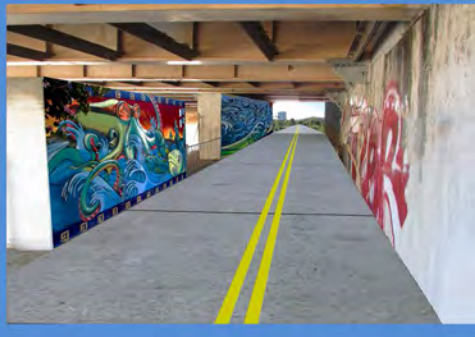
THE COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS (LACDPW)

LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT

FROM WHITSETT AVENUE TO RIVERSIDE DRIVE

PRELIMINARY SCOPING REPORT (PSR)

NOVEMBER 2014



KOA CORPORATION
PLANNING AND ENGINEERING

Los Angeles River Regional Bike Path Project
From Whitsett Avenue to Riverside Drive

Final Preliminary Scoping Report (PSR)

November 2014

Prepared for:

The Los Angeles County
Department of Public Works (LACDPW)
900 S. Fremont Avenue
Alhambra, CA 91803
Phone: (626) 458-5100

Prepared by:

KOA CORPORATION
PLANNING & ENGINEERING

1100 Corporate Center Drive, Suite 201
Monterey Park, California 91754
(323) 260-4703

JB41069

KOA CORPORATION
PLANNING & ENGINEERING

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Executive Summary

This Preliminary Scoping Report (PSR) identifies the opportunities and constraints associated with constructing an extension of the Los Angeles River Regional Bike Path between Whitsett Avenue and Riverside Drive. In addition the report investigates a number of river-crossing alternatives for the proposed bike path the implications of each alternative from a constructability, impacts and cost perspective. The PSR also includes a construction cost matrix, which will assist decision makers in evaluating the entire project as well as individual segments.

This study has identified a number of viable route alignments from the existing bike trail east of Riverside Drive to Coldwater Canyon bike trail west of Whitsett Avenue. Beginning at Whitsett Avenue, the proposed bike path is on the south side of the river, but crosses over to the north side at Lauren Canyon and remains on the north side until Lankershim, where it crosses back to the south side and remains there to the end of the path at Riverside Drive. Several locations require the crossing of water courses, using approximately four bike bridges. In addition, there is a segment of the bike path where it would deviate from the river onto a city street in a protected cycle track for a relatively short distance.

There are a number of locations along the length of the bike path to provide connectivity to the trail and the adjacent neighborhoods as well as a number of areas, where rest areas can be constructed, or are readily available. The preliminary construction cost estimates would allow for the installation of lights along the entire length of the bike path, and although landscaping and other enhancements could also be a part of the project, they have not been allowed for in the cost estimates.

The entire length of the bike path can be constructed with minimal disruption to the surrounding neighborhoods and businesses during construction and will result in a greatly enhanced safe cycling environment. In addition, the construction of the bike path and other improvements lends itself to being constructed in phases as funding becomes available.

1. Project Description

A. Project Description

The Los Angeles River Regional Bike Path Project aims to further progress on development of the Los Angeles River Revitalization Master Plan (LARRMP) bikeway system, by extending the existing LA River bike path, from Whitsett Avenue to Riverside Drive. The LARRMP Project emphasizes the development of parks, trails, recreational areas, nature, community development, tourism, and other opportunities that will further enhance the community, of which a complete bike trail system is an integral component.

There are segments of the River greenway that have already been constructed. For example, at Radford Avenue the Valleyheart Greenway was completed in 2006, but is bisected by Laurel Canyon Boulevard, forcing pedestrians to cross this high traffic volume intersection at grade. The LARRMP states that "Grade-separated undercrossings or overpasses should be provided at every vehicle and railway bridge". In consideration of that sentiment, KOA's recommendations emphasize the use of tunnels, alternate routes, and bridges to minimize the amount of at grade crossings, helping to create a continuous "green spine" along the River.

Another goal of the LARRMP is to improve water quality. With an increase of urbanization in Los Angeles, surface water quality has decreased significantly. The use of multiple-benefit landscape treatments and "green infrastructure" can help with storm water treatment and compliance with Total Maximum Daily Load (TMDL) requirements. These areas may also be used as resting spots or trailheads that provide aesthetic value and natural habitats for wildlife.

This Project is regional in scope, and incorporates multiple other projects that are planned or occurring within its limits, including but not limited to the Los Angeles River Revitalization Master Plan, the City of Los Angeles Department of Water and Power's Headworks Project, the North East Trees and Friends of the Los Angeles River Sennett Creek Project, the Universal Studios Bike Path Project, the Los Angeles Department of Transportation Vineland Avenue Bike Lane Striping Project, the City of Burbank Bob Hope Bridge Project, the LA River Waterfront Park, and the Coldwater Canyon to Whitsett Bike Path Project.

It should be noted that the bike path will be multi-jurisdictional and so any proposed facility within a jurisdiction will require coordination and be subjected to the rules and regulations of the jurisdiction.

In general, the bike path will be 12-feet wide comprising of the paved section with a total shoulder width of 4-feet. Wherever possible the overall graded width along the trail will be 24-feet wide. Bridge and box-culvert Tunnels will be 16-feet wide wherever practical.

B. Project Study Report

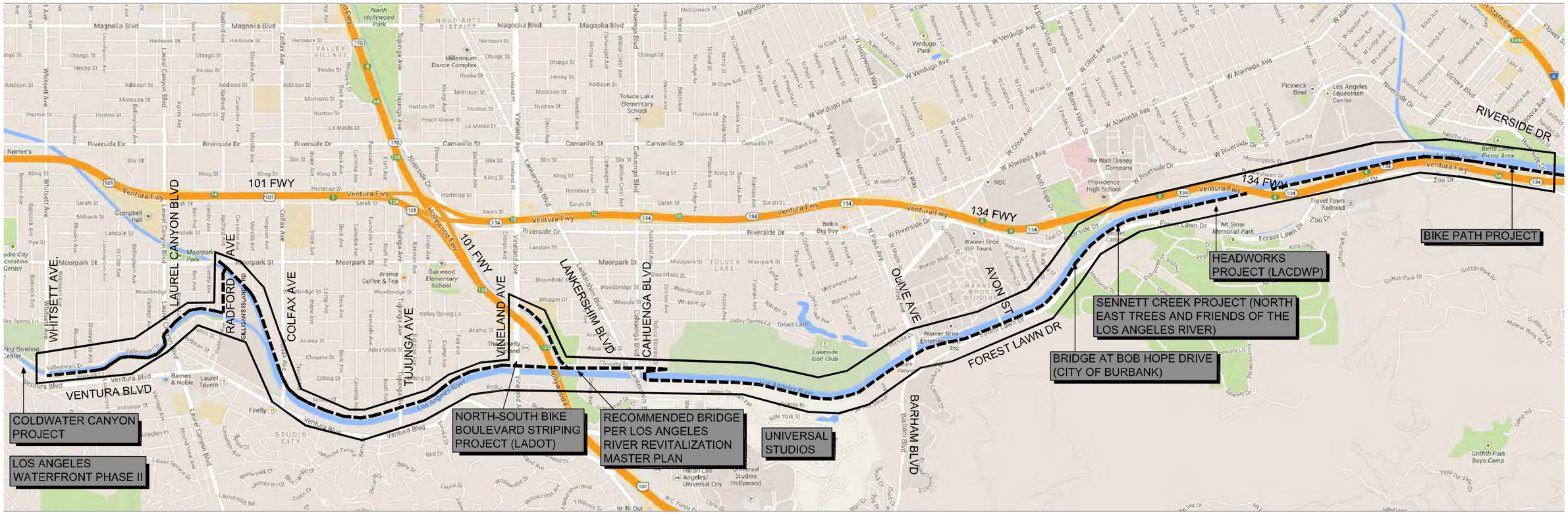
The Los Angeles County Department of Public Works (LACDPW), with KOA Corporation, has prepared this Preliminary Scoping Report (PSR) to identify design issues and recommend alternatives needed to prepare a Project Design Concept (PDC) for construction of the Los Angeles River Regional Bike Path from Whitsett Avenue to Riverside Drive. The PSR identifies general right-of-way constraints, physical constructability constraints, environmental impacts, overall program schedule, route alignment alternatives, and recommendations for construction of the bike path (More specific site investigations will be completed as a part of the PDC scope of work). To provide for as uninterrupted a bike path as possible, it is recommended the number of at-grade crossings be kept to a minimum, except as an interim measure.

Development of this PSR was based on the compilation and review of previous studies and existing available data, existing planned projects, meetings with stakeholders, and the assessment of multiple design alternatives. The study effort has resulted in a preferred recommendation and several alternative recommendations for the development of a PDC, and identification of the various work items needed to prepare the PDC.

Figures 1 through 5 illustrate the project study area.

LOS ANGELES COUNTY

LOS ANGELES RIVER
REGIONAL BIKE PATH
PRELIMINARY SCOPING REPORT



PROPOSED BIKE PATH STUDY AREA

RECOMMENDED BIKE PATH

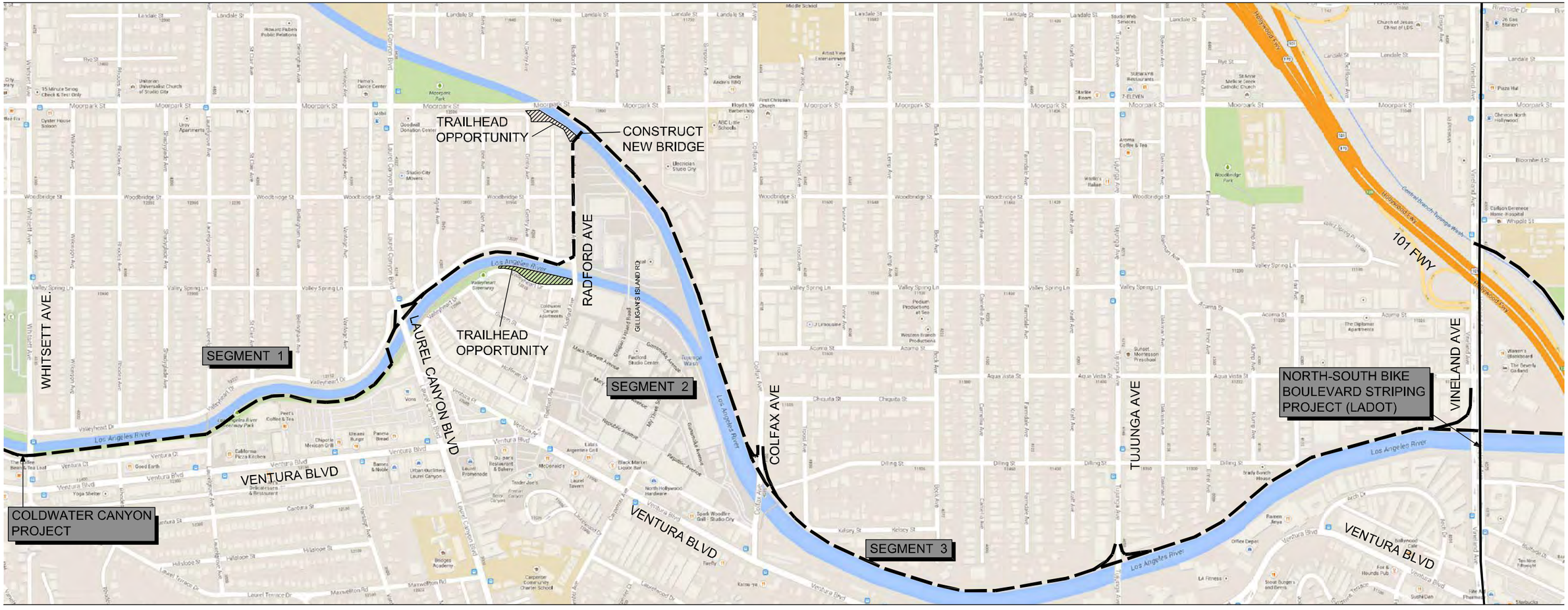
PROPOSED BIKE PATH STUDY AREA VICINITY MAP

NO SCALE

Figure 1

COUNTY OF LOS ANGELES

LOS ANGELES RIVER
REGIONAL BIKE PATH
PRELIMINARY SCOPING REPORT



RECOMMENDED BIKE PATH

OTHER PROJECT

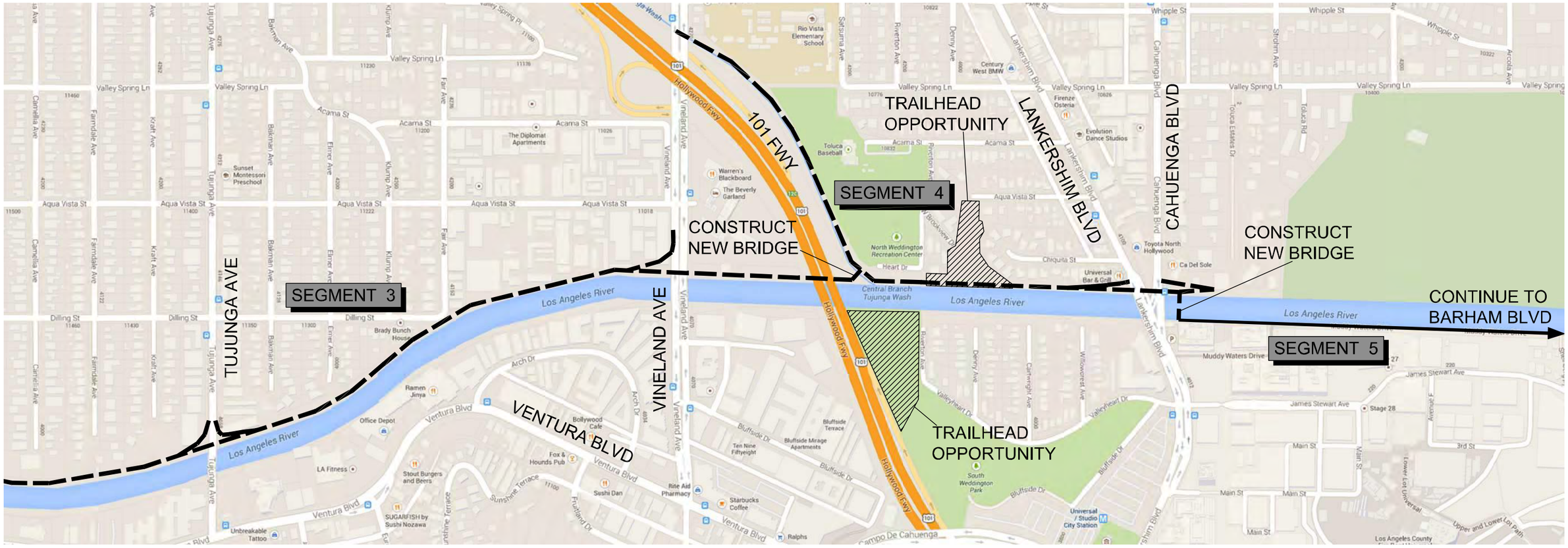
WHITSETT AVE - COLFAX AVE
VICINITY MAP

NO SCALE

Figure 2

COUNTY OF LOS ANGELES

LOS ANGELES RIVER
REGIONAL BIKE PATH
PRELIMINARY SCOPING REPORT



RECOMMENDED BIKE PATH

FUTURE CONSTRUCTION POSSIBILITY

OTHER PROJECT

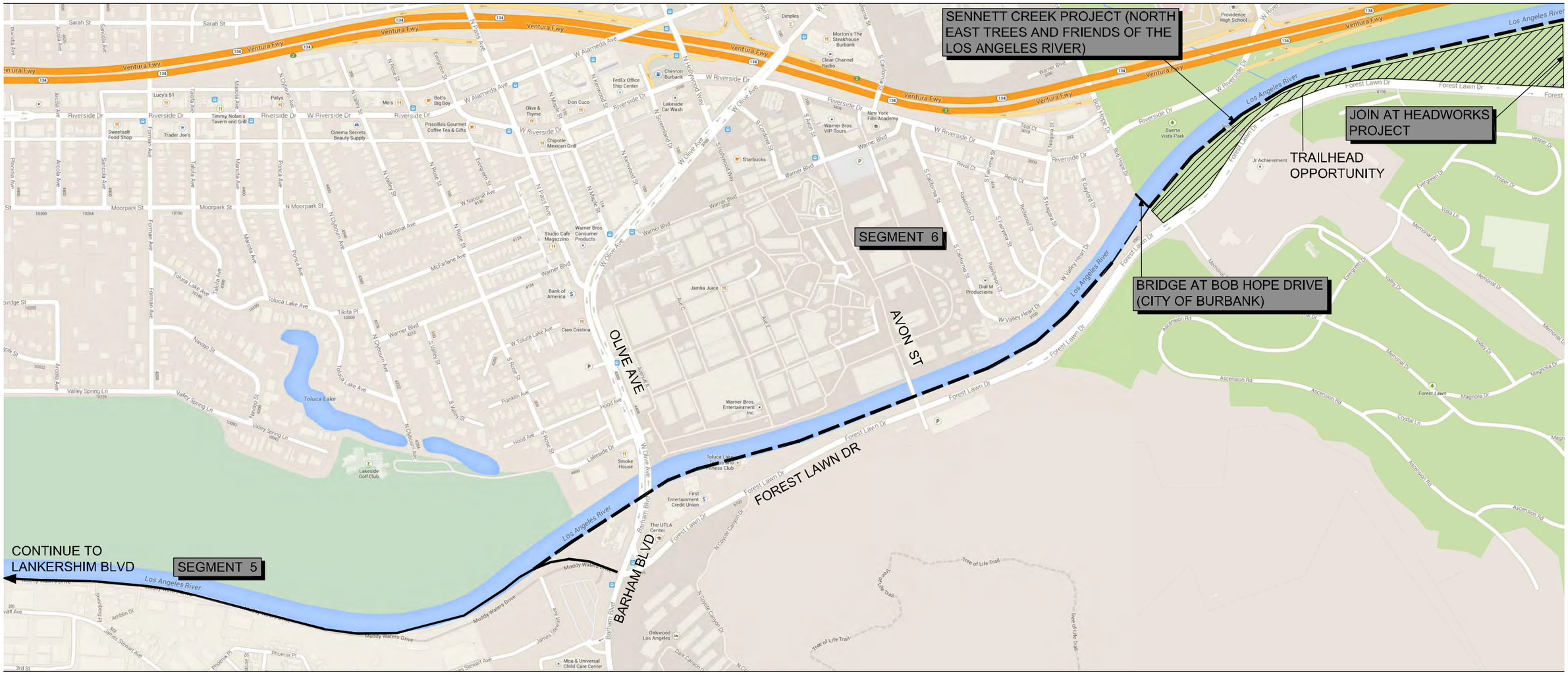
TUJUNGA AVE - LANKERSHIM BLVD
VICINITY MAP

NO SCALE

Figure 3

COUNTY OF LOS ANGELES

LOS ANGELES RIVER
REGIONAL BIKE PATH
PRELIMINARY SCOPING REPORT



RECOMMENDED BIKE PATH

OTHER PROJECT

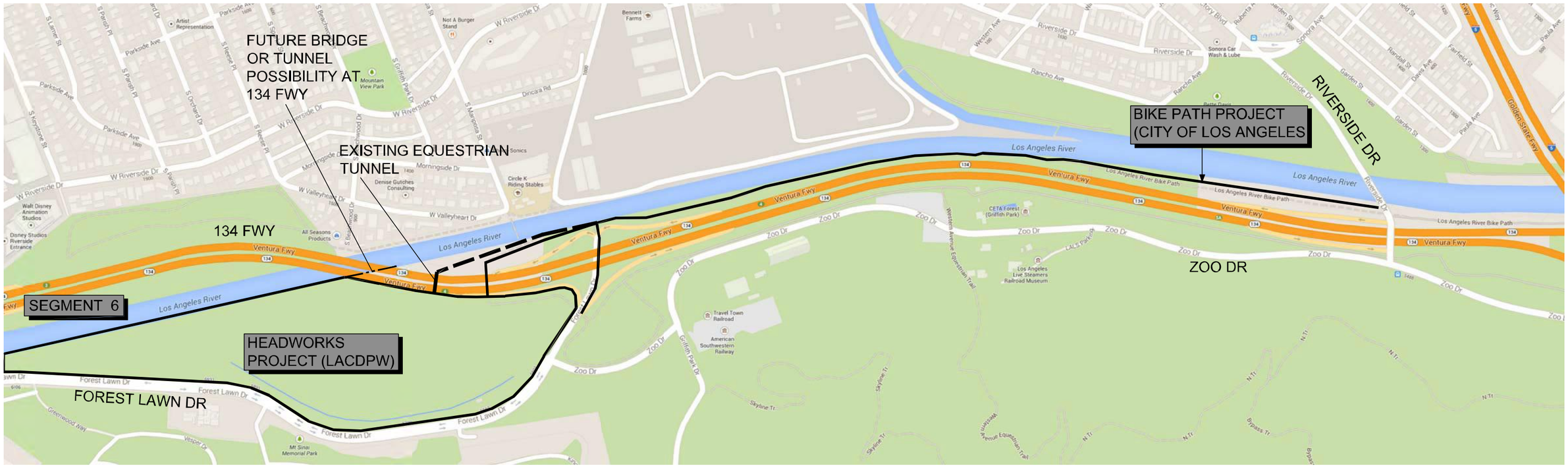
BARHAM BLVD
VICINITY MAP

NO SCALE

Figure 4

COUNTY OF LOS ANGELES

LOS ANGELES RIVER
REGIONAL BIKE PATH
PRELIMINARY SCOPING REPORT



RECOMMENDED BIKE PATH

FUTURE CONSTRUCTION POSSIBILITY

OTHER PROJECT

134 FWY - RIVERSIDE DR
VICINITY MAP

NO SCALE

Figure 5

C. Existing Information Research

As a basis for developing and evaluating alternative bike path alignments, KOA compiled existing data and information that was readily available through the County of Los Angeles, the City of Los Angeles, various utility agencies, the California Department of Transportation, stakeholder meetings and identified contacts, and available public information to obtain:

- Previous studies
- Current designs/ current projects
- As-built plans for bridges, channel, and roads
- Utility maps
- Assessor maps
- Traffic volume data
- Flood control studies
- Environmental studies
- Seismic fault lines

Due to the extensive volume of information compiled, KOA prepared a separate catalog of the existing study documents summarizing their relevance to the bike path study. This catalog is attached as Appendix A – Existing Information Catalog.

D. Right-of-Way

The existing right-of-way limits shown on aerial photography and project exhibits were obtained from the LACDPW database. No investigation of the individual Assessor Parcel Maps was made to establish ownership of the parcels or to verify the accuracy of the information. These right of way exhibits were utilized for assessing alternative alignments for the bike path, and as a basis for determining the needs for additional right-of-way. The right-of-way strip map exhibits have been enhanced to include photographs of existing and proposed conditions and proposed typical sections. The enhanced right of way strip map exhibits have been compiled in Appendix B – Corridor Assessment. At certain locations, additional right-of-way or easements may be needed to construct the bike path as presented. A summary table of the needed parcels has been prepared and included in Appendix C – Right-of-Way.

E. Environmental Review

Program level EIR's for master plans that include a continuous bikeway along the LA River have been certified by the County and the City for revitalization of the river.

KOA's sub-consultant, UltraSystems Environmental, Inc. prepared the following preliminary evaluation of the environmental documentation and permitting requirements for the construction of the bike path along the proposed alignment are as follows:

California Environmental Quality Act (CEQA)

The project does not qualify for a categorical exemption from preparation of environmental documentation under the California Environmental Quality Act (CEQA). Although a categorical exemption is available in principle through CEQA §15304(h), "the creation of bicycle lanes on existing rights-of-way," CEQA §15300.2(a) disallows categorical exemptions under the following circumstances that apply to this project:

- The project is likely to include construction of bridges across the Los Angeles River, the Tujunga Wash and the Central Tujunga Wash which are classified as wetlands and provide potential habitats for migratory birds and special-status species.[1]
- The project is potentially affected by hazardous releases from the Technicolor site.[2]
- The project may cause a substantial adverse change in the significance of an historical resource.[3] A technical study would be needed to determine whether this circumstance applies.

The recommended approach is to prepare an Initial Study (IS) under CEQA. The IS would evaluate the project in 17 impact categories, and determines whether impacts are potentially significant, less than significant with mitigation, less than significant, or nonexistent. As part of the IS, the following 13 technical studies, either as stand-alone deliverables or as compilations of data for use in the initial study document, should be included in the IS:

- Air quality technical report
- Biological assessment[4]
- Geotechnical report
- Greenhouse gas (GHG) emissions report[5]
- Jurisdictional delineation
- Hydrology report
- Minor visual impact assessment
- Noise study report

- Phase I cultural resources inventory
- Phase I environmental site assessment
- Phase I paleontological inventory
- Section 4(f) de minimis statement
- Traffic study

Our conclusion is that the most likely CEQA documentation would be an initial study/mitigated negative declaration (IS/MND).

National Environmental Policy Act (NEPA)

If the project receives federal funding, either directly or through the California Department of Transportation (Caltrans), then environmental review under the National Environmental Policy Act (NEPA) will be required.

The project may qualify for a categorical exclusion from preparation of environmental documentation under NEPA through 23 Code of Federal Regulations (CFR) §771.117(c)(3): "Construction of bicycle and pedestrian lanes, paths, and facilities." However, given the present uncertainty about the significance (under CEQA, at least) of some of the potential impacts, it is advisable to prepare an environmental assessment (EA). Given the placement of the project in and/or near wetlands, our conclusion is that the most likely NEPA documentation would be an environmental assessment with a finding of no significant impact (EA/FONSI); however the decision to prepare a EA/FONSI would be made by the Federal Agency.

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1 Meets definition of exception from exemption in CEQA §15300.2(a).

2 Meets definition of exception from exemption in CEQA §15300.2(e).

3 Meets definition of exception from exemption in CEQA §15300.2(f).

4 To satisfy requirements of the National Environmental Policy Act (NEPA) as well as CEQA, the biological assessment would take the form of a natural environment study (NES).

5 Under CEQA, GHG emissions are evaluated separately from air quality impacts.

F. Additional Jurisdictional Permit Requirements

The Army Corps of Engineers (ACOE) has informed us that a 408 permit will be required as the work falls within the proximity limits of the channels. The permit approval process is reasonably quick provided that there are no major alterations to the channel. In addition, the ACOE will consider a construction easement, with conditions, which will allow for specific construction work, for example, the erection of a river crossing bridge, to be done from the channel.

2. Alternative Assessment

The assessment of individual bike segments took into consideration the opportunities and constraints associated with the available alternatives at each major roadway crossing. A series of exhibits have been prepared which characterize the existing conditions along each segment and at each major roadway crossing, which illustrate possible alternatives for alignment and roadway crossing strategies. These exhibits are included in Appendix B – Corridor Assessment. Alignments that were considered include a bike path on the north side of the channel, a bike path on the south side of the channel, and routing of bicycle traffic to an on-street Class IV Bikeway on select street segments where river-adjacent bike path alignments are less feasible. The comparison of the alternatives has been summarized in a decision matrix also included in Appendix B – Corridor Assessment.

Roadway crossing alternatives that were considered included at-grade street crossings (where bicyclists would interact with vehicular traffic), underpass structures through bridge approach embankments, bridge overpass structures, and diversion of the bike path into the Los Angeles River channel. At-grade crossings were generally considered as interim crossing solutions, and undesirable due to potential conflicts with vehicular traffic, except where traffic volumes are low or where streets provide only one lane in each direction. There are a few locations with lower traffic volumes and narrow roadway widths, where at-grade crossings present a viable option for a preferred road crossing strategy. Diversion of the bike path into the LA River channel is not considered desirable or practical due to the liability associated with possible attempts at bicycle use during high water flows, and because of the resulting partial obstruction of the river channel by the construction of the path. Such obstruction would likely require extensive studies and hydrologic analysis. Generally the ramps that would be required to access the river bed obstruct flow/limit the capacity of the river for vertical sided channels. However it is practical to construct ramps in the side of trapezoidal channels, if the objections can be mitigated. Modification of the river channel structure, environmental impact reports, and approval of the Army Corps of Engineers and the State of California Department of Fish and Wildlife. Bridge overpass structures are generally more visually obtrusive, require extensive ramp approaches of several hundred feet to achieve an acceptable grade and are more expensive than underpass structures. As such, they were considered only where underpass structures were found to be infeasible, or as an alternative approach. In general, underpass structures appear to present the best option for road crossings when taking into consideration cost, continuity of the trail, river channel impacts, environmental impacts and permitting, program schedule, utility impacts and constructability. It is anticipated that access ramps will be constructed at all roadway crossings to provide ready street access to the bike path.

Appendix D – Project Matrix provides a summary of the viable alternatives. They depict key existing conditions, and highlight the alternative and recommended alignments and road crossing strategies. Summary descriptions of each bike path segment and road crossing location are described below. Each segment has been numbered for convenience. In addition, a summary of the preferred alternative has been provided.

A. Segment 1: Whitsett Avenue to Radford Avenue

This segment of the Los Angeles River corridor already has an existing paved shared-use bike and pedestrian path on the south side of the channel, with access ramps at Whitsett Avenue, Laurel Canyon Boulevard, and Radford Avenue. The proposed route includes beginning the bike path on the south bank of the river, immediately west of Whitsett and will continue on the south side to Laurel Canyon, at which point it crosses the river to the north bank, on the western side of the road. The path continues on the north bank to Radford Ave. Street crossings will be required at Whitsett Avenue, Laurel Canyon Boulevard, and at Radford Avenue.

Whitsett Avenue

Field investigation and a review of the record bridge plans for Whitsett Avenue indicate that an underpasses can be constructed behind the existing bridge abutments on either the north or south end of the bridge, providing for a continuous bike path that is separated from motorized vehicles.

Access ramps to street level will be provided from the bike path on the east and west sides of the bridge to provide surface street access for north and south-bound cyclists.

Laurelgrove Avenue

No direct access will be provided to the pedestrian bridge at Laurelgrove Avenue, but instead access will be available from Valleyheart Dr. which will have access to the bike path at Whitsett Ave. and Laurel Canyon Blvd.

Laurel Canyon Boulevard

The crossing of Laurel Canyon Boulevard presents a challenging situation for continuation of the bike path. Due to high traffic volumes, an at-grade crossing is not recommended, but could be constructed as a temporary measure. An undercrossing behind the bridge abutments is preferred over the at-grade crossing. The north side has been recommended as the preferred alternative as an undercrossing appears to be feasible at the Laurel Canyon Boulevard bridge, while the south side crossing will conflict with an existing storm drain culvert. Construction on the south side would require significant reconstruction of the culvert, with associated open excavation work within Laurel Canyon Boulevard itself, which effectively rules out that option.

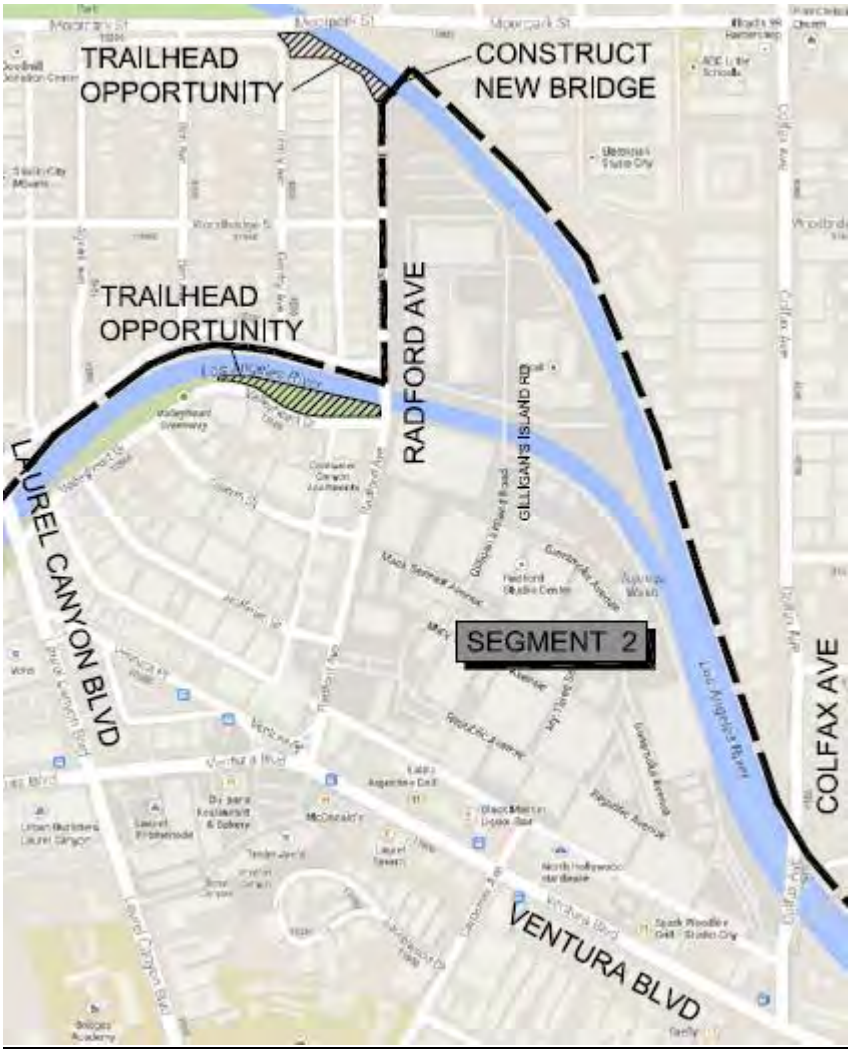
The preferred alternative route would cross from the south bank to the north bank, just west of Laurel Canyon Boulevard and pass under the road through an underpass behind the abutment, and continue eastward to Radford Avenue.

Access ramps to street level will be provided from the bike path on the east and west sides of the bridge to provide surface street access for north and south-bound cyclists.

Radford Avenue

Continuing to Radford Avenue, the existing bridge is very low, sitting directly on the river channel embankment, so that an undercrossing is not feasible. Since vehicular traffic is very light at this location, it is recommended that an at-grade crossing be considered. This approach would provide the additional benefit of utilizing the Radford Avenue bridge as a connector to both sides of the river. The river bank on the east side of Radford is privately owned, eliminating the option to continue the bike path through CBS Studios.

B. Segment 2: Radford Avenue to Colfax Avenue



Right-of-way issues and inaccessible access through the CBS Studios property makes continuation of the bike path along the Los Angeles River channel impractical for this segment. The most practical alternative to continuing the bike trail will be to detour the bike path from the river bank at Radford Avenue and continue 700 feet north to the Tujunga Wash. Radford Avenue is a wide, low volume street and provides sufficient width to stripe Class II bike lanes on Radford, or alternatively construct a two-way protected Class IV Bikeway adjacent to the "Art Walk" on the east side of the sidewalk, retain parking on both sides, and provide one through lane for vehicular traffic in each direction. A bicycle bridge at the north end of Radford Avenue would be constructed across the Tujunga Wash and connect with the north/east side of the channel. The bike path would follow south-easterly along the Tujunga Wash to reconnect with the Los Angeles River channel east of Colfax Avenue.

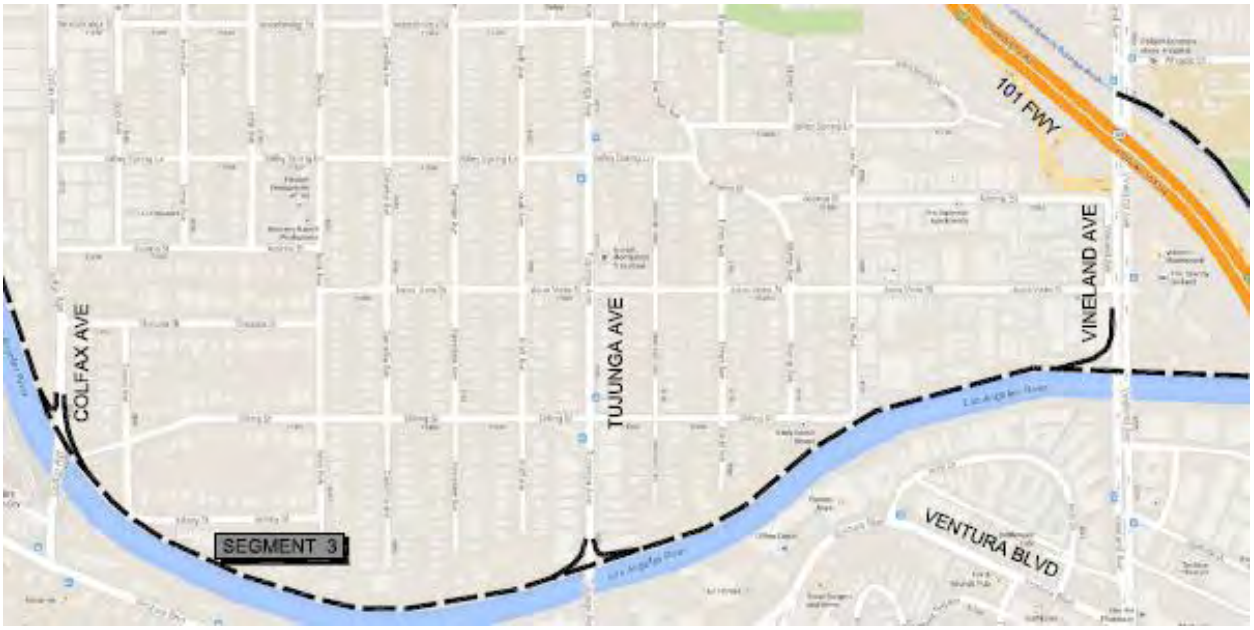
A paved bike path will also be provided to connect from the bike path on the east side of the Tujunga Wash to Moorpark St. to provide access to that surface street.

Colfax Avenue

An existing maintenance road already crosses under Colfax Avenue between the channel and the north bridge abutment, which will be improved to be used for the bike path. There is no plan to replace the existing narrow pedestrian bridge which crosses to the south side of the river immediately east of Colfax as the existing maintenance road/trail on the south side only continues eastward as far as the Tujunga Ave. Bridge.

Access ramps to street level will be provided from the bike path on the east and west sides of the bridge to provide surface street access for north and south-bound cyclists.

C. Segment 3: Colfax Avenue to U.S. 101 Freeway



The bike path will remain on the north side of the river channel to Tujunga Ave. Field investigation and a review of the record bridge plans for Tujunga Avenue indicate that it is likely that an underpass can be constructed through the embankment behind the existing bridge abutment, providing for a continuous bike path on the north side of the channel to Vineland Avenue and on to the 101 Freeway. From this point, the bike path can either cross the freeway, continue via a short detour north on Vineland Ave. to the Central Tujunga Wash, which joins the LA River a short distance down-stream, or ultimately both options can be constructed.

U.S. 101 Freeway

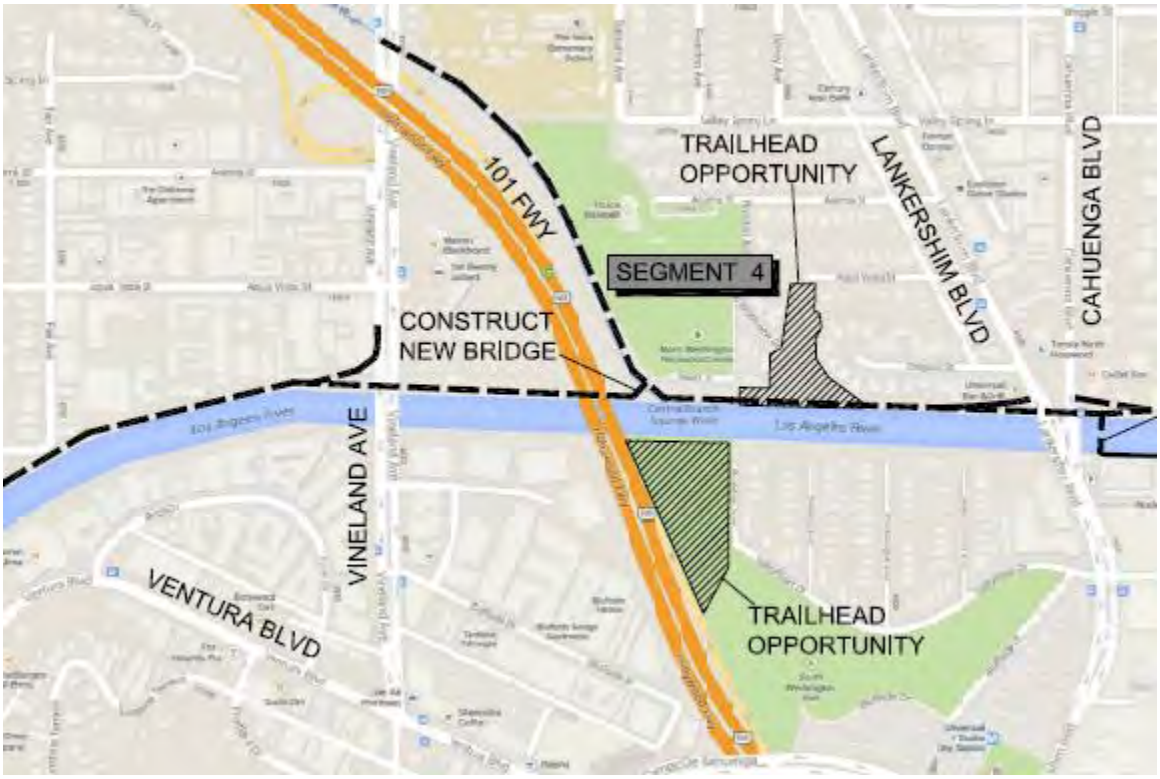
The elevation of the 101 Freeway across the top of the north bank of the river channel is sufficiently high to allow for the construction of a box-culvert tunnel through the embankment behind the freeway abutment, without reducing the bike path grade by much. A south-bank undercrossing is impractical, as it would need to be at an elevation well below the top of the river channel and so, would be subject to flooding. The only other alternative for the north side of the river is to construct a bridge crossing over the freeway. Such bike bridges have been constructed before, notably in Orange County over the 405 freeway. However, the access ramps on either side of the freeway would have to be over 600-feet long to allow for an ADA compliant grade to clear the road. It should be noted that permitting any form of freeway crossing, is likely to take some time to complete and be subjected to extensive Caltrans review.

An easier alternative solution up Vineland is available. However, it detours the bike way away from the river and utilizes surface streets for about 1,500-feet. Although an access ramp can be constructed on the west side of Vineland and it is relatively easy to construct an underpass under the road, a ramp on the eastern side would be difficult and would require acquiring private property. This alternative will not provide unimpeded continuity and has some traffic related safety concerns and is therefore not the preferred alignment. However although this is not preferred, it is a short-term alternative, so is described more fully below:

Vineland Avenue – Central Branch Tujunga Wash

Vineland Avenue has recently been stripped by the City of Los Angeles to provide a Class II Bike Path with a buffer stripe on either side of the street. However there is sufficient space to allow a 2-way Class IV Bikeway, with a barrier, on the east side of Vineland, with the loss of on-street parking. This would be the desirable scenario to avoid all street intersections, except for the northbound off-ramp from the 101 Freeway and the need to cross Vineland Ave at grade. The protected Class IV Bikeway on Vineland Avenue would route the bike path from the Los Angeles River channel, 1,500-feet to the north, under the 101 Freeway, where it would connect to the Central Branch of the Tujunga Wash. A bike path could be constructed adjacent to the wash to rejoin the river at the north side of the Los Angeles River channel, adjacent to the North Weddington Recreation Center. Although there is no recommendation to construct a bridge across the river, it should be noted that a bridge connecting North Weddington Recreation Center and South Weddington Park across the LA River has been recommended in the Los Angeles River Revitalization Master Plan 2007 for pedestrian connectivity access between the parks.

D. Segment 4: U.S. 101 Freeway to Lankershim Boulevard



The preferred alternative alignment for the bike path between the 101 Freeway and Lankershim Blvd. is on the north side of the LA River. This alternative is considered the best option because of difficulties accessing the road at grade at Lankershim Blvd, given the narrow available right of way east of Lankershim Blvd.

A bridge across the Central Tujunga Wash will be constructed east of the 101 Freeway and the alignment will continue to Lankershim Blvd.

Lankershim Boulevard / Cahuenga

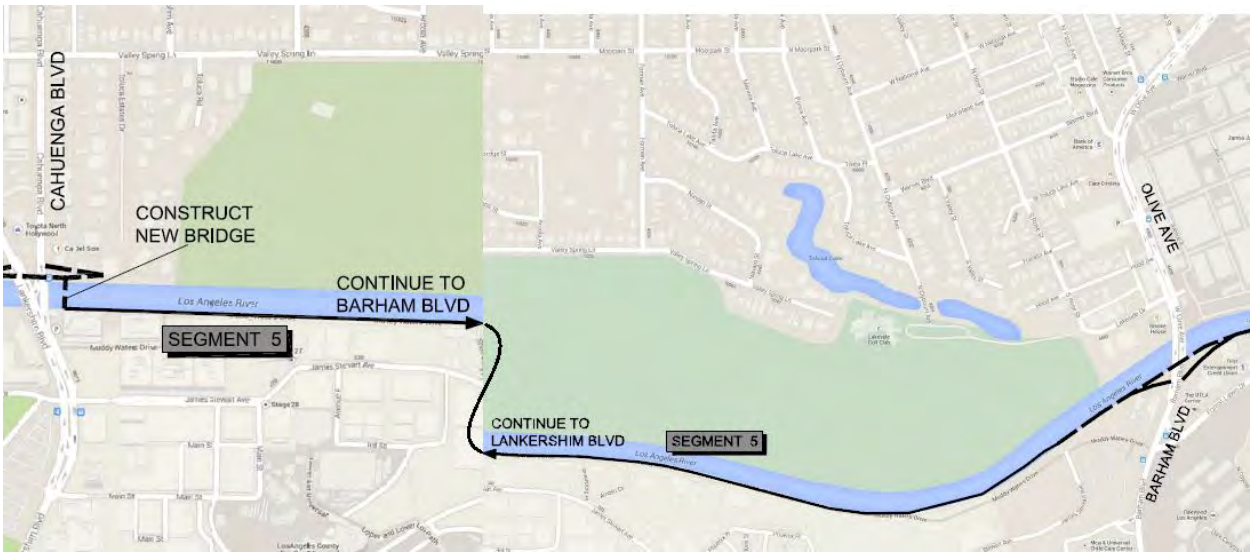
An at-grade road crossing may be considered at Lankershim Boulevard/Cahuenga Boulevard as an interim crossing solution, but is not preferred as a long-term measure due to the width of the roadway and the heavy traffic volumes. Field investigations and a review of the record plans for Lankershim Boulevard/Cahuenga Boulevard bridge indicate that it is likely that an underpass could be constructed behind the bridge abutment through the embankment, providing for a continuous bike path that is separated from motorized vehicles. The north side abutment crossing is preferred, to allow for access ramps to be constructed to the street at grade on both the east and west sides of the bridge. This will also provide for a river crossing east of Lankershim Blvd. This is necessary because of the limited width

available on the south bank east of Lankershim Blvd. Without the river crossing, it will only be possible to provide access to Lankershim Blvd. north-bound or an underpass behind the south-side bridge abutment and not both. With the bridge crossing east of Lankershim Blvd, it will be possible to build a staircase to street level on the south side of the river.

The Benedict Canyon fault line runs east-west through the area and crosses Lankershim Blvd. where it crosses under the 101 freeway, so is about a half mile from the proposed structure and will not impact the proposed under-crossing.

An access ramp to street level will be provided from the bike path on the west side of the bridge to provide surface street access for south-bound cyclists. A switchback access ramp will be provided on the east side of Cahuenga Blvd. and additional striping will be installed to allow for an at-grade crossing to north-bound Lankershim Blvd.

E. Segment 5: Lankershim Boulevard to Olive Avenue/Barham Boulevard



This segment of the bike path lies within the NBC Universal property and will be constructed on the south side of the channel. Discussions have been held with the Studio to understand the issues. The available width for the bike path between Lankershim Blvd. and Barham Blvd. is 12-feet. A number of ideas have been explored for this segment, which will be further investigated as a separate project. From our understanding it does not appear that the contaminated soils at the Technicolor site will have any impact on the construction of the new path.

Olive Avenue / Barham Boulevard

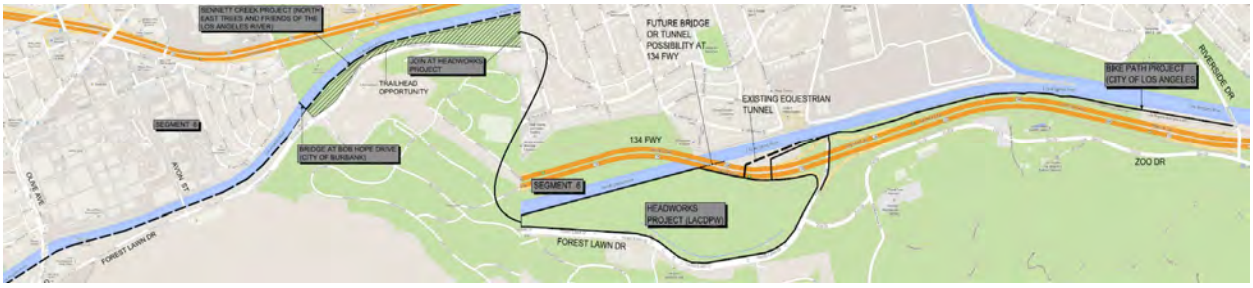
Field investigation and a review of the record bridge plans for Barham Boulevard indicate that it is likely that an underpass can be constructed behind the bridge abutment, through the existing bridge embankment, providing for a continuous bike path on the south side of the channel.

The Benedict Fault line crosses Barham north of the river and so is well away from the underpass structure.

Access ramps to street level will be provided from the bike path on the east and west sides of the bridge to provide surface street access for north and south-bound cyclists. Additional connections may also be available to access the adjacent streets and community via the existing Muddy Waters Drive. Ready access could be made to Forest Lawn Drive on the access road just to the east of the Barham Boulevard bridge.

Portions of the right of way are currently being used as a paved surface parking lot, which may require an agreement with the user. There may also be a requirement for some retaining structures at Toluca Lake Tennis and Fitness Club.

F. Segment 6: Olive Avenue/Barham Boulevard to Riverside Drive



The proposed alignment remains on the south side of the channel, east of Barham Boulevard and continues on the river bank to Avon Street and beyond to Memorial Drive, where it will connect to a bike path project to be constructed by the Los Angeles Department of Water and Power (LADPW) as the final part of their Headworks Project.

Avon Street

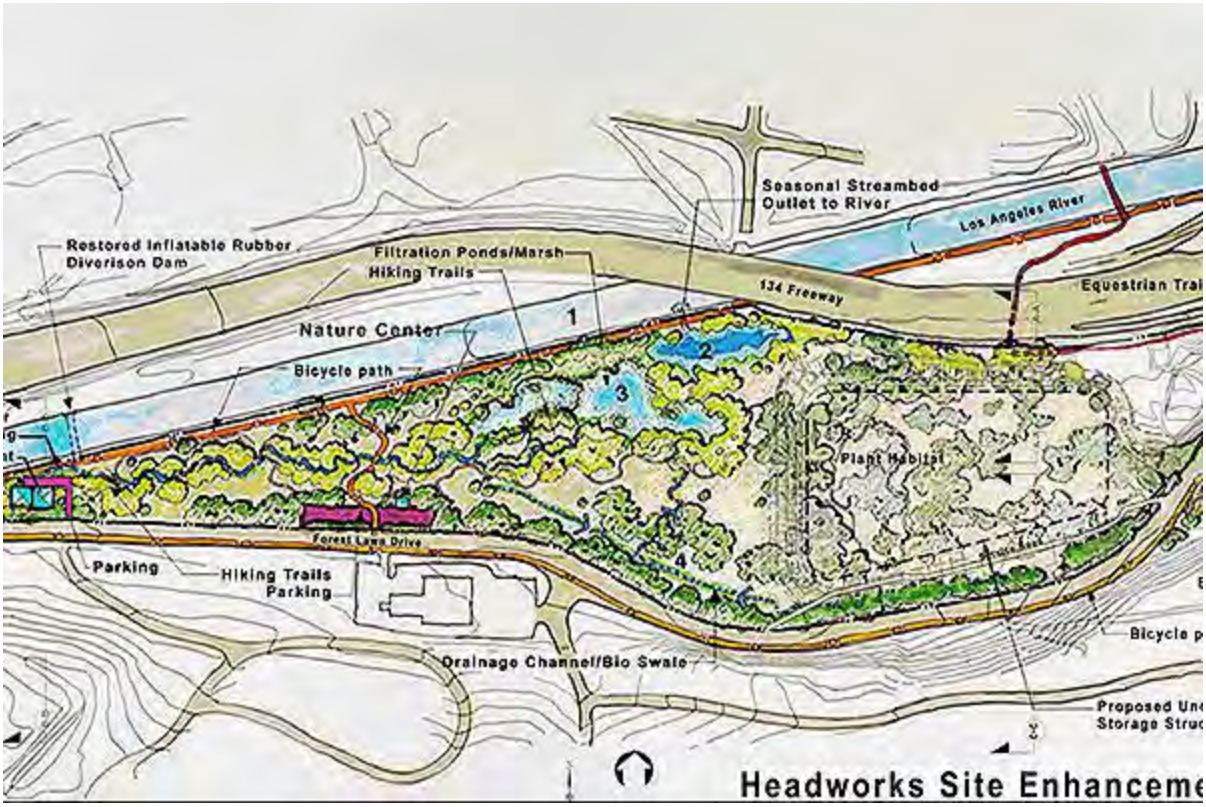
At Avon Drive, the bridge structure over the river sits too low to consider an underpass or in-channel crossing, and a bridge crossing is unnecessary at this location. Because of the gate and the low amount of traffic on Avon Drive, we recommend constructing an at-grade crossing, preferably utilizing a protected/separated bike path along the north edge of Forest Lawn Drive. The existing intersection of Avon Drive and Forest Lawn Drive is signalized, and the signal can be modified to accommodate a two-way bike path at the Avon St. bridge crossing, on the northern edge of Forest Lawn Dr.

Sennett Creek

Sennett Creek drains into the Los Angeles River through a narrow concrete channel on the south side of the river bank. The bike path will need to span over Sennett Creek. This is a good opportunity to construct an attractive bridge, revitalize Sennett Creek, and create a scenic rest area.

Headworks Project

The LADWP Headworks Reservoir project is located on the south side of the LA River, east of Memorial drive, adjacent to the LA River. The project includes the development of a bike path which will pass between the reservoir and the LA River, run adjacent to the SR134 Freeway off-ramp and will connect to Forest Lawn Drive just before that road passes under the freeway. Separation will be provided to keep cyclists and equestrian trail users apart.



State Route 134 Freeway

As noted in the Headworks section above, the City bike path project will utilize the existing SR134 Freeway Forest Lawn Drive undercrossing. A number of different options were considered to provide a separated bike path crossing. An elevated bridge or a new bike tunnel are both feasible options for this crossing location, despite the likelihood of extensive Caltrans design requirements.

City of LA Bike Path Project from State Route 134 Freeway to Riverside Drive

The bike path from the Headworks project will connect to a proposed bike path currently being designed, which will pass under the SR134 Freeway on Forest Lawn Drive. This is not ideal as there is a confluence of traffic in the area with the connection to Zoo Drive, the east and west-bound freeway off ramps and the west-bound freeway on-ramp. Alternative solutions described above are possible, which are dependent on funding sources and permitting approvals. The proposed bike path, currently being designed, will remain on the south side of the channel and run east to Riverside Drive to connect to the existing bike path system on its east end.

G. Trailheads, Comfort Stations, Rest Area Opportunities

Access to the trail will be provided at every road crossing and in addition to these, there are a number of trailhead opportunities and rest areas. There are a number of residential streets which terminate near the river and if desired, access to the trail can be provided at those locations. There are also a number of opportunities to connect to Forest Lawn Drive and Vallyheart Drive at multiple locations. The City of Burbank is currently considering the installation of a recreational bridge across the river at Bob Hope Drive, which will connect the trail with neighborhoods to the north at that location. Areas are available to utilize existing adjacent parks and develop Rest Areas at various locations along the trail. Although these have been identified below, no additional analysis of them has been undertaken for this PSR.

East of U.S. 101 freeway

There is a large open area on the north side of the channel between the 101 Freeway and Lankershim Blvd. that could be developed. The south side of the river also has space for a rest area.

Radford Ave

Northwest of Radford Avenue and Valleyheart Drive and the northwest area at the north cul-de-sac.

Weddington Parks

Access into both North and South Weddington Park could be provided

Sennett Creek

There is a large area on the south side of the river adjacent to Sennett Creek that has been identified by Friends of LA River as a rest area, which is readily accessible from Forest Lawn Drive

Forest Lawn Drive

The strip of land between Forest Lawn Drive and the river east of Avon Drive provides sufficient width for the creation of a trail head with parking and access to Forest Lawn Drive. Creation of a trail head in this location may involve the acquisition of right of way.

H. Army Corps of Engineers and Drainage Evaluation

The team met with the Army Corps of Engineers (ACOE) to discuss the potential design concepts. The ACOE will consider allowing a structure in the channel if it can be demonstrated that it will not have a negative effect on the capacity of the channel. This has led us to conclude that column supports may be viable, provided that the structure being supported is above the top of the channel wall. That being the case, only structures, which have a clearance of at least 10-feet above the top of the channel wall can be considered. If any structures within the channel are considered, the design will need to be thoroughly detailed and an in-depth hydraulic analysis will need to be performed.

The ACOE expressed the need to maintain an accessible width of 15-feet for maintenance access. We have investigated various drainage channels/devices that will cross the bike trail, such as the swale from North Weddington Park, or Sennett Creek and have concluded that no special drainage study will be necessary to deal with those drainage courses.

Design standards require the collection of water into a bio-swale or some other means for treatment before allowing it to flow into the river channel. To accommodate this requirement, the new bike path will be designed to slope away from the river for collection and treatment.

I. Major Utilities

Research was conducted at the City of Los Angeles Navigate LA website and no major utilities were found to conflict with the project. Research at the County of Los Angeles resulted in no major utilities that conflict with the project. Caltrans also did not have any major utilities that will conflict with the project. A request for records was sent to all utility companies that are thought to have facilities within the project area. The responses indicate that there may be some conflicts, which include the following:

- AT&T conduit at Olive Avenue
- Verizon Wireless and Wilcon utilities at Lankershim Boulevard
- Storm drain channel on the south bank at Laurel Canyon Boulevard.

With the exception of the storm drain at Laurel Canyon, none are estimated to be of any real concern. The detailed design for road crossings, especially box-culverts behind abutments, will identify any utilities that may need to be relocated, however no serious conflicts with underground utilities have been found. Overhead utilities may present problems at some locations, should bridge options be pursued.

J. Construction Impacts

In general, construction activities for the preferred alignment and alternatives will have a minimal impact for the majority of the work, with the exception to residents immediately adjacent to the work and the additional construction traffic for a limited period. An exception to this is the construction of bridges to

cross roads, should that option be selected. A summary of construction impacts includes the following:

- Bridges require the construction of long access ramps from the elevation of the bike trail to bridge elevation. These ramps will need to be several hundred feet long to provide an acceptable slope. If that ramp is constructed using fill material, a considerable amount of fill will be required. In the more likely scenario, the ramps will be of steel construction resting on support columns. All of this will require large cranes and heavy equipment, which will be disruptive to traffic at the bridges.

- The river crossing bridges are relatively easy to construct. To avoid applying a surcharge load to the drainage structure, the bridge will bear on piles, which will be cast in place after drilling large diameter holes using an auger. The bridge will be delivered in sections, which will be assembled in the field before lifting it into place to span the river. The concrete deck will be poured in place once the structure has been secured.

- Tunneling operation through the embankment behind the abutment is an operation which can be done from the trail and without disruption to traffic. A tunnel shield is pushed into place using hydraulic rams and the tunnel is excavated using a small excavator. Additional lengths of box culvert are repeatedly placed behind the shield to extend the culvert and pushed into place, while the mining operation continues until the tunnel daylights on the other side of the road.




- Egress access to the trail by construction equipment is another logistical consideration; however the existing maintenance roads will be used and modified where necessary to accommodate the equipment.

The contractor will be subjected to the specific contractual requirements including dust control, noise, storm water run-off regulations etc. during the construction phase, which will minimize the impacts to the neighbors, the public in general and the environment.

3. Stakeholder Involvement and Community / Public Outreach

A. Stakeholder Involvement

Meetings with each identified key stakeholder were conducted to engage each organization and discuss their concerns, preferences, opinions and visions for the bike path. Key stakeholders were identified by the County of Los Angeles and the City of Los Angeles, which included the respective County Board of Supervisors offices and relevant community areas. These contacts were consulted with in a series of one-on-one meetings, with regards to the bike path. Each meeting introduced key Project Team members and presented the history and purpose of the project; geographic boundaries per zone; discussions of issues; environmental, hydraulic and drainage impacts; existing adjacent projects, possible alternatives being considered, funding resources, project schedule, and production of cost estimate and matrix for all of the possible scenarios. Each meeting resulted in obtaining feedback, addressing questions, and focusing on the areas of interest of each organization.

List of Key Stakeholders and Summary of Respective Input

- Los Angeles County Bicycle Coalition:
  Focused on connectivity and functionality to the on-street bike network, and safety concerns; preferred Class I bike path along the proposed route; mentioned the possibility of bridge over box channel in Zone 4 (Barham Boulevard, Forest Lawn and the 134 Freeway); and would consider benches and amenities as part of adjacent park design.

- Greater Toluca Lake Neighborhood Council:
  Concerned with potential crime as a result of creating tunnels, and loss of traffic capacity with the installation of a Class IV Bikeway on Vineland Avenue.

- Hollywood Hills West Neighborhood Council:
  Concerned with potential crime as a result of creating tunnels, how to keep the homeless out of the tunnels, and coordination with existing river projects.

- LA River Cooperation Committee Staff Focus Group:
  Concerned with safety and design of security fence and bridge, and the “City Creek”; inquired about timing and coordination with NBC Universal and how to proceed with design, environmental review and funding.

- Studio City Residents Association:
  Ensued discussion on restriping and additional parking approval at Radford Avenue between the River and Tujunga Wash; will consider bridge over the 101 freeway option; concerned about additional bike skills requirements for proposed bike path; preferred no bridge across the river to connect the two Weddington Parks, due to influx of people possibility as a result of bike path; preferred no connectivity to individual neighborhoods; and supported development of south side of the river.

- CBS Studio Center:
  Stated no possibility that project could cross onto CBS property due to security issues such as trespassers trying to scale over walls; mentioned that CBS has the property rights to restrict project through CBS property; discussed possibility of creating multiple bridges to accommodate both – CBS and LA River bike path, and coming up with a design that does not impact CBS operations.

- Studio City Neighborhood Council Transportation Committee:
  A presentation was held at a scheduled meeting on July 2, 2014. The project is supported by the Committee, however they expressed their preference for the bike path on the south side of the river wherever possible and adopted a resolution at the meeting to support that position.

- NBC Universal:
  A meeting was held with the property division of the Studio on July 9, 2014 and was followed with a further meeting on August 4, 2014. A presentation was made and there we extensive discussions on possible alternatives with regards to access to the bike path at both Lankershim and Barham. They are very supportive of the project; however there are a number of logistical issues to be resolved to deal with the construction of the bike path and adjacent improvements by the studio.

- Warner Brothers Entertainment:
  A presentation was made to a special meeting at the studio on July 9, 2014. There was considerable discussion about the crossing at Avon, which is planned to be at grade. The studio is supportive of the project and anticipated many of its staff will use the bike path for commuting.

- LA River Revitalization Corporation:
  A presentation was made at a special meeting on July 9, 2014. Many good ideas were exchanged, with an emphasis on providing as may access points as possible. The provision for a "greening" of the trail was another component stressed, however that is beyond the scope of this study. Another suggestion was to provide access into the river bed.

- Army Corps of Engineering:
  The team made a presentation to the ACOE and discussed the types of permits required and the process. The general message is that nothing may be done to the channel, which would adversely affect the capacity/flow of the river. In addition nothing should be done which will affect the structural integrity of the wall.

Notes from the stakeholder meetings are on record and are available upon request.

Additional written comments were received from stakeholders after the presentation of the draft PSR was made on July 10. The full list of comments and the way each was addressed is on record and is available upon request.

The draft final PSR was presented to the Task Force on August 21, 2014, that included Q&A, which generated a lot of comments. At that meeting, it was decided that presentations should be made at the same neighborhood councils that had previously been identified to solicit comment directly from the public. As a result of the comments received, it was decided to modify the alignment and begin the bike path on the south side of the river at Whitsett Ave. and continue on that side as far as Laurel Canyon Blvd. A complete summary of the comments received is included as Appendix G – Public Comments Received

B. Community Outreach

The bike path will be an important amenity and service to the community, and it is important to keep the community informed prior to and during construction or installation of the bike path. The administering agency will want to maintain the public's awareness and support. During the PDC phase, a Public Outreach Plan will be developed for future implementation of the bike path project. The Plan will include recommended outreach activities, including: public meetings/open houses; stake holder one-on-one meetings; elected official briefings; social media campaigns.

4. Sustainability

LACDPW uses the Envision™ rating system for sustainable infrastructure. The rating system assesses projects in terms of:

- Quality of Life
- Leadership
- Resource Allocation
- Natural World
- Climate and Risk

As part of the PSR, KOA has performed a preliminary self-assessment of the project and identified potential strategies to achieve a high level of sustainability. The preliminary self-assessment consisted of answering 143 "yes", "no", or "N/A" questions, where a higher number of yes's would indicate a higher level of sustainability. Based on this assessment, there were 83 potential yes's, with quality of life and leadership achieving the highest percentage of positive responses. As the project progresses and project details are more fully developed, sustainability should be reassessed. Based on the current phase of the project and in reference to the Envision™ Guidance Manual, the project has the potential to achieve a high level of sustainability by:

- Continuing stakeholder involvement. Give increased attention to community needs, goals, plans and their relation to the project. Increase the thoroughness and participatory engagement by which community goals and plans are incorporated into the project. Give additional consideration to existing conditions and look for opportunities to rehabilitate community assets. Achieve strong endorsement by stakeholders and community leaders. Expand focus from a project-only look to community-wide considerations. Create business development opportunities through infrastructure and cultural/recreational resource connectivity. Seek to restore, redevelop and repurpose community assets. Broader consideration given to coordination with adjacent facilities, amenities and transportation hubs. Focus on reducing traffic congestion and improving walkability.

- Improving access and convenience for non-motorized transportation. Design encourages the use of alternate modes of transportation. Increasingly clear, identifiable and intuitive signage for safe access and egress.

- Designing the project in a way that maintains the local character of the community and does not have negative impacts on community views. Improve existing public space including parks, plazas, or recreational facilities to enhance community livability.

- Providing effective leadership and commitment to achieve project sustainability goals.

- Conserving energy by reducing the net embodied energy of project materials over the project life. Obtain materials and equipment from manufacturers and suppliers who implement sustainable practices. Reduce the use of virgin materials and avoid sending useful materials to landfills by specifying reused materials, including structures, and material with recycled content. Minimize transportation costs and impacts and retain regional benefits through specifying local sources.

- Constructing the project to minimize the impact to the natural world. Avoid placing the project — and the site compound/temporary works — on land that has been identified as of high ecological value or as having species of high value. Avoid development in adverse geologic formations and safeguard aquifers to reduce natural hazards risk and preserve high quality groundwater resources. Conserve undeveloped land by locating projects on previously developed greyfield sites and/or sites classified as brownfields. Minimize the impact of infrastructure on stormwater runoff quantity and quality with the design of bio swales.

- Constructing the project to minimize impacts and risks to the climate. Reduce the emission of six criteria pollutants; particulate matter (including dust), ground level ozone, carbon monoxide, sulfur oxides, nitrogen oxides, lead, and noxious odors with the implementation of California's strict air quality regulations. Minimize surfaces with a high solar reflectance index (SRI) to reduce localized heat accumulation and manage micro-climates.

The complete assessment is summarized in Appendix F – Sustainability.

5. Project Cost

The probable construction costs (excluding all design and other soft-costs) have been compiled to provide a reasonable order of magnitude cost for the various components of the trail. An evaluation of the probably cost to construct any section of the bike trail may be calculated by adding the relevant alternatives together and ignoring the others. In order to make it easier to understand Appendix D - Project Matrix, a probable alignment with alternatives has been selected and highlighted.

6. Project Design Concept (PDC) Scope of Services

The PSR has identified a preferred alternative and the accompanying critical issues for the development of a PDC for the Los Angeles River Bike Path. Based on the initial assessment of feasibility for various alternative and the anticipated constraints to the project construction, a scope of services needed to prepare a PDC has been developed. The Statement of Work (SOW) includes various items that are required to prepare a Project Design Concept (PDC) to address all relevant issues and describe the costs, schedule, and design related details for the project. The PDC shall address the topics including, but not limited to, the following items:

Right-of-Way

a) Provide costs and discuss issues for full or partial acquisition of right-of-way (incidentals, relocation, damages, etc.)
b) Discuss impacts to current occupants on the property during/after construction (i.e. owner/tenant displacement and relocation).
c) Prepare a Base Map showing existing right-of-way, recorded easements/encumbrances, property lines and City/County jurisdiction lines.
d) Prepare a map showing the proposed permanent right-of-way acquisition.
e) Prepare a map showing the areas which will require permits to enter for construction purposes.

Environmental

a) Identify all federal, state, and local bodies and agencies from which discretionary approval actions or permits will be required in order to implement the project.
b) Provide a list of anticipated applicable and appropriate environmental permits necessary to receive environmental clearances for the proposed project.
c) Discuss efforts needed to comply with CEQA.
d) Describe the anticipated CEQA pathway (Categorical Exclusion, Environmental Assessment/Finding of No Significant Impact, or Environmental Impact Statement) and provide a rationale for anticipating that path. Discuss the availability of previous CEQA or other appropriate planning documents that can be used for establishing tiers.
e) Discuss efforts needed to comply with NEPA, if applicable.
f) Describe the anticipated NEPA pathway (Categorical Exclusion, Environmental Assessment/Finding of No Significant Impact, or Environmental Impact Statement) and provide a rationale for anticipating that path. Discuss the availability of previous NEPA or other appropriate planning documents that can be used for establishing tiers.
g) Discuss requirements to obtain environmental regulatory permits.
h) Discuss alternative project scopes that will satisfy CEQA (and NEPA, if applicable) reporting requirements.
i) Provide an overview of expectations for required analysis on a resource- specific basis. Resources to be considered could include but are not limited to: aesthetics, air quality, biological resources, cultural resources, geology/soils, hazards and hazardous materials.

Bike Path and Roadway Design

a) For the design of the bike path and consequential road modifications provide the following recommendations:

   i. Right-of-way delineation for roadway and bike path requirements.
   ii. Design Speed.
   iii. Conceptual geometric design for roadway and bike path striping including, but not limited to:
      A. Vehicle and bike lane widths.
      B. Number and type of lanes for each direction.
      C. Transition details and storage lengths.
   iv. Need for curbed and raised medians.
   v. Bike path horizontal and vertical alignment.
   vi. At-grade and grade separated alternatives for all roadway crossings. Discuss the cost, benefits, advantage and disadvantages of each alternative.
   vii. If grade separation is a recommended option, prepare a geotechnical report. The report shall be prepared in compliance with the Los Angeles County Department of Public Works (LADPW) Manual for Preparation of Geotechnical Reports, July 2010. LADPW approval of the report will be required.
   viii. Projected traffic volumes on intersecting roadways (ADT projected at project completion and long range planning, 2035).

b) Prepare a Materials Report detailing the proposed bike path structural section. The report shall be prepared in compliance with LADPW requirements. LADPW approval of the report will be required.

c) Bicycle facilities :

Per the 2012 Los Angeles County Bicycle Master Plan and the Los Angeles City 2010 Bicycle Plan, bicycle facilities are proposed within the segment limits of this project.

Drainage

a) Determine the watershed and tributary areas in which the project site is located.
b) Determine existing drainage facilities within and/or adjacent to the project limits.
c) Acquire hydraulic information for the existing drainage facilities within or adjacent to the project limits.
d) Determine if an existing drainage facility will be impacted or modified. If so, determine type and provide cost.

Utilities

a) Conduct a preliminary utility search.
b) Identify and provide cost estimate for utility relocation.

Construction

a) Determine and discuss traffic control needs during construction.
b) Determine and discuss impacts of construction to access and mobility of adjacent residents and businesses.

c) Determine and discuss pedestrian and bike access during construction.

Sustainability

a) Consistent with the Department's goals for sustainability, all efforts will be made to determine applicable sustainable approaches to meet, address, and/or design all requirements and aspects related to the project.
b) The installation of low impact development (LID) features is required in accordance with the Department's Green Infrastructure Guidelines. Provide the following information:
    i. Volume of storm water runoff to be mitigated to meet the guideline requirements.
    ii. Identify appropriate locations for the installation of LID features.
    iii. Identify type of LID features to be installed.
    iv. Note that previous subsurface environmental investigations adjacent to the proposed roadway alignment indicate that soils are contaminated. Discuss the introduction of storm water runoff onto the ground surface using the proposed LID features and the possibility of contaminants to migrate through the soil profile into the groundwater. Provide recommendation if contamination of the groundwater will result.
c) Discuss and identify landscaping and tree planting opportunities. Drought- tolerant and native planting shall be used.

Schedule for Design and Construction Phases of the Project

Project Cost Estimate

a) Provide a cost-benefit analysis.
b) Provide construction cost estimate.

Provide design cost estimate

Discussion of Community/Public Outreach Planning

Cities of Los Angeles, Glendale, and Burbank Coordination

Portions of the project limits are within the Cities of Los Angeles, Glendale, and Burbank. Coordination with the Cities related to the preparation of the PDC shall be done directly with the City representatives. A point of contact from the Cities will be provided. Include LADPW in all communications with the Cities.

Designs shall be prepared consistent with City design standards for each jurisdiction.

7. Project Summary

This Preliminary Scoping Report (PSR) identifies the opportunities and constraints associated with constructing an extension of the Los Angeles River Regional Bike Path between Whitsett Avenue and Riverside Drive.

It has been established that there are viable routes which will allow for a minimally disrupted use of the trail from the existing bike trail east of Riverside Drive to Coldwater Canyon bike trail west of Whitsett Avenue. The bike path is largely on the south side of the river, but crosses to the north side at several locations, requiring up to four bike bridges for the river crossings. The majority of the bike path is adjacent to the Los Angeles River; however, there are two segments where the bike path would deviate away from the river on streets in protected cycle tracks for relatively short distances, before returning to the river along water courses.

There are many opportunities along the length of the bike path to access the trail and a number of areas, where rest areas can be constructed, or are readily available.

The construction costs allow for the installation of lights along the entire length and although beautification and enhancements can be implemented, these have not been allowed for in the costs.

The preliminary construction cost estimates would allow for the installation of lights along the entire length of the bike path, and although landscaping and other enhancements could also be a part of the project, they have not been allowed for in the cost estimates.

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APPENDIX A
Existing Information Catalog

KOA CORPORATION
PLANNING & ENGINEERING

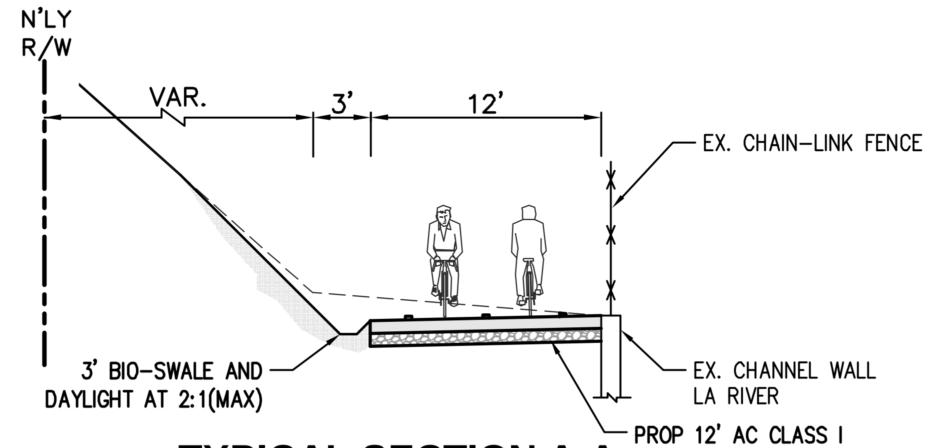
NO.	DOCUMENT TITLE	DATE	DESCRIPTION	RELEVANCE
1	**LOS ANGELES RIVER BIKE PATH PHASE IV S/O LOS ANGELES RIVER - FOREST LAWN DR TO RIVERSIDE DR** **(WORKORDER NO. M0014090)**	**NONE**	Document consists of City of Los Angeles progress drawings for a bikeway project on the south side of the Los Angeles River between Forest Lawn Drive and Riverside Drive. The project consists of an 8' wide bike path with 2' shoulders, fencing, and bikeway lighting. A portion of the bike path is adjacent to an existing equestrian path.	The document includes a bike path design that is within the limits of the proposed Los Angeles River Regional Bike Path Project. Coordination with the City of Los Angeles is needed to ensure both projects are integrated.
2	**LOS ANGELES RIVERFRONT PARK, PHASE II COLDWATER CANYON AVE. TO WHITSETT AVE., STUDIO CITY, CA** **(WORKORDER NO. E170406F)**	**NONE**	Document consists of City of Los Angeles bid set drawings for a river front park project on the south side of the Los Angeles River between Coldwater Canyon Avenue and Whitsett Avenue. The project consists of a 12' wide mixed-use trail with 2' shoulders, fencing, and lighting.	The document includes a mixed-use path design that is at the western terminus of Whitsett Avenue of the proposed Los Angeles River Regional Bike Path Project.Coordination with the City of Los Angeles is needed to ensure both projects are integrated.
3	**RIVERSIDE DRIVE NEAR ZOO DRIVE BRIDGE OVER LOS ANGELES RIVER** **(WORKORDER NO. E700030D)**	**NONE**	Document consists of City of Los Angeles progress drawings for a bridge improvement project on Riverside Drive over the Los Angeles River. The project consists of widening the bridge to provide sufficient space for 5' unstriped shoulders, where currently none exist. In addition, the project proposed an 8' wide bike path with 2' and 4' shoulders along the south side of the Los Angeles River continuing under the Riverside Drive bridge and access to Riverside Drive.	The document includes a bike path design that is at the eastern terminus of Riverside Drive of the proposed Los Angeles River Regional Bike Path Project. Coordination with the City of Los Angeles is needed to ensure both projects are integrated.
4	**LOS ANGELES RIVER GREENWAY BETWEEN CORBIN AVE AND WINNTKA AVE AND WINNETKA AVE RESURFACING** **(INDEX NO. D-33965)**	**2010**	Document consists of City of Los Angeles construction drawings for a greenway project on the south side of the Los Angeles River between Winnetka Avenue and Corbin Avenue, as well as a resurfacing project. The greenway project consists of an 8' wide bike path with 2' and 3' shoulders and bikeway lighting.	The document includes a bike path design that could have similar design elements to the proposed Los Angeles River Regional Bike Path Project. It may be useful for the designer to refer to this document.
5	**LOS ANGELES RIVER GREENWAY BETWEEN CORBIN AVE AND VANALDEN AVE AND TAMPA AVE RESURFACING** **(INDEX NO. D-33886)**	**2010**	Document consists of City of Los Angeles construction drawings for a greenway project on the south side of the Los Angeles River between Corbin Avenue and Vanalden Avenue, as well as a resurfacing project. The greenway project consists of an 8' wide bike path with 2' shoulders, railing, and bikeway lighting.	The document includes a bike path design that could have similar design elements to the proposed Los Angeles River Regional Bike Path Project. It may be useful for the designer to refer to this document.
6	**LOS ANGELES RIVER BIKEWAY BETWEEN WINNETKA AVE AND MASON AVE** **(INDEX NO. D-341157)**	**2012**	Document consists of City of Los Angeles construction drawings for a bikeway project on the south side of the Los Angeles River between Winnetka Avenue and Corbin Avenue. The project consists of an 8' wide bike path with 2' and 3' shoulders and bikeway lighting.	The document includes a bike path design that could have similar design elements to the proposed Los Angeles River Regional Bike Path Project. It may be useful for the designer to refer to this document.
7	**LOS ANGELES RIVER BIKEWAY PHASE 3A** **CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM** **PRELIMINARY ENVIRONMENTAL STUDY (PES) FORM**	**2010**	Documents consists of City of Los Angeles environmental documents to design and construct a bicycle facility to connect existing and future bike paths along the Los Angeles River to Union Station in downtown Los Angeles.	These documents may be useful for reference in preparing the environmental documentation for the proposed Los Angeles River Regional Bike Path Project.

NO.	DOCUMENT TITLE	DATE	DESCRIPTION	RELEVANCE
8	**LOS ANGELES RIVER HEADWATER BIKEWAY LA RIVER SOUTH BANK - OWENSMOUTH TO MASON (WORKORDER NO. M0014091)**	**NONE**	Document consists of City of Los Angeles progress drawings for a bikeway project on the south side of the Los Angeles River between Owensmouth Avenue and Mason Avenue.	The document may include a bike path design that could have similar design elements to the proposed Los Angeles River Regional Bike Path Project. It may be useful for the designer to refer to this document.
9	**LOS ANGELES RIVERFRONT PARK, PHASE II SEPULVEDA BOULEVARD TO KESTER AVENUE (WORKORDER NO. E170406F)**	**NONE**	Document consists of City of Los Angeles bid set drawings for a river front park project on the south side of the Los Angeles River between Sepulveda Boulevard and Kester Avenue. The project consists of a 12' wide mixed-use trail with 3' shoulders, fencing, and lighting.	The document may include a bike path design that could have similar design elements to the proposed Los Angeles River Regional Bike Path Project.It may be useful for the designer to refer to this document.
10	**LOS ANGELES RIVER REVITALIZATION MASTER PLAN**	**2007**	An excerpt from the executive summary: *The Los Angeles River Revitalization Master Plan provides a framework for restoring the River's ecological function and for transforming it into an amenity for residents and visitors to the City.* *The Plan includes:* *- Recommendations for physical improvements to the River corridor, and to the green space network in adjacent neighborhoods;* *- Recommendations at a policy level for managing public access and ensuring public health and safety;* *-Recommendations for a River governance and management structure; and* *-Recommendations for short- and long-term priority projects and potential funding strategies.*	The document includes a vision for the Los Angeles River including recommendations for improvements within the limits of the Los Angeles River Regional Bike Path Project. Coordination with the City of Los Angeles or River governance proposed in the plan, is needed to ensure all projects are integrated.

NO.	DOCUMENT TITLE	DATE	DESCRIPTION	RELEVANCE
11	**FINAL PROGRAMMATIC ENVIRONMENTAL IMPACT REPORT/ PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT FOR THE LOS ANGELES RIVER REVITALIZATION MASTER PLAN**	**2007**	An excerpt from the executive summary: *This document is a combined Programmatic Environmental Impact Report (PEIR) and Programmatic Environmental Impact Statement (PEIS) for the Los Angeles River Revitalization Master Plan (LARRMP).This combined PEIR/PEIS document addresses potential environmental impacts of implementing the LARRMP in the foreseeable future. Revitalization measures for the Los Angeles River would begin to be implemented within five years of the anticipated adoption of the LARRMP in spring 2007 (near term) and would continue for many years (long term).* *The City of Los Angeles, Department of Public Works (LADPW) Bureau of Engineering (BOE) is the California Environmental Quality Act (CEQA) lead agency, and the US Army Corps of Engineers Los Angeles District (Corps) is the National Environmental Policy Act (NEPA) lead agency for this combined PEIR/PEIS.*	This document will need to be reference in preparing the environmental documentation for the proposed Los Angeles River Regional Bike Path Project.
12	**WHITSETT AVENUE BRIDGE (DL-2225)**	**1948**	Whitsett Bridge As-built. Contains details of the bridge abutments, foundations, and other structural elements.	Bridge As-builts were reviewed to examine feasibility of tunneling through the bridge abutment.
13	**LAUREL CANYON BRIDGE (D-22380)**	**1969**	Laurel Canyon Bridge As-built. Contains details of the bridge abutments, foundations, and other structural elements.	Bridge As-builts were reviewed to examine feasibility of tunneling through the bridge abutment.
14	**COLFAX AVENUE BRIDGE (D-33675)**	**2008**	Colfax Bridge As-built. Contains details of the bridge abutments, foundations, and other structural elements.	Bridge As-builts were reviewed to examine feasibility of constructing a passage under bridge.
15	**TUJUNGA AVENUE BRIDGE (D-5007)**	**1938**	Tujunga Bridge As-built. Contains details of the bridge abutments, foundations, and other structural elements.	Bridge As-builts were reviewed to examine feasibility of tunneling through the bridge abutment.
16	**101 FREEWAY BRIDGE (DL-12343)**	**1955**	101Freeway Bridge As-built. Contains details of the bridge abutments, foundations, and other structural elements.	Bridge As-builts were reviewed to examine feasibility of constructing a passage under bridge.
17	**LANKERSHIM BOULEVARD (DL-29686, D-5235)**	**1925, 1939**	Lankershim Bridge As-built. Contains details of the bridge abutments, foundations, and other structural elements.	Bridge As-builts were reviewed to examine feasibility of tunneling through the bridge abutment.
18	**BARHAM BOULEVARD BRIDGE (D-30532, D-28958, D-30778, DL-1386)**	**1993, 1988, 1994, 1934**	Barham Bridge As-built. Contains details of the bridge abutments, foundations, and other structural elements.	Bridge As-builts were reviewed to examine feasibility of tunneling through the bridge abutment.

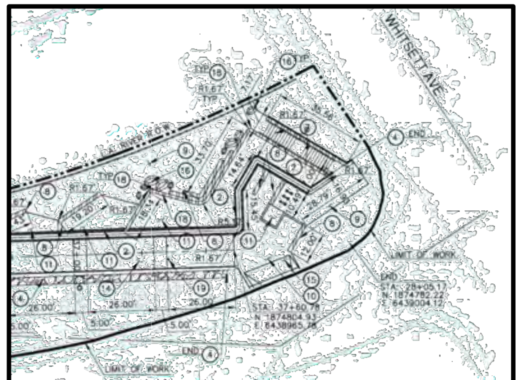
APPENDIX B
Corridor Assessment

LA RIVER BIKE PATH EXHIBIT



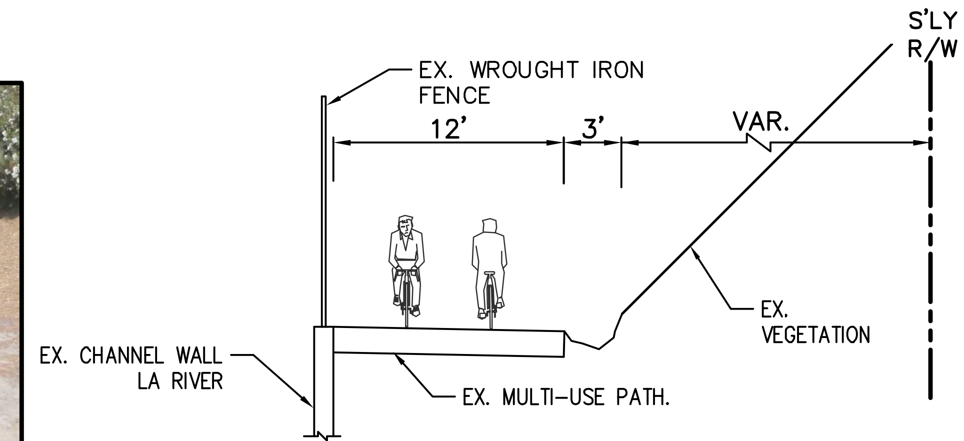
TYPICAL SECTION A-A

NO SCALE



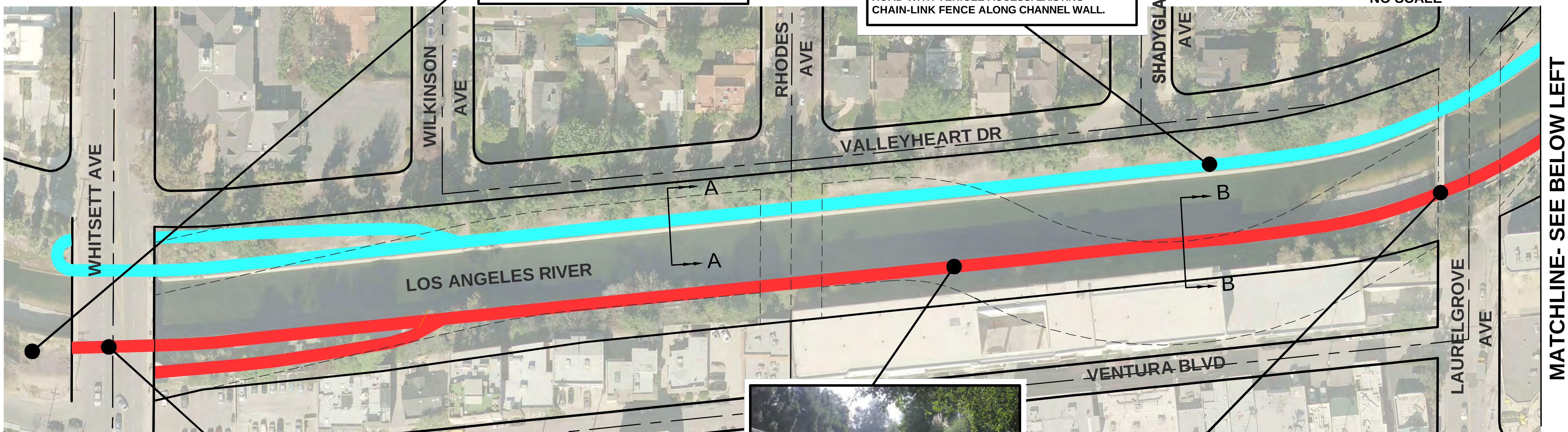
LOS ANGELES WATERFRONT PARK, PHASE II

EXISTING UNIMPROVED DIRT MAINTENANCE ROAD WITH VEHICLE ACCESS. EXISTING CHAIN-LINK FENCE ALONG CHANNEL WALL.

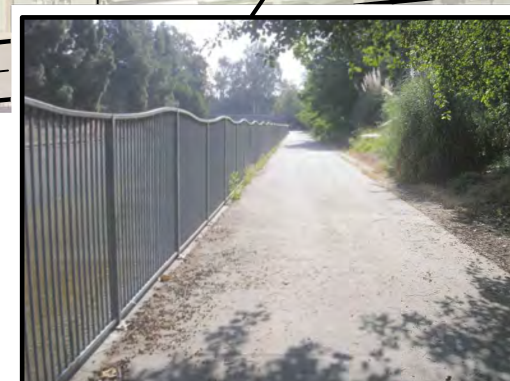


TYPICAL SECTION B-B

NO SCALE

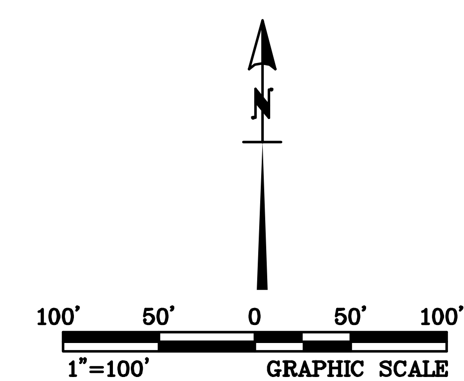


CONNECT WITH LOS ANGELES WATERFRONT PARK PHASE II/ COLDWATER CANYON PROJECT



EXISTING PAVED, MULTI-USE PATH WITH ADA AND VEHICLE ACCESS. EXISTING WROUGHT IRON FENCE ALONG CHANNEL WALL.

EXISTING OVERHEAD PEDESTRIAN BRIDGE OVER LOS ANGELES RIVER. MODIFY EXISTING DRAINAGE INLET FOR ADA AND BIKE TRAVEL.



LEGEND

- = EXISTING OR PLANNED PAVED MULTI-USE PATH
- = EXISTING OR PLANNED EQUESTRIAN TRAIL
- = PROPOSED BIKE PATH – PREFERRED ROUTE
- = PROPOSED BIKE PATH – ALTERNATE ROUTE
- = RIGHT-OF-WAY ACQUISITION AREA

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PLANNING & ENGINEERING
1100 Corporate Center Drive, Suite 201
Monterey Park, California 91754-7632
Tel: (323) 260-4703 Fax: (323) 260-4705

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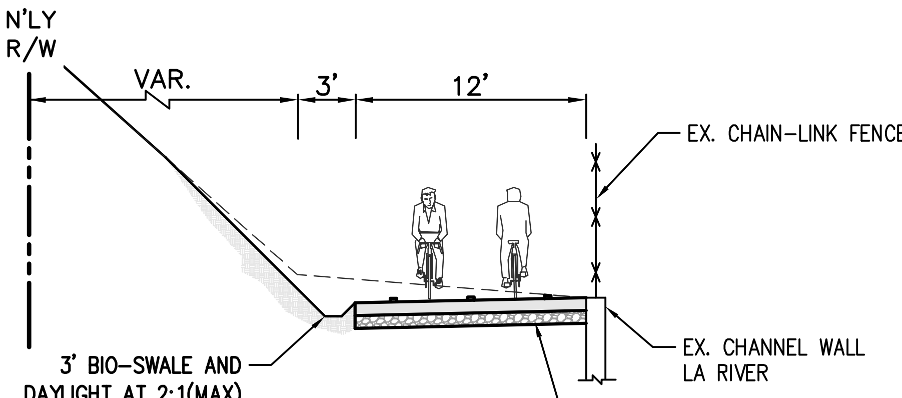
LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT

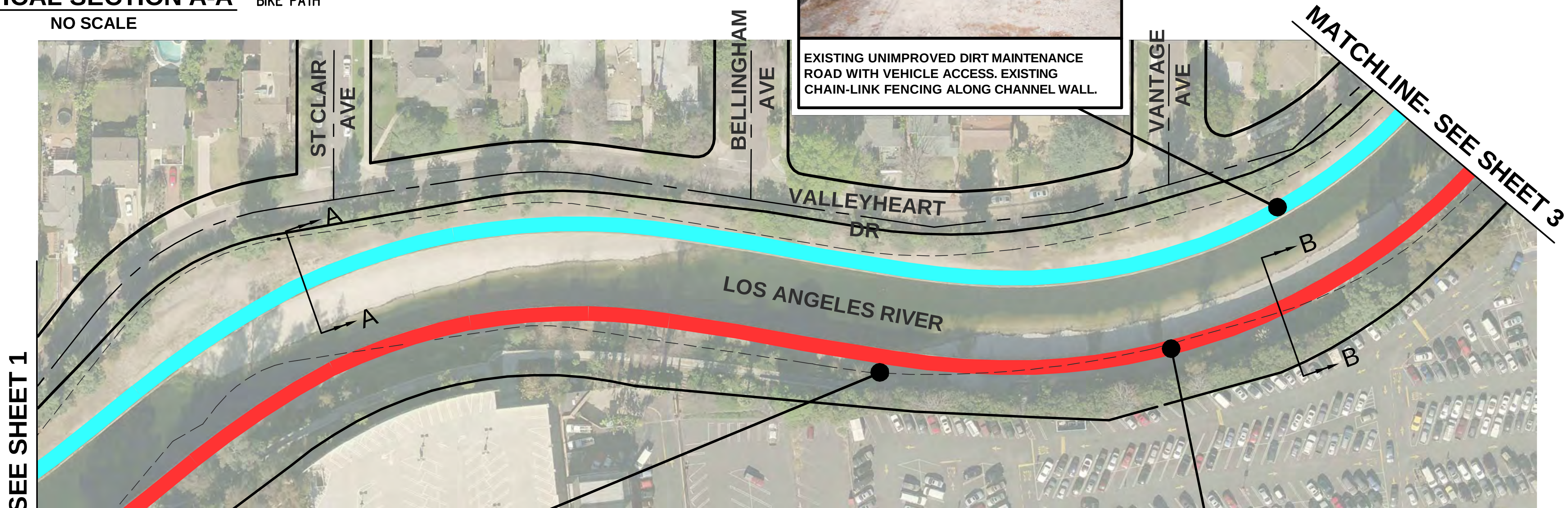
LA RIVER BIKE PATH EXHIBIT

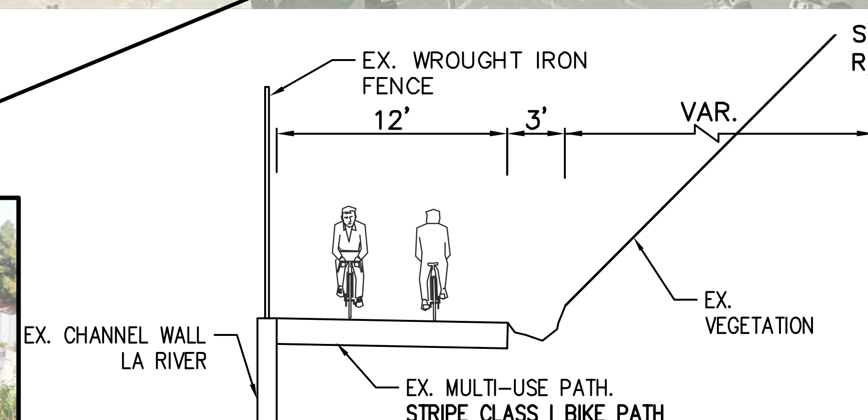


TYPICAL SECTION A-A

NO SCALE

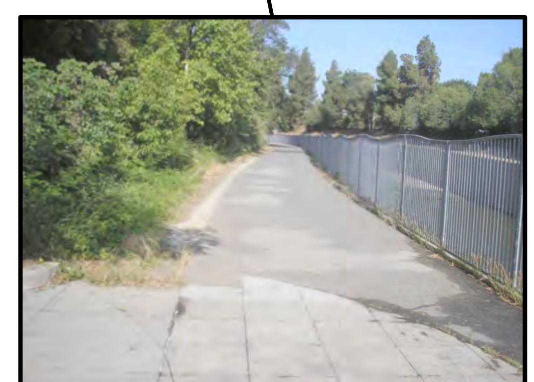
EXISTING UNIMPROVED DIRT MAINTENANCE ROAD WITH VEHICLE ACCESS. EXISTING CHAIN-LINK FENCING ALONG CHANNEL WALL.



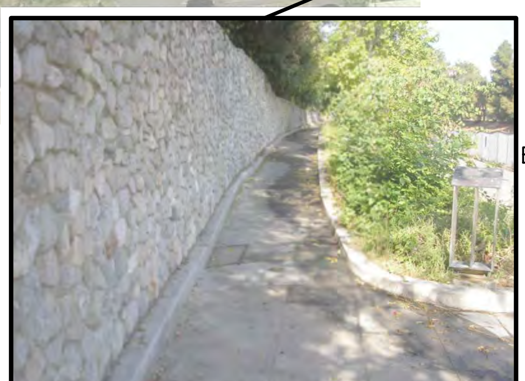


TYPICAL SECTION B-B

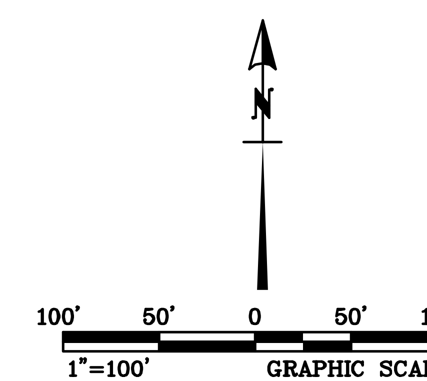
NO SCALE



EXISTING PAVED, MULTI-USE PATH WITH ADA AND VEHICLE ACCESS. EXISTING WROUGHT IRON FENCE ALONG CHANNEL WALL.



EXISTING PEDESTRIAN RAMP TO/RAMP MULTI-USE PATH.



LEGEND

- = EXISTING OR PLANNED PAVED MULTI-USE PATH
- = EXISTING OR PLANNED EQUESTRIAN TRAIL
- = PROPOSED BIKE PATH - PREFERRED ROUTE
- = PROPOSED BIKE PATH - ALTERNATE ROUTE
- = RIGHT-OF-WAY ACQUISITION AREA

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1100 Corporate Center Drive, Suite 201
Monterey Park, California 91754-7632
Tel: (323) 260-4703 Fax: (323) 260-4705

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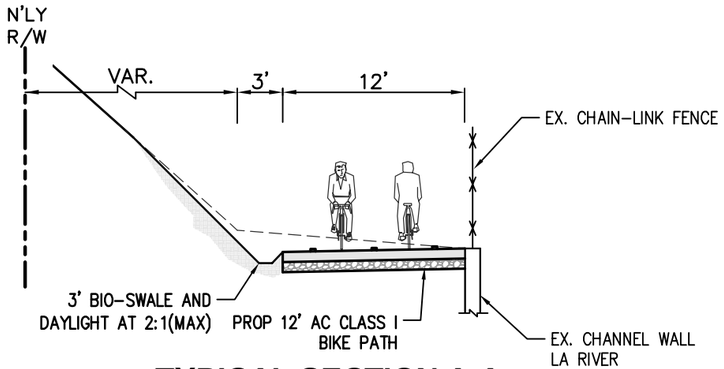
LA RIVER BIKE PATH EXHIBIT



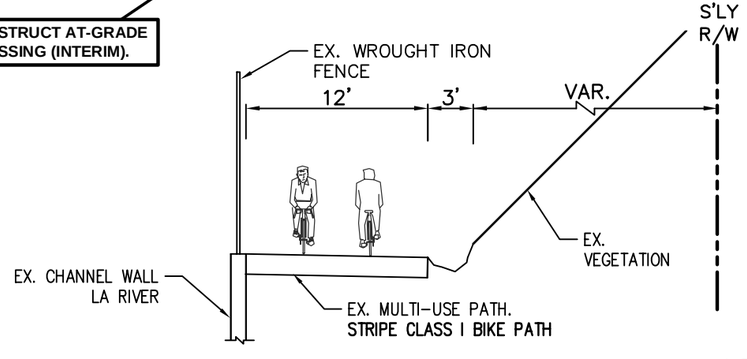
TYPICAL SECTION A-A

NO SCALE

CONSTRUCT UNDERPASS (PREFERRED)

EXISTING UNIMPROVED DIRT MAINTENANCE ROAD WITH VEHICLE ACCESS. EXISTING CHAIN-LINK FENCING ALONG CHANNEL WALL.

CONSTRUCT AT-GRADE CROSSING (INTERIM).



TYPICAL SECTION B-B

NO SCALE

EXISTING RCB MAKES UNDER-CROSSING ON SOUTH SIDE DIFFICULT.

EXISTING PAVED MULTI-USE PATH WITH ADA AND VEHICLE ACCESS. EXISTING WROUGHT IRON FENCE ALONG CHANNEL WALL.

LEGEND

- = EXISTING OR PLANNED PAVED MULTI-USE PATH
- = EXISTING OR PLANNED EQUESTRIAN TRAIL
- = PROPOSED BIKE PATH – PREFERRED ROUTE
- = PROPOSED BIKE PATH – ALTERNATE ROUTE
- = RIGHT-OF-WAY ACQUISITION AREA

N

100' 50' 0 50' 100'

1"=100' GRAPHIC SCALE

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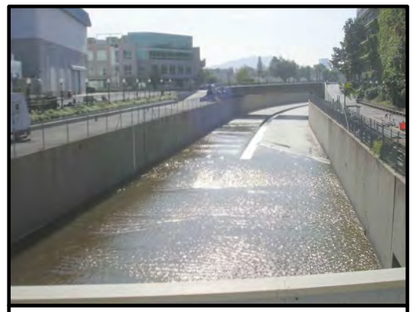
LA RIVER BIKE PATH EXHIBIT

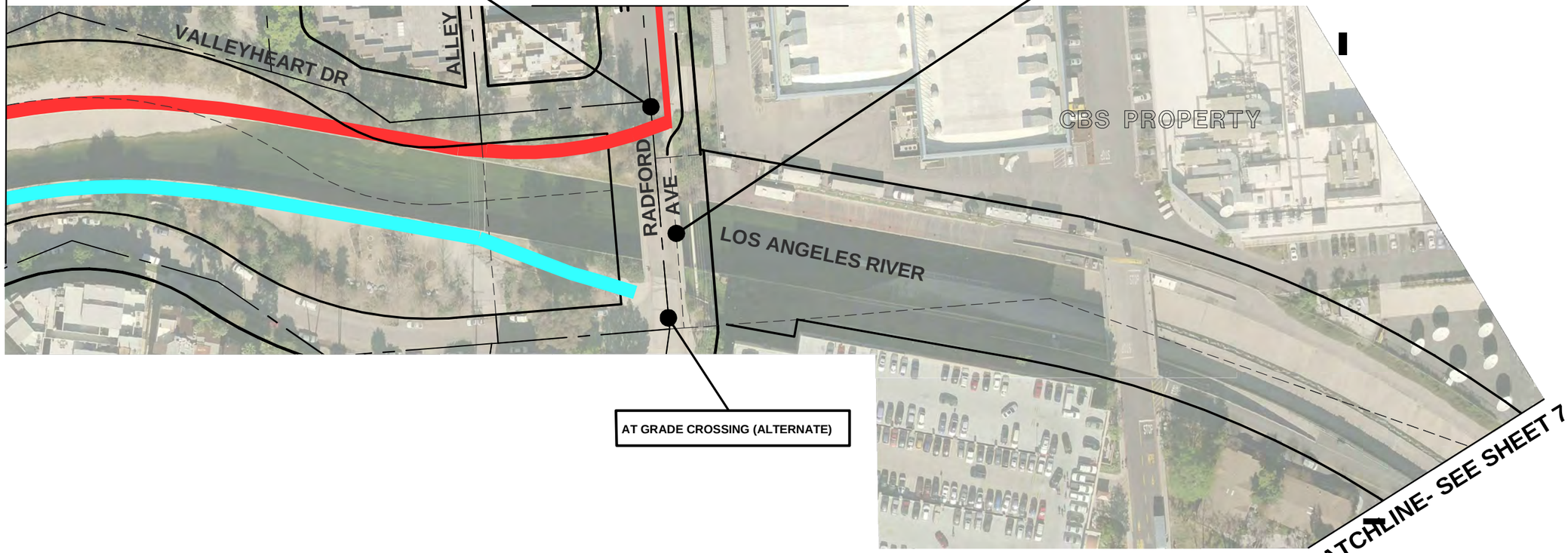
CONNECT LA RIVER BIKE PATH TO CLASS II BIKE LANES ON RADFORD AVENUE VIA AT-GRADE CROSSING.



EXISTING CBS INTERNAL ROADWAY. EXISTING CHAIN-LINK FENCE ALONG CHANNEL WALL.

MATCHLINE- SEE SHEET 3

MATCHLINE- SEE SHEET 5



AT GRADE CROSSING (ALTERNATE)

MATCHLINE- SEE SHEET 7

N

100' 50' 0 50' 100'

1"=100' GRAPHIC SCALE

LEGEND

= EXISTING OR PLANNED PAVED MULTI-USE PATH
= EXISTING OR PLANNED EQUESTRIAN TRAIL
= PROPOSED BIKE PATH - PREFERRED ROUTE
= PROPOSED BIKE PATH - ALTERNATE ROUTE
= RIGHT-OF-WAY ACQUISITION AREA

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Tel: (323) 260-4703 Fax: (323) 260-4705

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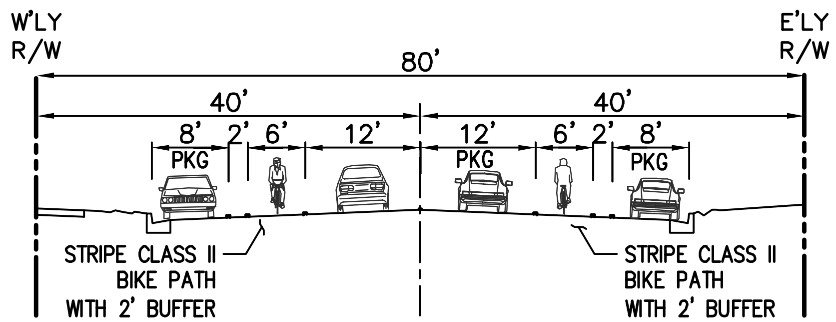
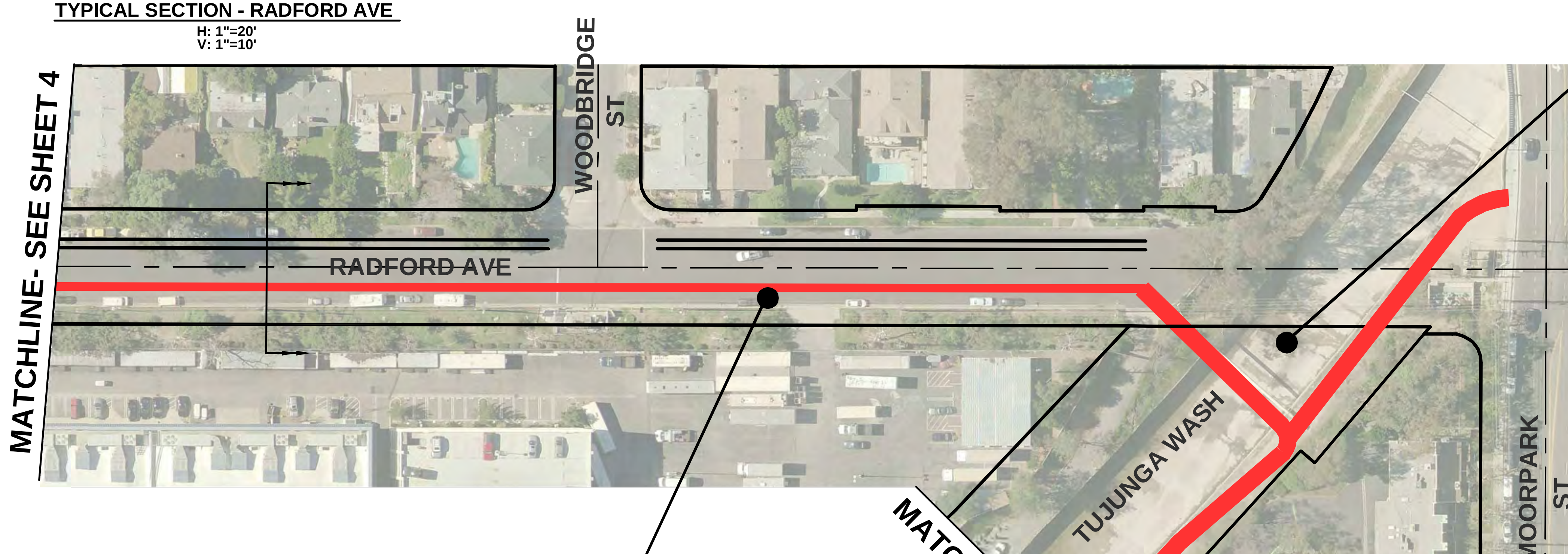
LA RIVER BIKE PATH EXHIBIT



TYPICAL SECTION - RADFORD AVE
H: 1"=20'
V: 1"=10'



CONSTRUCT BRIDGE OVER TUJUNGA WASH TO ACCOMMODATE CLASS I BIKE PATH AND PEDESTRIANS.

STRIPE FOR CLASS II BIKE PATH ON RADFORD AVE FROM LOS ANGELES RIVER TO TUJUNGA WASH.

100' 50' 0 50' 100'
1"=100' GRAPHIC SCALE

LEGEND
- = EXISTING OR PLANNED PAVED MULTI-USE PATH
- = EXISTING OR PLANNED EQUESTRIAN TRAIL
- = PROPOSED BIKE PATH – PREFERRED ROUTE
- = PROPOSED BIKE PATH – ALTERNATE ROUTE
- = RIGHT-OF-WAY ACQUISITION AREA

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1100 Corporate Center Drive, Suite 201
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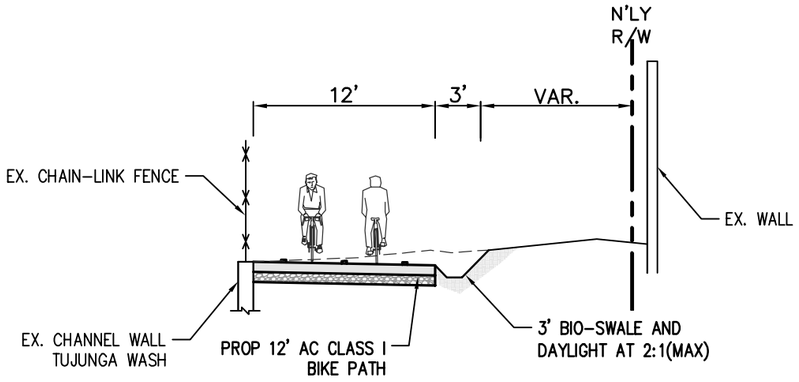
LA RIVER BIKE PATH EXHIBIT



TYPICAL SECTION A-A

NO SCALE

EXISTING UNIMPROVED MAINTENANCE ROAD WITH VEHICLE ACCESS. EXISTING CHAIN-LINK FENCING ALONG CHANNEL WALL.

MATCHLINE- SEE SHEET 5

A

A

TUJUNGA WASH

MATCHLINE- SEE SHEET 7

100' 50' 0 50' 100'

1"=100' GRAPHIC SCALE

LEGEND

= EXISTING OR PLANNED PAVED MULTI-USE PATH

= EXISTING OR PLANNED EQUESTRIAN TRAIL

= PROPOSED BIKE PATH - PREFERRED ROUTE

= PROPOSED BIKE PATH - ALTERNATE ROUTE

= RIGHT-OF-WAY ACQUISITION AREA

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1100 Corporate Center Drive, Suite 201
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Tel: (323) 260-4703 Fax: (323) 260-4705

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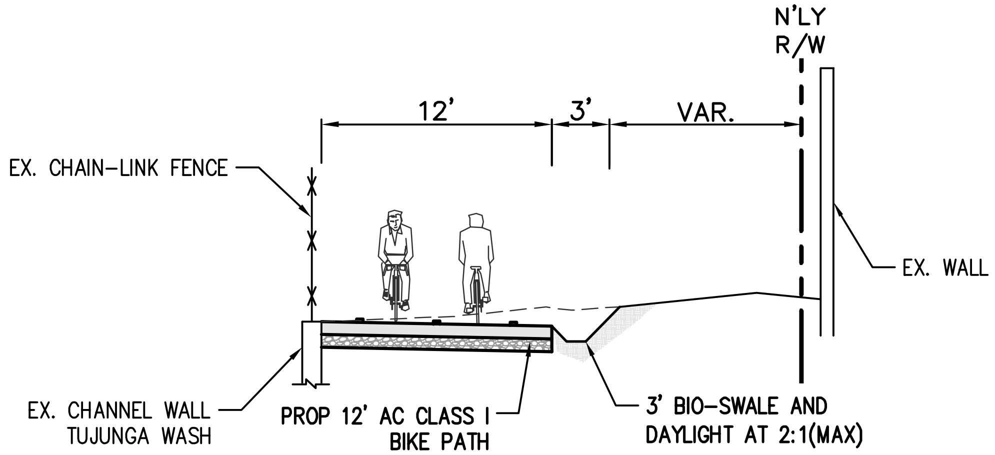
LA RIVER BIKE PATH EXHIBIT



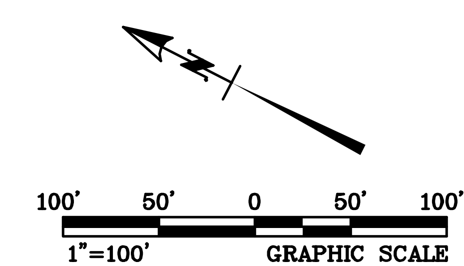
TYPICAL SECTION A-A

NO SCALE

EXISTING ASPHALT MAINTENANCE ROAD WITH VEHICLE ACCESS. EXISTING CHAIN-LINK FENCING ALONG CHANNEL WALL.

EXISTING UNDERPASS ON NORTH SIDE OF COLFAX AVENUE.

EXISTING PAVED CBS INTERNAL ROADWAY. EXISTING CHAIN-LINK FENCE ALONG CHANNEL WALL.



LEGEND

- = EXISTING OR PLANNED PAVED MULTI-USE PATH
- = EXISTING OR PLANNED EQUESTRIAN TRAIL
- = PROPOSED BIKE PATH – PREFERRED ROUTE
- = PROPOSED BIKE PATH – ALTERNATE ROUTE
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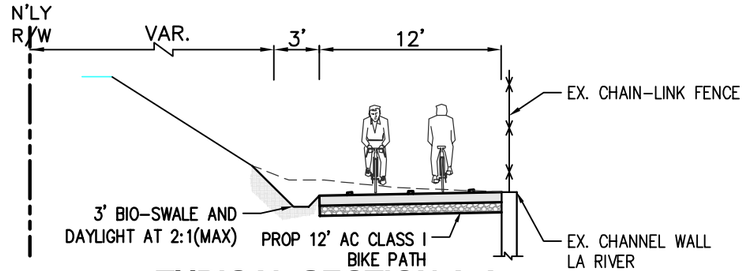
LA RIVER BIKE PATH EXHIBIT

USE EXISTING PEDESTRIAN BRIDGE OVER LOS ANGELES RIVER (ALTERNATE).

CONSTRUCT BIKE BRIDGE (ALTERNATE)



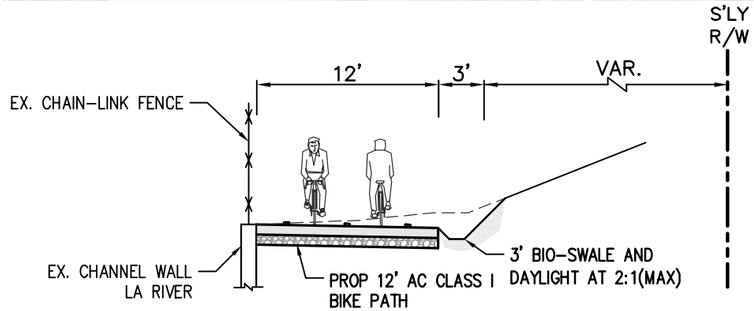
TYPICAL SECTION A-A

NO SCALE

EXISTING DIRT MULTI-USE PATH WITH PEDESTRIAN ACCESS. EXISTING CHAIN-LINK FENCE ALONG CHANNEL WALL.

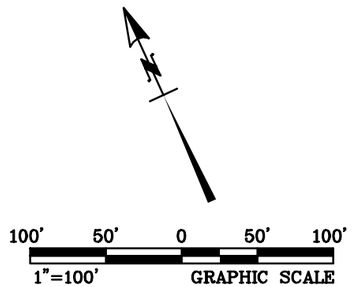
EXISTING STAIRS AND ADA ACCESS RAMP TO MULIT-USE PATH.

EXISTING DIRT, MULTI-USE PATH WITH ADA ACCESS. EXISTING CHAIN-LINK FENCE ALONG CHANNEL WALL.



TYPICAL SECTION B-B

NO SCALE



LEGEND

- = EXISTING OR PLANNED PAVED MULTI-USE PATH
- = EXISTING OR PLANNED EQUESTRIAN TRAIL
- = PROPOSED BIKE PATH – PREFERRED ROUTE
- = PROPOSED BIKE PATH – ALTERNATE ROUTE
- = RIGHT-OF-WAY ACQUISITION AREA

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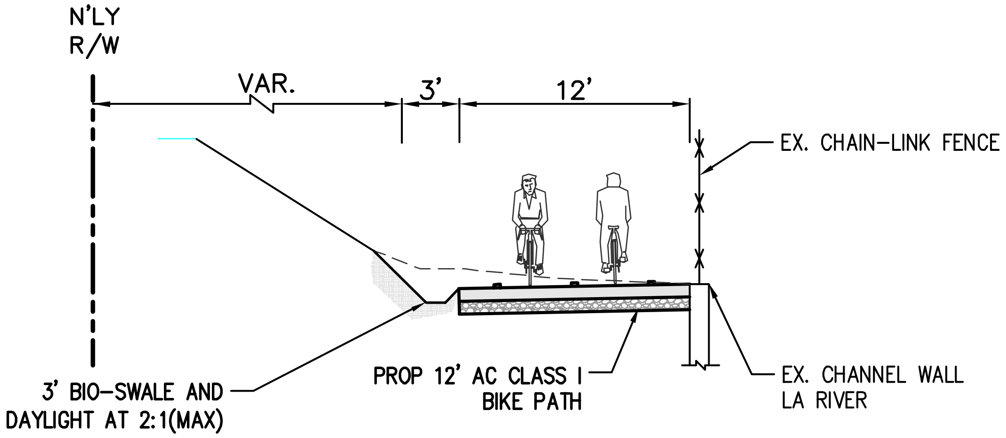
LA RIVER BIKE PATH EXHIBIT



TYPICAL SECTION A-A

NO SCALE

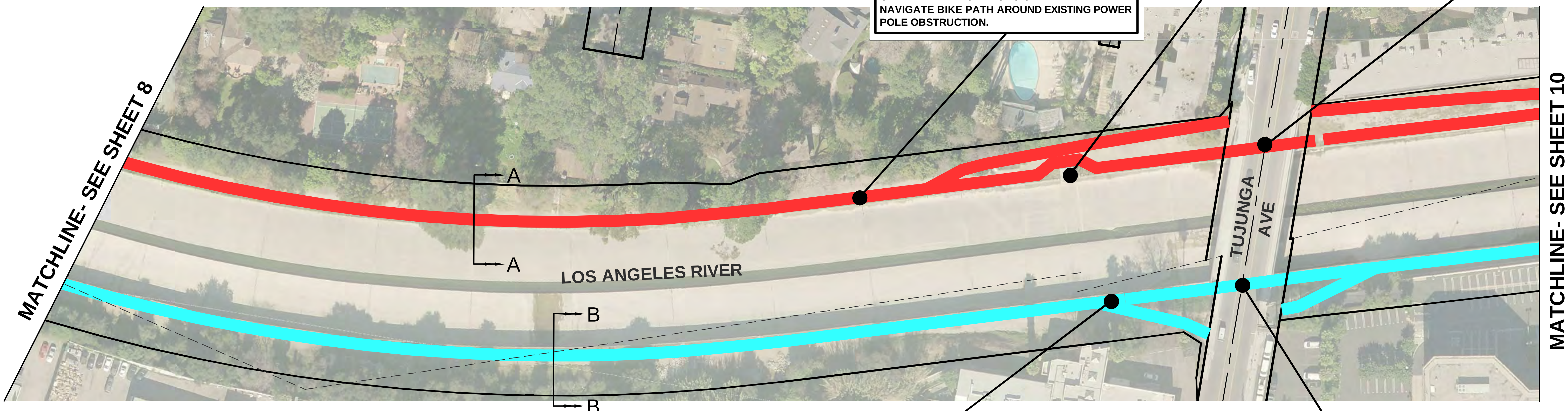
100' 50' 0 50' 100'

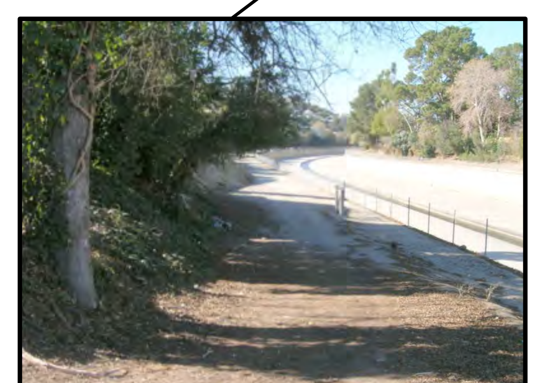
1"=100' GRAPHIC SCALE

EXISTING DIRT, MULTI-USE PATH. EXISTING CHAIN-LINK FENCE ALONG CHANNEL WALL. NAVIGATE BIKE PATH AROUND EXISTING POWER POLE OBSTRUCTION.

NAVIGATE BIKE PATH AROUND BUILDING OBSTRUCTION.

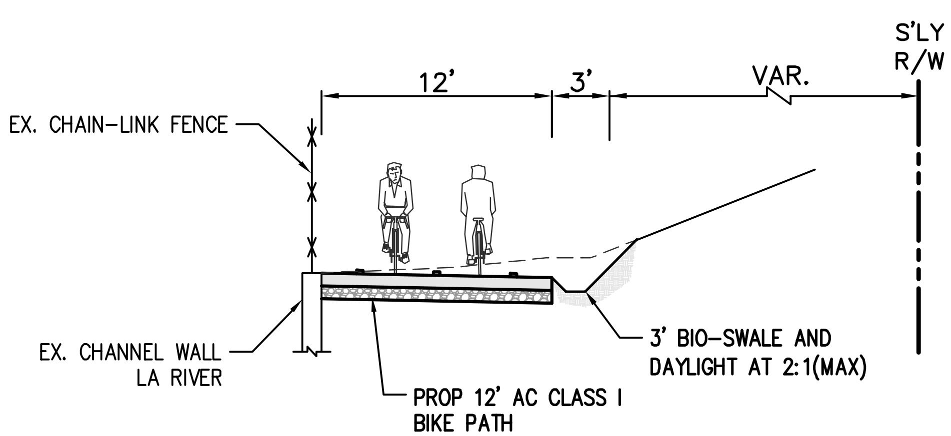
CONSTRUCT UNDER-CROSSING (PREFERRED).





EXISTING DIRT, MULTI-USE PATH WITH EXISTING CHAIN-LINK FENCE ALONG CHANNEL WALL. EXISTING VECHILE ACCESS OFF TUJUNGA AVE.

CONSTRUCT UNDERPASS (PREFERED).



TYPICAL SECTION B-B

NO SCALE

LEGEND

- = EXISTING OR PLANNED PAVED MULTI-USE PATH
- = EXISTING OR PLANNED EQUESTRIAN TRAIL
- = PROPOSED BIKE PATH – PREFERRED ROUTE
- = PROPOSED BIKE PATH – ALTERNATE ROUTE
- = RIGHT-OF-WAY ACQUISITION AREA

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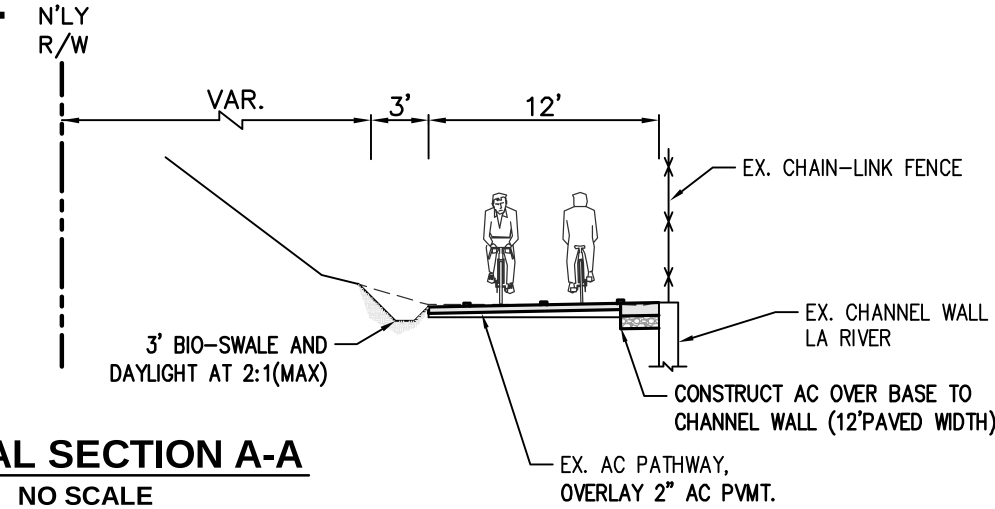
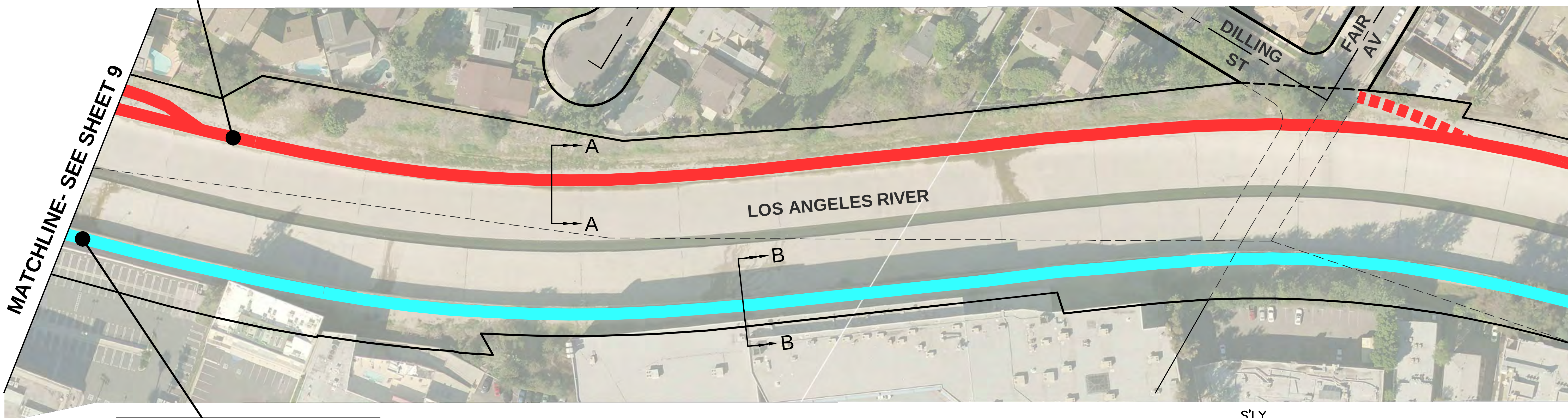
LA RIVER BIKE PATH EXHIBIT

EXISTING 10' ASPHALT MAINTENANCE ROAD. EXISTING CHAIN-LINK FENCE ALONG CHANNEL WALL.

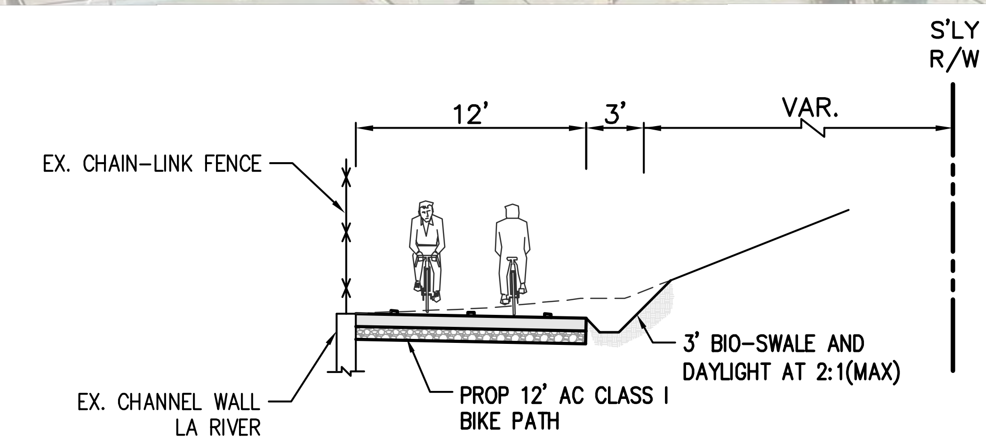


TYPICAL SECTION A-A

NO SCALE

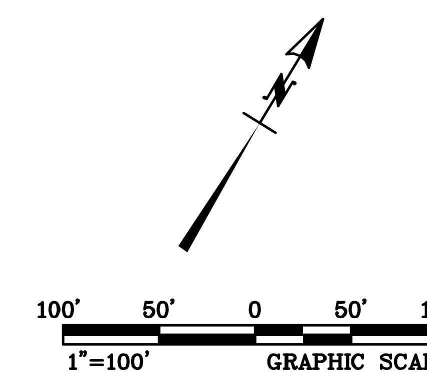


EXISTING UNIMPROVED DIRT MAINTENANCE ROAD WITH VEHICLE ACCESS. EXISTING CHAIN-LINK FENCE ALONG CHANNEL WALL.



TYPICAL SECTION B-B

NO SCALE



LEGEND

- = EXISTING OR PLANNED PAVED MULTI-USE PATH
- = EXISTING OR PLANNED EQUESTRIAN TRAIL
- = PROPOSED BIKE PATH – PREFERRED ROUTE
- = PROPOSED BIKE PATH – ALTERNATE ROUTE
- = RIGHT-OF-WAY ACQUISITION AREA

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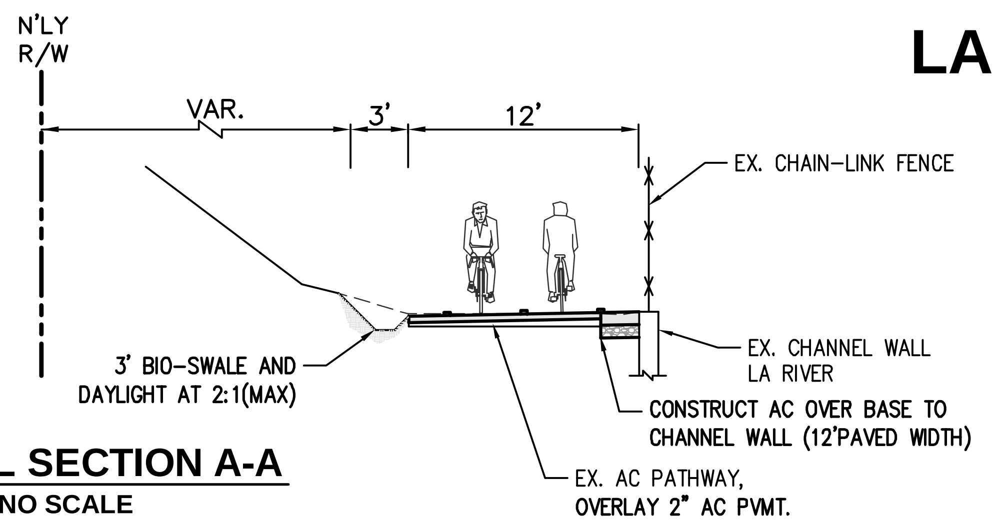
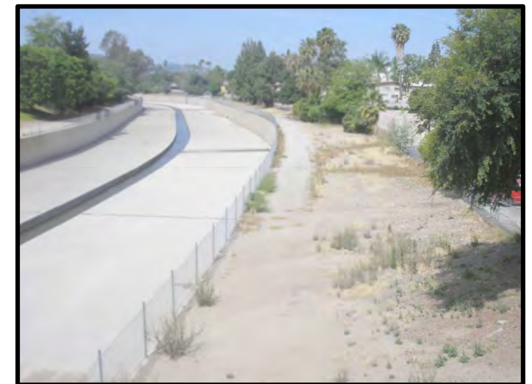
LA RIVER BIKE PATH EXHIBIT



TYPICAL SECTION A-A
NO SCALE

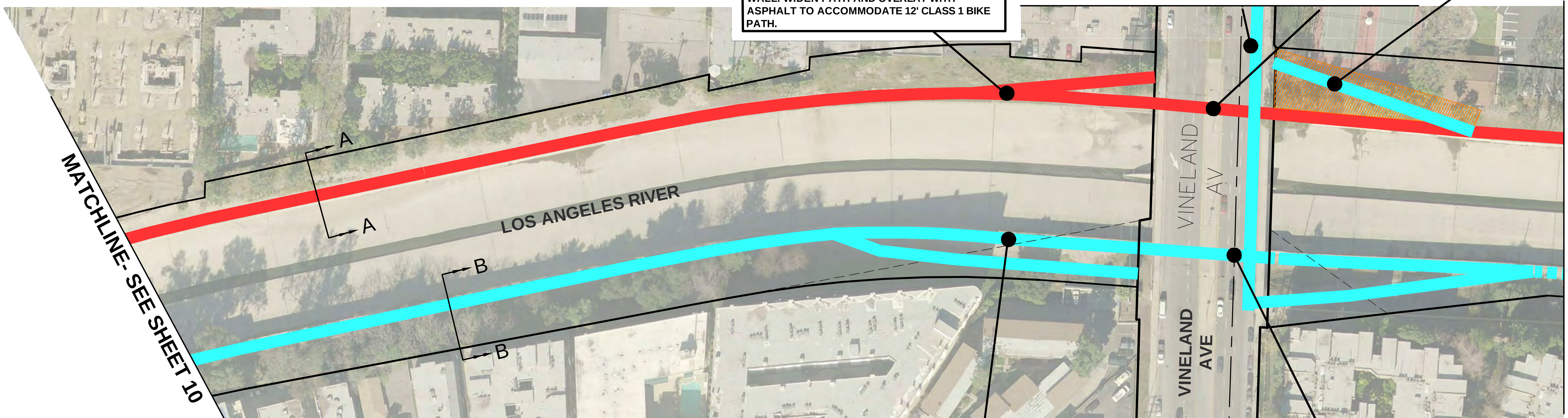


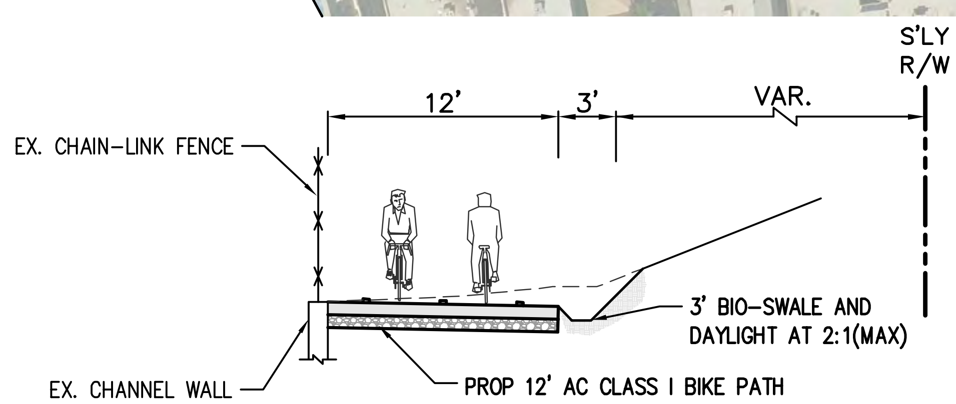
EXISTING 10' ASPHALT MAINTENANCE ROAD. EXISTING CHAIN LINK FENCING ALONG CHANNEL WALL. WIDEN PATH AND OVERLAY WITH ASPHALT TO ACCOMMODATE 12' CLASS 1 BIKE PATH.

EXISTING CLASS II BUFFERED BIKE LANE. SUFFICIENT ROOM TO ACCOMMODATE CYCLE TRACK.

CONSTRUCT UNDERPASS (PREFERRED)

CONSTRUCT PROPOSED RAMP TO TRANSITION BIKE PATH TO STREET LEVEL.



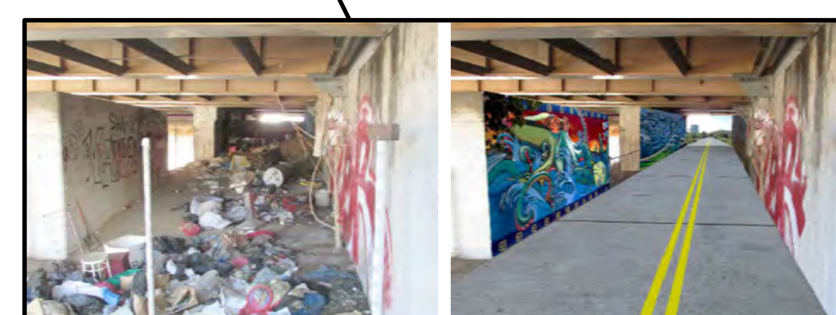


TYPICAL SECTION B-B
NO SCALE

N

100' 50' 0 50' 100'
1"=100' GRAPHIC SCALE

EXISTING UNIMPROVED DIRT MAINTENANCE ROAD WITH VEHICLE ACCESS. EXISTING CHAIN LINK FENCING ALONG CHANNEL WALL.



CONSTRUCT UNDERPASS (ALTERNATE). AT-GRADE CROSSING (ALTERNATE).

LEGEND
- = EXISTING OR PLANNED PAVED MULTI-USE PATH
- = EXISTING OR PLANNED EQUESTRIAN TRAIL
- = PROPOSED BIKE PATH – PREFERRED ROUTE
- = PROPOSED BIKE PATH – ALTERNATE ROUTE
- = RIGHT-OF-WAY ACQUISITION AREA

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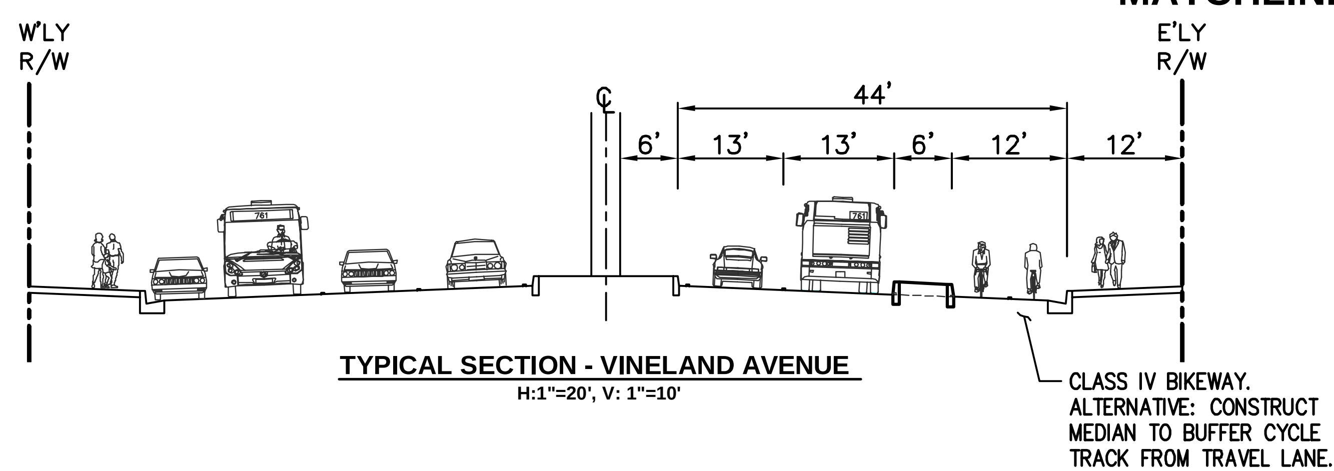
COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT

LA RIVER BIKE PATH EXHIBIT

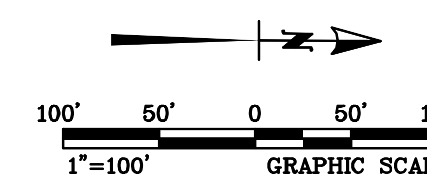
MODIFY ENTRANCE TO PATH ADJACENT TO CENTRAL BRANCH TUJUNGA WASH.

MATCHLINE- SEE SHEET 13

EXISTING CLASS III BIKE PATH.



TYPICAL SECTION - VINELAND AVENUE
H:1"=20', V: 1"=10'



LEGEND

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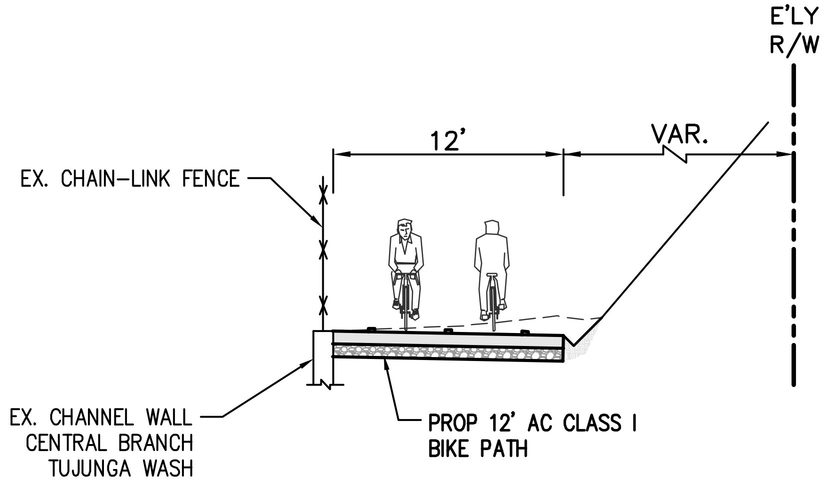
LA RIVER BIKE PATH EXHIBIT

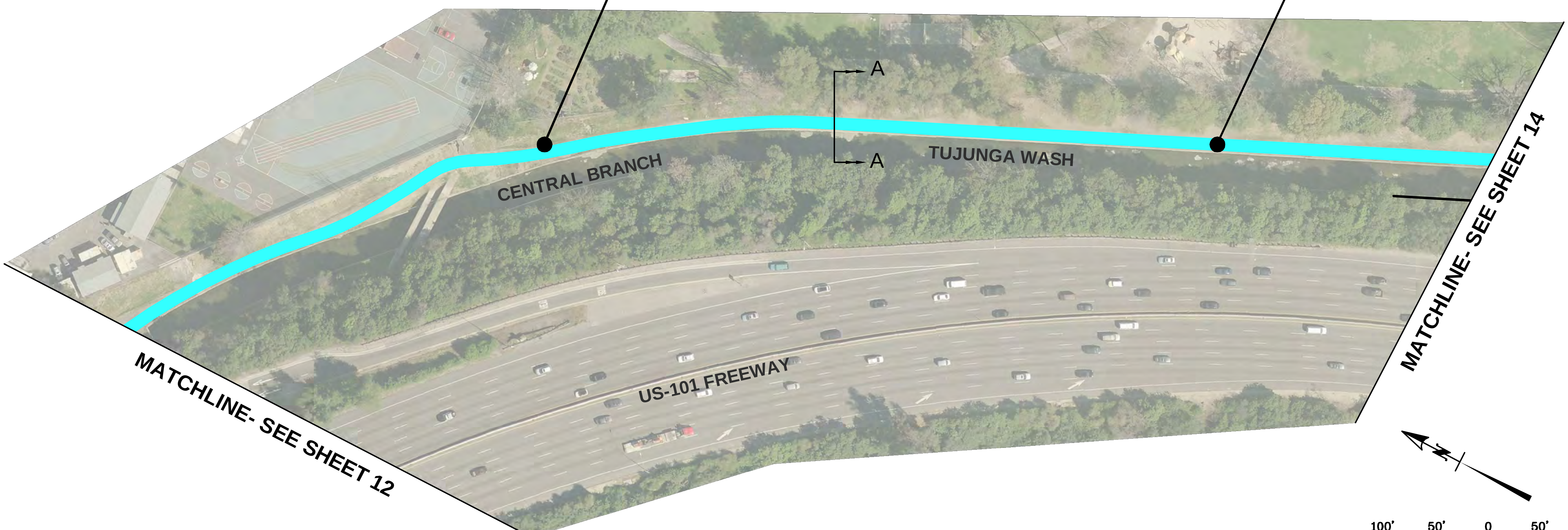


TYPICAL SECTION A-A

NO SCALE

NAVIGATE PROPOSED BIKE PATH AROUND OBSTRUCTIONS.

EXISTING UNIMPROVED MAINTENANCE ROAD WITH VEHICLE ACCESS. SMALL CHAIN LINK FENCING ALONG CHANNEL WALL.



100' 50' 0 50' 100'

1"=100' GRAPHIC SCALE

LEGEND

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- = EXISTING OR PLANNED EQUESTRIAN TRAIL
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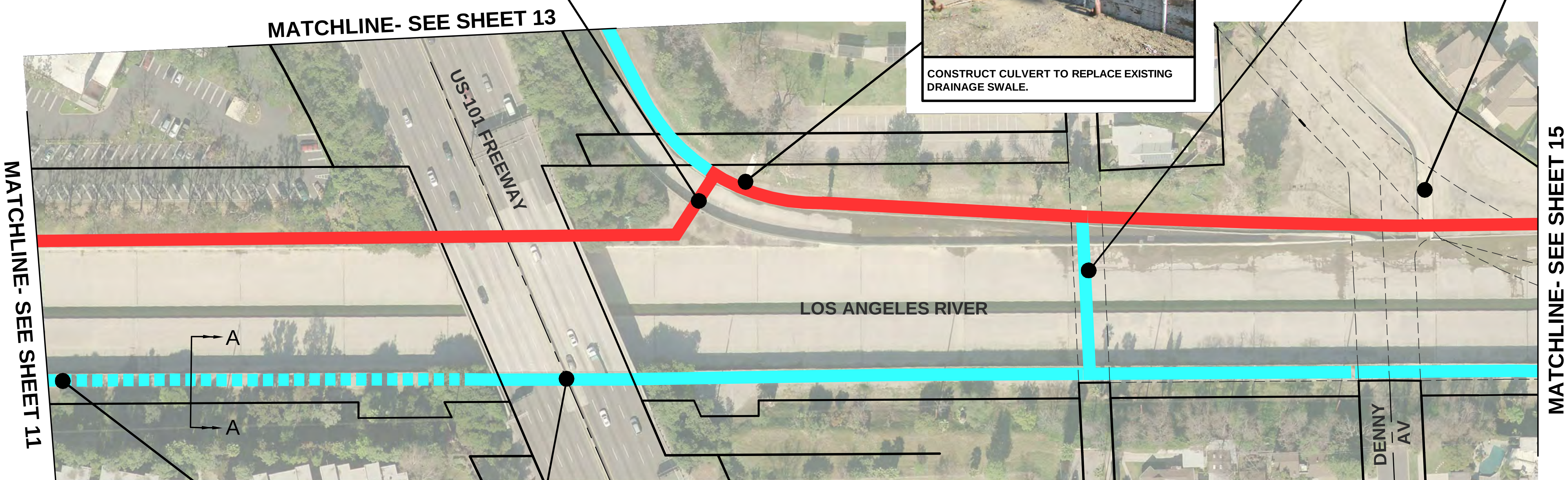
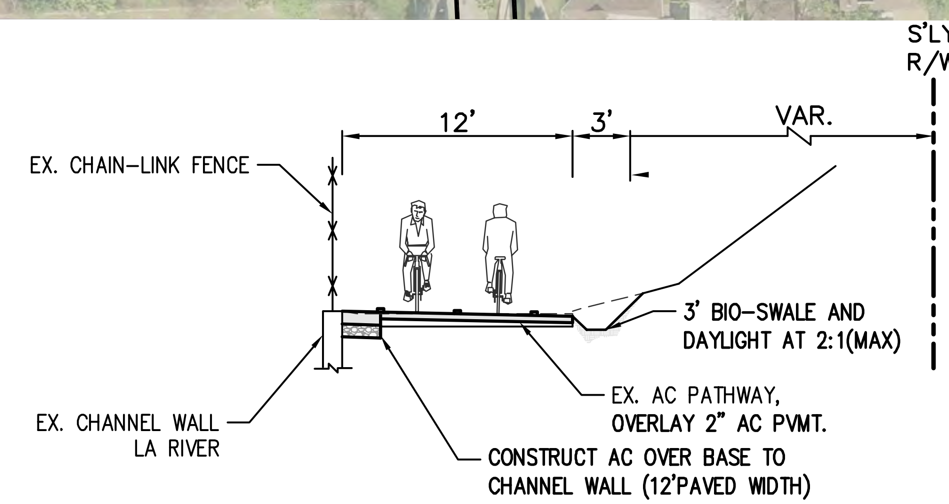
LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT

LA RIVER BIKE PATH EXHIBIT



CONSTRUCT CULVERT TO REPLACE EXISTING DRAINAGE SWALE.

EXISTING 10' ASPHALT MAINTENANCE ROAD WITH VEHICLE ACCESS. EXISTING CHAIN LINK FENCING ALONG CHANNEL WALL. WIDEN PAVEMENT AND OVERLAY EXISTING PATH TO ACCOMMODATE 12' CLASS 1 BIKE PATH.



TYPICAL SECTION A-A

N

100' 50' 0 50' 100'

1"=100' GRAPHIC SCALE

LEGEND

- = EXISTING OR PLANNED PAVED MULTI-USE PATH
- = EXISTING OR PLANNED EQUESTRIAN TRAIL
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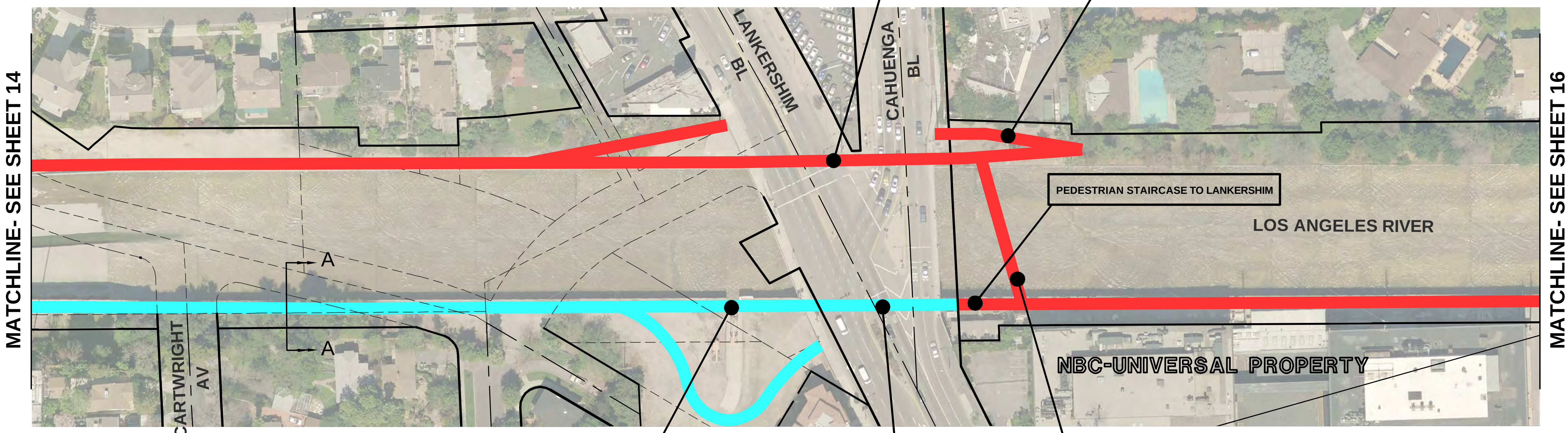
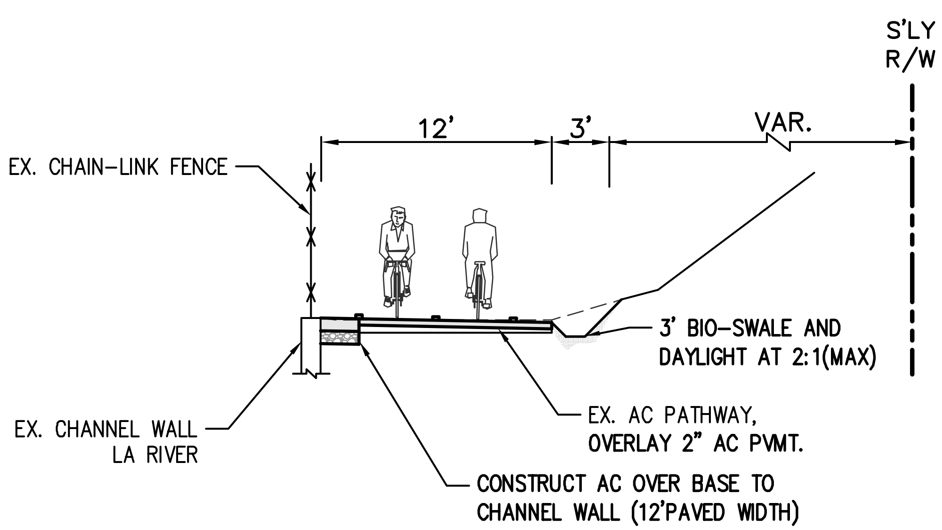
NO SCALE

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT

LA RIVER BIKE PATH EXHIBIT





TYPICAL SECTION A-A

NO SCALE

CROSS OVER EXISTING RIVER ACCESS RAMP. DIVERT BIKE PATH RAMP TO LANKERSHIM AROUND RIVER ACCESS RAMP.

CONSTRUCT BRIDGE (PREFERRED).

N

100' 50' 0 50' 100'

1"=100' GRAPHIC SCALE

LEGEND

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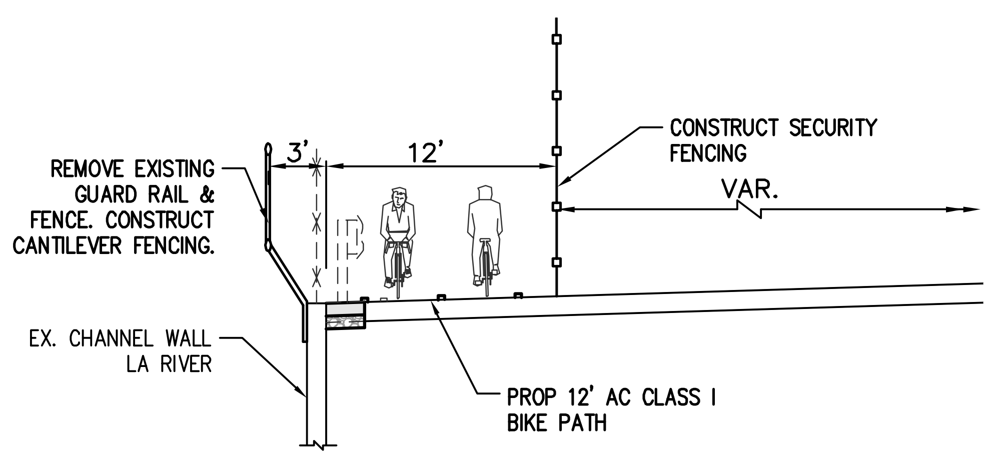
LA RIVER BIKE PATH EXHIBIT

PROPOSED CLASS I BIKEWAY BY LACDWP.
THROUGH NBC-UNIVERSAL PROPERTY BETWEEN
BARHAM BLVD & LAKERSHIM BLVD.



TYPICAL SECTION A-A

NO SCALE

N

100' 50' 0 50' 100'

1"=100' GRAPHIC SCALE

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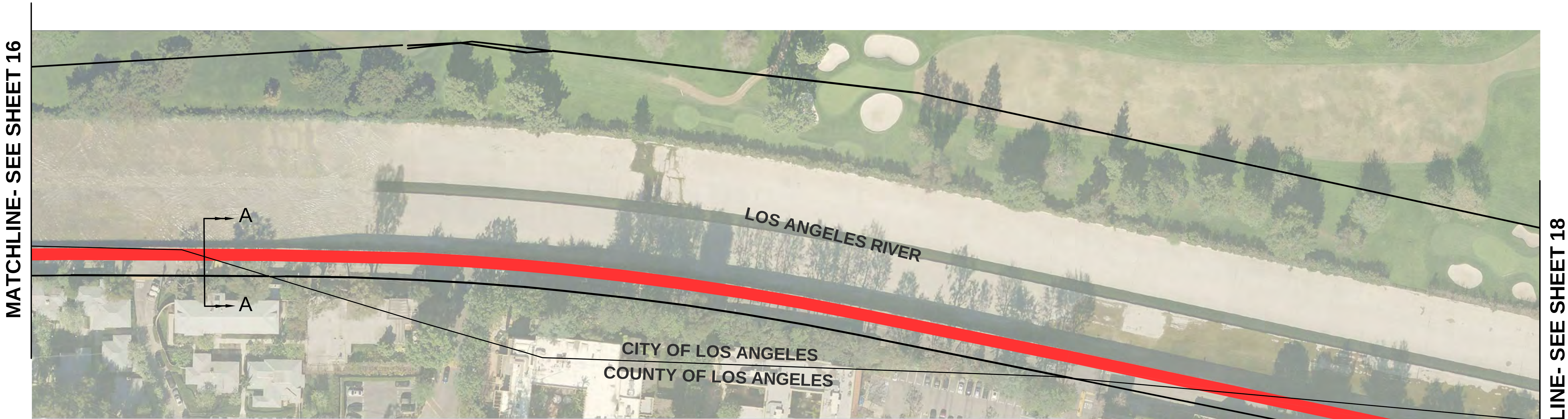
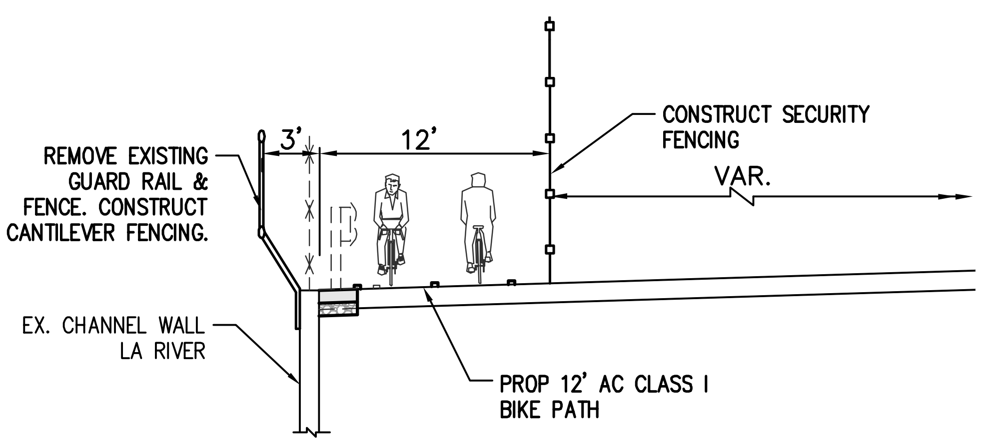
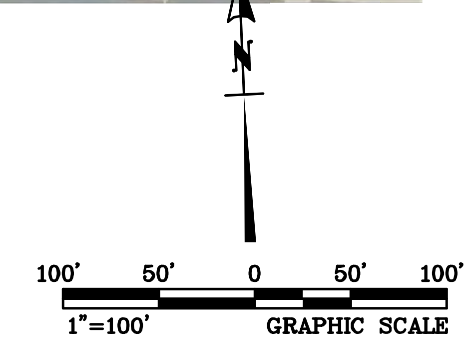
LA RIVER BIKE PATH EXHIBIT





TYPICAL SECTION A-A

NO SCALE



LEGEND

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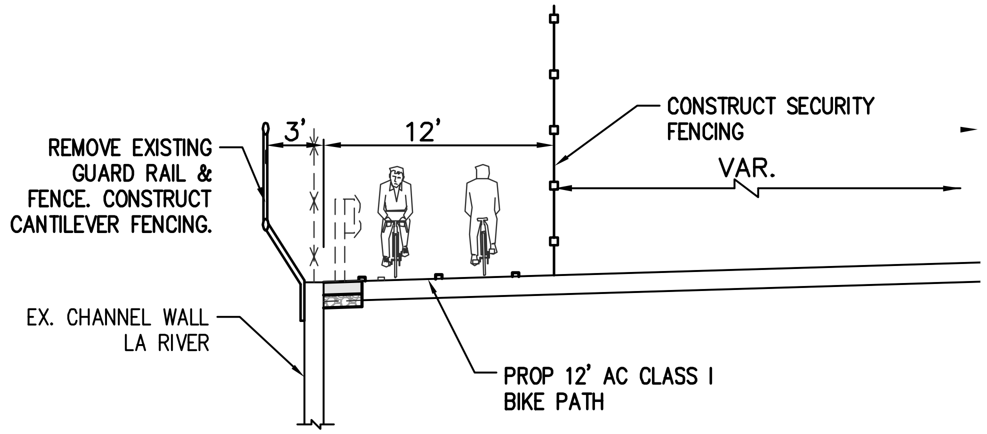
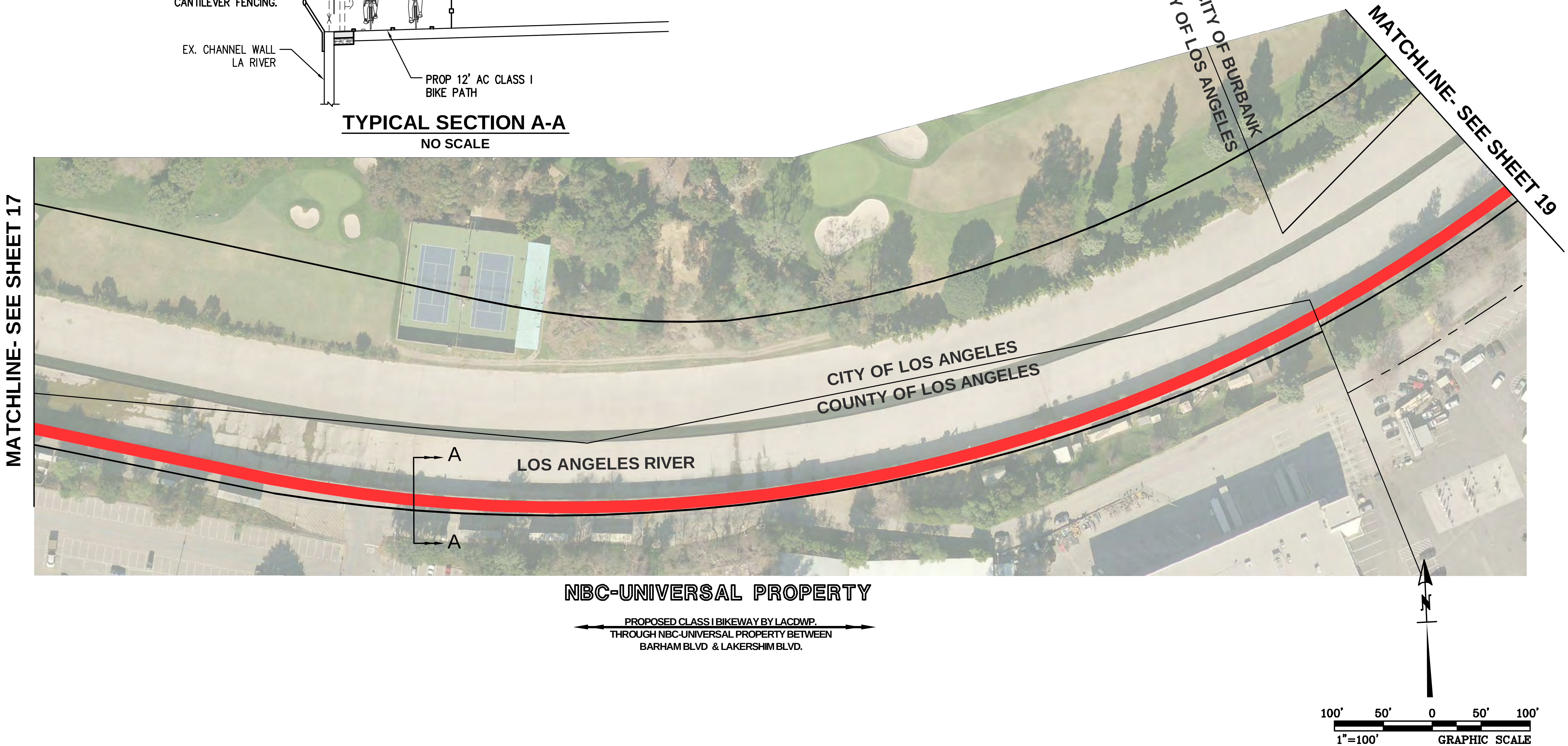


TYPICAL SECTION A-A

NO SCALE



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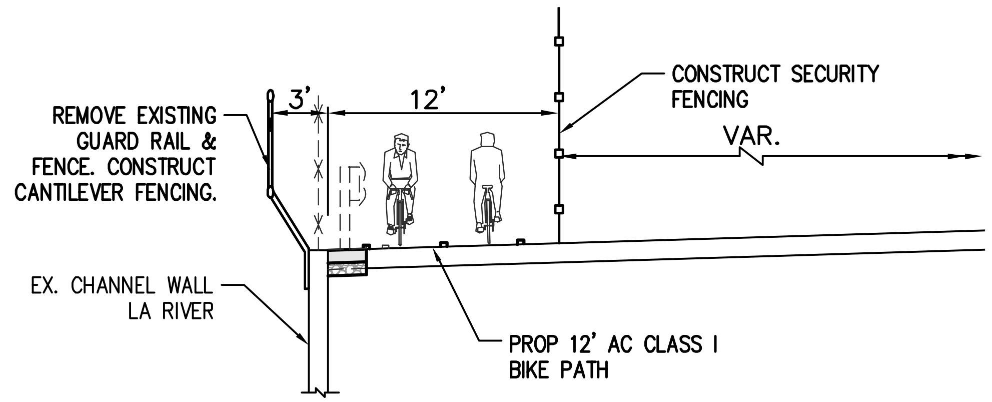
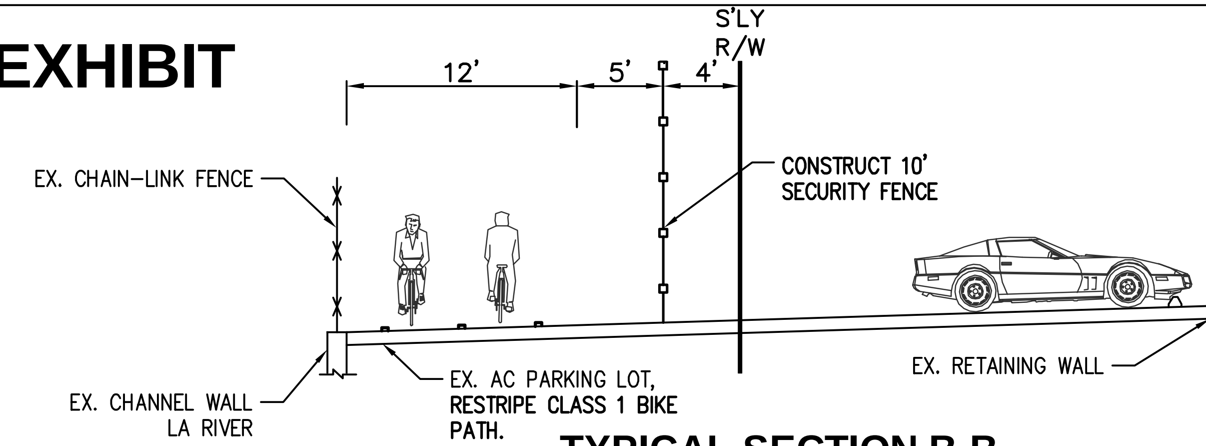


TYPICAL SECTION A-A

NO SCALE



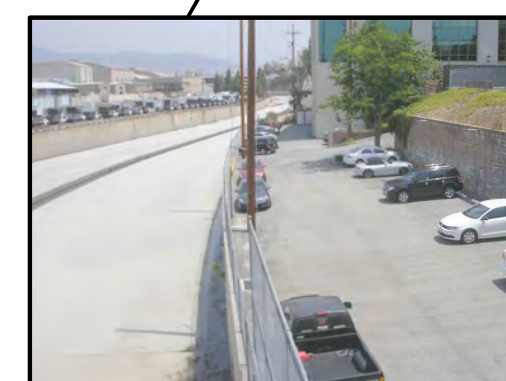
TYPICAL SECTION B-B

NO SCALE

NBC-UNIVERSAL PROPERTY

PROPOSED CLASS I BIKEWAY BY LACDWP. THROUGH NBC-UNIVERSAL PROPERTY BETWEEN BARHAM BLVD & LAKERSHIM BLVD.

CONSTRUCT UNDERPASS (PREFERRED). AT-GRADE CROSSING (ALTERNATE).



EXISTING ASPHALT PARKING FOR AUTOLAND AND DIRT PATH BEHIND TOLUCA LAKE TENNIS AND FITNESS CLUB. CHAIN LINK FENCING ALONG CHANNEL WALL.

100' 50' 0 50' 100'

1"=100' GRAPHIC SCALE

LEGEND

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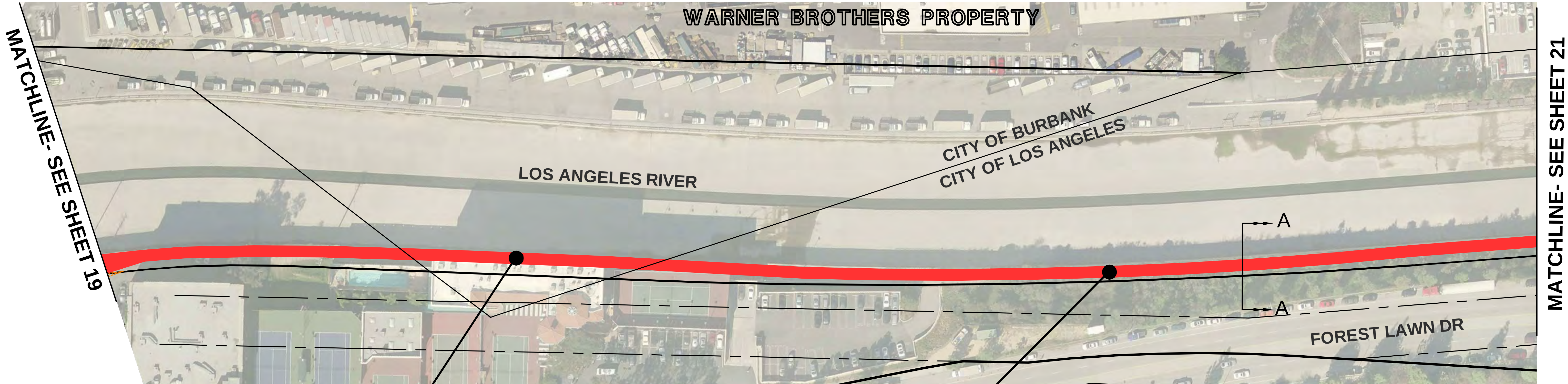
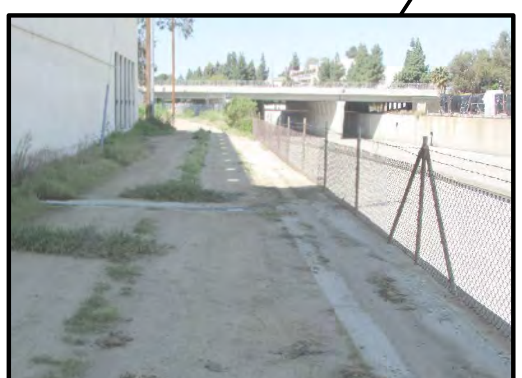
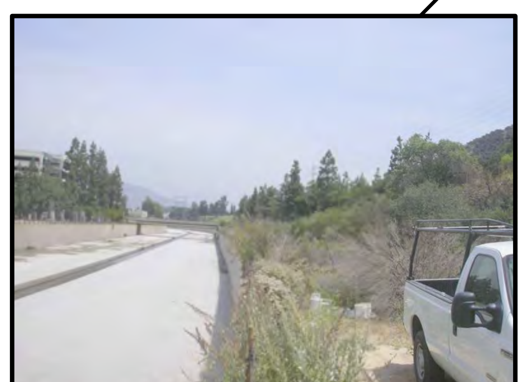
LA RIVER BIKE PATH EXHIBIT

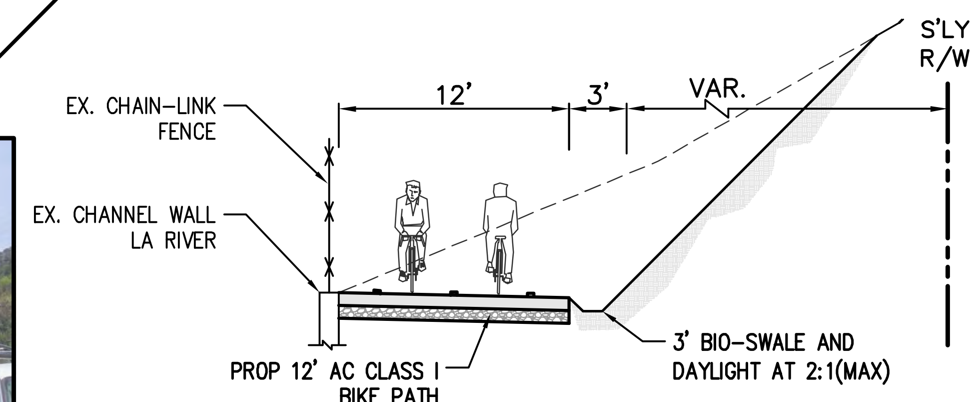




CONSTRUCT CULVERTS TO REPLACE EXISTING DRAINAGE SWALES.

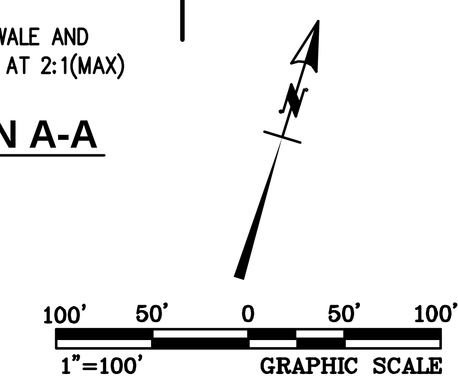


EXISTING SEGMENT DENSE WITH VEGETATION AND UNIMPROVED LAND. EXISTING CHAIN LINK FENCING ALONG CHANNEL WALL.



TYPICAL SECTION A-A

NO SCALE



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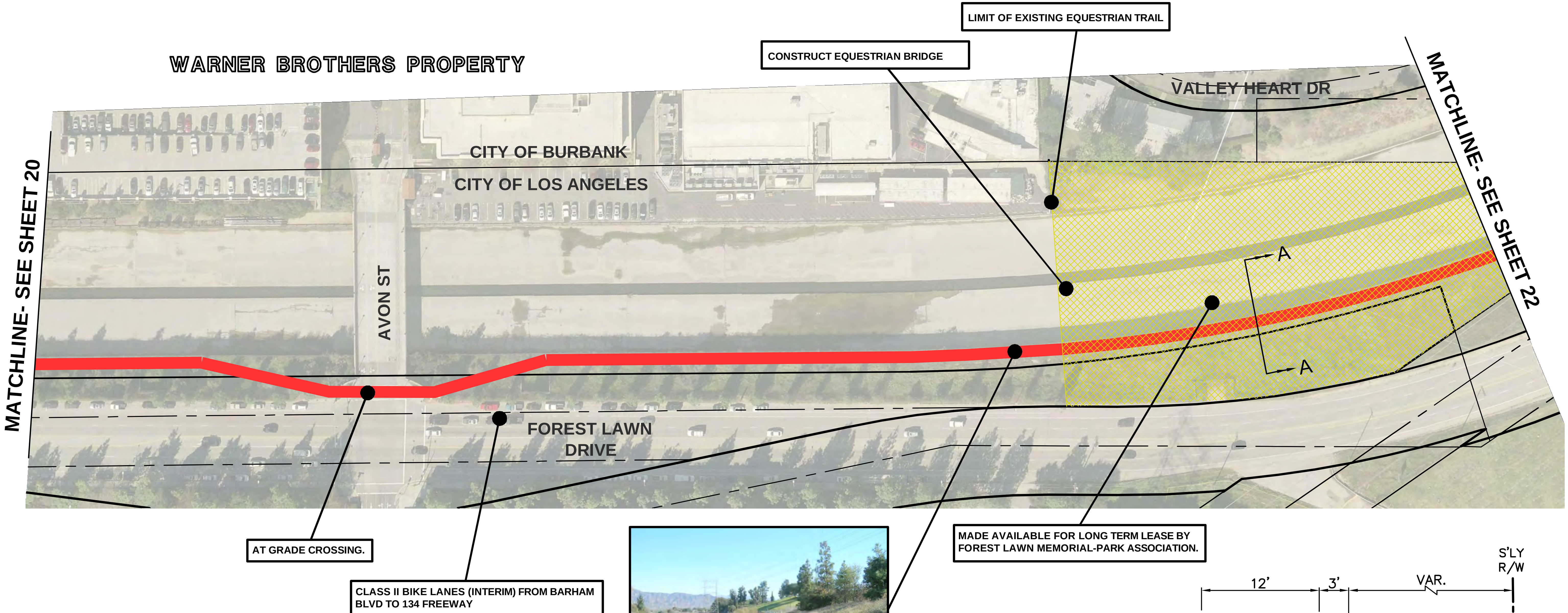
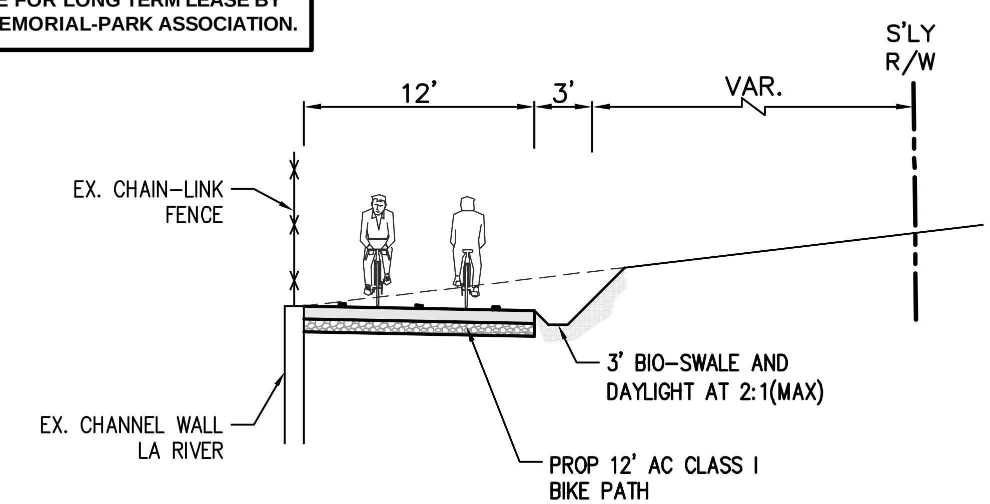
LA RIVER BIKE PATH EXHIBIT

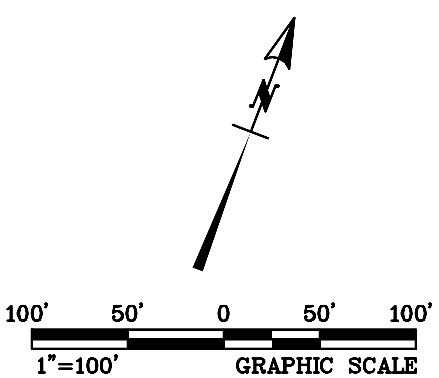


AREA IS UNIMPROVED AND IS MILDLY VEGETATED. THERE IS AN EXISTING CHAIN-LINK FENCE ALONG CHANNEL PERIMETER.



TYPICAL SECTION A-A

NO SCALE



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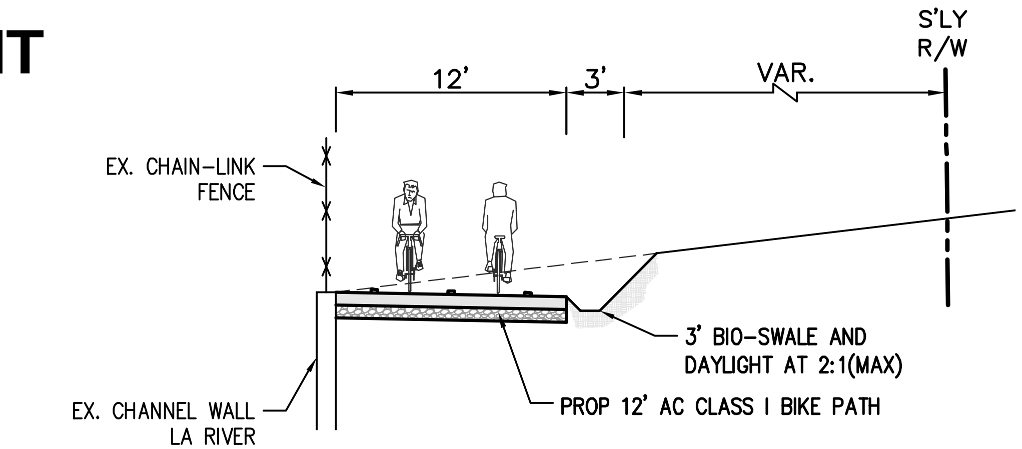
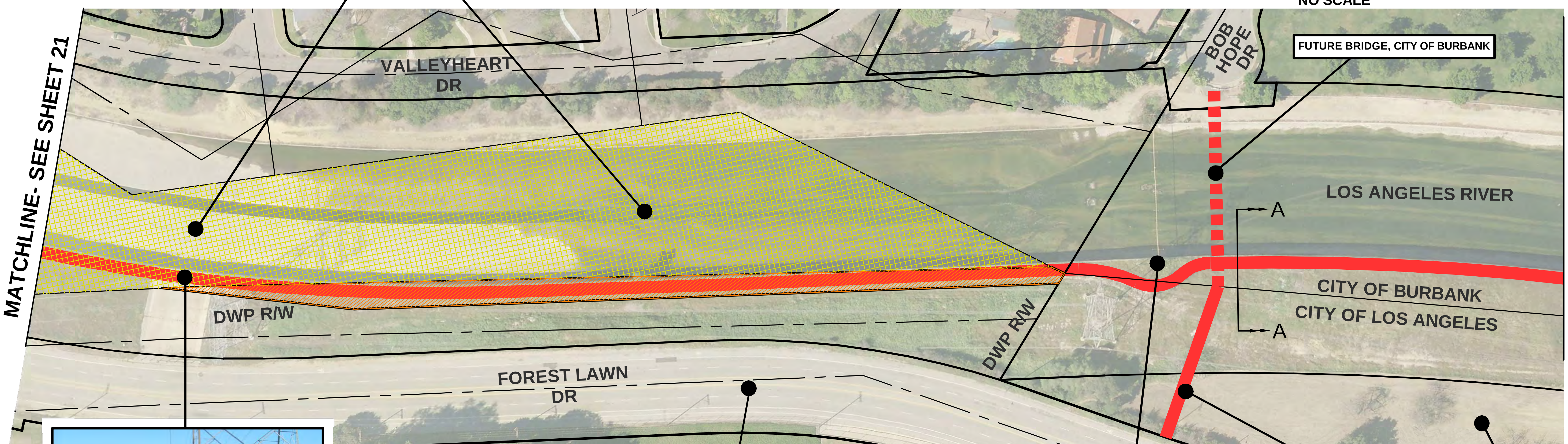


TYPICAL SECTION A-A

NO SCALE



MADE AVAILABLE FOR LONG TERM LEASE BY FOREST LAWN MEMORIAL-PARK ASSOCIATION.

FUTURE BRIDGE, CITY OF BURBANK

EXISTING CONCRETE SWALE. PROPOSED CULVERT UNDER BIKE PATH TO NOTE RESTRICT FLOW.

CLASS II BIKE LANES (INTERIM) FROM BARHAM BLVD TO 134 FREEWAY

EXISTING UTILITY LINE CROSSING LA RIVER. THERE IS SUFFICIENT ROOM FOR CLASS I BIKE PATH TO NAVIGATE AROUND OBSTRUCTION.

CONNECTION TO FOREST LAWN DR

POSSIBLE TRAIL HEAD LOCATION

100' 50' 0 50' 100'

1"=100' GRAPHIC SCALE

LEGEND

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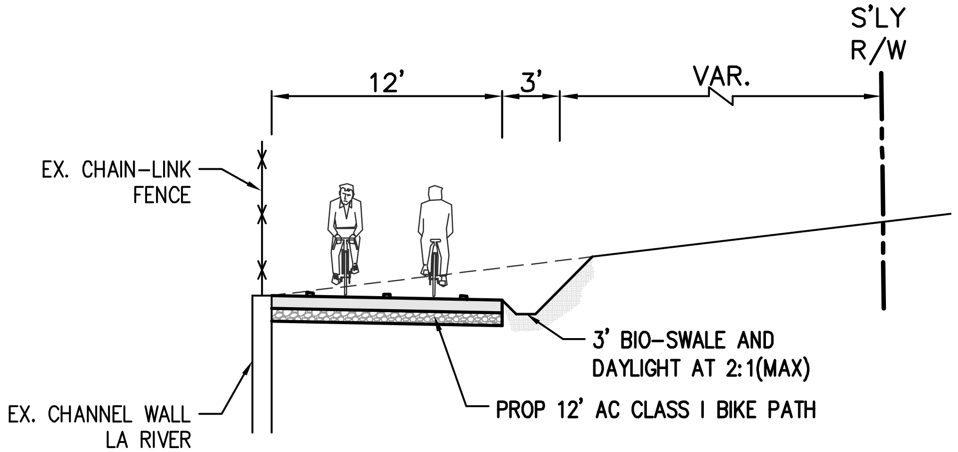
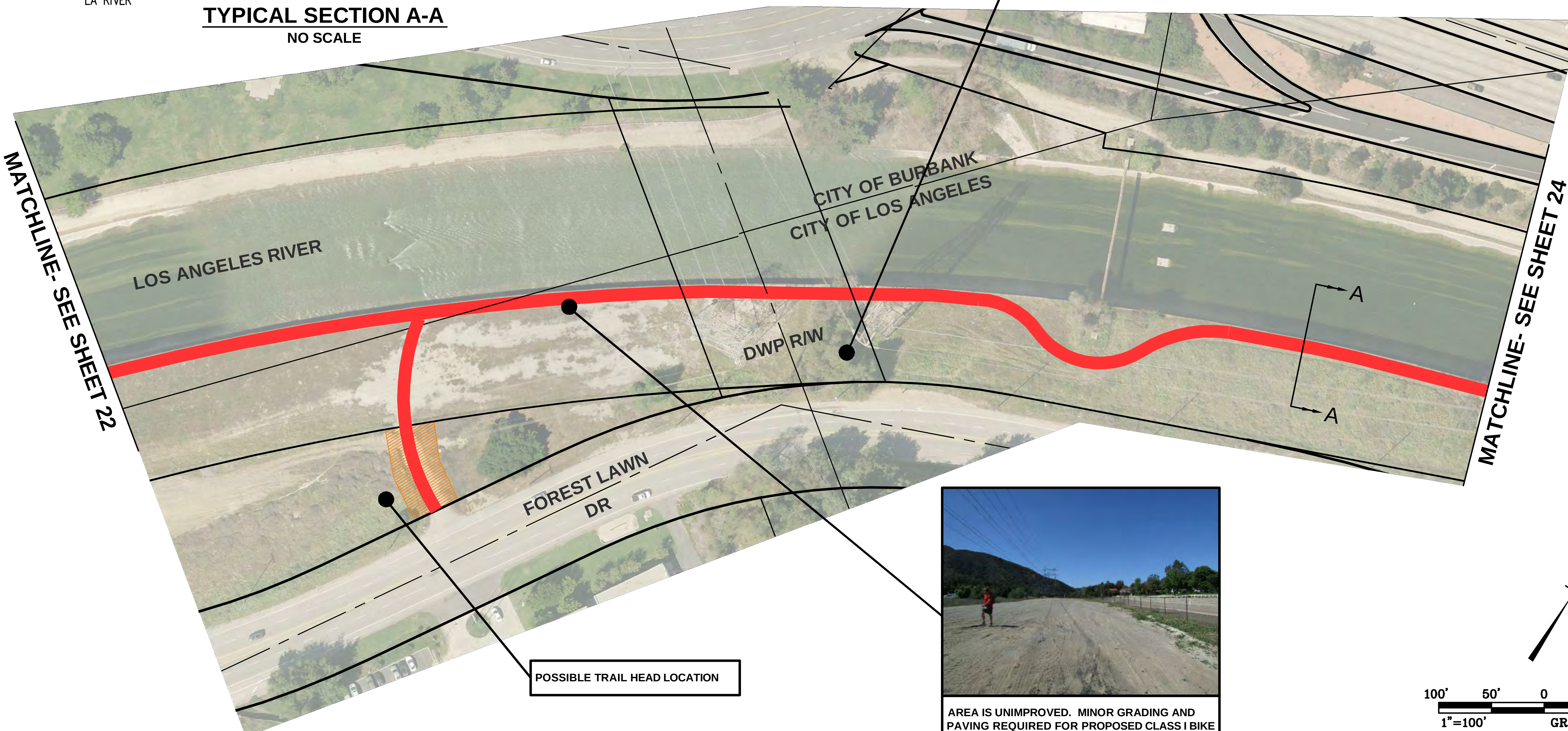


TYPICAL SECTION A-A
NO SCALE



AREA IS UNIMPROVED. MINOR GRADING AND PAVING REQUIRED FOR PROPOSED CLASS I BIKE PATH.

100' 50' 0 50' 100'
1"=100' GRAPHIC SCALE

LEGEND
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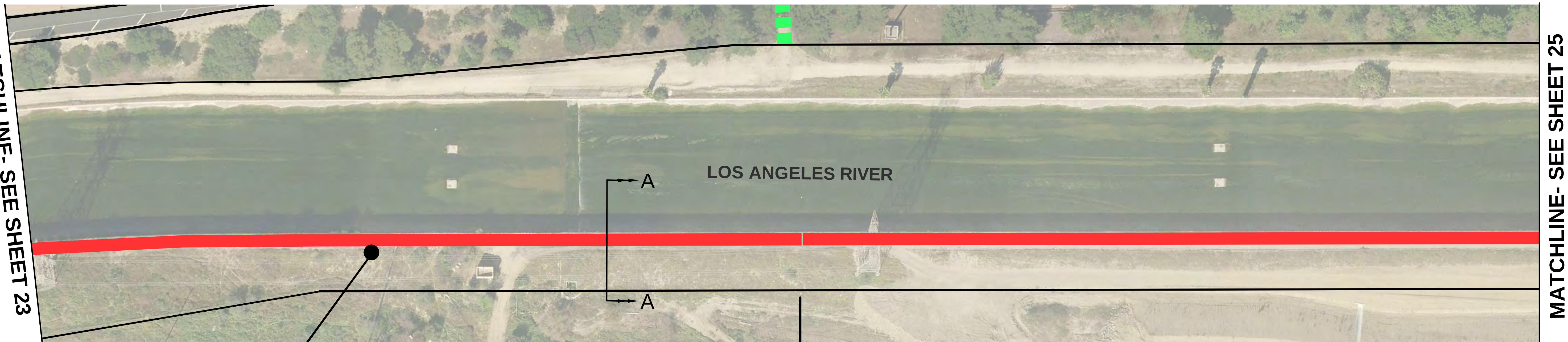
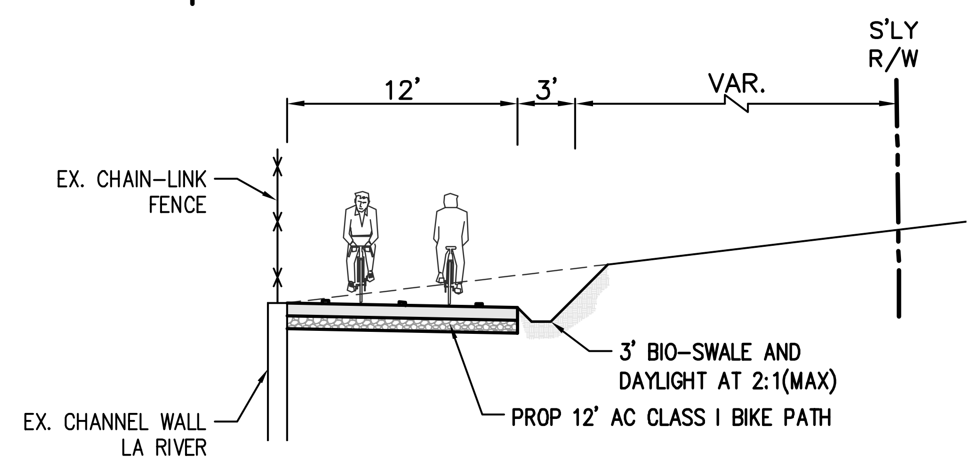
LA RIVER BIKE PATH EXHIBIT



AREA IS UNIMPROVED. MINOR GRADING AND PAVING REQUIRED FOR PROPOSED CLASS I BIKE PATH.



TYPICAL SECTION A-A

NO SCALE

100' 50' 0 50' 100'

1"=100' GRAPHIC SCALE

LEGEND

= EXISTING OR PLANNED PAVED MULTI-USE PATH
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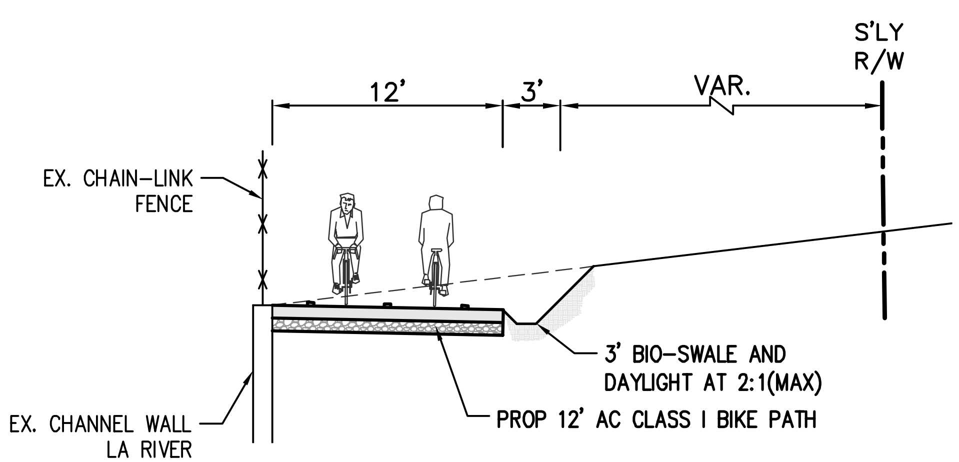

TYPICAL SECTION A-A

NO SCALE

HEADWORKS RESERVOIR IS CURRENTLY UNDER CONSTRUCTION. BIKE PATH IS PROPOSED BETWEEN RESERVOIR AND LA RIVER CHANNEL

100' 50' 0 50' 100'
1"=100' GRAPHIC SCALE

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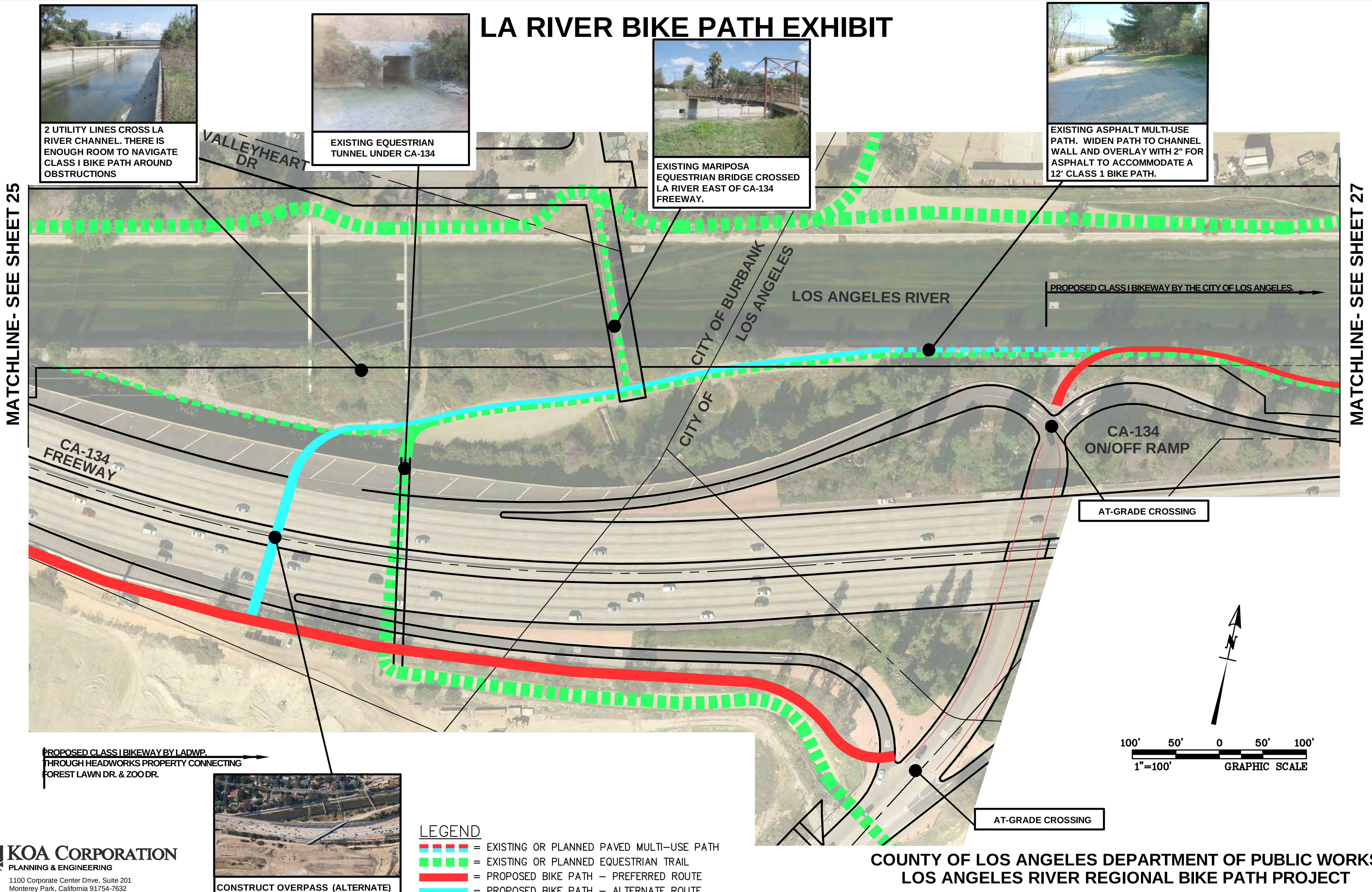
LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT

LA RIVER BIKE PATH EXHIBIT



MATCHLINE- SEE SHEET 25
MATCHLINE- SEE SHEET 27
2 UTILITY LINES CROSS LA RIVER CHANNEL. THERE IS ENOUGH ROOM TO NAVIGATE CLASS I BIKE PATH AROUND OBSTRUCTIONS
EXISTING EQUESTRIAN TUNNEL UNDER CA-134
EXISTING MARIPOSA EQUESTRIAN BRIDGE CROSSED LA RIVER EAST OF CA-134 FREEWAY.
EXISTING ASPHALT MULTI-USE PATH. WIDEN PATH TO CHANNEL WALL AND OVERLAY WITH 2" FOR ASPHALT TO ACCOMMODATE A 12' CLASS 1 BIKE PATH.
VALLEYHEART DR
LOS ANGELES RIVER
CITY OF BURBANK
CITY OF LOS ANGELES
PROPOSED CLASS I BIKEWAY BY THE CITY OF LOS ANGELES.
CA-134 FREEWAY
CA-134 ON/OFF RAMP
AT-GRADE CROSSING
AT-GRADE CROSSING
PROPOSED CLASS I BIKEWAY BY LADWP. THROUGH HEADWORKS PROPERTY CONNECTING FOREST LAWN DR. & ZOO DR.
CONSTRUCT OVERPASS (ALTERNATE)
N
100' 50' 0 50' 100'
1"=100'
GRAPHIC SCALE

LEGEND

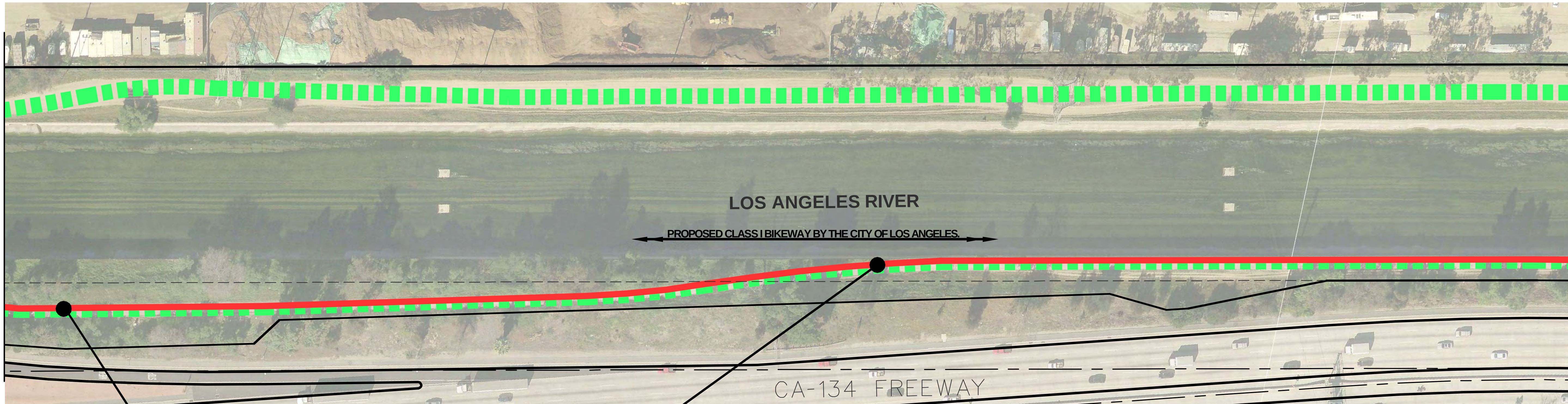
- = EXISTING OR PLANNED PAVED MULTI-USE PATH
- = EXISTING OR PLANNED EQUESTRIAN TRAIL
- = PROPOSED BIKE PATH – PREFERRED ROUTE
- = PROPOSED BIKE PATH – ALTERNATE ROUTE
- = RIGHT-OF-WAY ACQUISITION AREA

KOA CORPORATION
PLANNING & ENGINEERING
1100 Corporate Center Drive, Suite 201
Monterey Park, California 91754-7632
Tel: (323) 260-4703 Fax: (323) 260-4705

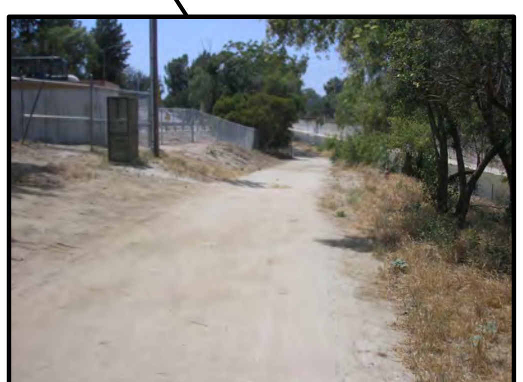
COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT

LA RIVER BIKE PATH EXHIBIT

MATCHLINE- SEE SHEET 26



MATCHLINE- SEE SHEET 28



EXISTING MULIT-USE PATH.

EXISTING ASPHALT MULTI-USE PATH.

100' 50' 0 50' 100'
1"=100' GRAPHIC SCALE

LEGEND

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= EXISTING OR PLANNED EQUESTRIAN TRAIL
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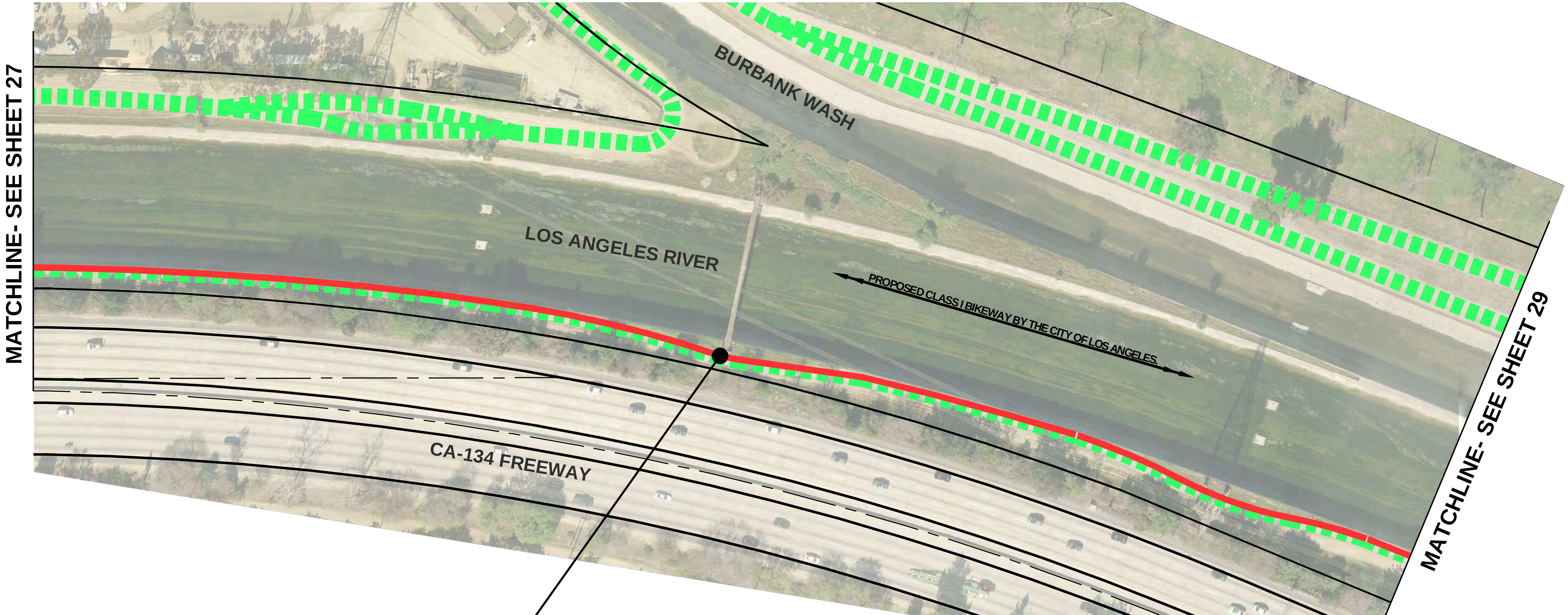
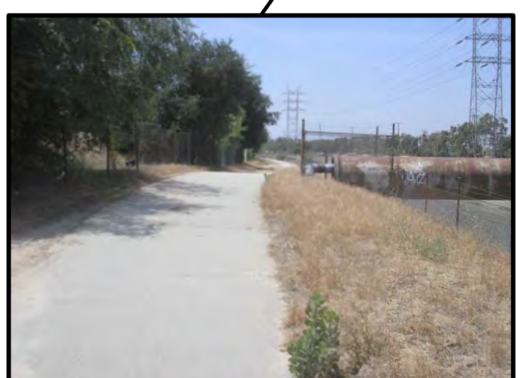
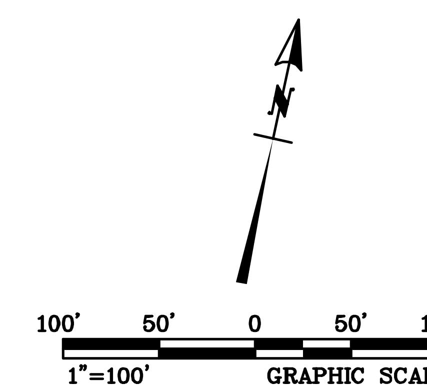
LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT

LA RIVER BIKE PATH EXHIBIT





EXISTING UTILITY LINE CROSSED LA RIVER. NEW BIKE PATH PER CITY OF LOS ANGELES.



LEGEND

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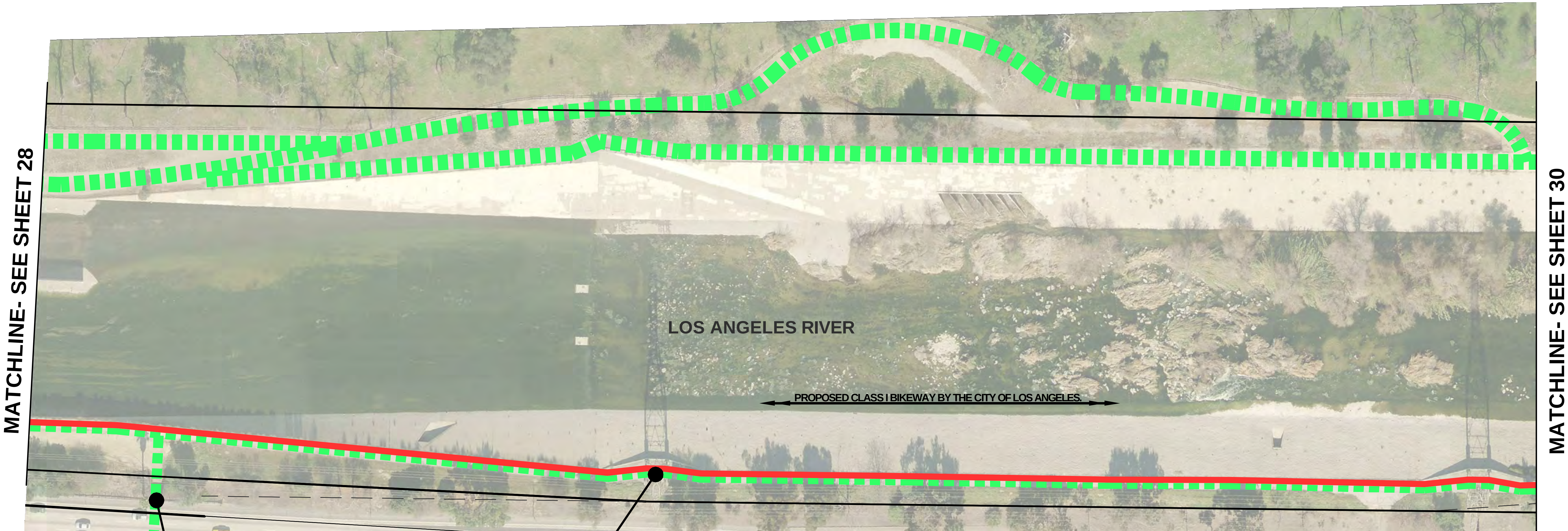
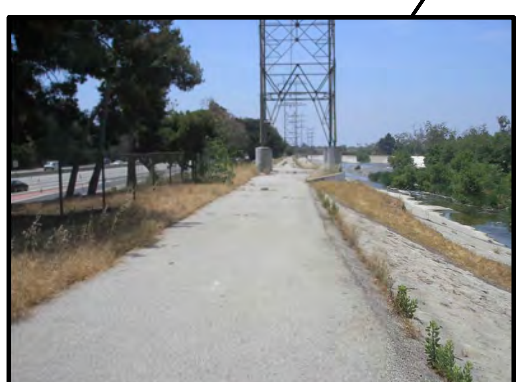
COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT

Last Revised: Thu Aug 21, 2014 – 7:20am Last Plotted: Fri Nov 07, 2014 – 2:56pm Plotted By: sbise Drawing: J:\2014\JB41069 LA River Regional Bike Path\Design\Concept Design – Exhibit (21-30).dwg

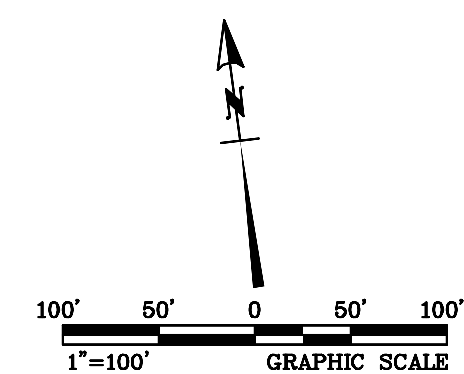
LA RIVER BIKE PATH EXHIBIT



EXISTING EQUESTRIAN TUNNEL UNDER CA-134.



EXISTING MULTI-USE PATH PASSED UNDER ELECTRICAL TOWER.



LEGEND

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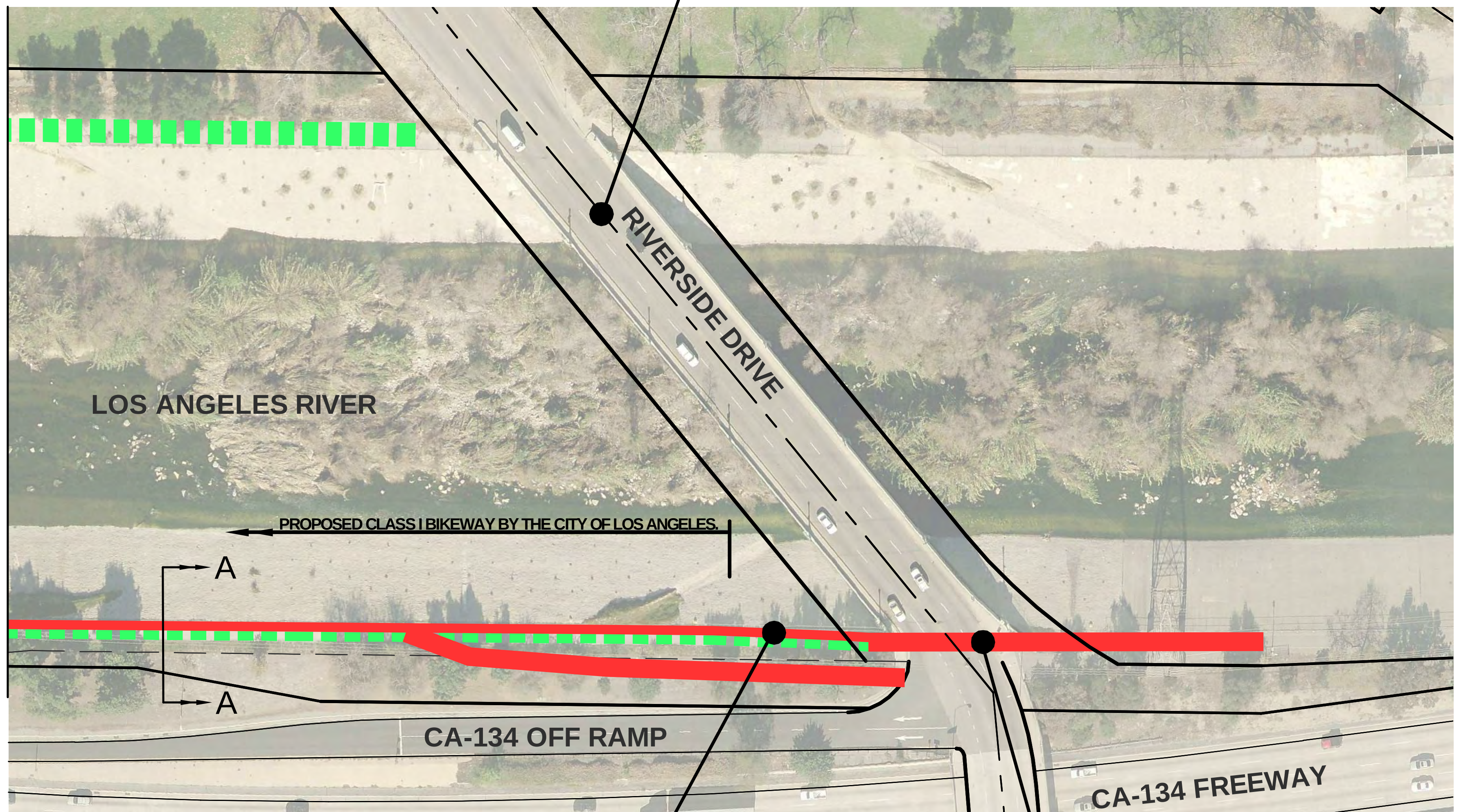
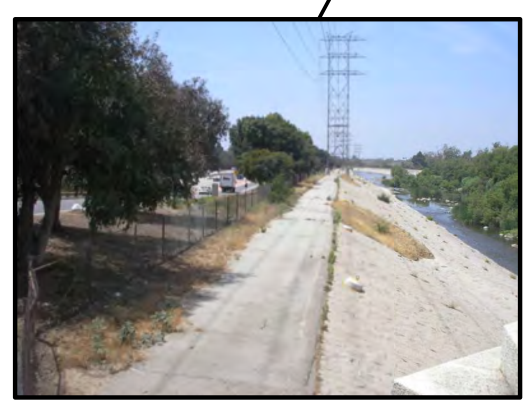
LA RIVER BIKE PATH EXHIBIT

PROPOSED BRIDGE RETROFIT BY THE CITY OF GLENDALE & CITY OF LOS ANGELES. THE PROJECT CONSTRUCTION SCHEDULED FOR THE SUMMER OF 2015. THE PROJECT INCLUDES WIDENING THE BRIDGE TO ALLOW A BIKEWAY AND EXPANDING THE SIDEWALK.

MATCHLINE- SEE SHEET 29





CONSTRUCT UNDERPASS (PREFERRED BY CITY OF LOS ANGELES). AT-GRADE CROSSING (INTERIM).

100' 50' 0 50' 100'

1"=100' GRAPHIC SCALE

LEGEND

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Tel: (323) 260-4703 Fax: (323) 260-4705

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT

APPENDIX C
Right of Way

LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT
PRELIMINARY SCOPING REPORT

Proposed Right-of-Way Acquisition

SEGMENT	APN	OWNER	R/W ACQUISITION
Whitsett Avenue to Laurel Canyon Boulevard			
North Side	None		
South Side	None		
Laurel Canyon Boulevard to Radford Avenue			
North Side	None		
South Side	None		
Radford Avenue to Colfax Avenue			
North Side	None		
South Side	2368-005-011	CBS	2,300 sf
Colfax Avenue to Tujunga Avenue			
North Side	None		
South Side	None		
Tujunga Avenue to Vineland Avenue			
North Side	None		
South Side	None		
Vineland Avenue to US-101 Freeway			
North Side	None		
South Side	None		
US-101 Freeway to Lankershim Boulevard			
North Side	None		
South Side	None		
Lankershim Boulevard to Barham Boulevard			
South Side	5581-003-020	NBC Universal	7,500 sf
Barham Boulevard to Avon Street			
North Side (Equestrian)	None		
South Side (Bike Path)	5581-028-005		5,700 sf
Avon Street to CA-134 Freeway			
North Side (Equestrian)	None		
South Side (Bike Path)	5581-002-900	LADWP	16,600 sf
	5581-001-906	Providenceia Park Tract	4,000 sf
CA-134 Freeway to Riverside Drive			
North Side (Equestrian)	None		
South Side (Bike Path)	None		

APPENDIX D
Project Matrix

LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT
ALTERNATIVE COMPARISON MATRIX - PRELIMINARY SCOPING REPORT
Whitsett Avenue to Radford Avenue

Preferred Alternative

Cross Street	Alternative	Description	Construction Cost	Utilities/ Drainage	R/W	Safety/ Security/ Community	Traffic Control/ Constructability	Accessibility	Environment
Connection	The City of LA is planning to install a bikeway from Coldwater Canyon Blvd. on the south side of the river. This bike-path terminates with an access ramp to grade at Whitsett and a staircase adjacent to the bridge.								
Whitsett Ave to Laurel Canyon Blvd									
	South Side	3000' segment is a 12'-20' asphalt paved multi-use path with ADA access and vehicle access. No fencing upgrade has been included. Existing pavement is in very good condition. It is recommended the path remain multi-use along this segment. Improvements include installation of safety lighting, and street access ramps for bicycles heading north and south on Whitsett Ave and Laurel Canyon Boulevard.	$850,000	2 drainage grates under pedestrian bridge	None	Protect existing fence in place adjacent to channel. Installation of safety lighting is recommended.	The segment requires the crossing of the river before getting to Lauren Canyon	At east and western sides of Whitsett and Laurel Canyon	No apparent issues
Whitsett Ave to Laurel Canyon Blvd									
	North Side	3000' long segment is an unimproved dirt maintenance road. It is recommended the path remain multi-use along this segment. Improvements include installation of safety lighting, and street access ramps for bicycles heading north and south on Whitsett Ave and Laurel Canyon Boulevard.	$1,040,000	Catch basin overflow swale off Valleyheart Drive, adjacent to Rhodes Avenue.	None	Existing chain-link adjacent to channel. Installation of safety lighting is recommended.	Construction would have minimal impact. Traffic control required for construction of access ramp at Whitsett Ave	At east and western sides of Whitsett and Laurel Canyon	No apparent issues
Whitsett Ave	South Side								
	Abutment Tunnel	85 feet long	$940,000	Street Utilities	None	Lighting may be necessary	Traffic can be maintained on Whitsett during Construction		No apparent issues
	Cantilever	Requires constructing a 160-foot long bridge in the cannel parallel to the river - Possible, but will require extensive ACOE permitting	$1,000,000	Would require encroachment into the channel	None				
	Channel Access	ACOE will not permit construction of ramps, which will reduce the capacity of the channel - Not feasible		Would require encroachment into the channel	None				
	Overpass Bridge	85 feet long plus approaches	$1,400,000	Conflict with overhead utilities	None	Visually obtrusive	May be periodic lane closures on Whitsett		Major visual impact
	At-grade	Requires signal	$150,000	Street Utilities	None	Potential for collisions	May be periodic lane closures on Whitsett		Traffic flow impacts
Whitsett Ave	North Side								
	Abutment Tunnel	85 feet long	$940,000	Street Utilities	None	Lighting may be necessary	Traffic can be maintained on Whitsett during Construction		No apparent issues
	Cantilever	Requires constructing a 160-foot long bridge in the cannel parallel to the river - Possible, but will require extensive ACOE permitting	$1,000,000	Would require bridge supports in the channel	None				
	Channel Access	ACOE will not permit construction of ramps, which will reduce the capacity of the channel - Not feasible		Would require encroachment into the channel	None				
	Overpass Bridge	85 feet long plus approaches	$1,400,000	Conflict with overhead utilities	None	Visually obtrusive	May be periodic lane closures on Whitsett		Major visual impact
	At-grade	Requires signal	$150,000	Street Utilities	None	Potential for collisions	May be periodic lane closures on Whitsett		Traffic flow impacts

LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT
ALTERNATIVE COMPARISON MATRIX - PRELIMINARY SCOPING REPORT
Whitsett Avenue to Radford Avenue

Preferred Alternative

Cross Street	Alternative	Description	Construction Cost	Utilities/ Drainage	R/W	Safety/ Security/ Community	Traffic Control/ Constructability	Accessibility	Environment
River Crossing immediately west of Laurel Canyon									
		115' long Pedestrian bridge across the river to go from south side west of Laurel Canyon to north side east of Laurel Canyon	$745,000	None	None				No apparent issues
Laurel Canyon Blvd	South Side								
	Abutment Tunnel	Not feasible		Conflict with RCB	None				
	Cantilever	Insufficient clearance below bridge beams to remain above the channel wall - Not feasible		Would require bridge supports in the channel	None				
	Channel Access	ACOE will not permit construction of ramps, which will reduce the capacity of the channel - Not feasible		Would require encroachment into the channel	None				
	Overpass Bridge	105 feet long plus approaches plus 600 feet of ramps	$1,550,000	Conflict with overhead utilities	None	Visually obtrusive	May be periodic lane closures on Laurel Canyon		Major visual impact
	At-grade	Requires signal	$150,000	Street Utilities	None	Preferable to keep bikes seperated from traffic	May be periodic lane closures on Laurel Canyon		Traffic flow impacts
Laurel Canyon Blvd	North Side								
	Abutment Tunnel	130 feet long	$988,000	Street Utilities	None	Lighting may be necessary	Traffic can be maintained on Laurel Canyon during Construction		No apparent issues
	Cantilever	Insufficient clearance below bridge beams to remain above the channel wall - Not feasible		Would require encroachment into the channel	None				
	Channel Access	ACOE will not permit construction of ramps, which will reduce the capacity of the channel - Not feasible		Would require encroachment into the channel	None				
	Overpass Bridge	105 feet long plus approaches plus 600 feet of ramps	$1,550,000	Conflict with overhead utilities	None	Visually obtrusive	May be periodic lane closures on Laurel Canyon		Major visual impact
	At-grade	Requires signal	$150,000	Street Utilities	None	Potential for collisions	May be periodic lane closures on Laurel Canyon		Traffic flow impacts
Laurel Canyon Blvd to Radford Ave									
	North Side	1350' Segment is an unimproved dirt maintenance road. Minimal grading and paving required for 12' Class I Bike Path. Additional recommended improvements include installation of safety lighting, street access ramp for bicycles at Laurel Canyon Blvd. This segment of the bike path will terminate with an access ramp on the west side of Radford Ave. Although Radford is a quite road, it will be signed and striped to allow for crossing at grade.	$560,000		None	Existing chain-link adjacent to channel. Installation of safety lighting is recommended.	Construction would have minimal impact. Traffic control required for construction of access ramp at Radford Ave.	At east and western sides of Laurel Canyon and on west side of Radford via ramp	No apparent issues

LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT
ALTERNATIVE COMPARISON MATRIX - PRELIMINARY SCOPING REPORT
Whitsett Avenue to Radford Avenue

Preferred Alternative

Cross Street	Alternative	Description	Construction Cost	Utilities/ Drainage	R/W	Safety/ Security/ Community	Traffic Control/ Constructability	Accessibility	Environment
Laurel Canyon Blvd to Radford Ave									
	South Side	1350' Segment is an asphalt paved multi-use path with ADA access and vehicle access. Fencing along channel has been upgraded to wrought iron. Existing pavement is in very good condition. Recommended improvements include installation of safety lighting, and modified street access for bicycles at Laurel Canyon Boulevard and Radford Avenue. Requires an additional bridge across the river	$360,000		None	Existing chain-link adjacent to channel. Installation of safety lighting is recommended.	Construction would have minimal impact. Traffic control required for construction of access ramp at Radford Ave.	At east and western sides of Laurel Canyon and on west side of Radford via ramp	No apparent issues
River Crossing between Laurel Canyon and Radford - Required if the bike path is to terminate on the south side at Radford									
		70' long Pedestrian bridge across the river to go from north side, west of Laurel Canyon to south side of the river	$450,000	None	None	Increases crime fighting difficulties	N/A		No apparent issues
Radford Ave	North Side								
	Abutment Tunnel	No requirement to cross - Insufficient grade. Constrained on east side by CBS.		Street Utilities	None	Lighting may be necessary	Traffic can be maintained on Radford during Construction		
	Cantilever	No requirement to cross - Insufficient grade. Constrained on east side by CBS.		Would require encroachment into the channel	None				
	Channel Access	No Requirement to cross - ACOE will not permit construction of ramps, which will reduce the capacity of the channel - Not feasible		Would require encroachment into the channel	None				
	Overpass Bridge	No requirement to cross - Constrained on east side by CBS.		Conflict with overhead utilities	None	Visually obtrusive	May be periodic lane closures on Radford		
	At-grade	Low traffic volumes and little change in elevation makes at grade crossing feasible.	$12,000	Not an issue	None	Minimal safety concerns	Minor		No apparent issues
Radford Ave	South Side								
	Abutment Tunnel	No requirement to cross - Insufficient grade. Constrained on east side by CBS.		Street Utilities	None	Lighting may be necessary	Traffic can be maintained on Radford during Construction		
	Cantilever	No requirement to cross - Insufficient grade. Constrained on east side by CBS.		Would require encroachment into the channel	None				
	Channel Access	No Requirement to cross - ACOE will not permit construction of ramps, which will reduce the capacity of the channel - Not feasible		Would require encroachment into the channel	None				
	Overpass Bridge	No requirement to cross - Constrained on east side by CBS.		Conflict with overhead utilities	None	Visually obtrusive	May be periodic lane closures on Radford		
	At-grade	Ramp from trail to Radford Ave already exists. Would require class III bikeway across the river on the existing bridge.	$12,000		None				No apparent issues

LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT
ALTERNATIVE COMPARISON MATRIX - PRELIMINARY SCOPING REPORT
Radford Avenue to Colfax Avenue

Preferred Alternative

Cross Street	Alternative	Description	Construction Cost	Utilities/ Drainage	R/W	Safety/ Security/ Community	Traffic Control/ Constructability	Accessibility	Environment
Radford Ave to Colfax Ave									
	Radford Avenue	There is sufficient width on Radford Ave to maintain parking on both sides and a lane in each direction or to create a protected 2 way Class IV Bikeway on the east side of Radford Ave., which would avoid intersecting side streets. Alternatively Radford could be stripped as a normal Type 2 Bike Path.	$15,000				Construction would have minimal impact. Traffic control required on Radford Ave.	Accessible at Radford Avenue and the south side of Moorpark Street	No apparent issues
River Crossing of Tujunga Wash at the north end of Radford									
		The crossing of the Tujunga Wash would require the construction of a steel truss bridge to accommodate a Class I Bike Path and pedestrians.	$420,000	None	None				No apparent issues
Tunjunga Wash									
	Tujunga Wash	Minimal grading would be required to pave a Class I bike path along the Wash/River. Additional recommended improvements include installation of safety lighting, street access at Radford Avenue adjacent to Tujunga Wash, and modified street access for bicycles at Colfax Avenue. The total length of this segment is 3800'.	$1,160,000		2300 sf	Existing chain-link adjacent to channel. Installation of safety lighting is recommended.	Construction would have minimal impact.	Accessible at Radford Avenue, the south side of Moorpark St. and via ramps on both the eastern and western sides of Colfax Ave	No apparent issues
Radford Ave to Moorpark Street									
	Tujunga Wash	It is recommended that the Class I Bike Path connect northwards for about 200-feet to the south side of Moorpark Street, on the east side of the Tujunga Wash to provide access to a clear east-west route. The segment along the Wash/River is an unimproved maintenance road.	$57,000			Existing chain-link adjacent to channel. Installation of safety lighting is recommended.	Construction would have minimal impact.	Accessible at Radford Avenue and at Colfax Ave via ramps	No apparent issues

LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT
ALTERNATIVE COMPARISON MATRIX - PRELIMINARY SCOPING REPORT
Colfax Avenue to 101 Freeway

Preferred Alternative

Cross Street	Alternative	Description	Construction Cost	Utilities/ Drainage	R/W	Safety/ Security/ Community	Traffic Control/ Constructability	Accessibility	Environment
Colfax to Tujunga									
	South Side	2800' Segment is a dirt multi-use path. There is an existing pedestrian bridge over the LA River just east of Colfax Avenue that can be used to cross from the north side to the south side of the river as an interim connection. A new exclusive bike bridge is recommended adjacent to the existing bridge. Minimal grading required to pave a 12' Class I Bike Path. Additional recommended improvements include installation of safety lighting, street access ramp for bicycles at Colfax Avenue, and modified access for bicycles at Tujunga Avenue.	$980,000	Recommend installation of 2 culverts under proposed bike path to replace existing drainage swales.	None	Existing chain link fence adjacent to channel. Installation of safety lighting is recommended. Grading of the full width of right of way for pedestrian use adjacent to bike path is recommended		At Tujunga via ramp	No apparent issues
Colfax to Tujunga									
		140-foot long Pedestrian bridge across the river diagonally to go from north side east of Colfax to south side near the existing pedestrian bridge	$800,000	None	None				No apparent issues
Colfax to Tujunga									
	North Side	2850' Segment is a dirt multi-use path. There is an existing pedestrian bridge over the LA River just east of Colfax Avenue. Minimal grading required to pave a 12' Class I Bike Path. Additional recommended improvements include installation of 2 culverts to replace existing drainage swales, safety lighting, and street access ramps for bicycles at Colfax Avenue and Tujunga Avenue.	$1,080,000	Recommend installation of 2 culverts under proposed bike path to replace existing drainage swales.	None	Existing chain link fence adjacent to channel. Installation of safety lighting is recommended. Grading of the full width of right of way for pedestrian use adjacent to bike path is recommended		At Tujunga via ramp	No apparent issues
Tujunga Ave	South Side								
	Abutment Tunnel	60 feet long	$940,000	Street Utilities	None	Lighting may be necessary	Traffic can be maintained on Tujunga during Construction		No apparent issues
	Cantilever	Insufficient clearance below bridge beams to remain above the channel wall - Not feasible		Would require encroachment into the channel	None				
	Channel Access	ACOE will not permit construction of ramps, which will reduce the capacity of the channel - Not feasible		Would require encroachment into the channel	None				
	Overpass Bridge	70 foot span plus ramps	$1,400,000	Conflict with overhead utilities	None	Visually obtrusive	May be periodic lane closures on Tujunga		Major visual impacts
	At-grade	May require a signal. Dirt ramps already developed.	$150,000	Street Utilities	None	Potential for collisions	May be periodic lane closures on Tujunga		Impact to traffic flow

LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT
ALTERNATIVE COMPARISON MATRIX - PRELIMINARY SCOPING REPORT
Colfax Avenue to 101 Freeway

Preferred Alternative

Cross Street	Alternative	Description	Construction Cost	Utilities/ Drainage	R/W	Safety/ Security/ Community	Traffic Control/ Constructability	Accessibility	Environment
Tujunga Ave	North Side								
	Abutment Tunnel	60 feet long	$940,000	Street Utilities	None	Lighting may be necessary	Traffic can be maintained on Tujunga during Construction		No apparent issues
	Cantilever	Insufficient clearance below bridge beams to remain above the channel wall - Not feasible		Would require encroachment into the channel	None				
	Channel Access	ACOE will not permit construction of ramps, which will reduce the capacity of the channel - Not feasible		Would require encroachment into the channel	None				
	Overpass Bridge	85 feet long plus approaches	$1,400,000	Conflict with overhead utilities	None	Visually obtrusive	May be periodic lane closures on Tujunga		Major visual impacts
	At-grade	May require a signal. Existing staircase on northwest side.	$150,000	Street Utilities	None	Potential for collisions	May be periodic lane closures on Tujunga		No apparent issues
Tujunga to Vineland									
	South Side	2800' Segment is an unimproved dirt maintenance road. Minimal grading required to pave 12' Class I Bike Path. Additional recommended improvements include installation of safety lighting, modified street access at Tujunga Avenue, and street access ramps for bicycles Vineland Avenue. Grading of the full width of right of way for pedestrian use adjacent to bike path is recommended	$1,050,000		None	Existing chain-link adjacent to channel. Installation of safety lighting is recommended.	Construction would have minimal impact. Traffic control required for construction of access ramp at Vineland Ave.	At Vineland via ramp	No apparent issues
Tujunga to Vineland									
	North Side	Majority of 2800' segment is currently used as a maintenance road. Minimal grading required and paving for a 12' Class I Bike Path. Additional recommended improvements include installation of safety lighting, and street access ramps for bicycles at Tujunga Avenue and Vineland Avenue. Grading of the full width of right of way for pedestrian use adjacent to bike path is recommended	$990,000		None	Existing chain-link adjacent to channel. Installation of safety lighting is recommended. Public outreach required to inform residence directly adjacent to channel right-of-way. Recommend to increase private property security precautions.	Construction would have minimal impact.	Accessible atVineland Ave via ramp	No apparent issues

LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT
ALTERNATIVE COMPARISON MATRIX - PRELIMINARY SCOPING REPORT
Colfax Avenue to 101 Freeway

Preferred Alternative

Cross Street	Alternative	Description	Construction Cost	Utilities/ Drainage	R/W	Safety/ Security/ Community	Traffic Control/ Constructability	Accessibility	Environment
Vineland Ave	South Side								
	Abutment Tunnel	Expansion of existing underpass	$150,000	Utility relocations will be necessary	None	Lighting may be necessary	Traffic can be maintained on Vineland during Construction		No apparent issues
	Cantilever	The existing underpass makes this option unnecessary		Would require encroachment into the channel	None				
	Channel Access	The existing underpass makes this option unnecessary		Would require encroachment into the channel	None				
	Overpass Bridge	The existing underpass makes this option unnecessary			None	Visually obtrusive			Major visual impacts
	At-grade	The existing underpass makes this option unnecessary			None	Potential for collisions			No apparent issues
Vineland Ave	North Side								
	Abutment Tunnel	Expansion of existing underpass	$150,000	Street Utilities	None	Lighting may be necessary	Traffic can be maintained on Vineland during Construction	No access to Vineland on east side, however this will be available from the Central Tujunga Wash	No apparent issues
	Cantilever	The existing underpass makes this option unnecessary		Would require encroachment into the channel	None				
	Channel Access	The existing underpass makes this option unnecessary		Would require encroachment into the channel	None				
	Overpass Bridge	The existing underpass makes this option unnecessary		Conflict with overhead utilities	None	Visually obtrusive	May be periodic lane closures on Vineland		Major visual impacts
	At-grade	High traffic volumes and no ramp on the east side makes at grade crossing infeasible.		Street Utilities	None	Potential for collisions	May be periodic lane closures on Vineland		No apparent issues

LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT
ALTERNATIVE COMPARISON MATRIX - PRELIMINARY SCOPING REPORT
Colfax Avenue to 101 Freeway

Preferred Alternative

Cross Street	Alternative	Description	Construction Cost	Utilities/ Drainage	R/W	Safety/ Security/ Community	Traffic Control/ Constructability	Accessibility	Environment
Vineland Ave to 101 Freeway									
	East Side of Vineland	The Class I Bike Path north on Vineland Avenue to the north side of Central Branch Tujunga Wash. The path would then travel south along the Central Branch Tujunga Wash joining LA River east of US-101. The segment along the Wash/River is an unimproved maintenance road. A Class IV Bikeway (with a raised median) on the east side of Vineland Ave. could be practical from the LA River to Central Branch Tujunga Wash. Additional recommended improvements include installation of safety lighting, and modified street access for bicycles at Vineland Avenue north of US-101. The length of the entire segment is 3000'.	$970,000		None	Existing chain-link adjacent to channel. Installation of safety lighting is recommended.	Some lane closure for raised median construction onVineland ave.	Accessible off Vineland Ave.	No apparent issues
	Both Sides of Vineland	The Class II Bike Path north on Vineland Avenue to the north side of Central Branch Tujunga Wash. The path would then travel south along the Central Branch Tujunga Wash joining LA River east of US-101. The segment along the Wash/River is an unimproved maintenance road. An unprotected Class II on Vineland Ave. could be a less desirable alternative from the LA River to Central Branch Tujunga Wash. There are safety oncerns about crossing Vineland to/from the Central Tujunga Wash; The freeway on/off ramps and sidestreets on the western side of Vineland. The length of the entire segment is 3000'.	$870,000		None	Existing chain-link adjacent to channel. Installation of safety lighting is recommended.	Some lane closure for raised median construction onVineland ave.	Accessible off Vineland Ave.	No apparent issues
Vineland Ave to 101 Freeway									
	South Side of River	Majority of this 700' segment is a 10' asphalt maintenance road. Existing asphalt can be rehabbed and widened to accommodate a 12' Class I Bike Path. Additional recommended improvements include installation of safety lighting, and modified street access for bicycles at Vineland Avenue.	$418,000						

LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT
ALTERNATIVE COMPARISON MATRIX - PRELIMINARY SCOPING REPORT
Colfax Avenue to 101 Freeway

Preferred Alternative

Cross Street	Alternative	Description	Construction Cost	Utilities/ Drainage	R/W	Safety/ Security/ Community	Traffic Control/ Constructability	Accessibility	Environment
101 Freeway	South Side								
	Abutment Tunnel	Insufficient grade to get beneath freeway at grade. Extensive Caltrans approval process.	$3,187,000	Drainage of tunnel would be an issue	significant				Extensive Caltrans approval process.
	Cantilever	Insufficient clearance below bridge beams to remain above the channel wall - Not feasible		Would require encroachment into the channel					
	Channel Access	ACOE will not permit construction of ramps, which will reduce the capacity of the channel - Not feasible		Would require encroachment into the channel					
	Overpass Bridge	Extensive Caltrans approval process and extremly ong ramps on either side that may not be possible to accommodate.	$3,200,000		significant		Difficult construction. Extenive major traffic control on 101 Freeway		Major visual impact
	At-grade	Not possible			None				
Vineland Ave to 101 Freeway									
	North Side of River	None of the 700' segment is improved and will require substantial clearing and grading to accommodate a 12' Class I Bike Path. Additional recommended improvements include installation of safety lighting. The only Vineland Ave. north-bound access will befrom the Central Tujunga Wash.	$300,000	None required	None	Will require fencing between the hotel to the north and the trail	Difficult construction access.	No access to Vineland on east side, however this will be available from the Central Tujunga Wash	No apparent issues
101 Freeway	North Side								
	Abutment Tunnel	Appears to be sufficient grade to get beneath freeway. Extensive Caltrans approval process.	$2,250,000	Some drainage of the underpass	Minimal	Some fencing will be required	Difficult construction operation	None	Extensive Caltrans approval process.
	Cantilever	Insufficient clearance below bridge beams to remain above the channel wall - Not feasible		Would require encroachment into the channel	None				
	Channel Access	ACOE will not permit construction of ramps, which will reduce the capacity of the channel - Not feasible		Would require encroachment into the channel	None				
	Overpass Bridge	Extensive Caltrans approval process and extremly ong ramps on either side that may not be possible to accommodate.	$4,200,000		significant		Difficult construction. Extenive major traffic control on 101 Freeway		Major visual impact
	At-grade	Not feasible			None				

LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT
ALTERNATIVE COMPARISON MATRIX - PRELIMINARY SCOPING REPORT
101 Freeway to Lankershim Boulevard

Preferred Alternative

Cross Street	Alternative	Description	Construction Cost	Utilities/ Drainage	R/W	Safety/ Security/ Community	Traffic Control/ Constructability	Accessibility	Environment
101 Freeway to Lankershim									
	South Side	Majority of the 1600' segment is a 10' asphalt maintenance road. Existing asphalt can be rehabbed and widened to accommodate a 12' Class I Bike Path. Additional recommended improvements include installation of safety lighting, and street access ramp for bicycles at Lankershim Blvd.	$820,000		None	Existing chain-link adjacent to channel. Installation of safety lighting is recommended. Public outreach required to inform residence directly adjacent to channel right-of-way. Recommend to increase private property security precautions.	Construction would have minimal impact. Traffic control required for construction of access ramp at Lankershim Blvd.	At Lankershim, on the west side via curved ramp	No apparent issues
101 Freeway to Lankershim									
	North Side	None of the 1600' segment is paved and a reasonable amount of clearing and grading is likely to be required. Additional recommended improvements include installation of safety lighting, and street access ramp for bicycles at Lankershim Blvd. An additional bridge will be required to cross Central Tujunga Wash (see below)	$800,000	Crossing of Central Tujunga Wash	None	Existing chain-link adjacent to channel. Installation of safety lighting is recommended.	Construction would have minimal impact. Traffic control required for construction of access ramp at Lankershim Blvd.	At Lankershim, on the west and east sides via ramp	No apparent issues
Crossing the Central Tujunga Wash									
	North Side	The crossing of the Tujunga Wash would require the construction of a steel truss bridge to accommodate a Class I Bike Path and pedestrians.	$410,000	None	None				No apparent issues
Vineland at 101 Feeway to Lankershim (The elbow)									
	North Side	The 800' segment along the Wash/River is an unimproved maintenance road. There is a drainage swale off the parking lot of North Weddington Recreation Center. There is also and existing river access ramp. It is recommended to cross the LA River just west of the river access ramp. Minimal grading would be required to pave a 12' Class I Bike Path along the Wash/River. Additional recommended improvements include installation of safety lighting, a culvert to replace drainage swale, and construct a steel truss bridge over the LA River.	$580,000		None	Existing chain-link adjacent to channel. Installation of safety lighting is recommended. Public outreach required to inform residence directly adjacent to channel right-of-way. Recommend to increase private property security precautions.	Construction would have minimal impact. Traffic control required for construction of access ramp at Lankershim Blvd.	At Lankershim via ramp	No apparent issues
Vineland at 101 Feeway to Lankershim - River Crossing east of 101 Freeway									
	North to South	140' long Pedestrian bridge across the river to go from north side east of the 101 Freeway to south side east of the 101 Freeway	$800,000	None	None				No apparent issues

LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT
ALTERNATIVE COMPARISON MATRIX - PRELIMINARY SCOPING REPORT
101 Freeway to Lankershim Boulevard

Preferred Alternative

Cross Street	Alternative	Description	Construction Cost	Utilities/ Drainage	R/W	Safety/ Security/ Community	Traffic Control/ Constructability	Accessibility	Environment
Lankershim	South Side								
	Abutment Tunnel	140' long box culvert with access on west side of the road only	$1,960,000	Street Utilities	None	Lighting may be necessary	Traffic can be maintained on Lankershim during Construction	Access ramp on west side only	Unknown
	Cantilever	Insufficient clearance below bridge beams to remain above the channel wall - Not feasible		Would require encroachment into the channel	None				
	Channel Access	ACOE will not permit construction of ramps, which will reduce the capacity of the channel - Not feasible		Would require encroachment into the channel	None				
	Overpass Bridge	140' long plus ramps. Insufficient room for overpass and access to Lankershim.	$2,323,000	Conflict with overhead utilities	None	Visually obtrusive	May be periodic lane closures on Lankershim		Major visual impact
	At-grade	Requires signal modifications	$200,000	Street Utilities	None	Potential for collisions	May be periodic lane closures on Lankershim		Significant impact to traffic flows
Lankershim	North Side								
	Abutment Tunnel	200' long box culvert with street access on both east and west sides of the road, but no access on thesoth side of the river	$2,480,000	Minimal	E of Blvd	24/7 Lighting requirements could be partially off-set by light well	Long tunnel	Access ramp to south-bound Lankershim and switch-back access ramp on east side for north-bound cyclists	No Apparent issues
	Cantilever	Insufficient clearance below bridge beams to remain above the channel wall - Not feasible		Would require encroachment into the channel	None				
	Channel Access	ACOE will not permit construction of ramps, which will reduce the capacity of the channel - Not feasible		Would require encroachment into the channel	None				
	Overpass Bridge	105 feet long plus approaches plus 600 feet of ramps	$4,000,000	Conflict with overhead utilities	None	Visually obtrusive	May be periodic lane closures on Lankershim		Major visual impact
	At-grade	Requires signal	$200,000	Street Utilities	None	Potential for collisions	May be periodic lane closures on Lankershim		Significant impact to traffic flows

LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT
ALTERNATIVE COMPARISON MATRIX - PRELIMINARY SCOPING REPORT
Lankershim Boulevard to Barham Boulevard

Preferred Alternative

Cross Street	Alternative	Description	Construction Cost	Utilities/ Drainage	R/W	Safety/ Security/ Community	Traffic Control/ Constructability	Accessibility	Environment
Lankershim to Barham									
	South Side	The only option is on the south side of the river. Owned by NBC Universal whom has dedicated $13.5 million for the construction of 6300' of trail and trailhead.	$2,600,000	2 drainage grates under pedestrian bridge	7500 sf	Existing chain-link adjacent to channel. Installation of safety lighting is recommended. Security fencing required along NBCUniversal property.		At Lankershim and at Barham via ramps	No apparent issues
Lankershim to Barham									
	River Crossing east of Lankershim	140' long Pedestrian bridge across the river to go from north side east of Lankershim to south side, east of Lankershim	$1,150,000	None	May need realitivly small area		Traffic may be partially impacted on Lankershim/Cahuenga during Construction	Switch-back ramp access to east side of Lankershim/Cahuenga Blvd. for north-bound cyclists	No apparent issues
Barham	South Side								
	Abutment Tunnel	140' long box culvert behind the abutment, with access ramps to Barham on both sides	$1,164,000	Street Utilities	None	Lighting may be necessary	Traffic can be maintained on Barham during Construction	Access ramp on both west and east sides of Barham to provide north-bound and south-bound cyclists	No apparent issues
	Cantilever	Requires constructing a 160-foot long bridge in the cannel parallel to the river - Possible, but will require extensive ACOE permitting	$1,000,000	Would require encroachment into the channel	None				
	Channel Access	ACOE will not permit construction of ramps, which will reduce the capacity of the channel - Not feasible		Would require encroachment into the channel	None				
	Overpass Bridge	140' long plus approaches	$2,323,000	Conflict with overhead utilities	None	Visually obtrusive	May be periodic lane closures on Barham		No apparent issues
	At-grade	Requires signal	$150,000	Street Utilities	None	Potential for collisions	May be periodic lane closures on Barham		No apparent issues

LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT
ALTERNATIVE COMPARISON MATRIX - PRELIMINARY SCOPING REPORT
Barham Boulevard to Riverside Drive

Preferred Alternative

Cross Street	Alternative	Description	Construction Cost	Utilities/ Drainage	R/W	Safety/ Security/ Community	Traffic Control/ Constructability	Accessibility	Environment
Barham to Avon									
	South Side	A portion of the 2000' segment east of Barham Boulevard is an asphalt parking lot for Autoland. Just east of the parking lot is a dirt path behind Toluca Lake Tennis and Fitness Club. The remainder of the segment is dense with vegetation and unimproved land. County would have to coordinate with property owners to modify parking lot. Two power poles must be relocated to accommodate bike path. Significant clearing, grubbing and grading is required to pave a 12' Class I Bike Path. Additional recommended improvements include Installation of 10 security fence adjacent to parking lot, installation of safety lighting, 9 culverts to replace drainage swale, security fencing, and street access ramp for bicycles at Barham Boulevard.	$650,000	2 Power Poles 9 Swales off roof drains	5700 sf	Existing chain-link adjacent to channel. Installation of safety lighting is recommended. Security fencing required along Autoland and Fitness Club property.	Construction would require significant coordination with Autoland and the Fitness Club adjacent to Barham Blvd.. Construction would impact the existing parking lot for Autoland and generate security issues at the Fitness Club. Remaining portion is heavily vegetated and will required extensive clearing and grubbing. Possible conflict may exist under vegetation. Traffic control required during construction of access ramp at Barham Blvd and crossing at Avon.	At Avon via ramp	No apparent issues
Avon	South Side								
	Abutment Tunnel	No clearance between the bridge beams and the top of channel walls. - Insufficient height to accommodate a tunnel			None				
	Cantilever	Insufficient clearance below bridge beams to remain above the channel wall - Not feasible		Would require encroachment into the channel	None				
	Channel Access	ACOE will not permit construction of ramps, which will reduce the capacity of the channel - Not feasible		Would require encroachment into the channel	None				
	Overpass Bridge	60 foot span plus ramps	$1,250,000	Conflict with overhead utilities	None	Visually obtrusive			Visual Impact
	At-grade	Requires signal modification.	$150,000	Street Utilities	None	Possible cylcist/pedestrian/car conflicts			No apparent issues

LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT
ALTERNATIVE COMPARISON MATRIX - PRELIMINARY SCOPING REPORT
Barham Boulevard to Riverside Drive

Preferred Alternative

Cross Street	Alternative	Description	Construction Cost	Utilities/ Drainage	R/W	Safety/ Security/ Community	Traffic Control/ Constructability	Accessibility	Environment
Avon to Headworks Project									
	South Side	The majority of the 4300' segment is unimproved land with electrical steel towers. Minimal grading required to pave 12' Class I Bike Path. There is enough room to navigate bike path around utility line obstructions. Additional recommended improvements include installation of safety lighting, culvert to replace drainage swale, and modified street access for bicycles off Forest Lawn Drive. Potential for equestrian bridge east of Avon across the river, and new equestrian trail on south side of river east to existing freeway equestrian underpass. Two parcels of property on the north side of Forest Lawn Dr. (5581-002-005 & 5581-002-015) will make available for long-term lease at $1 annually by Forest Law Memorial-Park Association. An additional $100,000 will be contributed to the design and development of the proposed park.	$2,000,000					Forest Lawn Dr and tunnel under 134 Freeway	No apparent issues
Headworks to 134 Freeway									
	South Side	The bike path will connect with the proposed bike path, that has been designed by LADWP, across the Headworks Water Storage project. This section of the bike path will terminate just west of the 134 Freeway under-crossing on Forrest Lawn Drive and is not being considered as part of this PSR.	Not included					Forest Lawn Dr and tunnel under 134 Freeway	No apparent issues
134 Freeway	South Side								
	Abutment Tunnel	160' long. Extensive Caltrans approval	$3,100,000	Conflict with RCB	None				
	Cantilever	Insufficient clearance below bridge beams to remain above the channel wall - Not feasible		Would require encroachment into the channel	None				
	Channel Access	ACOE will not permit construction of ramps, which will reduce the capacity of the channel - Not feasible		Would require encroachment into the channel	None				
	Overpass Bridge	160' span plus ramps. Extensive Caltrans approval	$4,100,000	Conflict with overhead utilities	None	Visually obtrusive	Extensive traffic control on 134 Freeway		No apparent issues
	At-grade	May require signal modification	$150,000	Street Utilities	None	Potential for collisions	May be periodic lane closures on Forest Lawn		No apparent issues
Barham to 134 Freeway									
	Forest Lawn	on street class II	$500,000		None	potential for collisions	may require lane closure for resriping		No apparent issues

LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT
ALTERNATIVE COMPARISON MATRIX - PRELIMINARY SCOPING REPORT
Barham Boulevard to Riverside Drive

Preferred Alternative

Cross Street	Alternative	Description	Construction Cost	Utilities/ Drainage	R/W	Safety/ Security/ Community	Traffic Control/ Constructability	Accessibility	Environment
134 Freeway to Riverside									
	South Side	The majority of the 6300' segment is a 10' - 12' asphalt multi-use path. The LA River Channel vertical walls transition to sloped embankments at the Burbank Channel connection. The City of Los Angeles is currently designing the Class I Bikeway between Riverside Drive and Forest Lawn Drive. Construction contract should award by December 2016 and so this section has not been included in this PSR, although ideas have been presented. The City of Glendale informed the Task Force they are working with city of Los Angeles on the Riverside Drive Bridge widening. The project has construction schedule for the summer of 2015. The project includes widening bridge to allow a bikeway and expanding the sidewalk. Glendale is meeting with LA City to extend connectivity to the Glendale narrows Riverwalk to the east and to the horse/bike/hike trails to the west, as will as having the bikeway completed on Riverside Drive to connect to Glendale's bike lanes.	Not included	Culvert Swale east of CA-134 3 Utility lines passing over the LA River High voltage electrical lines on 4 steel towers Mariposa Equestrian Bridge Drainage culvert at Mariposa Bridge	None	Existing chain-link adjacent to channel. Installation of safety lighting is recommended. Consult Southern California Edison (SCE) for any additional safety/security measures required at/near Electrical Towers. Provide designated crossing(s) for bicycles/peds and horses at Mariposa Equestrian Bridge.	Construction would have minimal impact. Precautions must be taken near Mariposa Equestrian Bridge and any horses. Proper precaution and requirements must be followed when working in the vicinity of high voltage electrical lines. Consult SCE for construction regulations. Traffic control required for construction of access ramp at Riverside Drive.		No apparent issues

LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT

PREFERRED ALTERNATIVE ALIGNMENT

Whitsett Avenue to Radford Avenue

Cross Street	Alternative	Description	Construction Cost	Safety/ Security/ Community	Traffic Control/ Constructability	Accessibility
Connection	The City of LA is planning to install a bikeway from Coldwater Canyon Blvd. on the south side of the river. This bike-path terminates with an access ramp to grade at Whitsett and a staircase adjacent to the bridge.					
Whitsett Ave to Laurel Canyon Blvd						
	South Side	3000' segment is a 12'-20' asphalt paved multi-use path with ADA access and vehicle access. No fencing upgrade has been included. Existing pavement is in very good condition. It is recommended the path remain multi-use along this segment. Improvements include installation of safety lighting, and street access ramps for bicycles heading north and south on Whitsett Ave and Laurel Canyon Boulevard	$850,000	Protect existing chain-link fence in place adjacent to channel. Installation of safety lighting is recommended.	Construction would have minimal impact. Traffic control required for construction of access ramp at Whitsett Ave	At east and western sides of Whitsett and Laurel Canyon
Whitsett Ave	South Side					
	Abutment Tunnel	85 feet long	$850,000	Lighting may be necessary	Traffic can be maintained on Whitsett during Construction	
River Crossing immediately west of Laurel Canyon						
	Bridge	115' long Pedestrian bridge across the river to go from south side west of Laurel Canyon to north side east of Laurel Canyon	$745,000	None	None	
Laurel Canyon Blvd	North Side					
	Abutment Tunnel	130 feet long	$988,000	Lighting may be necessary	Traffic can be maintained on Laurel Canyon during Construction	
Laurel Canyon Blvd to Radford Ave						
	North Side	1350' Segment is an unimproved dirt maintenance road. Minimal grading and paving required for 12' Class I Bike Path. Additional recommended improvements include installation of safety lighting, street access ramp for bicycles at Laurel Canyon Blvd. This segment of the bike path will terminate with an access ramp on the west side of Radford Ave. Although Radford is a quite road, it will be signed and striped to allow for crossing at grade.	$560,000	Existing chain-link adjacent to channel. Installation of safety lighting is recommended.	Construction would have minimal impact. Traffic control required for construction of access ramp at Radford Ave.	At east and western sides of Laurel Canyon and on west side of Radford via ramp
Radford Ave	North Side					
	At-grade	Low traffic volumes and little change in elevation makes at grade crossing feasible.	$10,000	Minimal safety concerns	Minor	

$4,003,000

LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT

PREFERRED ALTERNATIVE ALIGNMENT

Radford Avenue to Colfax Avenue

Cross Street	Alternative	Description	Construction Cost	Safety/ Security/ Community	Traffic Control/ Constructability	Accessibility
Radford Ave to Colfax Ave						
	Radford Avenue	There is sufficient width on Radford Ave to maintain parking on both sides and a lane in each direction and to create a protected 2 way Class IV Bikeway on the east side of Radford Ave., which would avoid intersecting side streets. Alternatively Radford could be striped as a normal Type 2 Bike Path.	$15,000		Construction would have minimal impact. Traffic control required on Radford Ave.	Accessible at Radford Avenue and the south side of Moorpark Street
River Crossing of Tujunga Wash at the north end of Radford						
	Bridge	The crossing of the Tujunga Wash would require the construction of a steel truss bridge to accommodate a Class I Bike Path and pedestrians.	$350,000			
Tunjunga Wash						
	Tujunga Wash	Minimal grading would be required to pave a Class I bike path along the Wash/River. Additional recommended improvements include installation of safety lighting, street access at Radford Avenue adjacent to Tujunga Wash, and modified street access for bicycles at Colfax Avenue. The total length of this segment is 3800'.	$1,160,000	Existing chain-link adjacent to channel. Installation of safety lighting is recommended.	Construction would have minimal impact.	Accessible at Radford Avenue, the south side of Moorpark St. and via ramps on both the eastern and western sides of Colfax Ave
Radford Ave to Moorpark Street						
	Tujunga Wash	It is recommended that the Class I Bike Path connect northwards for about 200-feet to the south side of Moorpark Street, on the east side of the Tujunga Wash to provide access to a clear east-west route. The segment along the Wash/River is an unimproved maintenance road.	$57,000	Existing chain-link adjacent to channel. Installation of safety lighting is recommended.	Construction would have minimal impact.	Accessible at Radford Avenue and at Colfax Ave via ramps
			$1,582,000			

LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT

PREFERRED ALTERNATIVE ALIGNMENT

Colfax Avenue to 101 Freeway

Cross Street	Alternative	Description	Construction Cost	Safety/ Security/ Community	Traffic Control/ Constructability	Accessibility
Colfax to						
	North Side	2850' Segment is a dirt multi-use path. There is an existing pedestrian bridge over the LA River just east of Colfax Avenue. Minimal grading required to pave a 12' Class I Bike Path. Additional recommended improvements include installation of 2 culverts to replace existing drainage swales, safety lighting, and street access ramps for bicycles	$1,080,000	Existing chain link fence adjacent to channel. Installation of safety lighting is recommended.		At Tujunga via ramp
Tujunga Ave	North Side					
	Abutment Tunnel	60 feet long	$723,000	Lighting may be necessary	Traffic can be maintained on Tujunga during Construction	
Tujunga to						
	North Side	Majority of 2800' segment is currently used as a maintenance road. Minimal grading required and paving for a 12' Class I Bike Path. Additional recommended improvements include installation of safety lighting, and street access ramps for bicycles at Tujunga Avenue and Vineland Avenue.	$990,000	Existing chain-link adjacent to channel. Installation of safety lighting is recommended. Public outreach required to inform residence directly adjacent to channel right-of-way. Recommend to increase private property	Construction would have minimal impact.	Accessible atVineland Ave via ramp
Vineland Ave	North Side					
	Abutment Tunnel	Expansion of existing underpass	$120,000	Lighting may be necessary	Traffic can be maintained on Vineland during Construction	No access to Vineland on east side, however this will be available from the Central Tujunga Wash
Vineland Ave to 101 Freeway						
	North Side of River	None of the 700' segment is improved and will require substantial clearing and grading to accommodate a 12' Class I Bike Path. Additional recommended improvements include installation of safety lighting. The only Vineland Ave. north-bound access will befrom the Central Tujunga Wash.	$230,000	Will require fencing between the hotel to the north and the trail	Difficult construction access.	No access to Vineland on east side, however this will be available from the Central Tujunga Wash
101 Freeway	North Side					
	Abutment Tunnel	Appears to be sufficient grade to get beneath freeway. Extensive Caltrans approval process.	$2,987,000	Some fencing will be required	Difficult construction operation	None
			$6,130,000			

LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT
ALTERNATIVE COMPARISON MATRIX - PRELIMINARY SCOPING REPORT
101 Freeway to Lankershim Boulevard

Cross Street	Alternative	Description	Construction Cost	Safety/ Security/ Community	Traffic Control/ Constructability	Accessibility
to Lankershim						
	North Side	None of the 1600' segment is paved and a reasonable amount of clearing and grading is likely to be required. Additional recommended improvements include installation of safety lighting, and street access ramp for bicycles at Lankershim Blvd. An additional bridge will be required to cross Central Tujunga Wash (see below)	$800,000	Existing chain-link adjacent to channel. Installation of safety lighting is recommended.	Construction would have minimal impact. Traffic control required for construction of access ramp at Lankershim Blvd.	At Lankershim, on the west and east sides via ramp
Crossing the Central						
	North Side	The crossing of the Tujunga Wash would require the construction of a steel truss bridge to accommodate a Class I Bike Path and pedestrians.	$350,000			
Lankershim	North Side					
	Abutment Tunnel	200' long box culvert with street access on both east and west sides of the road, but no access on thesoth side of the river	$2,400,000	24/7 Lighting requirements could be partially off-set by light well	Long tunnel	Access ramp to south-bound Lankershim and switch-back access ramp on east side for north-bound cyclists
			$3,550,000			

LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT
ALTERNATIVE COMPARISON MATRIX - PRELIMINARY SCOPING REPORT
Lankershim Boulevard to Barham Boulevard

Cross Street	Alternative	Description	Construction Cost	Safety/ Security/ Community	Traffic Control/ Constructability	Accessibility
Lankershim to Barham						
	South Side	The only option is on the south side of the river. Owned by NBC Universal whom has dedicated $13.5 million for the construction of 6300' of trail and trailhead.	$2,600,000	Existing chain-link adjacent to channel. Installation of safety lighting is recommended. Security fencing required along NBCUniversal property.		At Lankershim and at Barham via ramps
Lankershim to Barham						
	River Crossing east of Lankershim	140' long Pedestrian bridge across the river to go from north side east of Lankershim to south side, east of Lankershim	$1,150,000		Traffic may be partially impacted on Lankershim/Cahuenga during Construction	Switch-back ramp access to east side of Lankershim/Cahuenga Blvd. for north-bound cyclists
Barham	South Side					
	Abutment Tunnel	140' long box culvert behind the abutment, with access ramps to Barham on both sides	$1,164,000	Lighting may be necessary	Traffic can be maintained on Barham during Construction	Access ramp on both west and east sides of Barham to provide north-bound and south-bound cyclists

$4,914,000

LOS ANGELES RIVER REGIONAL BIKE PATH PROJECT
PERFERRED ALTERNATE
Barham Boulevard to Riverside Drive

Cross Street	Alternative	Description	Construction Cost	Safety/ Security/ Community	Traffic Control/ Constructability	Accessibility
Avon						
	South Side	A portion of the 2000' segment east of Barham Boulevard is an asphalt parking lot for Autoland. Just east of the parking lot is a dirt path behind Toluca Lake Tennis and Fitness Club. The remainder of the segment is dense with vegetation and unimproved land. County would have to coordinate with property owners to modify parking lot. Two power poles must be relocated to accommodate bike path. Significant clearing, grubbing and grading is required to pave a 12' Class I Bike Path. Additional recommended improvements include Installation of 10 security fence adjacent to parking lot, installation of safety lighting, 9 culverts to replace drainage swale, security fencing, and street access ramp for bicycles at Barham Boulevard.	$450,000	Existing chain-link adjacent to channel. Installation of safety lighting is recommended. Security fencing required along Autoland and Fitness Club property.	Construction would require significant coordination with Autoland and the Fitness Club adjacent to Barham Blvd.. Construction would impact the existing parking lot for Autoland and generate security issues at the Fitness Club. Remaining portion is heavily vegetated and will required extensive clearing and grubbing. Possible conflict may exist under vegetation. Traffic control required during construction of access ramp at Barham Blvd and crossing at Avon.	At Avon via ramp
Avon	South Side					
	At-grade	Requires signal modification.	$150,000	Possible cylcist/pedestrian/car		
Avon to Headworks Project						
	South Side	The majority of the 4300' segment is unimproved land with electrical steel towers. Minimal grading required to pave 12' Class I Bike Path. There is enough room to navigate bike path around utility line obstructions. Additional recommended improvements include installation of safety lighting, culvert to replace drainage swale, and modified street access for bicycles off Forest Lawn Drive. Potential for equestrian bridge east of Avon across the river, and new equestrian trail on south side of river east to existing freeway equestrian underpass. Two parcels of property on the north side of Forest Lawn Dr. (5581-002-005 & 5581-002-015) will make available for long-term lease at $1 annually by Forest Law Memorial-Park Association. An additional $100,000 will be contributed to the design and development of the proposed park.	$2,000,000			Forest Lawn Dr and tunnel under 134 Freeway

$2,600,000

APPENDIX E
Preliminary Environmental Documents Required

Primary Documents	
• Initial Study/Mitigated Negative Declaration (IS/MND) • Environmental Assessment/Finding of No Significant Impacts (EA/FONSI)	
Technical Studies	Purpose
Air Quality Report	Calculate construction emissions; evaluate regional impacts and possible effects on the surrounding community.
Biological Assessment	Identify potential impacts to the Los Angeles River and the surrounding environment.
Geotechnical Report	Evaluate groundwater depth and the potential need for dewatering near construction site.
Greenhouse Gas GHG) Emissions Report	Calculate construction GHG emissions and estimate net change (positive or negative) in operational emissions.
Jurisdictional Delineation	Determine potential for the project to impact waters of the U.S, including streams, rivers, and bodies of water.
Hydrology Report	Evaluate the potential of flooding impacts before, during, and after construction.
Minor Visual Impact Assessment	Evaluate impacts on views of the Los Angeles River and on aesthetics of the surrounding area.
Noise Study Report	Estimate noise impacts on nearby sensitive receivers due to construction and use of the bicycle path.
Phase I Cultural Inventory	Identify potential impacts to cultural and historic resources within the vicinity.
Phase I Environmental Site Assessment	Identify hazardous materials sites in and around the project site including, but not limited to, 4050 Lankershim Boulevard.
Phase I Paleontological Inventory	Identify potential impacts to paleontological resources within the area of potential effect (APE).
Section 4(f) De Minimis Statement	Evaluate impacts to adjacent parks and recreation areas.
Traffic Study	Evaluate potential traffic related impacts due to alignment modifications for construction and operation.

CEQA Environmental Checklist

Classification
Initial Study/Mitigated Negative Declaration

Exemption Evaluation		
Categorical Exemption Status:		*Not Exempt*
Categorical Exemption Section:		*15304(h)*
Exception from Exemption:		*15300.2(a)*
a.	The project site is environmentally sensitive as defined by the project's location. A project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant.	Yes
b.	The project and successive projects of the same type in the same place will result in cumulative impacts;	No
c.	There are "unusual circumstances" creating the reasonable possibility of significant effects;	No
d.	The project may result in damage to scenic resources, including, but not limited to, trees, historic buildings, rock, outcroppings, or similar resources, within an officially designated scenic highway, except with respect to improvements required as mitigation for projects for which negative declarations or EIRs have been prepared;	No
e.	The project is located on a site that the Department of Toxic Substances Control and the Secretary of the Environmental Protection have identified, pursuant to Government Code section 65962.5, as being affected by hazardous wastes or clean-up problems; or	Yes[1]
f.	The project may cause a substantial adverse change in the significance of an historical resource.	TBD[2]
Notes:		
Reasons Categorical Exemption does not apply: Although CEQA Guideline Section 15304(h) allows the creation of bicycle lanes on existing rights-of-way, the project includes the construction of bridges across the Los Angeles River and Tujunga Wash. These areas are classified wetlands and are potential habitats for special-status species.		

Preliminary CEQA Review		
Issue	Evaluation Criteria	
Aesthetics	Would the project result in substantial adverse effects on scenic resources, lighting conditions, or visual character?	TBD
Agriculture and Forest	Would the project convert or impair farmland or forest land to other land usages directly or through zoning conflicts?	No
Air Quality	Would the project degrade air quality, violate air quality standards, or obstruct an applicable air quality plan?	No

[1] TECHNICOLOR (SL0001849500) – Overseen by the Los Angeles Regional Water Quality Control Board.
[2] TBD stands for "To be determined." Conclusions cannot be drawn until technical studies have been performed.

Preliminary CEQA Review		
Issue	Evaluation Criteria	
Biological Resources	Would the project result in a substantial adverse effect on any special status species, riparian habitat, protected wetland, or migration route?	TBD
Cultural Resources	Would the project result in a substantial adverse effect on a historical, cultural, or paleontological resource?	TBD
Geology and Soils	Does the project have the potential to result in a reasonably foreseeable geological event including, but not limited to, seismic activity, landslides, soil erosion, lateral spreading, subsidence, liquefaction, or soils contamination?	TBD
Greenhouse Gas Emissions	Would the project generate greenhouse gas emissions in quantities that may have a significant impacts or conflict with applicable air quality plans?	TBD
Hazards and Hazardous Materials	Does the project have the potential to result in a reasonably foreseeable hazard to the public or the environment by generating, handling, releasing, transporting, or storing hazardous materials?	No
	Would the project be located on a site which is included on a list of hazardous materials sites?	Yes
Hydrology and Water Quality	Would the project substantially alter existing water quality, floodplain setting, drainage patterns, or groundwater supplies?	TBD
Land Use and Planning	Would the project conflict with any land use plan or divide and established community?	No
Mineral Resources	Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No
Noise	Would the project result in a substantial permanent or temporary increase in ambient noise levels or ground borne vibrations?	Yes
Population and Housing	Would the project require substantial construction of housing either by displacing a number of people or inducing population growth?	No
Public Services	Would the project result in substantial adverse impacts to public service performance?	No
Recreation	Would the project result in a substantial deterioration of existing recreation facilities?	No
Transportation/ Traffic	Would the project conflict with an applicable plan, alter traffic flow patterns, or create an emergency access hazard?	Yes
Utilities and Service Systems	Would the project require the expansion of existing utilities including water, wastewater, and solid waste service systems?	No
Mandatory Findings of Significance	Does the project have the potential to degrade the quality of the environment?	No
	Does the project have impacts that are individually limited, but cumulatively considerable?	TBD[3]

[3] Cumulative Resources cannot be evaluated until all projects within the vicinity have been identified.

Preliminary CEQA Review		
Issue	Evaluation Criteria	
	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No

NEPA Background

Classification
Preliminary Environmental Document Classification:
Environmental Assessment/Finding of No Significant Impacts

NEPA Determination	
Categorical Exclusion Status:	*Not Excluded*
Categorical Exclusion Section:	*23 CFR 771.117 (c)(3)*[4]
Exception to Categorical Exclusion:	*Exception (a)*

Exception to Categorical Exclusion		
Project could involve *unusual circumstances* that require the Department to conduct appropriate environmental studies to determine whether a categorical exclusion is proper. Unusual circumstances include actions that involve:		
a.	Significant environmental impacts;	Yes
b.	Substantial controversy on environmental grounds;	No
c.	Significant impact to properties protected under 4(f) of the DOT Act or section 106 National Historic Preservation Act ;	No
d.	Inconsistencies with any Federal, State or local law relating to environmental impacts.	No
Notes:		
Project would be exempt by: (c) The following actions meet the criteria for CEs in the CEQ regulation of this regulation and normally do not require any further NEPA approvals by the Administration: (3) Construction of bicycle and pedestrian lanes, paths, and facilities. Project is Excepted from Exclusion because: The project includes the construction of bridges across the Los Angeles River and Tujunga Wash. These areas are wetlands, which generally are sensitive environments.		

[4] Exclusions are lead agency specific and NEPA lead agency has not yet been identified. 23 CFR 771.117 (c)(3) is specific to the Federal Highway Administration (FHWS) through Caltrans.

Preliminary NEPA Review		
Issue	Evaluation Criteria	
General	Will the project be controversial or require future construction to fully utilize?	Yes
Noise	Does the project have the potential for adverse construction-related noise impact?	Yes
Air Quality	Does the project have the potential to have long-term impacts that lead to a violation of NAAQS?	No
Hazardous Materials	Is there potential for hazardous materials or hazardous waste within or immediately adjacent to the construction area?	Yes
Water Quality/Resources	Does the project have the potential to impact water resources, above or below ground, within or immediately adjacent to the project area?	Yes
Coastal Zone	Is the project within the State Coastal Zone, San Francisco Bay, or Suisun Marsh?	No
Floodplain	Is the construction area located within a regulatory floodway or within the base floodplain (100-year) elevation of a watercourse or lake?	Yes
Wild and Scenic Rivers	Is the project within or immediately adjacent to a Wild and Scenic River System?	No
Biological Resources	Is there a potential for migratory birds, special status species, or protected habitats to occur within or adjacent to the construction area?	Yes
Sections 4(f) and 6(f)	Are there any historic sites or publicly owned public parks, recreation areas, or wildlife or waterfowl refuges within or immediately adjacent to the construction area?	Yes
Visual Resources	Does the project have the potential to affect any visual or scenic resources?	Yes
Relocation Impacts	Will the project require the relocation of residential or business properties?	No
Land Use	Will the project require any right of way takes, encroachment permits, or changes in access to adjacent properties or roadways?	Yes
Community/ Environmental Justice	Is the project inconsistent with community goals or have potential to disproportionately affect low-income and minority populations?	No
Farmland Impacts	Will the project convert any farmland to a different use or impact any farmlands?	No
Cultural/ Archaeological Resources	Are there National Register of Historic Places listed, potentially eligible historic properties, or archaeological resources within or immediately adjacent to the construction area?	TBD
Traffic/ Transportation	Would the project result in significant changes in either the horizontal or vertical alignment, or the number of through-traffic lanes?	Yes

CEQA/NEPA Issue Notes

Air Quality – The project is exempt from making a conformity decision under 40 CFR 93.126 – Air Quality - Bicycle and pedestrian facilities.

Biological Resources – The project is adjacent to the Los Angeles River, a wetland that is a potential habitat for migratory birds, special status species, and aquatic life.

Cultural/Archaeological Resources – The project area lies within a region known to contain cultural resources, both prehistoric and historic. A Phase I Cultural Resources Inventory and a Paleontological Resources Inventory to evaluate the potential for cultural and paleontological resources to occur within the project boundary should be conducted. These inventories utilize literature and record searches at the local CHRIS information center and the Los Angeles County Museum of Natural History, contacting the Native American Heritage Commission (a California state agency), site field surveys, and reviews of relevant databases.

General – The project is a 6.4-mile extension of the existing bicycle path system along the 52-mile Los Angeles River. This west end of project will connect to the Los Angeles Riverfront Park Phase II project, at Whitsett Avenue. The Los Angeles Riverfront Park Phase II project is still under construction and is anticipated to be completed in August 2015. The east end of the project will connect to a 10-mile section of the Los Angeles River Bike Path at Riverside Drive.

Greenhouse Gases – The project operation phase is not likely to have substantial greenhouse gas emissions; however the construction phase must be evaluated. Reduction in GHG emissions from the switch from automobiles to bicycles must also be estimated.

Hazardous Materials – The project is immediately adjacent to a site identified by the State Water Resources Control Board as open – in remediation for halogenated volatile organic compounds.

Land Use – The project will require an encroachment permit to cross under or over both SR-101 and SR-134. "An encroachment permit must be obtained for all proposed activities related to the placement of encroachments within, under, or over the State highway rights of way."

Noise – The project has the potential to involve construction, including pavement breaking, within 150 feet of residential neighborhoods.

Section 4(f) and 6(f) – The project is close to Griffith Park and the Valleyheart Greenway. Also, depending on the alternative selected, the project is immediately adjacent to either North Weddington Recreation Center or South Weddington Park. A de minimis finding is anticipated because the project would not have adverse effects on these parks.

Traffic/Transportation – The project includes the conversion of an existing traffic lane along Vineland Avenue into a bicycle path and median. Traffic impacts will need to be discussed.

Water Resources – The project is immediately adjacent to the Los Angeles River. There is potential for release of construction materials or contaminated soil to the channel. However, technical studies are unlikely to be required because these effects could be avoided or mitigated by best management practices.

Visual Resources – The project is immediately adjacent to the Los Angeles River and therefore has the potential to affect a visual resource. However, the project is intended to improve aesthetics.

Discretionary Actions and Permitting

Agency	Discretionary Action
California Department of Fish and Wildlife (CDFW)	Review, comment, and recommend measures to protect special status species under California Endangered Species Act (CESA). Permit required for incidental take. If bicycle path enters waterway, a Streambed Alteration Agreement would be required.
California Department of Transportation (Caltrans)	Processes NEPA documents for federally funded transportation projects.
California Office of Historic Preservation	If historic property is located within project site, Section 106 evaluation is required to determine if impacts would occur due to the project.
City of Los Angeles	Plan approval by Los Angeles Department of Public Works.
Los Angeles County Flood Control District	Plan approval due to location within flood zone.
Los Angeles Regional Water Quality Control Board	Issuance of a General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (NPDES permit).
Los Angeles River Authority	Plan approval. Joint government agency between the City of Los Angeles, County, and USACE.
U.S. Army Corps of Engineers (USACE)	Plan Approval. USACE is responsible for actions taken in the Los Angeles River through a memorandum of understanding (MOU). If dredging or filling occurs, a Clean Water Act Section 404 Nationwide Permit (NWP) would be required.
U.S. Fish and Wildlife Service (USFWS)	Approval required if incidental take of federally listed special status species occurs.

Tiering Documents

Los Angeles River Master Plan
http://ladpw.org/wmd/watershed/LA/LARMP/

Los Angeles River Ecosystem Restoration Integrated Feasibility Report
http://www.spl.usace.army.mil/Portals/17/docs/publicnotices/DraftIntegratedReport.pdf

Ventura-Cahuenga Boulevard Corridor Specific Plan
http://cityplanning.lacity.org/complan/specplan/pdf/VENTURA.PDF

Cornfield Arroyo Seco Specific Plan
https://docs.google.com/file/d/0B-H1qQfIWSqydzhuS3pPS2Y3M0E/edit

Mulholland Scenic Parkway
http://cityplanning.lacity.org/complan/specplan/pdf/mulhol.pdf

Los Angeles River Natural Park Technical Feasibility Studies
http://www.conservationsolutions.org/pdf/LARiver/CCS_LARiver-Feasibility%20Studies_2011.pdf

Los Angeles River Natural Park Hydrology and Water Quality Technical Study
http://www.conservationsolutions.org/pdf/LARiver/CCS_LARiver-Feasibility%20Studies_2011_Hydro.pdf

Los Angeles River Natural Public Access Technical Study
http://www.conservationsolutions.org/pdf/LARiver/CCS_LARiver-Feasibility%20Studies_2011_PublicAccess.pdf

Los Angeles River Revitalization Master Plan (LARRMP)
http://boe.lacity.org/lariverrmp/

Sepulveda Dam Basin Master Plan and Environmental Assessment
http://www.sepulvedabasinwildlife.org/pdf/sepulveda_master10-1.pdf
Los Angeles Riverfront Park Phase II Use Agreement Available at:
http://file.lacounty.gov/bos/supdocs/65822.pdf

Los Angeles Riverfront Park Phase II Project Information
http://boe.lacity.org/uprs/report/ProjectInfoReport.cfm?k=2605&dmy=111750

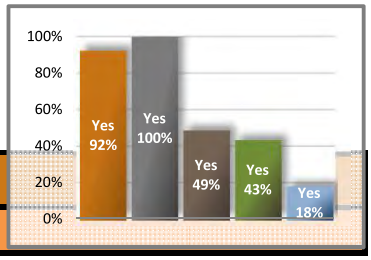
Final Findings of Fact Regarding the Final Program Environmental Impact Report (State Clearinghouse No. 2011041004) for County of Los Angeles Bicycle Master Plan
http://dpw.lacounty.gov/pdd/bike/docs/final_peir_findings.pdf

KOA CORPORATION
PLANNING & ENGINEERING

APPENDIX F
Sustainability

Envision Rating System
Self-Assessment Checklist
For Public Comment Only - Not for Project Use

				Y	N	NA			
1	QUALITY OF LIFE	PURPOSE	QL1.1 Improve community quality of life	3	0	0		3 of 3	No 8%
2			QL1.2 Stimulate sustainable growth and development	3	0	0		3 of 3	
3			QL1.3 Develop local skills and capabilities	1	2	0		1 of 3	
4		COMMUNITY	QL2.1 Enhance public health and safety	1	0	0		1 of 1	
5			QL2.2 Minimize noise and vibration	1	0	0		1 of 1	
6			QL2.3 Minimize light pollution	1	0	0		1 of 1	
7			QL2.4 Improve community mobility and access	3	0	0		3 of 3	Yes 92%
8			QL2.5 Encourage alternative modes of transportation	2	0	0		2 of 2	
9			QL2.6 Improve site accessibility, safety and wayfinding	3	0	0		3 of 3	
10		WELLBEING	QL3.1 Preserve historic and cultural resources	2	0	0		2 of 2	
11			QL3.2 Preserve views and local character	2	0	0		2 of 2	
12			QL3.3 Enhance public space	2	0	0		2 of 2	
			TOTAL	**24**	**2**	**0**		24 of 26	
13	LEADERSHIP	COLLABORATION	LD1.1 Provide effective leadership and commitment	3	0	0		3 of 3	NA 0%
14			LD1.2 Establish a sustainability management system	1	0	0		1 of 1	
15			LD1.3 Foster collaboration and teamwork	3	0	0		3 of 3	
16			LD1.4 Provide for stakeholder involvement	3	0	0		3 of 3	
17		MANAGEMENT	LD2.1 Pursue by-product synergy opportunities	1	0	0		1 of 1	Yes 100 %
18			LD2.2 Improve infrastructure integration	3	0	0		3 of 3	
19		PLANNING	LD3.1 Plan for long-term monitoring and maintenance	2	0	0		2 of 2	
20			LD3.2 Address conflicting regulations and policies	2	0	0		2 of 2	
21			LD3.3 Extend useful life	1	0	0		1 of 1	
			TOTAL	**19**	**0**	**0**		19 of 19	
22	RESOURCE ALLOCATION	MATERIALS	RA1.1 Reduce Net Embodied Energy	2	0	0		2 of 2	
23			RA1.2 Support Sustainable Procurement Practices	3	0	0		3 of 3	
24			RA1.3 Use Recycled Materials	2	0	0		2 of 2	
25			RA1.4 Use Regional Materials	2	0	0		2 of 2	NA 51%
26			RA1.5 Divert Waste from Landfills	3	0	0		3 of 3	
27			RA1.6 Reduce Excavated Materials Taken off Site	3	0	0		3 of 3	
28			RA1.7 Provide for Deconstruction and Recycling	3	0	0		3 of 3	
29		ENERGY	RA2.1 Reduce energy consumption	0	0	3		0 of 0	No 0%
30			RA2.2 Use renewable energy	2	0	0		2 of 2	
31			RA2.3 Commission and monitor energy systems	0	0	3		0 of 0	Yes 49%
32		WATER	RA3.1 Protect fresh water availability	0	0	7		0 of 0	
33			RA3.2 Reduce potable water consumption	0	0	4		0 of 0	
34			RA3.3 Monitor water systems	0	0	4		0 of 0	
			TOTAL	**20**	**0**	**21**		20 of 20	
35	NATURAL WORLD	SITING	NW1.1 Preserve prime habitat	1	0	4		1 of 1	
36			NW1.2 Protect wetlands and surface water	0	0	3		0 of 0	
37			NW1.3 Preserve prime farmland	0	0	1		0 of 0	
38			NW1.4 Avoid adverse geology	1	0	2		1 of 1	NA 52%
39			NW1.5 Preserve floodplain functions	0	0	6		0 of 0	
40			NW1.6 Avoid unsuitable development on steep slopes	0	0	2		0 of 0	
41			NW1.7 Preserve greenfields	2	0	0		2 of 2	
42		LAND & WATER	NW2.1 Manage stormwater	2	0	0		2 of 2	No 4%
43			NW2.2 Reduce pesticide and fertilizer impacts	5	0	0		5 of 5	
44			NW2.3 Prevent surface and groundwater contamination	0	0	3		0 of 0	
45		BIODIVERSITY	NW3.1 Preserve species biodiversity	2	0	2		2 of 2	Yes 43%
46			NW3.2 Control invasive species	3	0	0		3 of 3	
47			NW3.3 Restore disturbed soils	1	0	1		1 of 1	
48			NW3.4 Maintain wetland and surface water functions	3	2	0		3 of 5	
			TOTAL	**20**	**2**	**24**		20 of 22	
49	CLIMATE	EMISSION	CR1.1 Reduce greenhouse gas emissions	0	0	2		0 of 0	
50			CR1.2 Reduce air pollutant emissions	2	0	0		2 of 2	NA 52%
51		RESILIENCE	CR2.1 Assess climate threat	0	0	1		0 of 0	
52			CR2.2 Avoid traps and vulnerabilities	0	0	2		0 of 0	
53			CR2.3 Prepare for long-term adaptability	0	0	1		0 of 0	No 4%
54			CR2.4 Prepare for short-term hazards	0	0	2		0 of 0	
55			CR2.5 Manage heat islands effects	0	1	0		0 of 1	Yes 43%
			TOTAL	**2**	**1**	**8**		2 of 3	



Quality of Life

1. Purpose

QL 1.1 Improve Community Quality of Life

Intent: Improve the net quality of life of all communities affected by the project and mitigate negative impacts to communities.

Metric: Measures taken to assess community needs and improve quality of life while minimizing negative impacts.

Assessment Questions:	Yes	No	N/A	
Are the relevant community needs, goals and issues being addressed in the project?	◉	○	○	?
Are the potentially negative impacts of the project on the host and nearby communities been reduced or eliminated?	◉	○	○	?
Has the project design received broad community endorsement, including community leaders and stakeholder groups?	◉	○	○	?
Total	3	of	3	

QL 1.2 Stimulate Sustainable Growth and Development

Intent: Support and stimulate sustainable growth and development, including improvements in job growth, capacity building, productivity, business attractiveness and livability.

Metric: Assessment of the project's impact on the community's sustainable economic growth and development.

Assessment Questions:	Yes	No	N/A	
Will the project contribute significantly to local employment?	◉	○	○	?
Will the project make a significant increase in local productivity?	◉	○	○	?
Will the project make the community more attractive to people and businesses?	◉	○	○	?
Total	3	of	3	

QL 1.3 Develop Local Skills and Capabilities

Intent: Expand the knowledge, skills and capacity of the community workforce to improve their ability to grow and develop.

Metric: The extent to which the project will improve local employment levels, skills mix and capabilities.

Assessment Questions:	Yes	No	N/A	
Does the project team intend to hire and train a substantial number of local workers?	○	◉	○	?
Does the project team intend to use a substantial number of local suppliers and specialty firms?	◉	○	○	?

Will the project, through local employment, subcontracting and education programs, make a substantial improvement in local capacity and competitiveness?	○	◉	○	?
Total 1 of 3				

2. Wellbeing

QL 2.1 Enhance Public Health and Safety

Intent: Take into account the health and safety implications of using new materials, technologies or methodologies above and beyond meeting regulatory requirements.

Metric: Efforts to exceed normal health and safety requirements, taking into account additional risks in the application of new technologies, materials and methodologies.

Assessment Questions:	**Yes**	**No**	**N/A**	
Does the owner and the project team intend to identify, assess and institute new standards to address additional risks and exposures created by the application of new technologies, materials, equipment and/or methodologies?	◉	○	○	?
Total 1 of 1				

QL 2.2 Minimize Noise and Vibration

Intent: Minimize noise and vibration generated during construction and in the operation of the completed project to maintain and improve community livability.

Metric: The extent to which noise and vibration will be reduced during construction and operation.

Assessment Questions:	**Yes**	**No**	**N/A**	
Will the project reduce noise and vibration to levels substantially below local permissable levels during construction and operation?	◉	○	○	?
Total 1 of 1				

QL 2.3 Minimize Light Pollution

Intent: Prevent excessive glare, light at night, and light directed skyward to conserve energy and reduce obtrusive lighting and excessive glare.

Metric: Lighting meets minimum standards for safety but does not spill over into areas beyond site boundaries, nor does it create obtrusive and disruptive glare.

Assessment Questions:	**Yes**	**No**	**N/A**	
Will the project be designed to reduce excessive lighting, prevent light spillage and preserve/restore the night sky?	◉	○	○	?
Total 1 of 1				

QL 2.4 Improve Community Mobility and Access

Intent: Locate, design and construct the project in a way that eases traffic congestion, improves mobility and access, does not promote urban sprawl, and otherwise improves community livability.

Metric: Extent to which the project improves access and walkability, reductions in commute times, traverse times to existing facilities and transportation. Improved user safety considering all modes, e.g., personal vehicle, commercial vehicle, transit and bike/pedestrian.

Assessment Questions:	**Yes**	**No**	**N/A**	
Will the project provide good, safe access to adjacent facilities, amenities and transportation hubs?	◉	○	○	?

Will the project design take into consideration the expected traffic flows and volumes in and around the project site to improve overall mobility and efficiency?	◉	○	○	?
Has the project team coordinated the design with other infrastructure assets to reduce traffic congestion, and improve walkability and livability?	◉	○	○	?
Total	3	of	3	

QL 2.5 Encourage Alternative Modes of Transportation

Intent: Improve accessibility to non-motorized transportation and public transit. Promote alternative transportation and reduce congestion.

Metric: The degree to which the project has increased walkability, use of public transit, non-motorized transit.

Assessment Questions:	**Yes**	**No**	**N/A**	
Will the project be within walking distance of accessible multi-modal transportation?	◉	○	○	?
Through its design, will the project encourage the use of transit and/or non-motorized transportation?	◉	○	○	?
Total	2	of	2	

QL 2.6 Improve Accessibility, Safety and Wayfinding

Intent: Improve user accessibility, safety, and wayfinding of the site and surrounding areas.

Metric: Clarity, simplicity, readability and broad-population reliability in wayfinding, user benefit and safety.

Assessment Questions:	**Yes**	**No**	**N/A**	
Will the project contain the appropriate signage for safety and wayfinding in and around the constructed works?	◉	○	○	?
Will the project address safety and accessibility in and around the constructed works for users and emergency personnel?	◉	○	○	?
Will the project extend accessibility and intuitive signage to protect nearby sensitive sites or neighborhoods?	◉	○	○	?
Total	3	of	3	

3. Community

QL 3.1 Preserve Historic and Cultural Resources

Intent: Preserve or restore significant historical and cultural sites and related resources to preserve and enhance community cultural resources.

Metric: Summary of steps taken to identify, preserve or restore cultural resources.

Assessment Questions:	**Yes**	**No**	**N/A**	
Will the project minimize negative impacts on historic and cultural resources?	◉	○	○	?
Will the project be designed so that it fully preserves and/or restores historic/cultural resources on or near the project site?	◉	○	○	?
Total	2	of	2	

QL 3.2 Preserve Views and Local Character

Intent: Design the project in a way that maintains the local character of the community and does not have negative impacts on community views.

Metric: Thoroughness of efforts to identify important community views and aspects of local landscape, including communities, and incorporate them into the project design.

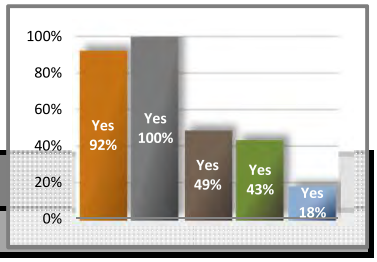
Assessment Questions:	Yes	No	N/A	
Will the project be designed in a way that preserves views and local character?	◉	○	○	?
Will the project be designed to improve local character, views or the natural landscape through preservation and/or restorative actions?	◉	○	○	?
Total	2	of	2	

QL 3.3 Enhance Public Space

Intent: Improve existing public space including parks, plazas, recreational facilities, or wildlife refuges to enhance community livability.

Metric: Plans and commitments to preserve, conserve, enhance and/or restore the defining elements of the public space.

Assessment Questions:	Yes	No	N/A	
Will the project make meaningful enhancements to public space?	◉	○	○	?
Will the project result in a substantial restoration to public space?	◉	○	○	?
Total	2	of	2	



Leadership

1. Collaboration

LD1.1 Provide Effective Leadership and Commitment

Intent: Provide effective leadership and commitment to achieve project sustainability goals.

Metric: Demonstration of meaningful commitment of the project owner and the project team to the principles of sustainability and sustainable performance improvement.

Assessment Questions:	Yes	No	N/A	
Has the project team issued public statements stating their commitment to sustainability?	◉	○	○	?
Is the project team's commitment to sustainability backed up by examples of actions taken or to be taken?	◉	○	○	?
Does these commitments and actions demonstrate sufficiently that sustainability is a core value of the project team?	◉	○	○	?
Total	3	of	3	

LD 1.2 Establish a Sustainability Management System

Intent: Create a project management system that can manage the scope, scale and complexity of a project seeking to improve sustainable performance.

Metric: The organizational policies, authorities, mechanisms and business processes that have been put in place and the judgment that they are sufficient for the scope, scale and complexity of the project.

Assessment Questions:	Yes	No	N/A	
Does the project team intend to establish a sound, workable sustainability management system that meets the requirements of the project?	◉	○	○	?
Total	1	of	1	

LD 1.3 Foster Collaboration and Teamwork

Intent: Eliminate conflicting design elements, and optimize system by using integrated design and delivery methodologies and collaborative processes.

Metric: The extent of collaboration within the project team and the degree to which project delivery processes incorporate whole systems design and delivery approaches.

Assessment Questions:	Yes	No	N/A	
Are the project owner and the project team intending to take a systems view of the project, considering the performance relationship of this project to other community infrastructure elements?	◉	○	○	?
Will the project owner and the project team establish a collaborative relationship on the project to achieve higher levels of sustainable performance?	◉	○	○	?
Will the project owner and the project team institute a whole systems design and delivery process with the objective of maximizing sustainable performance?	◉	○	○	?
Total	3	of	3	

LD 1.4 Provide for Stakeholder Involvement

Intent: Establish sound and meaningful programs for stakeholder identification, engagement and involvement in project decision making.

Metric: The extent to which project stakeholders are identified and engaged in project decision making. Satisfaction of stakeholders and decision makers in the involvement process.

Assessment Questions:	Yes	No	N/A	
Will key stakeholders in the project be identified and lines of communication established?	◉	○	○	?
Does the project team plan to engage with stakeholders and solicit stakeholder feedback?	◉	○	○	?
Will the project team establish a strong stakeholder involvement process designed to involve the public meaningfully in project decision-making?	◉	○	○	?
Total	3	of	3	

2. Management

LD 2.1 Pursue By-Product Synergy Opportunities

Intent: Reduce waste, improve project performance and reduce project costs by identifying and pursuing opportunities to use unwanted by-products or discarded materials and resources from nearby operations.

Metric: The extent to which the project team identified project materials needs, sought out nearby facilities with by-product resources that could meet those needs and capture synergy opportunities.

Assessment Questions:	Yes	No	N/A	
Will the project team establish a program to locate, assess and make use of unwanted by-products and materials on the project?	◉	○	○	?
Total	1	of	1	

LD 2.2 Improve Infrastructure Integration

Intent: Design the project to take into account the operational relationships among other elements of community infrastructure which results in an overall improvement in infrastructure efficiency and effectiveness.

Metric: The extent to which the design of the delivered works integrates with existing and planned community infrastructure, and results in a net improvement in efficiency and effectiveness.

Assessment Questions:	Yes	No	N/A	
Will the project team seek to optimize sustainable performance at the infrastructure component level?	◉	○	○	?
Will the project team seek to optimize sustainable performance by designing the project as an integrated system?	◉	○	○	?
Will the project be planned and designed so that its operation and functions are fully integrated with all infrastructure elements in the community?	◉	○	○	?
Total	3	of	3	

3. Planning

LD 3.1 Plan For Long-term Maintenance and Monitoring

Intent: Put in place plans and sufficient resources to ensure as far as practical that ecological protection, mitigation and enhancement measures are incorporated in the project and can be carried out.

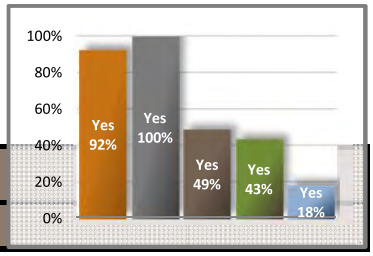
Metric: Comprehensiveness and detail of long-term monitoring and maintenance plans, and commitment of resources to fund the activities.				
Assessment Questions:	**Yes**	**No**	**N/A**	
Will the project have a plan for long term monitoring and maintenance?	◉	○	○	?
Will that plan be sufficiently comprehensive, covering all aspects of long-term monitoring and maintenance?	◉	○	○	?
Total	2	of	2	

LD 3.2 Address Conflicting Regulations and Policies

Intent: Work with officials to Identify and address laws, standards, regulations or policies that may unintentionally create barriers to implementing sustainable infrastructure.				
Metric: Efforts to identify and change laws, standards, regulations and/or policies that may unintentionally run counter to sustainability goals, objectives and practices.				
Assessment Questions:	**Yes**	**No**	**N/A**	
Will an assessment of applicable regulations, policies and standards be done, identifying those that may run counter to project sustainable performance goals, objectives and targets?	◉	○	○	?
Do the owner and the project team intend to approach decision-makers to resolve conflicts?	◉	○	○	?
Total	2	of	2	

LD 3.3 Extend Useful Life

Intent: Meet energy needs through renewable energy sources.				
Metric: Extent to which renewable energy resources are incorporated into the design, construction and operation.				
Assessment Questions:	**Yes**	**No**	**N/A**	
Will the project be designed in ways that extend substantially the useful life of the project?	◉	○	○	?
Total	1	of	1	



Resource Allocation

1. Materials

RA1.1 Reduce Net Embodied Energy

Intent: Conserve energy by reducing the net embodied energy of project materials over the project life.

Metric: Percentage reduction in net embodied energy from a life cycle energy assessment.

Assessment Questions:	Yes	No	N/A	
Does the project team plan to conduct an assessment of the embodied energy of key materials over the project life?	◉	○	○	?
Will the project achieve a significant reduction in net embodied energy over the life of the project?	◉	○	○	?
Total	2	of	2	

RA 1.2 Support Sustainable Procurement Practice

Intent: Obtain materials and equipment from manufacturers and suppliers who implement sustainable practices.

Metric: Percentage of materials sourced from manufacturers who meet sustainable practices requirements.

Assessment Questions:	Yes	No	N/A	
Will the project team establish a preference for using manufacturers, suppliers and service companies that have strong sustainable policies and practices?	◉	○	○	?
Will the project team establish a sound and viable sustainable procurement program?	◉	○	○	?
Does the project team intend to source a significant proportion of project materials, equipment, supplies and services from these companies?	◉	○	○	?
Total	3	of	3	

RA 1.3 Use Recycled Materials

Intent: Reduce the use of virgin materials and avoid sending useful materials to landfills by specifying reused materials, including structures, and material with recycled content.

Metric: Percentage of project materials that are reused or recycled.

Assessment Questions:	Yes	No	N/A	
Will the project team consider the appropriate reuse of existing structures and materials and incorporated them into the project?	◉	○	○	?
Will the project team specify that a significant amount of materials with recycled content be used on the project?	◉	○	○	?
Total	2	of	2	

RA 1.4 Use Regional Materials

Intent: Minimize transportation costs and impacts and retain regional benefits through specifying local sources.

Metric: Percentage of project materials by type and weight or volume sourced within the required distance.

Assessment Questions:	Yes	No	N/A	
Will the project team work to identify local/regional sources of materials?	◉	○	○	?
Does the project utilize a significant amount of locally sourced materials?	◉	○	○	?
Total	2	of	2	

RA 1.5 Divert Waste from Landfills

Intent: Reduce waste, and divert waste streams away from disposal to recycling and reuse.

Metric: Percentage of total waste diverted from disposal.

Assessment Questions:	Yes	No	N/A	
Will the project team identify potential recycling and reuse destinations for construction and demolition waste generated on site?	◉	○	○	?
Will the project team develop an operations waste management plan to decrease and divert project waste from landfills and incinerators during construction and operation?	◉	○	○	?
Will the project divert a significant amount of project waste from landfills?	◉	○	○	?
Total	3	of	3	

RA 1.6 Reduce Excavated Materials Taken Off Site

Intent: Minimize the movement of soils and other excavated materials off site to reduce transportation and environmental impacts.

Metric: Percentage of excavated material retained on site.

Assessment Questions:	Yes	No	N/A	
Will the project be designed to balance cut and fill to reduce the amount of excavated material taken off site?	◉	○	○	?
When necessary, will the project team taken steps to identify local sources/receivers of excavated material?	◉	○	○	?
Will the project reuse a significant amount of suitable excavated material onsite?	◉	○	○	?
Total	3	of	3	

RA 1.7 Provide for Deconstruction and Recycling

Intent: Encourage future recycling, up-cycling, and reuse by designing for ease and efficiency in project disassembly or deconstruction at the end of its useful life.

Metric: Percentage of components that can be easily separated for disassembly or deconstruction.

Assessment Questions:	Yes	No	N/A	
Will the project team assess whether materials specified can be easily recycled or reused after the useful life of the project has ended?	◉	○	○	?
Will the project be designed so that a significant amount of project materials be easily separated for recycling or readily reused at the end of the project's useful life?	◉	○	○	?
Will the project team incorporate methods for increasing the likelihood of materials recycling when the project is operating?	◉	○	○	?
Total	3	of	3	

2. Energy

RA 2.1 Reduce Energy Consumption

Intent: Conserve energy by reducing overall operation and maintenance energy consumption throughout the project life cycle.

Metric: Percentage of reductions achieved.

Assessment Questions:	Yes	No	N/A	
Will the project team conduct reviews to identify options for reducing energy consumption during operations and maintenance of the constructed works?	○	○	◉	?
Will the project team conducted feasibility studies and cost analyses to determine the most effective methods for energy reduction and incorporated them into the design?	○	○	◉	?
Is the project expected to achieve significant reductions in energy consumption?	○	○	◉	?
Total	0	of	0	

RA 2.2 Use Renewable Energy

Intent: Meet energy needs through renewable energy sources.

Metric: Extent to which renewable energy resources are incorporated into the design, construction and operation.

Assessment Questions:	Yes	No	N/A	
Will the owner and project team identify and analyze options to meet operational energy needs through renewable energy?	◉	○	○	?
Will the project meet a significant amount of its energy needs through renewable energy?	◉	○	○	?
Total	2	of	2	

RA 2.3 Commission and Monitor Energy Systems

Intent: Ensure efficient functioning and extend useful life by specifying the commissioning and monitoring of the performance of energy systems.

Metric: Third party commissioning of electrical/mechanical systems and documentation of system monitoring equipment in the design.

Assessment Questions:	Yes	No	N/A	
Does the owner and project team intend to conduct an independent commissioning of the project's energy and mechanical systems?	○	○	◉	?
Will the project team assemble the necessary information needed to train operations and maintenance workers in a way that facilitates proper training and operations?	○	○	◉	?
Will the design incorporate advanced monitoring systems, such as energy sub-meters, to enable more efficient operations?	○	○	◉	?
Total	0	of	0	

3. Water

RA 3.1 Protect Fresh Water Availability

Intent: Reduce the negative net impact on fresh water availability, quantity and quality.

Metric: The extent to which the project uses fresh water resources without replenishing those resources at its source.

Assessment Questions:	Yes	No	N/A	
Will the project team assess project water requirements?	○	○	◉	?
Does the project team plan to onduct a comprehensive assessment of the project's long-term impacts on water availability?	○	○	◉	?
Will the project only access water that can be replenished in both quantity and quality?	○	○	◉	?
Will the project consider the impacts of fresh water withdrawal on receiving waters?	○	○	◉	?
Will the project discharge into receiving waters meet quality and quantity requirements for high value aquatic species?	○	○	◉	?
Will the project achieve a net-zero impact on water supply quantity and quality?	○	○	◉	?
Will the project restore the quantity and quality of fresh water surface and groundwater supplies to an undeveloped native ecosystem condition?	○	○	◉	?
Total	0	of	0	

RA 3.2 Reduce Potable Water Consumption

Intent: Reduce overall potable water consumption and encourage the use of greywater, recycled water, and stormwater to meet water needs.

Metric: Percentage of water reduction.

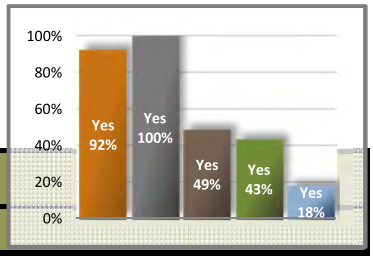
Assessment Questions:	Yes	No	N/A	
Will the project team conduct planning or design reviews to identify potable water reduction strategies?	○	○	◉	?
Will the project team conduct feasibility and cost analysis to determine the most effective methods for potable water reduction and incorporated them into the design?	○	○	◉	?
Will the project achieve a substantial reduction in potable water consumption?	○	○	◉	?
Will the project result in a net positive generation of water, and water up-cycling, as a result of on-site purification or treatment?	○	○	◉	?
Total	0	of	0	

RA 3.3 Monitor Water Systems

Intent: Implement programs to monitor water systems performance during operations and their impacts on receiving waters.

Metric: Documentation of system in the design

Assessment Questions:	Yes	No	N/A	
Will the owner and project team conduct an independent commissioning/monitoring of the project's water systems in order to validate the design objectives?	○	○	◉	?
Will the project design incorporate the means to monitor water performance during operations?	○	○	◉	?
Will the project integrate long-term operations and impact monitoring to mitigate negative impacts and improve efficiency?	○	○	◉	?
Will specific strategies be put in place to utilize monitoring and leak detection in order for the project to be more responsive to changing operating conditions?	○	○	◉	?
Total	0	of	0	



Natural World

1. Siting

NW 1.1 Preserve Prime Habitat

Intent: Avoid placing the project – and the site compound/temporary works – on land that has been identified as of high ecological value or as having species of high value.

Metric: Avoidance of high ecological value sites and establishment of protective buffer zones.

Assessment Questions:	Yes	No	N/A	
Will the project team take steps to identify and document areas of prime habitat near or on the site?	◉	○	○	?
Will the project avoid development on land that is judged to be prime habitat?	○	○	◉	?
Will the project establish a minimum 300 ft. natural buffer zone around all areas deemed prime habitat?	○	○	◉	?
Will the project significantly increase the area of prime habitat through habitat restoration?	○	○	◉	?
Will the project improve habitat connectivity by linking habitats?	○	○	◉	?
Total	1	of	1	

NW 1.2 Protect Wetlands and Surface Water

Intent: Protect, buffer, enhance and restore areas designated as wetlands, shorelines, and waterbodies by providing natural buffer zones, vegetation and soil protection zones.

Metric: Size of natural buffer zone established around all wetlands, shorelines, and waterbodies.

Assessment Questions:	Yes	No	N/A	
Will the project avoid development on wetlands, shorelines, and waterbodies?	○	○	◉	?
Will the project maintain soil protection zones (VSPV) around all wetlands, shorelines, and waterbodies?	○	○	◉	?
Will the project restore degraded existing buffer zones to a natural state?	○	○	◉	?
Total	0	of	0	

NW 1.3 Preserve Prime Farmland

Intent: Identify and protect soils designated as prime farmland, unique farmland, or farmland of statewide importance.

Metric: Percentage of prime farmland avoided during development.

Assessment Questions:	Yes	No	N/A	
Will this project avoid development on land designated as prime farmland.	○	○	◉	?
Total	0	of	0	

NW 1.4 Avoid Adverse Geology

Intent: Avoid development in adverse geologic formations and safeguard aquifers to reduce natural hazards risk and preserve high quality groundwater resources.

Metric: Degree to which natural hazards and sensitive aquifers are avoided and geologic functions maintained.

Assessment Questions:	Yes	No	N/A	
Will the project team identify and address the impacts of sensitive or adverse geology?	◉	○	○	?
Will the project be designed to reduce the risk of damage to sensitive geology?	○	○	◉	?
Will the project be designed to reduce the risk of damage from adverse geology?	○	○	◉	?
Total	1	of	1	

NW 1.5 Preserve Floodplain Functions

Intent: Preserve floodplain functions by limiting development and development impacts to maintain water management capacities and capabilities.

Metric: Efforts to avoid floodplains or maintain predevelopment floodplain functions.

Assessment Questions:	Yes	No	N/A	
Will the project avoid or limit development within the design frequency floodplain?	○	○	◉	?
Will the project maintain pre-development floodplain infiltration and water quality?	○	○	◉	?
Will the project design incorporate a flood emergency operations and/or evacuation plan?	○	○	◉	?
Will the project maintain or enhance riparian and aquatic habitat, including aquatic habitat connectivity?	○	○	◉	?
Will the project maintain sediment transport?	○	○	◉	?
Does the project team intend to modify or remove infrastructure subject to frequent damage by floods?	○	○	◉	?
Total	0	of	0	

NW 1.6 Avoid Unsuitable Development on Steep Slopes

Intent: Protect steep slopes and hillsides from inappropriate and unsuitable development in order to avoid exposures and risks from erosion and landslides, and other natural hazards.

Metric: The degree to which development on steep slopes is avoided, or to which erosion control and other measures are used to protect the constructed works as well as other downslope structures.

Assessment Questions:	Yes	No	N/A	
Will the project team use best management practices to manage erosion and prevent landslides?	○	○	◉	?
Will the project team minimize or avoid all development on or disruption to steep slopes?	○	○	◉	?
Total	0	of	0	

NW 1.7 Preserve Greenfields

Intent: Conserve undeveloped land by locating projects on previously developed greyfield sites and/or sites classified as brownfields.

Metric: Percentage of site that is a greyfield or the use and cleanup of a site classified as a brownfield.

Assessment Questions:	Yes	No	N/A	
Will the project team consider how the project can conserve undeveloped land?	◉	○	○	?
Will a significant amount of the project development be located on previously developed sites, that is, sites classified as greyfields or brownfields?	◉	○	○	?
Total	2	of	2	

2. Land and Water

NW 2.1 Manage Stormwater

Intent: Minimize the impact of infrastructure on stormwater runoff quantity and quality.

Metric: Infiltration and evapotranspiration capacity of the site and return to pre-development capacities.

Assessment Questions:	Yes	No	N/A	
Will the project be designed to reduce storm runoff to pre-development conditions?	◉	○	○	?
Will the project be designed to significantly improve water storage capacity?	◉	○	○	?
Total	2	of	2	

NW 2.2 Reduce Pesticides and Fertilizer Impacts

Intent: Reduce non-point source pollution by reducing the quantity, toxicity, bioavailability and persistence of pesticides and fertilizers, or by eliminating the need for the use of these materials.

Metric: Efforts made to reduce the quantity, toxicity, bioavailability and persistence of pesticides and fertilizers used on site, including the selection of plant species and the use of integrated pest management techniques.

Assessment Questions:	Yes	No	N/A	
Will operational policies be put in place to control and reduce the application of fertilizers and pesticides?	◉	○	○	?
Will the project include runoff controls to minimize contamination of ground and surface water?	◉	○	○	?
Will the project team select landscaping plants to minimize the need for fertilizer or pesticides?	◉	○	○	?
Will the project team select fertilizers and pesticides appropriate for site conditions with low-toxicity, persistence, and bioavailability?	◉	○	○	?
Will the project designed to eliminate the need for pesticides or fertilizers?	◉	○	○	?
Total	5	of	5	

NW 2.3 Prevent Surface + Groundwater Contamination

Intent: Preserve fresh water resources by incorporating measures to prevent pollutants from contaminating surface and groundwater and monitor impacts over operations.

Metric: Designs, plans and programs instituted to prevent and monitor surface and groundwater contamination.

Assessment Questions:	Yes	No	N/A	
Will the project team conduct or aquire hydrologic delineation studies?	○	○	◉	?
Will spill and leak prevention and response plans and design be incorporated into the design?	○	○	◉	?
Will the project design reduce or eliminate potentially polluting substances from the project?	○	○	◉	?
Will the project team seek to reduce future contamination by cleaning up areas of contamination and instituting land use controls to limit the introduction of future contamination sources?	○	○	◉	?
Total	0	of	0	

3. Biodiversity

NW 3.1 Preserve Species Biodiversity

Intent: Protect biodiversity by preserving and restoring species and habitats.

Metric: Degree of habitat protection.

Assessment Questions:	Yes	No	N/A	
Will the project team identify existing habitats on and near the project site?	◉	○	○	?
Will the project protect existing habitats?	◉	○	○	?
Will the project increase the quality or quantity of existing habitat?	○	○	◉	?
Will the project preserve, or improve, wildlife movement corridors?	○	○	◉	?
Total	2	of	2	

NW 3.2 Control Invasive Species

Intent: Use appropriate non-invasive species and control or eliminate existing invasive species.

Metric: Degree to which invasive species have been reduced or eliminated.

Assessment Questions:	Yes	No	N/A	
Will the project team specify locally appropriate and non-invasive plants on the site?	◉	○	○	?
Will the project team implement a comprehensive management plan to identify, control, and/or eliminate, invasive species?	◉	○	○	?
Will the project team implement a comprehensive management plan to prevent or mitigate the future encroachment of invasive species?	◉	○	○	?
Total	3	of	3	

NW 3.3 Restore Disturbed Soils

Intent: Restore soils disturbed during construction and previous development to bring back ecological and hydrological functions.

Metric: Percentage of disturbed soils restored.

Assessment Questions:	Yes	No	N/A	
Will the project restore 100% of soils disturbed during construciton?	◉	○	○	?

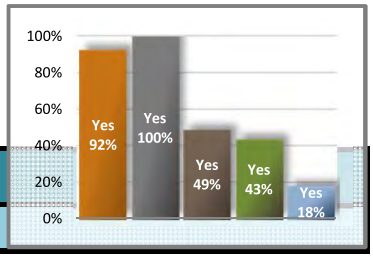
Will the project restore 100% of soils disturbed by previous development?	○	○	◉	?
Total 1 of 1				

NW 3.4 Maintain Wetland & Surface Water Functions

Intent: Maintain and restore the ecosystem functions of streams, wetlands, waterbodies and their riparian areas.

Metric: Number of functions maintained and restored.

Assessment Questions:	**Yes**	**No**	**N/A**	
Will the project maintain or enhance hydrologic connetion?	◉	○	○	?
Will the project maintain or enhance water quality?	◉	○	○	?
Will the project maintain or enhance habitat?	◉	○	○	?
Will the project maintain or restore sediment transport?	○	◉	○	?
Will wetlands and surface water be maintained or restored so as to have a fully functioning aquatic and riparian ecosystem?	○	◉	○	?
Total 3 of 5				



Climate and Risk

1. Emissions

CR1.1 Reduce Greenhouse Gas Emissions

Intent: Conduct a comprehensive life-cycle carbon analysis and use this assessment to reduce the anticipated amount of net greenhouse gas emissions during the life cycle of the project, reducing project contribution to climate change.

Metric: Life-cycle net carbon dioxide equivalent (CO_2e) emissions.

Assessment Questions:	Yes	No	N/A	
Will a life-cycle carbon assessment be conducted on the project?	○	○	◉	?
Based on that assessment, will the project be designed in a way that substantially reduces carbon emissions?	○	○	◉	?
Total	0	of	0	

CR 1.2 Reduce Air Pollutant Emissions

Intent: Reduce the emission of six criteria pollutants; particulate matter (including dust), ground level ozone, carbon monoxide, sulfur oxides, nitrogen oxides, lead, and noxious odors.

Metric: Measurements of air pollutants as compared to standards used.

Assessment Questions:	Yes	No	N/A	
Will the project be designed in a way that substantially reduces dust and odors on the site?	◉	○	○	?
Will the project be designed in a way that substantially exceeds the National Ambient Air Quality Standards (NAAQS) for the six criteria pollutants?	◉	○	○	?
Total	2	of	2	

2. Resilience

CR 2.1 Assess Climate Threat

Intent: Develop a comprehensive Climate Impact Assessment and Adaptation Plan.

Metric: Summary of steps taken to prepare for climate variation and natural hazards.

Assessment Questions:	Yes	No	N/A	
Will the project team develop a Climate Impact Assessment and Adaptation Plan?	○	○	◉	?
Total	0	of	0	

CR 2.2 Avoid Traps and Vulnerabilities

Intent: Avoid traps and vulnerabilities that could create high, long-term costs and risks for the affected communities.

Metric: The extent of the assessment of potential long-term traps, vulnerabilities and risks due to long-term changes such as climate change and the degree to which these were addressed in the project design and in community design criteria.

Assessment Questions:	Yes	No	N/A	
Will a comprehensive review be conducted to identify the potential risks and vulnerabilities that would be created or made worse by the project?	○	○	◉	?
Is there an intent by the owner or the project team to alter the design to reduce or eliminate these risks and vulnerabilities?	○	○	◉	?
Total	0	of	0	

CR 2.3 Prepare for Long-Term Climate Adaptability

Intent: Prepare infrastructure systems to be resilient to the consequences of long-term climate change, perform adequately under altered climate conditions, or adapt to other long-term change scenarios.

Metric: The degree to which the project has been designed for long-term resilience and adaptation.

Assessment Questions:	Yes	No	N/A	
Will the project be designed to accommodate a changing operating environment throughout the project life cycle?	○	○	◉	?
Total	0	of	0	

CR 2.4 Prepare for Short-Term Hazards

Intent: Increase resilience and long-term recovery prospects of the project and site from natural and man-made short-term hazards.

Metric: Steps taken to improve protection measures beyond existing regulations.

Assessment Questions:	Yes	No	N/A	
Will a hazard analysis be conducted covering the likely natural and man-made hazards in the project area area?	○	○	◉	?
Will the project be designed so that is it is able to recover quickly and cost-effectively from short-term hazard events?	○	○	◉	?
Total	0	of	0	

CR 2.5 Manage Heat Island Effects

Intent: Minimize surfaces with a high solar reflectance index (SRI) to reduce localized heat accumulation and manage microclimates.

Metric: Percentage of site area that meets SRI Criteria.

Assessment Questions:	Yes	No	N/A	
Will the project be designed to reduce heat island effects by reducing the percentage of low solar reflectance index (SRI) surfaces?	○	◉	○	?
Total	0	of	1	

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APPENDIX G
Public Comment

SUMMARY OF PUBLIC COMMENTS RECEIVED FROM PRESENTATIONS OF THE FINAL DRAFT PSR

Comment	Response
Alignment	
Very concerned that design does not reflect any wishes of SCNC to have bike path on south side of the river.	There is a culvert on the south side at Laurel Canyon that does not allow for a south side undercrossing, and using the north side eliminates the number of river crossings and bridges.
Business district between Whitsett and Laurel and Vineland and Colfax, want path to support this area.	Most of the entrances will be from the major intersections. People that use or frequent these businesses will be able to access businesses through the greenway and those using the bike path on the north side path can cross the river at the major intersections and the Laurelgrove pedestrian bridge.
In this same area, if bike path is on north side, concerned with conflict because residents use north side for walking and are adamant that this be used for walking only.	We are aware of public concern and have thought through this. We are taking this to the community for further comment (holding community meetings).
Where will path be from Whitsett to Sepulveda?	Per Carol Armstrong (L.A. City – not present), it will be on the south side.
If the Whitsett to Sepulveda section is to the south, why not continuing the on the same side with a bridge?	Discussion ensued on this option. It was explained that design should not be constrained by the work of other sections, but rather the best design for the area under review should be sought.
Can a bridge be constructed at Laurel Canyon? Concerned with access to businesses between Whitsett and Laurel Canyon.	Yes, it can. The existing greenway cannot be used. The number of access points in this area is a maximum of two – if the path is on the south side, then a ramp will have to be created far enough up to allow a ramp to access. LADOT will have to make determination if they will allow bike path to ramp up and include crosswalk.
Is there any reason why this wouldn't work (architectural or engineering) – bridge at Laurel Canyon?	No reason, it could work. The greenway that abuts the back of businesses between Whitsett and Laurel Canyon.
Connection could be at L.A. City parking structure.	Crossing at private parking lots would not be feasible based on past experiences.
What was the main reason as to why the bike path was envisioned along the south side?	Never an actual plan, but rather it was an assumption that it would be located along the south side. After analysis for this project began, it became obvious that the bike path was better suited on the north side to avoid the constant zigzag (north and south).
Is there a bike path, west of Whitsett? How does the section west of this connect?	The bike path comes in from the south side and will go north at Whitsett. This is a City project.
How will you maneuver around CBS Studios?	The path will leave the river and head north on Radford , cross the Tujunga Wash at the north end of the street and head down the wash to connect back to river route.
Why not just extend City path on south side?	We must do a thorough analysis. The continuity of bike path travel is what caused us to move the path to the north. Designing in this matter would result in zigzagging back and forth over the river.
Resident voiced preference for bike path to be on south side of the river.	Reiterated that the analysis revealed that the path along the south side would not work and the north side was preferred.

SUMMARY OF PUBLIC COMMENTS RECEIVED FROM PRESENTATIONS OF THE FINAL DRAFT PSR

Comment	Response
Why not run the bike line through the country club?	For engineering purposes, we need to be on the south side by the time we reach Warner Bros.
Technical	
What is the alignment between Colfax and Tujunga?	Bike path with room for adjacent walkway.
At Avon Street, why couldn't it be a tunnel?	Not practical because of obstacles and the low volume of traffic does not warrant building an overpass
How will the tunnel cross the 101 freeway?	The tunnel would go under the 101 freeway on the abutment of the north side of the Los Angeles River. This will require Caltrans permits.
Could there be a cantilevered section over the channel, under bridges?	Project team met with Army Corps of Engineers and there are various issues with trying to cantilever or build over the bridge. We must not impact the flood carrying capacity of the river. Additionally, this is very cost prohibitive (easier and less costly to tunnel).
When you get to the Universal property, is the bike path being tunneled?	Universal leases that property from the County.
	As part of the agreement, Universal is giving back at least a 12 foot right-of-way to allow the development of this bike path.
Is it equally possible to do tunnel on either north or south side of Whitsett?	Yes, it is possible. The matrix includes the various options showing the various alternatives.
How wide is bike path?	Recommended width is 12' (5' bike lanes (2) and 2' buffer – further discussion regarding access – if there is a walkway adjacent to bike path, pedestrians are not permitted to walk on the bike path.
How wide is bike path? Will it be accessible to pedestrians?	Recommended width is 12', with two 5' bike lanes and a 2' buffer for pedestrian access. If there is a walkway adjacent to bike path, pedestrians are not permitted to walk on the bike path. If there is no walkway, then the pedestrians and cyclists must share that portion on the path.
At Colfax, can you please explain crossing?	Crossing at Colfax will be an improved bike path in an area, under the existing bridge, which had been constructed to allow for this.
Are there alternatives to tunnels?	Some, but not able to cantilever over the river and need to minimize switchbacks.
General Questions/Comments	
Is this plan the final plan?	It is the final draft and we are taking public comments and including input in the document.

SUMMARY OF PUBLIC COMMENTS RECEIVED FROM PRESENTATIONS OF THE FINAL DRAFT PSR

Comment	Response
Perhaps if the bridge that is not included (due to cost) it could be added then it would address concerns.	All practical alternatives will be addressed in the matrix
Are the accessible points defined on the map?	Yes, throughout at various locations (broken pointed lines).
Like alternative at Lankershim and Vineland – works well	
Is the area slated for restoration by the Army Corps of Engineers included in this portion?	No, it is another part that is covered by the restoration.
Will a full EIR be done for this project?	A final determination has not been made on the optimal environmental review process – i.e. programmatic or environmental review on individual sections.
Trees along path from Colfax to Vineland (along Kelsey Street) are maintained by adjacent homeowners – will this change? Want to make sure that trees and other greenery remain. Very important to residents in this area.	Very possible that path will not impact trees – it appears to be wide enough area to accommodate path.
What is being taking into account with trees and lighting so that path does not impact residents in this area (specifically near Valleyheart Drive)?	Between Laurel Canyon and Radford confident that lights could be projected outward and walking path of DG could be maintained. The goal would be to create a path that would maintain the existing fabric of the community. Generally though these projects do not include a lot of funding for landscaping.
The bike path is not necessarily along the river – correct?	The path "hugs" the river as much as possible. Path only on the streets, when we cannot be along the river (i.e. CBS Studios)
Is there any place along the path where property would be impacted and thus require acquisition?	Eminent domain is not envisioned anywhere along the path.
Will the path be on the streets?	No, it is adjacent to the L.A. River
Where would an access point be located near North Weddington Park?	During analysis, community members voiced a concern to not permit an access point to park. Access point could be off Central Branch Tujunga Wash into "backside" of park.
Since blue and red options are shown on maps, it seems it is possible to have alternative options?	Yes, it depends on what engineering phase produces when project is funded.
Are tunnels part of this project? Concerned with the effects of tunnels on the community (i.e. crime and safety)?	Our project does not include enforcement. We communicate these issues to the local law enforcement.
What is the length of trail/path?	

SUMMARY OF PUBLIC COMMENTS RECEIVED FROM PRESENTATIONS OF THE FINAL DRAFT PSR

Comment	Response
Can the bike path be regulated? What is the intent of the bike path (what need does it fill)?	Bike path comes under active transportation and this allows us to connect various means of transportation. The bike path allows for another means of transportation to support active transportation.
Concerned with vagrants and people that do not below in the area. Concerned that bike path opens the area up to these issues. Are there operations hours (i.e. shut down at night)?	No, these are transportation access and will be available 24 hours a day. Lights will be along and pointed toward river. Project team has observed an existing transient issue along the path.
Concerned with vagrants and people that do not below in the area. Concerned that bike path opens the area up to these issues. Are there operations hours (i.e. shut down at night)?	No, these are transportation access and will be available 24 hours a day. Lights will be along and pointed toward river. Project team has observed an existing transient issue along the path.
How did Flood Control District include greenway for Headworks project?	Obtain funding through a grant. Most projects have a combination of sources for funding.
What area is adjacent to Toluca Lake?	Lankershim Boulevard to Barham Boulevard.
Schedule/Funding	
What is the schedule?	There is no specific schedule. This phase (matrix) is necessary to go after funding. To have a viable grant application, we need to demonstrate readiness. The matrix will demonstrate readiness to compete for grant funding.
What does the ten million dollar budget from NBC Universal cover?	Conceptual design for Lankershim to Barham.
What's the time frame for construction?	Right now, the project is going through the scoping process. Once the study is completed, grant funding will be pursued. Currently, bike lanes are being constructed from Lankershim to Barham Blvd. The County hopes to use this as a mechanism to obtain grant funding for the construction of the project that we're presenting today.
What are the next steps?	Finish final community meetings, incorporate comments and finalize document.
Other	
Motion approved by Transportation Committee: The Board of the Studio City Neighborhood Council (SCNC) supports the proposed north bank "preferred route" of the Final Draft of the Los Angeles River Bike Path Plan in Studio City from Laurel Canyon Boulevard to Lankershim Boulevard. Additionally, the SCNC supports the proposed south bank "alternate route" between Whitsett Avenue and Laurel Canyon Boulevard with a Bike Bridge from the south bank to the north bank just west of Laurel Canyon Boulevard to connect to the north bank Laurel Canyon Boulevard Bike Tunnel.	

Task Force Monthly Meeting (8/21/14)

Group/Individual	Comment	Response
Studio City Residents Association and Studio City Neighborhood Council	Very concerned that design does not reflect any wishes of SCNC to have bike path on south side of the river.	There is a culvert on the south side at Laurel Canyon that does not allow for a south side undercrossing, and using the north side eliminates the number of river crossings and bridges.
Studio City Residents Association and Studio City Neighborhood Council	Business district between Whitsett and Laurel and Vineland and Colfax, want path to support this area.	Most of the entrances will be from the major intersections. People that use or frequent these businesses will be able to access businesses through the greenway and those using the bike path on the north side path can cross the river at the major intersections and the Laurelgrove pedestrian bridge.
Tommy Newman, Council District 4	Perhaps if the bridge that is not included (due to cost) it could be added then it would address concerns. All practical alternatives will be addressed in the matrix (*This should be in the "response" box*)	Other options and costs are to be included in matrix.
Studio City Residents Association and Studio City Neighborhood Council	In this same area, if bike path is on north side, concerned with conflict because residents use north side for walking and are adamant that this be used for walking only.	We are aware of public concern and have thought through this. We are taking this to the community for further comment (holding community meetings).
Various attendees	Could there be a cantilevered section over the channel, under bridges?	Project team met with Army Corps of Engineers and there are various issues with trying to cantilever or build over the bridge. We must not impact the flood carrying capacity of the river. Additionally, this is very cost prohibitive (easier and less costly to unnel).
L.A. River Revitalization Corporation	What is the length of trail/path?	
Los Angeles County Bicycle Coalition	Would like to see continuity of lanes maintained.	
Studio City Residents Association and Studio City Neighborhood Council	At Avon Street, why couldn't it be a tunnel?	Not practical because of obstacles and the low volume of traffic does not warrant building an overpass
Studio City Residents Association and Studio City Neighborhood Council	Like alternative at Lankershim and Vineland – works well	
Tommy Neuman, Council District 4	Discussion about schedule and coordination	

Studio City Neighborhood Council
Transportation Committee (9/3/14)

Comment	Response
Will a full EIR be done for this project?	A final determination has not been made on the optimal environmental review process – i.e. programmatic or environmental review on individual sections.
Where will path be from Whitsett to Sepulveda?	Per Carol Armstrong (L.A. City – not present), it will be on the south side.
If the Whitsett to Sepulveda section is to the south, why not continuing the on the same side with a bridge?	Discussion ensued on this option. It was explained that design should not be constrained by the work of other sections, but rather the best design for the area under review should be sought.
Can the bridge replaced at Laurel Canyon? Concerned with access to businesses between Whitsett and Laurel Canyon.	Yes, it can. The existing greenway cannot be used. The number of access points in this area is a maximum of two – if the path is on the south side, then a ramp will have to be created far enough up to allow a ramp to access. LADOT will have to make determination if they will allow bike path to ramp up and include crosswalk.
Is there any reason why this wouldn't work (architectural or engineering) – bridge at Laurel Canyon?	No reason, it could work. The greenway that abuts the back of businesses between Whitsett and Laurel Canyon.
Connection could be at L.A. City parking structure.	Crossing at private parking lots would not be feasible based on past experiences.
What is being taking into account with trees and lighting so that path does not impact residents in this area (specifically near Valleyheart Drive)?	Between Laurel Canyon and Radford confident that lights could be projected outward and walking path of DG could be maintained. The goal would be to create a path that would maintain the existing fabric of the community. Generally though these projects do not include a lot of funding for landscaping.
How did Flood Control District include greenway for Headworks project?	Obtain funding through a grant. Most projects have a combination of sources for funding.
Is it equally possible to do tunnel on either north or south side of Whitsett?	Yes, it is possible. The matrix includes the various options showing the various alternatives.
Are the accessible points defined on the map?	Yes, throughout at various locations (broken pointed lines).
Trees along path from Colfax to Vineland (along Kelsey Street) are maintained by adjacent homeowners – will this change? Want to make sure that trees and other greenery remain. Very important to residents in this area.	Very possible that path will not impact trees – it appears to be wide enough area to accommodate path.

Studio City Neighborhood Council
Transportation Committee (9/3/14)

Comment	Response
How wide is bike path?	Recommended width is 12' (5' bike lanes (2) and 2' buffer – further discussion regarding access – if there is a walkway adjacent to bike path, pedestrians are not permitted to walk on the bike path.
What was the main reason as to why the bike path was envisioned along the south side?	Never an actual plan, but rather it was an assumption that it would be located along the south side. After analysis for this project began, it became obvious that the bike path was better suited on the north side to avoid the constant zigzag (north and south).
Concerned with vagrants and people that do not below in the area. Concerned that bike path opens the area up to these issues. Are there operations hours (i.e. shut down at night)?	No, these are transportation access and will be available 24 hours a day. Lights will be along and pointed toward river. Project team has observed an existing transient issue along the path.
The bike path is not necessarily along the river – correct?	The path "hugs" the river as much as possible. Path only on the streets, when we cannot be along the river (i.e. CBS Studios)
Is there any place along the path where property would be impacted and thus require acquisition?	Eminent domain is not envisioned anywhere along the path.
Where would an access point be located near North Weddington Park?	During analysis, community members voiced a concern to not permit an access point to park. Access point could be off Central Branch Tujunga Wash into "backside" of park.
Since blue and red options are shown on maps, it seems it is possible to have alternative options?	Yes, it depends on what engineering phase produces when project is funded.
Motion approved by Transportation Committee: The Board of the Studio City Neighborhood Council (SCNC) supports the proposed north bank "preferred route" of the Final Draft of the Los Angeles River Bike Path Plan in Studio City from Laurel Canyon Boulevard to Lankershim Boulevard. Additionally, the SCNC supports the proposed south bank "alternate route" between Whitsett Avenue and Laurel Canyon Boulevard with a Bike Bridge from the south bank to the north bank just west of Laurel Canyon Boulevard to connect to the north bank Laurel Canyon Boulevard Bike Tunnel.	None

Studio City Residents Association
Community Meeting (9/9/14)

Comment	Response
At Colfax, can you please explain crossing?	Crossing at Colfax will be an improved bike path in an area, under the existing bridge, which had been constructed to allow for this.
Is there a bike path, west of Whitsett? How does the section west of this connect?	The bike path comes in from the south side and will go north at Whitsett. This is a City project.
Why does the alignment need to go north at Whitsett?	When we started this analysis, we assumed that bike path would be on the south side; however, it became clear that the north side worked best. Need to have a crossing and it makes most sense to have it Whitsett. The crossing needs to happen somewhere between Whitsett and Laurel Canyon.
Is the "greenway" path a bike path?	No, it is a walking path.
Would like to see a crossing constructed from the south to the north at Laurel Canyon. Why is the south side not the preferred alternative along the stretetch betweem Whitsett and Laurel Canyon?	Would like to see green way maintained as a greenway without eliminating it.
Have you looked at tunnels or bridges or cantilever over the river?	The various obstacles were explained including height restrictions and infrastructure obstacles. Additional CBS Studios has fee ownership through studio land and they control the property and they will not allow bike path on property.
Please further explain access issues at CBS Studios.	CBS Studios has security issues and has made it clear that public access will not be allowed.
What is the schedule?	There is no specific schedule. This phase (matrix) is necessary to go after funding. To have a viable grant application, we need to demonstrate readiness. The matrix will demonstrate readiness to compete for grant funding.
How will you maneuver around CBS Studios?	The path will leave the river and head north on Radford , cross the Tujunga Wash at the north end of the street and head down the wash to connect back to river route.

Studio City Residents Association
Community Meeting (9/9/14)

Comment	Response
Can the bike path be regulated? What is the intent of the bike path (what need does it fill)?	Bike path comes under active transportation and this allows us to connect various means of transportation. The bike path allows for another means of transportation to support active transportation.
Why not just extend City path on south side?	We must do a thorough analysis. The continuity of bike path travel is what caused us to move the path to the north. Designing in this matter would result in zigzagging back and forth over the river.
What is the alignment between Colfax and Tujunga?	Bike path with room for adjacent walkway.
Is this plan the final plan?	It is the final draft and we are taking public comments and including input in the document.
Resident voiced preference for bike path to be on south side of the river.	Reiterated that the analysis revealed that the path along the south side would not work and the north side was preferred.
Barry Johnson indicated that he too felt south side was best, but in the end agreed that north side was best to allow continuity and avoid conflicts (CBS Studios, freeway, storm drains, etc). The Studio City Neighborhood Council resolution is the best option.	None
What are the next steps?	Finish final community meetings, incorporate comments and finalize document.

Greater Toluca Lake Neighborhood Council (9/16/14)

Comment	Response
What area is adjacent to Toluca Lake?	Lankershim Boulevard to Barham Boulevard.
What does the ten million dollar budget from NBC Universal cover?	Conceptual design for Lankershim to Barham.
Is the area slated for restoration by the Army Corps of Engineers included in this portion?	No, it is another part that is covered by the restoration.
Will the path be on the streets?	No, it is adjacent to the L.A. River
Are tunnels part of this project? Concerned with the effects of tunnels on the community (i.e. crime and safety)?	Our project does not include enforcement. We communicate these issues to the local law forcement.
Are there alternatives to tunnels?	Some, but not able to cantilever over the river and need to minimize switchbacks.
Concerned with vagrants and people that do not below in the area. Concerned that bike path opens the area up to these issues. Are there operations hours (i.e. shut down at night)?	No, these are transportation access and will be available 24 hours a day. Lights will be along and pointed toward river. Project team has observed an existing transient issue along the path.

Hollywood Hills West Neighborhood Council
Board Meeting (9/17/14)

Comment	Response
How will the tunnel cross the 101 freeway?	The tunnel would go under the 101 freeway on the abutment of the north side of the Los Angeles River. This will require Caltrans permits.
What's the time frame for construction?	Right now, the project is going through the scoping process. Once the study is completed, grant funding will be pursued. Currently, bike lanes are being constructed from Lankershim to Barham Blvd. The County hopes to use this as a mechanism to obtain grant funding for the construction of the project that we're presenting today.
Why not run the bike line through the country club?	For engineering purposes, we need to be on the south side by the time we reach Warner Bros.
When you get to the Universal property, is the bike path being tunneled?	Universal leases that property from the County. As part of the agreement, Universal is giving back at least a 12 foot right-of-way to allow the development of this bike path.
How wide is bike path? Will it be accessible to pedestrians?	Recommended width is 12', with two 5' bike lanes and a 2' buffer for pedestrian access. If there is a walkway adjacent to bike path, pedestrians are not permitted to walk on the bike path. If there is no walkway, then the pedestrians and cyclists must share that portion on the path.

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APPENDIX H
Errata Sheet

ERRATA SHEET

The following changes have been made to the Los Angeles Bike Path Project, from Whitsett Avenue to Riverside Drive, Preliminary Scoping Report: Dated August 2014:

Note: Minor editorial changes have been made to the text. Notable corrections are listed below:

Page	Correction/Change
1	Replaced the second paragraph, to reflect the realigned bike path, with the following: "This study has identified a number of viable route alignments from the existing bike trail east of Riverside Drive to Coldwater Canyon bike trail west of Whitsett Avenue. Beginning at Whitsett Avenue, the proposed bike path is on the south side of the river, but crosses over to the north side at Lauren Canyon and remains on the north side until Lankershim, where it crosses back to the south side and remains there to the end of the path at Riverside Drive. Several locations, require the crossing of water courses, using approximately four bike bridges. In addition, there is a segment of the bike path where it would deviates from the river onto a city street in protected cycle track for relatively short distance."
3	Deleted the last sentence in the first paragraph
4	Replaced the figure to show the revised alignment
5	Replaced the figure to show the revised alignment
10	Added the first sentence to include reference to the "Program level EIR" as follows: "Program level EIR's for master plans that include a continuous bikeway along the LA River have been certified by the County and the City for revitalization of the river."
11	Added a phrase to the end of the second paragraph of the National Environmental Policy Act section to clarify the authority as follows: "...however the decision to prepare a EA/FONSI would be made by the Federal Agency."
13	Replaced the figure to show the revised alignment and changed the second sentence of the description to reflect the changed alignment as follows: "The proposed route includes beginning the bike path on the south bank of the river, immediately west of Whitsett and will continue on the south side to Laurel Canyon, at which point it crosses the river to the north bank, on the western side of the road. The path continues on the north bank to Radford Ave. Street crossings will be required at Whitsett Avenue, Laurel Canyon Boulevard, and at Radford Avenue."
14	The second paragraph under the heading Laurel Canyon has been replaced to more clearly describe the alignment as follows: "The preferred alternative route would cross from the south bank to the north bank, just west of Laurel Canyon Boulevard and pass under the road through an underpass behind the abutment, and continue eastward to Radford Avenue."
30	The first paragraph has been added to discuss public comment received since the publishing of the Draft PSR: "The draft final PSR was presented to the Task Force on August 21, 2014, that included Q&A, which generated a lot of comments. At that meeting, it was decided that presentations should be made at the same neighborhood councils that had previously been identified to solicit comment directly from the public. As a result of the comments received, it was decided to modify the alignment and begin the bike path on the south side of the river at Whitsett Ave. and continue on that side as far as Laurel Canyon Blvd. A complete summary of the comments received is included as Appendix G – Public Comments Received"
Appendix B	Corridor assessment: Sheet 1through 5 of 30 have been replaced to show the revised bike path alignment
Appendix D	Project Matrix: Alternative Comparison Matrix: The first two sheets: Whitsett Avenue to Radford Avenue is replaced to account for the changed alignment of the bike path

ERRATA SHEET

The following changes have been made to the Los Angeles Bike Path Project, from Whitsett Avenue to Riverside Drive, Preliminary Scoping Report: Dated August 2014:

Note: Minor editorial changes have been made to the text. Notable corrections are listed below:

Page	Correction/Change
	Preferred Alternative Alignment: The first sheet: Whitsett Avenue to Radford Avenue, is replaced to account for the changed alignment of the bike path
Appendix E	Preliminary Environmental Documents Required - Tiering Documents: The following hs been added "Los Angeles River Revitalization Master Plan (LARRMP) http://boe.lacity.org/lariverrmp/ "
Appendix G	Public Comment. This new section has been added
Appendix H	Errata Sheet. This new section has been added