Plan that will be prepared as part of the project design package according to CA-MUTCD requirements. The Traffic Control Plan may include, but is not limited to, the following elements. Note that some of these elements may not be feasible or appropriate in all circumstances. The project-level environmental analysis will identify the appropriate measures for each project.

- Provide a roadway layout showing the location of construction activity and surrounding roadways to be used as detour routes, including special signage.
- Establish detour routes with local jurisdictions so as to minimize disturbance of local traffic conditions; review potential detour routes to make sure adequate capacity is available.
- Avoid creating additional delay at intersections currently operating at congested conditions, either by choosing routes that avoid these locations, or constructing during non-peak times of day.
- Maintain access to existing residences at all times.
- Work with each affected jurisdiction's police and fire departments to coordinate all construction-related plans and minimize disturbance to local emergency service providers; ensure that alternative evacuation and emergency routes are designed to maintain response times during construction.
- Provide adequate off-street parking areas at designated staging areas for construction-related vehicles.
- Work with local and regional transit providers to maintain access and circulation routes to existing stops and stations during construction phases, and to identify appropriate detours to provide traffic rerouting during construction while minimizing disturbance to bus services.

- Work with local and regional agencies to maintain continuity and operation of existing pedestrian and bicycle facilities during construction.

Potential Effect

All bikeways to be constructed as part of implementation of the Bicycle Master Plan would be required at a minimum to meet the design guidelines outlined in Chapter 1000 of the Highway Design Manual (Caltrans 2009) and in the California Manual on Uniform Traffic Control Devices (Caltrans 2010). One of the key principles for these bicycle guidelines is that the bicycling environment should be safe. On- and off-road bikeways would be designed and built to be free of hazards and to minimize conflicts with external factors such as noise, vehicular traffic, and protruding architectural elements.

Finding

With the implementation of the measures included in the Plan—following standard design guidelines and conducting education and enforcement programs—operational impacts related to hazardous traffic conditions would be less than significant.

Facts

Operations impacts related to traffic operations are discussed on pages 3.6-94 to 3.6-96 of the Draft PEIR.

Potential Effect

Construction activities could increase parking demand in the project vicinity and could result in parking demand exceeding the available supply. Therefore, the impact of construction-generated traffic on parking demand is considered significant.

Finding

Construction activities could increase parking demand in the project vicinity and could result in parking demand exceeding the available supply, which would be a significant impact.

Facts

Construction impacts related to parking are discussed on pages 3.6-96 to 3.6-98 of the Draft PEIR.

Project-Level Analysis

Detailed analysis of traffic impacts will be required prior to implementation of individual Bicycle Master Plan projects that would require closure of lanes, widening of existing roadways, or other changes to a roadway that would affect traffic. For individual projects, including road diets (removal of vehicular lanes to accommodate bicycle lanes), a detailed traffic study will be conducted during the project-level environmental review. This analysis will determine the exact nature and extent of anticipated traffic impacts based on existing and projected future traffic volumes, speeds, and amount of heavy vehicle traffic.

Mitigation Measure

For projects requiring significant construction within existing streets, lane closures, removal of parking, or similar traffic disruptions, temporary traffic control during construction will meet the requirements of the California Manual on Traffic Control Devices (CA-MUTCD). Daytime closures will be covered by the typical applications shown in Chapter 6 of the manual. Overnight closures, long-term closures, and detours will require a Traffic Control Plan that will be prepared as part of the project design package according to CA-MUTCD requirements. The Traffic Control Plan may include, but is not limited to, the following elements. Note that some of these elements may not be feasible or appropriate in all circumstances. The project-level environmental analysis will identify the appropriate measures for each project.

- Provide a roadway layout showing the location of construction activity and surrounding roadways to be used as detour routes, including special signage.
- Establish detour routes with local jurisdictions so as to minimize disturbance of local traffic conditions; review potential detour routes to make sure adequate capacity is available.
- Avoid creating additional delay at intersections currently operating at congested conditions, either by choosing routes that avoid these locations, or constructing during non-peak times of day.
- Maintain access to existing residences at all times.
- Work with each affected jurisdiction's police and fire departments to coordinate all construction-related plans and minimize disturbance to local emergency service providers; ensure that alternative evacuation and emergency routes are designed to maintain response times during construction.
- Provide adequate off-street parking areas at designated staging areas for construction-related vehicles.
- Work with local and regional transit providers to maintain access and circulation routes to existing stops and stations during construction phases, and to identify appropriate detours to provide traffic rerouting during construction while minimizing disturbance to bus services.
- Work with local and regional agencies to maintain continuity and operation of existing pedestrian and bicycle facilities during construction.

Potential Effect

The Bicycle Master Plan would encourage the use of bicycles instead of cars, thereby reducing the demand for parking. However, the construction of bike lanes proposed in the Plan may result in a permanent loss of on-street parking at specific locations, which may result in shortage of parking supply in these areas.

Finding

Permanent loss of on-street parking would result in a shortage of parking supply in some areas, resulting in a significant impact. Implementation of mitigation measures incorporated into the Project would lessen these impacts to less-than-significant levels. Therefore, no unavoidable significant project impacts would occur.

Facts

Operational impacts related to parking are discussed on pages 3.6-96 to 3.6-98 of the Draft PEIR and pages XX of the Final PEIR.

Project-Level Analysis

Detailed analysis of impacts from removal of parking will be required prior to implementation of individual Bicycle Master Plan projects that would require removal of parking lanes. This study will determine the exact number of parking spaces that would be removed based on site conditions. Parking removal is not recommended in locations where land uses generate a high demand for parking that is not adequately served by off-street parking facilities. The parking study findings will inform the decision-making process regarding design and implementation of each project.

Mitigation Measure

For individual Bicycle Master Plan projects that would require removal of parking lanes, the recommendations of the site-specific parking study will be implemented. In some cases, parking removal could be recommended on only one side of the roadway. On streets where parking is at a premium and the roadway width constrains bicycle lane implementation, a Class III bike route could be considered instead of a Class II bicycle lane.

Potential Effect

Construction and operation of the proposed bicycle network has the potential to result in impacts with respect to increasing traffic that is substantial in relation to existing traffic volumes or roadway capacity, increasing hazards in a design feature, adversely affecting emergency access, and resulting in inadequate parking. These impacts would be reduced to less-than-significant levels with implementation of the recommended mitigation measures. On a regional scale, implementation of the Plan would result in fewer VMT, which is anticipated to improve traffic and transportation congestion.

Finding

The Bicycle Master Plan, with implementation of mitigation measures, would result in less-than-significant impacts related to traffic and transportation. With implementation of these measures and in consideration of net decrease in vehicle use, impacts would be less than cumulatively considerable. Therefore, the Bicycle Master Plan's incremental contribution to cumulative traffic and transportation impacts from past, present, and reasonably foreseeable future projects would be less than cumulatively considerable.

Facts

Cumulative impacts related to traffic and transportation are discussed on page 3.6-98 of the Draft PEIR.

Air Quality/Greenhouse Gas Emissions

Potential Effect

The Bicycle Master Plan would not conflict with any zoning regulations because any change to the bicycle network would mostly occur within roadways or existing rights-of-way. Additionally, implementation of the Plan would not conflict with the General Plan but would supplement, amend, and implement policies from the Mobility Element of the Draft 2035 Los Angeles County General Plan Update to promote alternative transportation. Therefore, no conflicts are anticipated.

Finding

Because the Bicycle Master Plan would not conflict with local planning documents on which applicable air quality plans are based, impacts related to conflicting with or obstructing implementation of applicable air quality plans would be less than significant.

Facts

Impacts related to conflicting with or obstructing implementation of applicable air quality plans are discussed on pages 3.7-117 to 3.7-118 of the Draft PEIR.

Potential Effect

Project construction has the potential to create air quality impacts through the use of onsite construction equipment emissions, as well as vehicle tailpipe trips generated from construction workers traveling to and from the project site. In addition, fugitive dust emissions would result from site work activities. Construction-related daily emissions would not exceed the South Coast Air Quality Management District (SCAQMD) or Antelope Valley Air Quality Management District (AVAQMD) regional significance thresholds.

Finding

Because daily emissions would not exceed the SCAQMD or AVAQMD regional significance thresholds, impacts would be less than significant.

Facts

Regional impacts related to violations of air quality standards are discussed on pages 3.7-118 to 3.7-119 of the Draft PEIR.

Potential Effect

Localized air quality emissions are not anticipated to exceed the County's most conservative Localized Significance Threshold (LST) emissions value.

Finding

Because localized air quality emissions are not anticipated to exceed the County's most conservative LST emissions value, impacts would be less than significant.

Facts

Localized impacts related to violations of air quality standards are discussed on pages 3.7-119 to 3.7-120 of the Draft PEIR.

Potential Effect

The Project would be consistent with Air Quality Management Plans (AQMPs) from both the SCAQMD and AVAQMD, which are intended to bring both air basins into attainment for all criteria pollutants. The mass regional emissions calculated for the Project would not exceed daily significance thresholds, which are designed to assist each region in attaining the applicable state and national ambient air quality standards. The Project would comply with the each district's fugitive dust control rule during construction, as well as all other adopted AQMP emissions control measures.

Finding

Cumulative impacts with respect to construction criteria pollutant emissions would not be considered cumulatively considerable.

Facts

Cumulative impacts related to net increase of any criteria pollutant are discussed on pages 3.7-120 to 3.7-121 of the Draft PEIR.

Potential Effect

Construction of the Project would generate greenhouse gas (GHG) emissions through the use of onsite construction equipment and offsite vehicle trips generated from construction workers, as well as haul/delivery trucks that travel to and from the project site. Increases in GHG emissions associated with the Project could contribute to significant adverse environmental effects. Furthermore, increased GHG emissions associated with the Project could potentially impede implementation of the state's mandatory requirement under AB 32 to reduce statewide GHG emissions to 1990 levels by 2020.

Finding

The County does not have adopted plans or programs explicitly mandating GHG emission reductions. Though no technical data and methodologies currently exist that would allow the County to determine what level of GHG emissions, on a project-level, would result in a significant cumulative contribution, the County has conservatively concluded that the Project's potential GHG emissions contribution would be potentially significant. Implementation of mitigation measures incorporated into the Project would lessen these

impacts to less-than-significant levels. Therefore, no unavoidable significant project impacts would occur.

Facts

Impacts related to the generation of GHG emissions are discussed on pages 3.7-121 to 3.7-122 of the Draft PEIR and pages XX of the Final PEIR.

Project-Level Analysis

Detailed analysis of impacts to GHG emissions will be required prior to implementation of individual Bicycle Master Plan projects that would involve substantial use of onsite construction equipment and generate substantial amounts of construction traffic.

Mitigation Measures

- For individual projects in the Bicycle Master Plan where substantial numbers of construction vehicles would be required, all internal combustion engines/construction equipment operating on the project site will meet EPA-certified Tier 2 emissions standards, or higher.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, will be turned off when not in use for more than 5 minutes.
- Construction operations will rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines, to the extent feasible.

Potential Effect

Assembly Bill (AB) 32, which identified a 2020 target level for GHG emissions in California, calls for reductions in mobile-source and energy production GHG emissions. The California Air Resources Board has adopted a Scoping Plan, which details specific GHG emission reduction measures that target specific GHG emissions sources. GHG emissions would occur with or without development of the Project. The project-specific mitigation measures incorporated into the Bicycle Master Plan would further reduce GHG emissions. Overall, the Project would be consistent with the AB 32 goal of reducing statewide GHG emissions to 1990 levels by year 2020. Currently, no other GHG reduction plan applies to the Project. The Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

Finding

The Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG; therefore, impacts would be less than significant.

Facts

Impacts related to conflicts with applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG are discussed on pages 3.7-122 to 3.7-123 of the Draft PEIR.

Potential Effect

The Project would be consistent with both the SCAQMD and AVAQMD AQMPs, which are intended to bring both air basins into attainment for all criteria pollutants. The mass regional emissions calculated for the Project would not exceed daily significance thresholds. The Project would comply with each district's fugitive dust control rule during construction, as well as all other adopted AQMP emissions control measures. With regard to climate change and GHG emissions, there would be no long-term GHG emissions following completion of construction activities, and the amounts of construction-period emissions that would result from development of the Project have been shown to be negligible. The Project's emissions, alone or in relation to cumulative global emissions, would be insufficient to cause substantial climate change. To the extent that implementation of the Project would reduce emissions by shifting vehicle trips to bicycle trips, there would be beneficial long-term impacts associated with the Project. The Project has been shown to conform to AB 32 Scoping Plan reduction measures.

Finding

Cumulative impacts of the Bicycle Master Plan with respect to construction criteria pollutant emissions would not be considered cumulatively considerable. The Project's contribution to worldwide GHG emissions and climate change would not be cumulatively considerable.

Facts

Cumulative air quality and GHG emissions impacts are discussed on pages 3.7-123 to 3.7-124 of the Draft PEIR.

Mineral Resources

Potential Effect

Operation of the bikeways included in the Bicycle Master Plan may result in the disruption or removal of existing extraction operations or may preclude the future extraction of resources due to the location of bikeways on known mineral resource areas. The bikeway network could result in traffic or access conflicts with extraction of mineral resources of regional or statewide importance.

Finding

Because the bikeway network could result in traffic or access conflicts with extraction of mineral resources of regional or statewide importance, the impacts related to availability of known mineral resources of value to the region and the residents of the state would be potentially significant. Implementation of mitigation measures incorporated into the Project

would lessen these impacts to less-than-significant levels. Therefore, no unavoidable significant project impacts would occur.

Facts

Impacts to mineral resources of value to the region and the residents of the state are discussed on pages 3.8-128 to 3.8-129 of the Draft PEIR.

Project-Level Analysis

Detailed analysis of impacts related to mineral resources and oil and gas resources will be required prior to implementation of individual Bicycle Master Plan projects to identify any mineral resources and oil and gas resources within the project's vicinity (based on State Mining and Geology Board mapping; Division of Oil, Gas, and Geothermal Resources mapping; and the County of Los Angeles General Plan, including updates). If the proposed bikeways are located in these areas, the analysis will determine whether or not the proposed bicycle facility is compatible with the existing resources and operations. This compatibility analysis will determine whether the proposed bicycle facility would affect extraction, processing, or transportation of the resource, primarily related to safety issues but potentially also including air quality, noise, or visual compatibility.

Mitigation Measure

If an individual Bicycle Master Plan project is found to be incompatible with the existing mineral resource or oil and gas resource operations in the site-specific analysis, the project will include measures to address safety, air quality, noise, visual, or other impacts, such as incorporation of fencing, barriers screening, etc. If such measures are not feasible or cannot reduce incompatibility impacts to a less-than-significant level, then the bicycle facility will be relocated to an appropriate location that would not result in significant compatibility impacts.

Potential Effect

Operation of the bikeways included in the Bicycle Master Plan may result in the disruption or removal of existing extraction operations or may preclude the future extraction of resources due to the location of bikeways on known mineral resource areas. The bikeway network could result in traffic or access conflicts with extraction of mineral resources of regional or statewide importance.

Finding

Because the bikeway network could result in a traffic or access conflicts with extraction of locally important mineral resources, the impacts related to availability of known mineral resources would be potentially significant. Implementation of mitigation measures incorporated into the Project would lessen these impacts to less-than-significant levels. Therefore, no unavoidable significant project impacts would occur.

Facts

Impacts to locally important mineral resources are discussed on page 3.8-130 of the Draft PEIR.

Project-Level Analysis

Detailed analysis of impacts related to mineral resources and oil and gas resources will be required prior to implementation of individual Bicycle Master Plan projects to identify any mineral resources and oil and gas resources within the project's vicinity (based on State Mining and Geology Board mapping; Division of Oil, Gas, and Geothermal Resources mapping; and the County of Los Angeles General Plan, including updates). If the proposed bikeways are located in these areas, the analysis will determine whether or not the proposed bicycle facility is compatible with the existing resources and operations. This compatibility analysis will determine whether the proposed bicycle facility would affect extraction, processing, or transportation of the resource, primarily related to safety issues but potentially also including air quality, noise, or visual compatibility.

Mitigation Measure

If an individual Bicycle Master Plan project is found to be incompatible with the existing mineral resource or oil and gas resource operations in the site-specific analysis, the project will include measures to address safety, air quality, noise, visual, or other impacts, such as incorporation of fencing, barriers screening, etc. If such measures are not feasible or cannot reduce incompatibility impacts to a less-than-significant level, then the bicycle facility will be relocated to an appropriate location that would not result in significant compatibility impacts.

Potential Effect

Access to mineral resources and oil and gas reserves is a significant issue in any urban area. Often, urban development is incompatible with existing and potential extraction activities. Because the majority of the bikeways proposed in the Bicycle Master Plan would be located in areas with existing development, these facilities would have limited impacts on these resources.

Finding

With the implementation of mitigation, which would ensure that bikeways would be compatible with exploitation of mineral and oil and gas resources, or be relocated to avoid incompatibility, the Bicycle Master Plan elements would not contribute to a significant cumulative impact to mineral resources or oil and gas reserves.

Facts

Cumulative impacts to mineral resources are discussed on page 3.8-130 of the Draft PEIR.

Section 2: Significant Environment Impacts That Cannot Be Feasibly Mitigated to a Less-Than-Significant Level

The Project would not result in any significant environmental effects of the Project that cannot be feasibly mitigated to a less-than-significant level.

Section 3: Growth-Inducing Impacts

Potential Effect

Implementation of the Project has the potential to induce growth by fostering improved traffic, commute opportunities, and attractiveness.

Finding

The Project does not meet a growth-inducing criterion specified under CEQA; therefore, the Project is not considered growth inducing.

Facts

Growth-inducing impacts are discussed on page 6-1 of the Draft PEIR. The following facts support the above finding:

(1) **Removal of an Impediment to Growth.** Growth in an area may result from the removal of physical impediments or restrictions to growth. A network of bikeways is proposed by the Project, which would connect to existing infrastructure and not require expansion of infrastructure. Lack of a bicycle network is not an impediment to growth, so expanding the network would not remove an impediment to growth.

(2) **Urbanization of Land in Remote Locations.** The Project would provide a network of bikeways adjacent to or connecting existing urbanized areas.

(3) **Economic Growth.** The Project would not increase population, housing, or employment opportunities. Short-term, construction employment opportunities would be filled by the existing Los Angeles County labor market. On this basis, the Project is not considered growth inducing.

(4) **Precedent Setting Action.** The Project requires discretionary actions on the part of the Los Angeles County Department of Public Works, the Regional Planning Commission, and the Board of Supervisors. The Project covers the entire County with a plan for bikeways to be implemented over the next 20 years. On the basis of the comprehensiveness of the Bicycle Master Plan and the regulatory framework required to approve it, the Project is not considered growth inducing.

Section 4: Alternatives to the Project

Alternatives to the Project described in the Draft PEIR were analyzed and considered. The alternatives discussed in the Draft PEIR and Final PEIR constitute a reasonable range of alternatives necessary to permit a reasoned choice. The Final PEIR concluded that the Bicycle Master Plan was the environmentally superior alternative because it would result in beneficial environmental effects related to transportation, air quality, and greenhouse gas emissions, while all adverse impacts of the Bicycle Master Plan would be reduced to less-than-significant levels by mitigation incorporated into the Project.

Alternatives Considered but Not Evaluated

The County Department of Public Works, as lead agency, considered numerous variations of the Bicycle Master Plan during the extensive public outreach and consultation process. The County staff had a series of meetings with a Technical Advisory Committee, which consisted of the County of Los Angeles Departments of Beaches and Harbors, Parks and Recreation, Public Health, Public Works, and Regional Planning. In addition, County staff had monthly meetings with the Bicycle Advisory Committee. Three rounds of public workshops were held to present the Bicycle Master Plan's initial findings and recommendations to the public and to provide opportunities for public input and feedback. During this process, the Bicycle Master Plan went through many revisions until it became the draft Bicycle Master Plan that was analyzed in the Draft PEIR.

It would have been possible to consider any of these previous revisions as alternatives for this alternatives analysis. However, these are more "variations" of the project than discreet alternatives, especially considering the broad-scale analysis presented in the Draft PEIR. In addition, each version was previously rejected during the planning process for various reasons. Therefore, these previous versions were not evaluated as alternatives in the Draft PEIR.

No Project Alternative

Description of Alternative

The No Project Alternative would be the continued use of the existing *Plan of Bikeways* for the County of Los Angeles that was adopted in 1975 and amended in 1976 (Los Angeles County 1976). No additional goals or policies would be adopted, and no new Class I, II, or III bikeways or bike boulevards would be planned. The County would continue to maintain the existing bicycle facilities network.

Comparison of Effects

Compared to the Bicycle Master Plan, the No Project Alternative would result in fewer visual impacts to scenic highways, scenic viewsheds, and regional riding and hiking trails. However, the impacts described in the Draft PEIR for the Bicycle Master Plan are potential impacts that may occur only for a small portion of the projects, and which will be reduced to less-than-significant levels by mitigation measures incorporated into the Project.

Compared to the Bicycle Master Plan, the No Project Alternative would result in fewer biological impacts to SEAs, SEA Buffers, coastal ESHAs, relatively undisturbed and natural areas, drainage courses, riparian and other sensitive habitats, native trees, and sensitive habitats. However, the impacts described in the Draft PEIR for the Bicycle Master Plan are potential impacts that may occur only for a small portion of the projects, and which will be reduced to less-than-significant levels by mitigation measures incorporated into the Project.

Compared to the Bicycle Master Plan, the No Project Alternative would result in fewer hydrological and water quality impacts to major drainages, floodways, floodplains, designated flood hazard zones, stormwater runoff, and water quality. However, the impacts described in the Draft PEIR for the Bicycle Master Plan are potential impacts that may occur only for a small portion of the projects, and which will be reduced to less-than-significant levels by mitigation measures incorporated into the Project. In addition, the Project would include measures that would improve upon the existing condition, which would not occur with the No Project Alternative.

Compared to the Bicycle Master Plan, the No Project Alternative would result in fewer impacts to archaeological and historic resources. However, the impacts described in the Draft PEIR for the Bicycle Master Plan are potential impacts that may occur only for a small portion of the projects, and which will be reduced to less-than-significant levels by mitigation measures incorporated into the Project.

Compared to the Bicycle Master Plan, the No Project Alternative would result in fewer impacts related to exposure to contaminated groundwater, hazardous materials sites, lead-based paint, asbestos, and PCBs. However, the impacts described in the Draft PEIR for the Bicycle Master Plan are potential impacts that may occur only for a small portion of the projects, and which will be reduced to less-than-significant levels by mitigation measures incorporated into the Project. In addition, the Project after mitigation would result in remediated sites that would be less hazardous than the existing condition, which would not occur with the No Project Alternative.

Compared to the Bicycle Master Plan, the No Project Alternative would result in fewer impacts related to reduced level of service for vehicular traffic, construction-period traffic safety, and parking reduction. However, the impacts described in the Draft PEIR for the Bicycle Master Plan are potential impacts that may occur only for a small portion of the projects, and which will be reduced to less-than-significant levels by mitigation measures incorporated into the Project. In addition, to the extent that the Project encourages the use of alternative transportation methods, specifically bicycles, beneficial traffic and parking benefits would occur with the Project that would not occur with the No Project Alternative.

Compared to the Bicycle Master Plan, the No Project Alternative would result in fewer impacts construction-related benefits to greenhouse gas emissions. However, the impacts described in the Draft PEIR for the Bicycle Master Plan will be reduced to less-than-significant levels by mitigation measures incorporated into the Project. In addition, to the extent that the Project encourages the use of alternative, non-emitting transportation methods, specifically bicycles, beneficial air quality and greenhouse gas emissions benefits would occur with the Project that would not occur with the No Project Alternative.

Compared to the Bicycle Master Plan, the No Project Alternative would result in fewer impacts to mineral resources. However, the impacts described in the Draft PEIR for the Bicycle Master Plan are potential impacts that may occur only for a small portion of the projects, and which will be reduced to less-than-significant levels by mitigation measures incorporated into the Project.

Finding

The No Project Alternative is rejected as infeasible because it fails to meet any of the Project objectives identified in the Draft PEIR, it would not provide any of the Project benefits as set forth herein, and it is not environmentally superior to the Project.

Facts

The No Project Alternative is based on the existing *Plan of Bikeways*, last amended in 1976. It would not result in any of the Bicycle Master Plan's benefits, which are the objective of the Project. It would not result in environmental and climate change benefits because it would not reduce vehicular trips in comparison with existing conditions. It would not provide public health benefits because it would not encourage active lifestyles or create additional means for physical activity. It would not result in economic benefits from reduced automobile expense and infrastructure costs. The No Project Alternative would not result in community or quality of life benefits from increased bicycle use. Finally, it would not provide safety benefits that would be derived from new, well-designed bikeways.

The No Project Alternative would be economically feasible because there would be no additional direct costs associated with not approving the Bicycle Master Plan or implementing bicycle projects. However, the costs associated with additional automobile infrastructure necessitated by the lack of bicycle infrastructure would continue to increase.

Alternative 1: No Class I Bike Paths Plan

Description of Alternative

Alternative 1, the No Class I Bike Paths Plan (Alternative 1), would include only Class II and III bikeways and bike boulevards, thereby eliminating the impacts associated with Class I bike paths.

Comparison of Effects

Compared to the Bicycle Master Plan, Alternative 1 would result in fewer visual impacts to scenic highways, scenic viewsheds, and regional riding and hiking trails. However, the impacts described in the Draft PEIR for the Bicycle Master Plan are potential impacts that may occur only for a small portion of the projects, and which will be reduced to less-than-significant levels by mitigation measures incorporated into the Project.

Compared to the Bicycle Master Plan, Alternative 1 would result in fewer biological impacts to SEAs, SEA Buffers, coastal ESHAs, relatively undisturbed and natural areas, drainage courses, riparian and other sensitive habitats, native trees, and sensitive habitats. However, the impacts described in the Draft PEIR for the Bicycle Master Plan are potential impacts that may occur only

for a small portion of the projects, and which will be reduced to less-than-significant levels by mitigation measures incorporated into the Project.

Compared to the Bicycle Master Plan, Alternative 1 would result in fewer hydrological and water quality impacts to major drainages, floodways, floodplains, designated flood hazard zones, stormwater runoff, and water quality. However, the impacts described in the Draft PEIR for the Bicycle Master Plan are potential impacts that may occur only for a small portion of the projects, and which will be reduced to less-than-significant levels by mitigation measures incorporated into the Project. In addition, the Project would include measures that would improve upon the existing condition, which would not occur with Alternative 1.

Compared to the Bicycle Master Plan, Alternative 1 would result in fewer impacts to archaeological resources. However, the impacts described in the Draft PEIR for the Bicycle Master Plan are potential impacts that may occur only for a small portion of the projects, and which will be reduced to less-than-significant levels by mitigation measures incorporated into the Project. Impacts to historic resources would be similar for Alternative 1 and the Bicycle Master Plan.

Compared to the Bicycle Master Plan, Alternative 1 would result in fewer impacts related to exposure to contaminated groundwater. However, the impacts described in the Draft PEIR for the Bicycle Master Plan are potential impacts that may occur only for a small portion of the projects, and which will be reduced to less-than-significant levels by mitigation measures incorporated into the Project. Impacts to hazardous materials sites, lead-based paint, asbestos, and PCBs would be similar for Alternative 1 and the Bicycle Master Plan.

Compared to the Bicycle Master Plan, Alternative 1 would result in similar impacts to level of service for vehicular traffic, construction-period traffic safety, and parking reduction. These impacts would be reduced to less-than-significant levels by mitigation measures incorporated into the Project. In addition, to the extent that the Project encourages the use of alternative transportation methods, specifically bicycles, beneficial traffic and parking benefits would be greater for the larger Bicycle Master Plan than the smaller network included in Alternative 1.

Compared to the Bicycle Master Plan, Alternative 1 would result in fewer impacts construction-related benefits to greenhouse gas emissions. However, the impacts described in the Draft PEIR for the Bicycle Master Plan will be reduced to less-than-significant levels by mitigation measures incorporated into the Project. In addition, to the extent that the Project encourages the use of alternative, non-emitting transportation methods, specifically bicycles, the beneficial air quality and greenhouse gas emissions benefits that would occur with the Project that would be less for Alternative 1.

Compared to the Bicycle Master Plan, Alternative 1 would result in fewer impacts to mineral resources. However, the impacts described in the Draft PEIR for the Bicycle Master Plan are potential impacts that may occur only for a small portion of the projects, and which will be reduced to less-than-significant levels by mitigation measures incorporated into the Project.

Finding

Alternative 1, the No Class I Bike Paths Plan, is rejected as infeasible because it fails to meet all of the Project objectives identified in the Draft PEIR, it would provide fewer of the Project benefits as set forth herein, and it is not environmentally superior to the Project.

Facts

Alternative 1 would result in some but not all of Bicycle Master Plan's benefits, which are the objective of the Project. It would result in reduced environmental and climate change benefits related to reducing vehicular trips because there would be fewer bikeways constructed. Because no Class I bike paths would be constructed, Alternative 1 would not provide as many public health benefits through encouraging active lifestyles or creating additional means for physical activity because the recreational uses are primarily provided by the Class I bike paths. Alternative 1 would result in similar, if slightly reduced, economic benefits from reduced automobile expense and infrastructure costs because the bike lanes and bike routes used mostly by commuters would be also be part of Alternative 1. This alternative would not result in as many community or quality of life benefits from increased bicycle use because the most aesthetically pleasing facilities—the Class I bike paths—would not be part of this alternative. Finally, it would not provide as many safety benefits as the Bicycle Master Plan because the safest bikeways are those that are physically separated from vehicular roadways, and Class I bike paths would not be included.

Alternative 1 would be economically feasible.

Alternative 2: Reduced Class II Bike Lanes Plan

Description of Alternative

Alternative 2, the Reduced Class II Bike Lanes Plan (Alternative 2), would reduce the number of Class II bike lanes, thereby reducing the impacts associated with on-road bikeways.

Comparison of Effects

Compared to the Bicycle Master Plan, Alternative 2 would result in similar visual impacts to scenic highways, scenic viewsheds, and regional riding and hiking trails.

Compared to the Bicycle Master Plan, Alternative 2 would result in similar biological impacts to SEAs, SEA Buffers, coastal ESHAs, relatively undisturbed and natural areas, drainage courses, riparian and other sensitive habitats, native trees, and sensitive habitats.

Compared to the Bicycle Master Plan, Alternative 2 would result in similar hydrological and water quality impacts to major drainages, floodways, floodplains, designated flood hazard zones, stormwater runoff, and water quality.

Compared to the Bicycle Master Plan, Alternative 2 would result in similar impacts to archaeological resources. Compared to the Bicycle Master Plan, Alternative 2 would result in fewer impacts to historic resources. However, the impacts described in the Draft PEIR for the Bicycle Master Plan

are potential impacts that may occur only for a small portion of the projects, and which will be reduced to less-than-significant levels by mitigation measures incorporated into the Project.

Compared to the Bicycle Master Plan, Alternative 2 would result in similar impacts related to exposure to contaminated groundwater, hazardous materials sites, lead-based paint, asbestos, and PCBs.

Compared to the Bicycle Master Plan, Alternative 2 would result in fewer impacts related to reduced level of service for vehicular traffic, construction-period traffic safety, and parking reduction. However, the impacts described in the Draft PEIR for the Bicycle Master Plan are potential impacts that may occur only for a small portion of the projects, and which will be reduced to less-than-significant levels by mitigation measures incorporated into the Project. In addition, to the extent that the Project encourages the use of alternative transportation methods, specifically bicycles, beneficial traffic and parking benefits would occur with the Project that would be less for Alternative 2.

Compared to the Bicycle Master Plan, Alternative 2 would result in fewer impacts construction-related benefits to greenhouse gas emissions. However, the impacts described in the Draft PEIR for the Bicycle Master Plan will be reduced to less-than-significant levels by mitigation measures incorporated into the Project. In addition, to the extent that the Project encourages the use of alternative, non-emitting transportation methods, specifically bicycles, beneficial air quality and greenhouse gas emissions benefits would occur with the Project that would be less with Alternative 2.

Compared to the Bicycle Master Plan, Alternative 2 would result in fewer impacts to mineral resources. However, the impacts described in the Draft PEIR for the Bicycle Master Plan are potential impacts that may occur only for a small portion of the projects, and which will be reduced to less-than-significant levels by mitigation measures incorporated into the Project.

Finding

Alternative 2, the Reduced Class II Bike Lanes Plan, is rejected as infeasible because it fails to meet all of the Project objectives identified in the Draft PEIR, it would provide fewer of the Project benefits as set forth herein, and it is not environmentally superior to the Project.

Facts

Alternative 2 would result in some but not all of Bicycle Master Plan's benefits, which are the objective of the Project. It would result in reduced environmental and climate change benefits related to reducing vehicular trips because there would be fewer bikeways constructed. Alternative 2 would also reduce the public health benefits by reducing the overall number of bikeways available, compared to the Bicycle Master Plan. Alternative 2 would result in similar, if slightly reduced, economic benefits from reduced automobile expense and infrastructure costs. This alternative would slightly reduce the community or quality of life benefits from increased bicycle use. Finally, it would not provide as many safety benefits as the Bicycle Master Plan because of the reduced number of striped bike lanes provided under this alternative.

Alternative 2 would be economically feasible.

Section 5: Mitigation Monitoring and Reporting Program

Section 21081.6 of the Public Resources Code requires that when a public agency is making the findings required by State CEQA Guidelines Section 15091(a)(1), codified as Section 21081(a) of the Public Resources Code, the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of approval, in order to mitigate or avoid significant effects on the environment.

The County hereby finds that the Mitigation Monitoring and Reporting Program, which is attached as Exhibit A to these Findings of Fact, meets the requirements of Section 21081.6 of the Public Resources Code by providing for the implementation and monitoring of project conditions intended to mitigate potential environmental effects.

Section 6: Statement of Overriding Considerations

Because the Project would not result in any significant environmental effects of the Project which cannot be feasibly mitigated to a level of insignificance, no Statement of Overriding Consideration is necessary.

Section 7: Finding Pursuant to CEQA Guidelines Sections 15091 and 15092

Based on the foregoing findings and the information contained in the record, the Board has made one or more of the following findings with respect to each of the significant adverse effects of the Project:

- Changes or alterations have been required in, or incorporated into, the Project that mitigate or avoid many of the significant environmental effects identified in the Final PEIR.

Based on the foregoing findings and the information contained in the record, and as conditioned by the foregoing:

- All significant effects on the environment due to the Project have been eliminated or substantially lessened where feasible.

Section 8: Finding Pursuant to Public Resources Code Section 21082.1(c)(3)

Pursuant to Public Resource Code Section 21082.1(c)(3), the Board hereby finds that the Final PEIR reflects the independent judgment of the lead agency.

Section 9: Finding That No Recirculation Is Required

The Board has determined, consistent with CEQA Guidelines Section 15088.5, that no significant new information requiring recirculation of the EIR has occurred. Specifically, the County has determined, based on the substantial evidence presented to it, that (1) no new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented; (2) no substantial increase in the severity of an environmental impact would result from the project; (3) no feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project; and (4) the Draft PEIR is not so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. Specifically, the County finds that the changes in the project description of the Bicycle Master Plan after the Draft PEIR do not constitute significant new information under CEQA Guidelines section 15088.5.

Section 10: Custodian of Record upon Which These Findings Are Based

The custodian of the documents or other material which constitute the record of proceedings upon which the Board of Supervisors' decision is based is the Department of Public Works located at 900 South Fremont Avenue, Alhambra, California 91803.

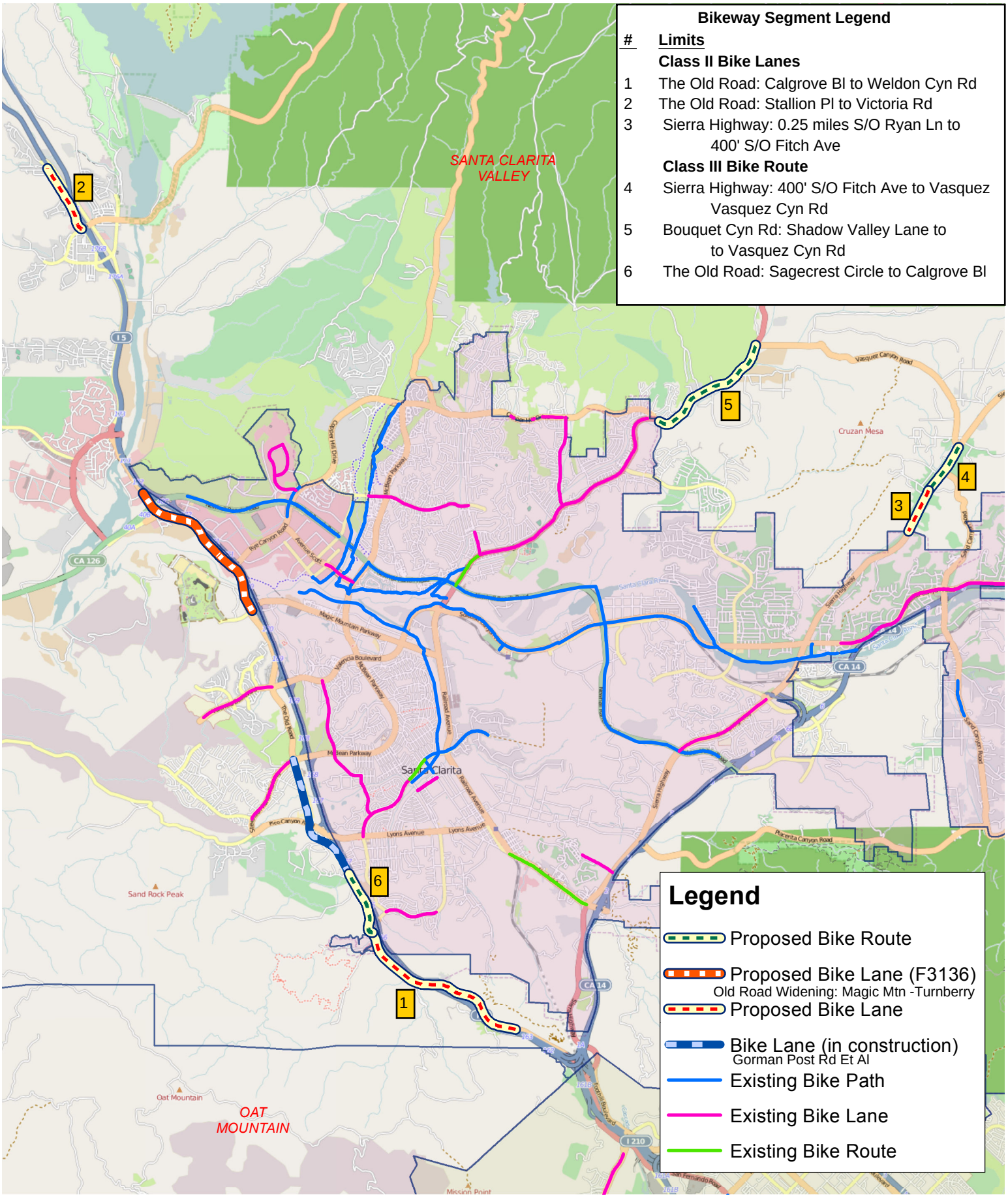
Section 11: Relationship of Finding to PEIR

These findings are based on the most current information available. Accordingly, to the extent there are any apparent conflicts or inconsistencies between the Draft PEIR and the Final PEIR, on the one hand, and these findings, on the other, these findings shall control and the Draft PEIR, Final PEIR, or both, as the case may be, are hereby amended as set forth in these findings.

Exhibit A | Mitigation Monitoring and Reporting Program

Attachment C

2009 CALL FOR PROJECTS
F3519 - NORTH COUNTY BIKEWAYS
PROJECT LOCATION MAP



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